

Lunenburg/Kenbridge/Victoria Joint Comprehensive Plan 2025-2030



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**Prepared by: Lunenburg/Kenbridge/Victoria Joint Working Committee and
the Commonwealth Regional Council**

**LUNENBURG COUNTY/TOWN OF KENBRIDGE/TOWN OF VICTORIA
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TOWN MAYOR

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**Lunenburg County Board of Supervisors
Mission Statement**

The mission of the Lunenburg County Board of Supervisors shall be:

To secure and promote the safety, education, economy, health and general welfare of the citizens of Lunenburg County through focused leadership and innovative adjustment to change.



Kenbridge Town Council

Mission Statement

The mission of the Kenbridge Town Council shall be:

To provide the citizens of Kenbridge a positive and rewarding lifestyle in which they can live, work and raise families in a safe, progressive and friendly small-town atmosphere.



**Victoria Town Council
Mission Statement**

The mission of the Victoria Town Council shall be:

To provide a safe and secure environment for all of the citizens of Victoria and to instill a sense of pride to both young and old linking our past railroad heritage to our future.



Chapter I

Introduction

I. Introduction

A. The Purpose and Legal Basis of a Comprehensive Plan

The Joint Comprehensive Plan for Lunenburg County and its two towns, Kenbridge and Victoria, is an official public document that outlines the community's goals for physical, social, and economic development through 2030. It provides a comprehensive assessment of Lunenburg County, including the Towns of Kenbridge and Victoria, evaluating their resources, population, finances, natural features, housing, and public facilities. The plan also identifies the needs of these areas and presents strategies for effectively managing resources to meet those needs. Rather than a rigid blueprint, the Joint Plan serves as a flexible guide for decision-making and should be used as such.

The authority to plan is derived from the state's police power, which in Virginia is delegated to localities. Planning for a specific locality is carried out by a local planning commission, composed of citizens appointed by the governing body to serve in an advisory role. However, it is the responsibility of the governing body to officially adopt and implement the plan. Implementation methods may include zoning, subdivision control, capital improvement programs, and official mapping. This plan is presented to the citizens as part of the requirements set forth in the Code of Virginia, Section 15.2-2223.

There are several key reasons for a locality to prepare and implement a Comprehensive Plan, including:

- **To anticipate and prepare for future changes** in the community, such as shifts in population size, employment patterns, environmental quality, and the demand for public services and facilities.
- **To identify the concerns, needs, and aspirations** of local citizens regarding the quality of life in the community, and use this input to establish clear goals for the future.
- **To develop policies or actions** required to achieve these goals and ensure the protection of public health, safety, and welfare for local residents.
- **To comply with the State of Virginia's requirement** that all local governments adopt and maintain a Comprehensive Plan.

Section 15.2-2223 of the Code of Virginia mandates that every governing body in the Commonwealth adopt a Comprehensive Plan for the territory under its jurisdiction by July 1, 1980. Additionally, Section 15.2-2230 requires the local Planning Commission to review the plan at least once every five years.

Section 15.2-2200 of the Code of Virginia outlines the legislative intent behind planning and zoning enabling authority. In summary, the State aims to encourage local governments to:

- Improve the public health, safety, convenience, and welfare of citizens.
- Plan for future development with adequate infrastructure, including highways, health services, recreation, and other facilities.
- Acknowledge the needs of agriculture, industry, and business in future growth.
- Preserve agricultural and forest lands.
- Create healthy environments for family life in residential areas.
- Foster balanced community growth while ensuring the efficient use of public funds.

Section 15.2-2223 specifically states that “*the comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants, including the elderly and persons with disabilities.*”

The Code further specifies that the Comprehensive Plan shall be general in nature, meaning it must:

- Designate the general or approximate location, character, and extent of features shown on the plan, including areas where existing lands or facilities are proposed to be extended, removed, or altered.
- Present long-term recommendations for the overall development of the territory, which may include designating areas for various types of public and private land uses, transportation systems, community service facilities, historical sites.

In Virginia, the local Comprehensive Plan serves as a guide for the governing body in making both long-term and day-to-day decisions regarding all aspects of community development. The governing body has discretion in how strictly it interprets and adheres to the plan.

However, the Code stipulates that the construction, extension, or change in use of streets or other public facilities must be reviewed and approved by the Planning Commission to determine whether the general location, character, and extent of the proposed facility align substantially with the adopted Comprehensive Plan. As a result, the Plan plays a significant role in shaping the development of public facilities, utilities, and private land uses.

B. Updating the Joint Comprehensive Plan for Lunenburg County/ Town of Kenbridge/Town of Victoria

The Lunenburg County Board of Supervisors initially adopted the Comprehensive Plan for Lunenburg County in June 1975. It was re-adopted without changes on May 13, 1988, and again on March 10, 1999. In 2003, due to significant changes in land use and economic development, the County recognized the need for updated, detailed policies to guide future development. This was seen as the appropriate time to revise, modify, and expand upon the existing Comprehensive Plan. Acknowledging that the Towns also needed updates to their plans, the County pursued the idea of a Joint Plan. The Joint Comprehensive Plan was adopted in November 2006.

In December 2016, Lunenburg County, together with the Towns of Kenbridge and Victoria, contracted with the Commonwealth Regional Council (CRC) for technical assistance to update the Lunenburg/Kenbridge/Victoria Joint Comprehensive Plan. The plan was updated for the years 2019-2024 and is currently being revised for the years 2025-2030.

Previously, the Town of Kenbridge had its own Comprehensive Plan, adopted in April 1974, and the Town of Victoria had a separate plan, adopted in August 1982. In response to these separate plans, Lunenburg County, the Town of Kenbridge, and the Town of Victoria entered into an agreement to undertake a joint planning process. This collaborative process involved soliciting input from residents of the county and towns to establish long-term goals and develop policies to achieve those goals.

The Joint Comprehensive Plan approach provided significant benefits to all three localities. Most notably, it consolidated the requirement for three separate plans into one unified plan, saving time and resources. It also offered the advantage of a coordinated and integrated planning effort that encompassed the entire county and its two incorporated towns.

Virginia law mandates that all cities, towns, and counties have local planning commissions and maintain Comprehensive Plans. Specifically, Section 15.2-2231 of the Code of Virginia allows for the inclusion of incorporated towns in a county's Comprehensive Plan.

C. Process for Plan Development and Adoption

The Commonwealth Regional Council (CRC) assisted the joint Lunenburg/Victoria/Kenbridge working committee in updating the Lunenburg/Kenbridge/Victoria Joint Comprehensive Plan in seven phases. These seven phases are as follows:

- Phases I and II: Collecting/updating/analyzing data, including:
 - Population
 - Education
 - Income
 - Commuting Patterns
 - Employment/Unemployment

- Economic Activity
 - Housing
 - Transportation
 - Community Facilities/Services
 - Historical Sites
 - Natural Resources
- Phase III: Evaluating current land use and updating the County’s Future Land Use Map.
 - Phase IV: Identifying/updating issues and setting goals and prescribing actions.
 - Phase V: Executive Summary.
 - Phase VI: Public Hearing and recommendation for adoption by the Planning Commission.
 - Phase VII: Public Hearing and adoption by the Board of Supervisors.

The following section summarizes the process that was undertaken by the Joint Planning Commissions for the development of the Joint Comprehensive Plan and final adoption by the County of Lunenburg Board of Supervisors, the Kenbridge Town Council and the Victoria Town Council. For a more detailed review of the process methods, please refer to the Appendix materials.

DATE	MEETING	DESCRIPTION
February 8, 2024	Joint Comprehensive Plan Working Committee	Kick-Off Meeting – Reviewed Code of Virginia requirements, Comprehensive Planning process, and initial brainstorming of special issues.
March 7, 2024	Joint Comprehensive Plan Working Committee	Discussed scope of the current project and planned community meetings.
April 4, 2024	Joint Comprehensive Plan Working Committee	Finalized logistics for community meetings and planned exercises to gather feedback.
April 15, 2024	Community Meeting	Community meeting held in Kenbridge. Conducted P.A.R.K. and mapping exercises to gather public feedback.

April 22, 2024	Community Meeting	Community meeting held in Victoria. Conducted P.A.R.K. and mapping exercises to gather public feedback.
June 11, 2024	Joint Comprehensive Plan Working Committee	Reviewed survey responses and prepared to begin drafting Sections I and II.
July 18, 2024	Joint Comprehensive Plan Working Committee	Presented community meeting outcomes and initial survey results. Began drafting initial Land Use and Special Policy Areas sections.
August 1, 2024	Joint Comprehensive Plan Working Committee	Presented the initial draft of the Land Use Section and discussed revisions.
September 5, 2024	Joint Comprehensive Plan Working Committee	Reviewed the initial draft of the Special Policy Areas sections and revised drafts of the Land Use sections.
September 19, 2024	Virtual Meeting	Developed a strategy to expedite the Comprehensive Plan update, including scheduling recurring virtual meetings to review revisions and provide feedback.
October 3, 2024	Joint Comprehensive Plan Working Committee	Presented revised drafts of the Land Use and Special Policy Areas sections and the initial draft of the Demographics section.
October 23, 2024	Virtual Meeting	Reviewed suggested changes to the Land Use, Special Policy Areas, and Demographics sections.
November 6, 2024	Joint Comprehensive Plan Working Committee	Reviewed revised Demographics and initial draft of Goals, Objectives, and Strategies sections.
November 25, 2024	Virtual Meeting	Discussed changes to the Demographics and Goals, Objectives, and Strategies sections.
December 5, 2024	Joint Comprehensive Plan Working Committee	Reviewed revised drafts of the Community Resources section and initial draft of the Transportation section.

January 2, 2025	Joint Comprehensive Plan Working Committee	Reviewed initial drafts of the Introduction, Implementation Plan, and Executive Summary.
January 13, 2025	Joint Comprehensive Plan Working Committee	Reviewed entire draft of Joint Comprehensive Plan

D. Methods of Identifying Issues

A range of issues, now and in the future facing the County of Lunenburg, the Town of Kenbridge and the Town of Victoria, have been identified. Review and analysis of these issues by the public, the Planning Commissions and the Board of Supervisors/Town Councils provided the basis for establishing the County/Towns planning goals and policies for this Joint 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 four methods:

1. Survey of Citizen Opinion

In April 2024, the County and Towns distributed citizen opinion questionnaires at various locations throughout the two Towns and Lunenburg County. These surveys were available at government offices, town offices, public libraries, and banks across the County. Additionally, an online survey was made accessible on the County and Towns' websites and Facebook pages. Surveys were distributed on May 13, 2024, with a submission deadline of July 1, 2024. A total of 246 complete surveys were returned.

The Commonwealth Regional Council staff tallied the responses, and the survey results were incorporated into the Comprehensive Plan.

2. Community Meetings

On April 15, 2024, the Town of Kenbridge hosted a public community meeting at the Town's Auditorium, followed by a meeting in the Town of Victoria on April 22, 2024, at the Victoria Library. A total of 42 individuals attended these meetings, as recorded on the sign-in sheets. The input gathered from attendees was invaluable in shaping the survey instrument and updating the Joint Comprehensive Plan.

These meetings offered citizens an additional opportunity to share their opinions on key issues and priorities, contributing to the creation of a shared vision for the future of Lunenburg County and its two incorporated Towns.

3. Research and Analysis of Available Data

CRC staff gathered and analyzed data across various aspects of the County, including land use patterns, environmental features, transportation conditions, population growth trends, and capital facility needs. This information, much of which is included in this Plan, has been instrumental in deepening the understanding of key issues identified by local citizens and through other efforts, as outlined in this section.

4. Discussion with the Working Committee

The Joint Lunenburg/Kenbridge/Victoria Comprehensive Plan Working Committee held eleven work sessions from February 2024 to January 2025. During these sessions, the Committee reviewed citizen input and technical data, while providing its own analysis of the issues presented.

E. Amending the Plan

Any amendment to this plan shall be administered in accordance with Va. Code §15.2-2229. Any amendment proposed by less than all of the three localities, shall be the responsibility of the proponents to submit and obtain approval from the other localities.



Chapter II

Select Demographics

II. Select Demographics

A. Regional Setting and History

Location and Size of Lunenburg County

The County of Lunenburg is located in south-central Virginia, USA. It is part of the state's Piedmont region and is bordered by Mecklenburg County to the south, Charlotte County to the west, Prince Edward County to the north, and Brunswick County to the east.

Lunenburg, Virginia, is positioned as follows relative to Richmond, Norfolk, and Raleigh, North Carolina:

- **From Metro-Richmond, Virginia:** Lunenburg is approximately 70 miles southwest of Richmond. The drive typically takes about 1 to 1.5 hours via U.S. Route 360 or Interstate 85.
- **From Norfolk, Virginia:** Lunenburg is around 108 miles west of Norfolk. The drive usually takes about 2 to 2.5 hours, following U.S. Route 58 or Interstate 64 and U.S. Route 460.
- **From Raleigh, North Carolina:** Lunenburg is roughly 100 miles north of Raleigh. The drive typically takes about 2 hours, following U.S. Route 1 and Highway I-85.

These distances and travel times can vary depending on the specific route taken and traffic conditions.

Lunenburg County is predominantly rural, spanning 431.7 square miles. The area features sparsely populated residences, community businesses, and churches, set amid a gently rolling landscape typical of the central Piedmont region. According to 2020 U.S. Census the total population was 11,936. There are two (2) incorporated Towns located within the Lunenburg County border – the Town of Kenbridge and the Town of Victoria.

Location and Size of Town of Kenbridge and the Town of Victoria

Town of Kenbridge, Virginia

- **Location:** Kenbridge is located in the northeastern portion of Lunenburg County of south-central Virginia. It is approximately 74 miles southwest of Richmond, the capital of the state, depending on the route taken.
- 12 miles from Blackstone, Fort Barfoot, VA-40

- 18 miles from South Hill, VCU/CMH Hospital, I-85
- 34 miles from Farmville, Longwood University and 33 miles Hampden-Sydney College
- 51 miles from Petersburg, I-95, 49 miles from Virginia State University

Size: The town covers an area of about 2 square miles. According to the 2020 U.S. Census, the total population is 1,389 or almost 12 percent of the total Lunenburg County population.

Town of Victoria, Virginia

- **Location:** Victoria is also located in Lunenburg County, about 6.7 miles southeast of Kenbridge and similarly 71 miles southwest of the capital city of Richmond depending on route taken.
- 18 miles from Blackstone, Fort Barfoot, VA-40
- 24 miles from South Hill, VCU/CMH Hospital, I-85
- 27 miles from Farmville, Longwood University and 26 miles Hampden-Sydney College
- 59 miles from Petersburg, US 460 E, 57 miles from Virginia State University
- **Size:** Victoria has an area of approximately 2.85 square miles. According to the 2020 U.S. Census, the total population is 1,946 or almost 16 percent of the total Lunenburg County population.

Creation of the County and Towns

The creation of Lunenburg County was part of a broader movement during the 18th century to organize and manage the growing population in the Virginia colony. At the time, the population was expanding westward, and the creation of new counties helped localize governance and judicial administration. Lunenburg County was originally quite large, Lunenburg County is proudly and historically known as the “Mother of Counties.” After being formed from Brunswick on May 1, 1746, Lunenburg went on to provide territory for the formation of nine other counties after 1752 – including Charlotte, Patrick, and Henry – hence, the “Mother of Counties.”

Lunenburg County, largely agricultural, is known for its red clay and climate suited to various crops, mainly tobacco which has been and remains the county’s principal cash crop. This red clay was also beneficial for building, resulting in the historic courthouse and many of its ante-bellum homes and chimneys being constructed of hand-kilned bricks from native soil.

As Lunenburg County was formed in 1746, the area around what is now the Town of Kenbridge became dotted mostly with small and large farms. During the summer of 1906, Kenbridge

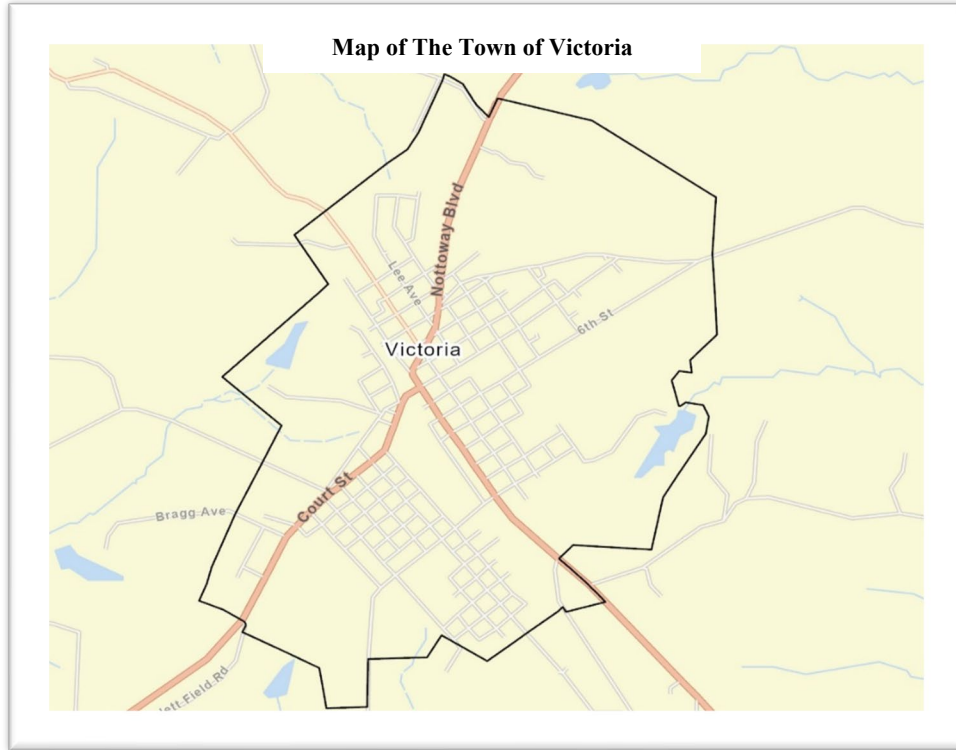
received its first layout of streets and a few buildings. Among those was a wooden structure erected as the first bank in Kenbridge. Kenbridge housed the headquarters for what is now “The Benchmark Community Bank.” The Town of Kenbridge was named by combining portions of two last names – “Ken” for Mr. W. F. Kennedy and “bridge” for Mr. L.W. Bridgeforth, another leading citizen of the area. The Town was incorporated on March 14, 1908. The Town of Kenbridge developed into one of the largest tobacco markets in Virginia from the 1920–1970-time frame, as farmers from across the state would come to sell their crops. The tobacco was shipped out by truck and by rail train to the various manufacturers. Because Kenbridge is not directly accessible from U.S. Route 360 or Interstate 85, it has been able to maintain its rural character.

The Town of Victoria was conceived in 1906 when the Virginian Railway was built to transport coal from Southwest Virginia to the ports in the Tidewater area. The Town of Victoria is located halfway between Roanoke and Norfolk. It is believed that Henry H. Rogers, builder of the Virginian Railway, named the town after Queen Victoria. The town was incorporated by the Lunenburg County Circuit Court in April 1909 and later by the Virginia General Assembly in March 1916. The town began to develop around the railroad shops and was built on farmland and forest. These shops remained in the Town of Victoria until 1959 when the Virginian Railway merged with the Norfolk & Western Railway (present day Norfolk Southern). Rail activity remained in Victoria until the late 1980’s when the last tracks were removed.

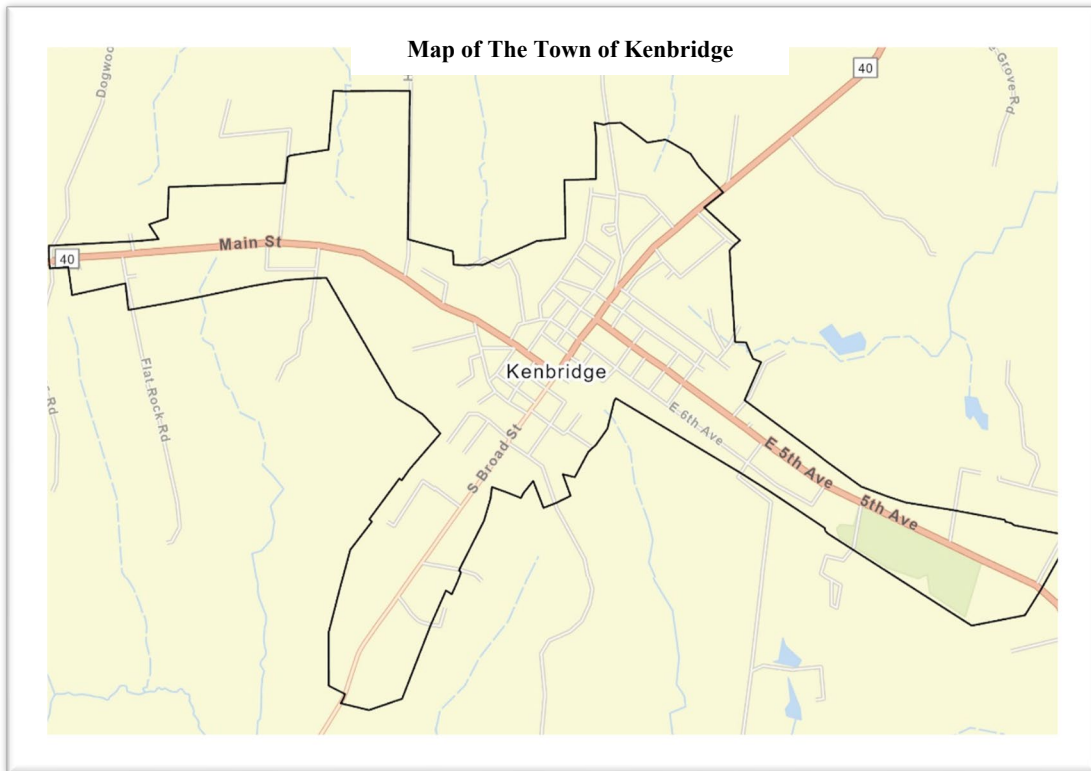
Map of Lunenburg County



Created by: Commonwealth Regional Council, September 2024



Created by: Commonwealth Regional Council, September 2024



Created by: Commonwealth Regional Council, September 2024

B. Population

Introduction

The population section of the Lunenburg/Kenbridge/Victoria Joint Comprehensive Plan provides a detailed analysis of the demographic characteristics of the County and the towns of Kenbridge and Victoria. While population analysis typically focuses on shifts in population numbers, it also examines changes in demographics such as age, sex, and race. Additionally, factors like the rate of growth and population distribution are crucial for effective community planning. Understanding these trends is essential as they impact land use, housing, community facilities, and various aspects of community development.

The 2020 Census faced several challenges due to the COVID-19 pandemic, which affected data collection and response rates. Key issues included:

1. **Disruptions in Data Collection:** The pandemic led to interruptions in field operations, causing delays and necessitating adjustments in data collection methods. Limited in-person interviews and follow-up visits likely impacted response rates.
 2. **Underrepresentation of Certain Groups:** Populations in densely populated urban areas, minority communities, and those in hard-to-count locations may have been underrepresented due to disruptions in outreach and data collection efforts.
 3. **Changes in Methodology:** In response to these challenges, the Census Bureau expanded online response options and adjusted follow-up strategies. However, these changes might not have fully resolved all issues.
 4. **Impact on Data Quality:** Although efforts were made to ensure data quality, some critics argue that the pandemic-related challenges could have affected the accuracy and completeness of the data.
- Despite these difficulties, the 2020 Census data remains a vital resource. It is important to recognize these limitations when using the data for analysis and planning.

The following section on population aims to review and analyze the most current information available to assess its significance.

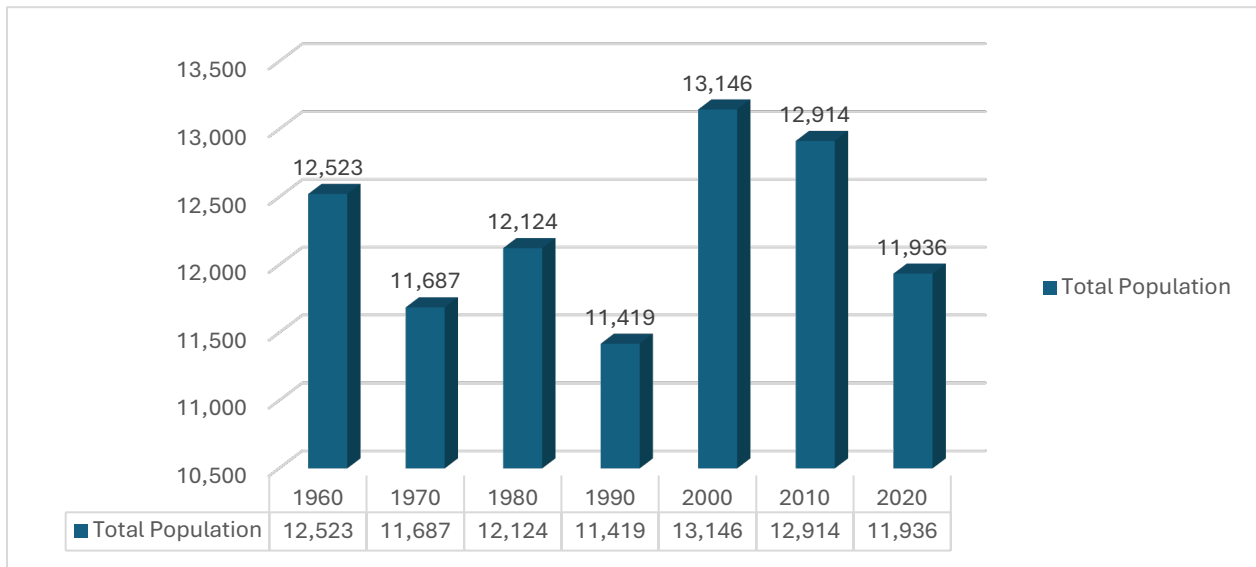
Population Trends

According to the 2020 U.S. Census, the population of Lunenburg County is 11,936. This figure reflects a decline from the 2010 Census. It is important to note that this reduction is primarily due to a change in how incarcerated individuals are counted for census purposes, as stipulated by Virginia Code § 24.2-314. Under this law, individuals incarcerated in federal, state, and local correctional facilities are no longer counted as part of the locality where the facility is located but are instead attributed to their pre-incarceration addresses for redistricting purposes.

This adjustment notably impacts Lunenburg County's population figures by removing incarcerated individuals from the local count. As a result, the decline reflects a technical reallocation of data rather than a loss of community residents.

In addition, the towns of Kenbridge and Victoria have reported population increases according to the 2020 Census, further demonstrating localized growth within the county.

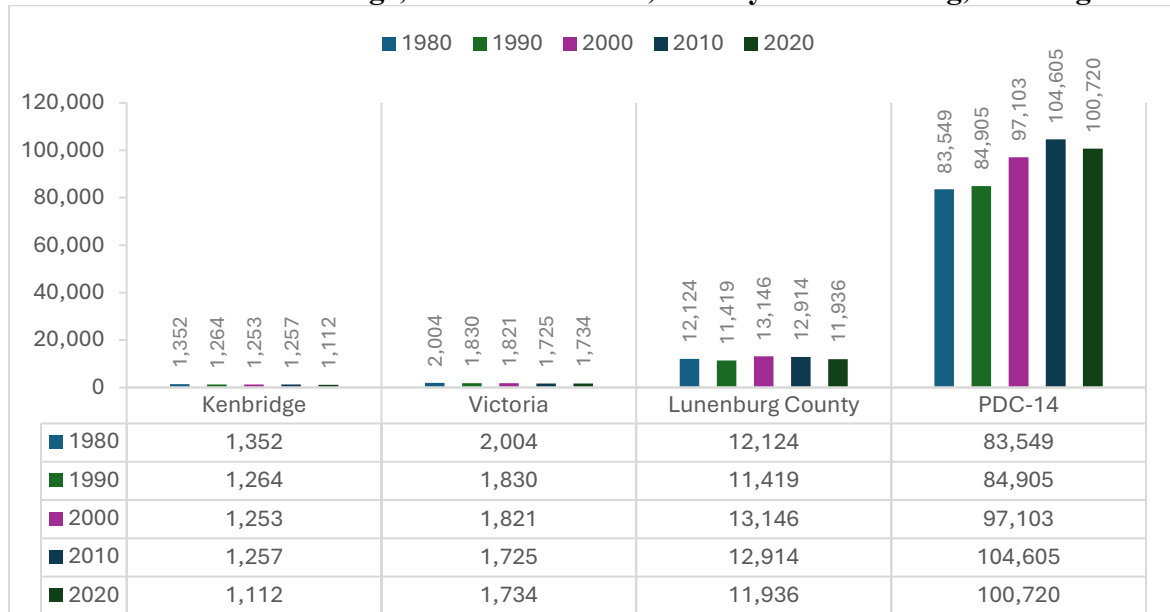
Table 1
Lunenburg County Total Population



Source: 1960, 1970, 1980, 1990, 2000, 2010 and 2020 United States Census

TABLE 2
Past Population

Town of Kenbridge, Town of Victoria, County of Lunenburg, and Region



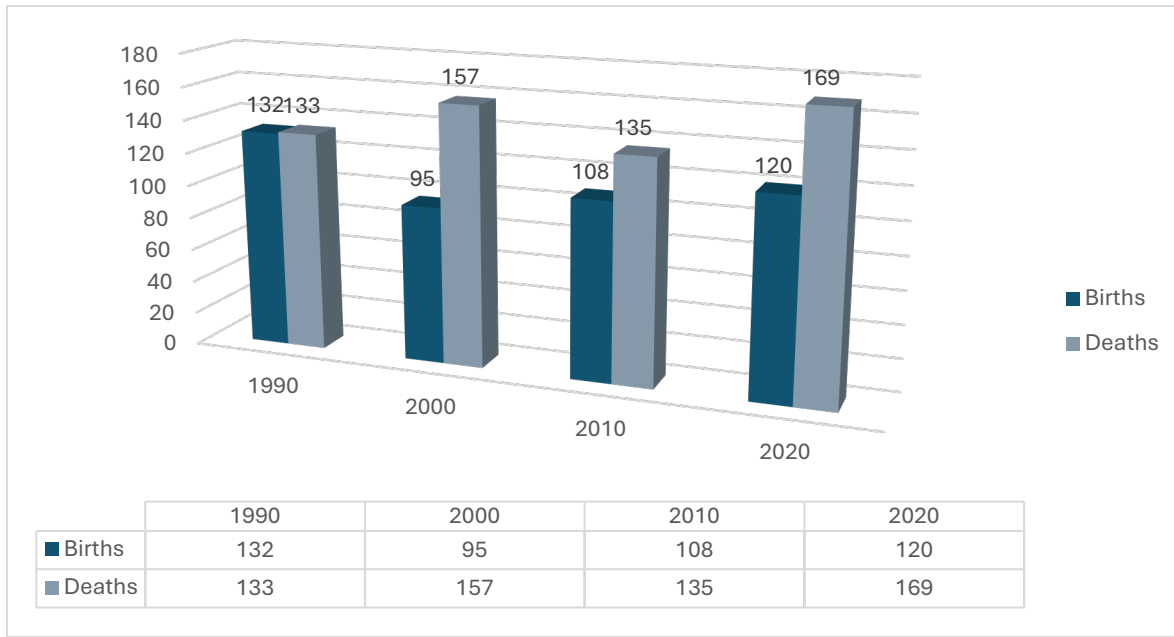
Source: 1980, 1990, 2000, 2010 and 2020 US Census

Population Change Factors

Populations in communities change due to a variety of factors that influence birth rates, death rates, immigration, and emigration. Natural population growth is influenced by the number of births compared to the number of deaths (see Table 3). High birth rates and low death rates typically lead to population growth, while the opposite can lead to a decline. Movement of individuals into (immigration) or out of (emigration) a community can affect population size and composition. These factors often interact in complex ways, and the overall dynamics of population change in a community result from a combination of these influences. Birth rates are affected by such factors as nutrition, fertility, attitudes about abortion, social value, culture, and the availability of contraception. Death rates are affected by disease, medical technology, improved health care, transportation development and nutrition. The second is when more people move into a locality versus more people leaving a locality. Pull factors for people moving into a locality are characteristics that attract people to the locality such as amenities, cost of living, and quality of life. Push factors for people leaving a locality are those characteristics of a place that cause people to leave such as lack of job opportunities and inadequate access to health care. Finally, the most common way is a combination of both factors.

From 1990 to 2020, the average number of births per decade was around 114, while the average number of deaths per decade was about 149. With the birth rate falling below the death rate, the County is expected to experience a population decline in the future, unless offset by immigration.

TABLE 3
Birth and Deaths
Lunenburg County, Virginia



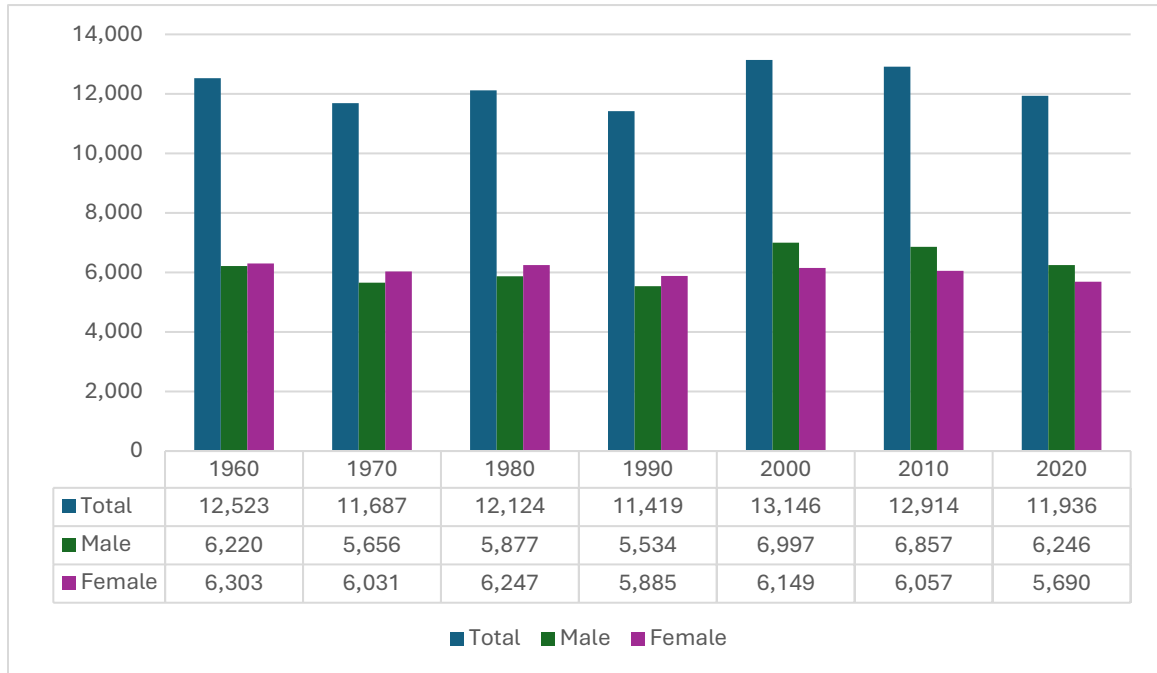
Source: Virginia Department of Health, Vital Statistics Annual Report, 1990-2020

Age and Gender Characteristics

By closely examining the age and gender distribution of the population, planners and policymakers can ensure that community facilities, commercial services, housing, and infrastructure are well-suited to the needs of all demographic groups, leading to a more balanced and responsive community environment. Tailoring community programs to meet the interests and needs of various age groups can foster inclusivity and engagement. For instance, offering a mix of youth sports leagues, adult education classes, and senior wellness programs.

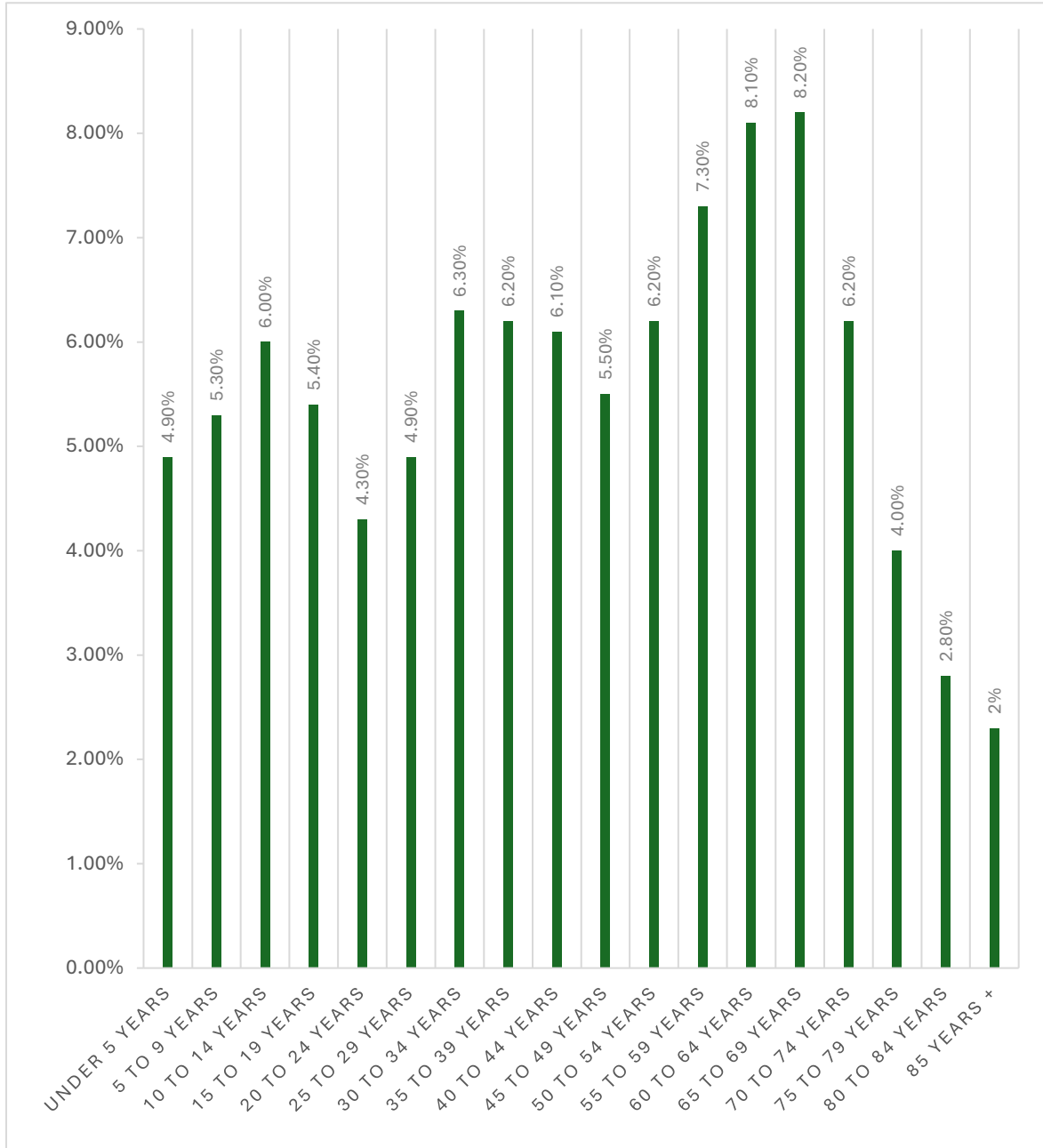
As well as understanding the demographic distribution helps in planning for affordable housing that meets the needs of low-income families, seniors, and other groups. Along with facilities that offer multi-generational activities, from youth sports leagues to senior social programs, help foster community cohesion.

TABLE 4
Population Gender Characteristics
Lunenburg County



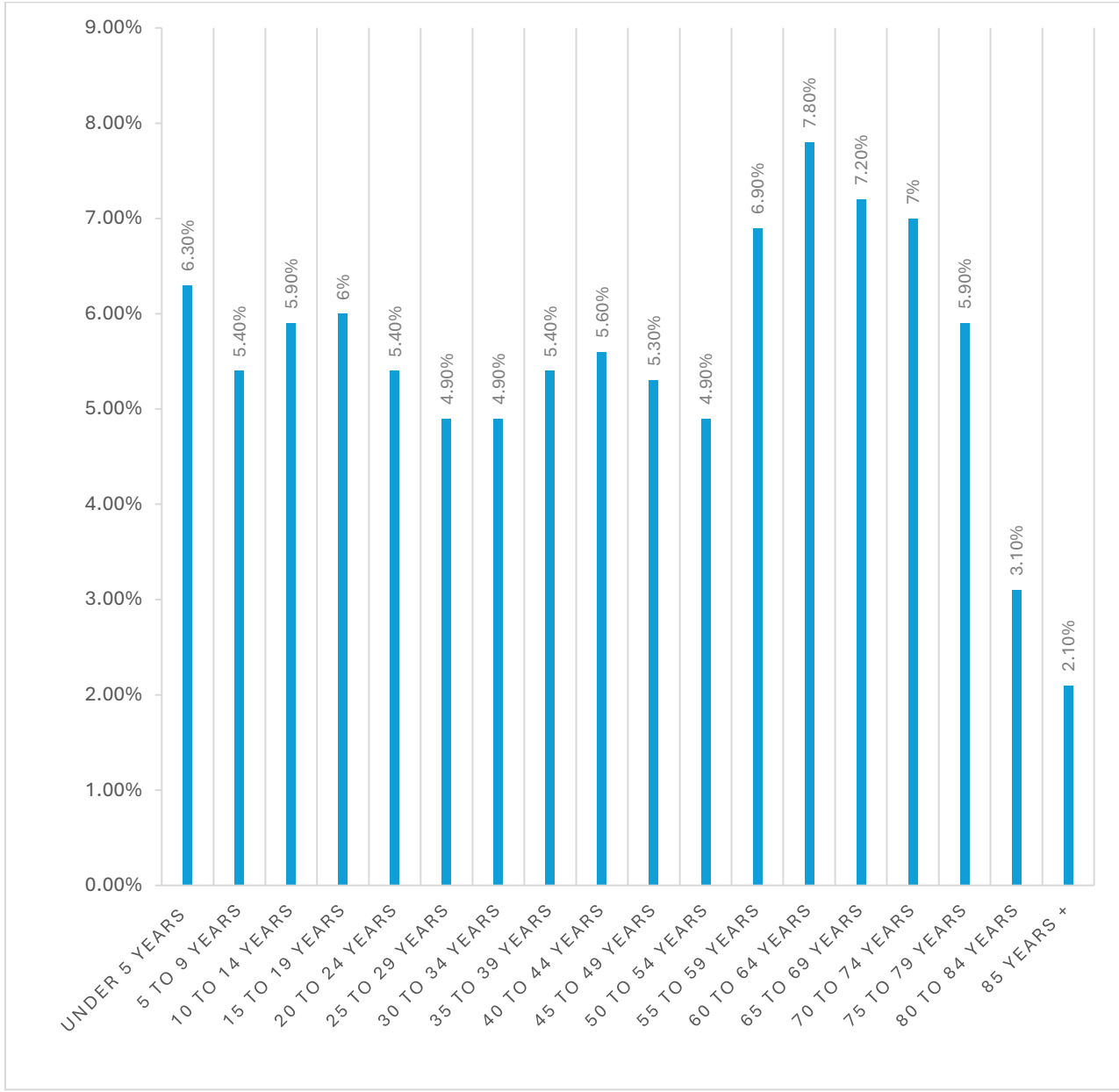
Source: 1960, 1970, 1980, 1990, 2000, 2010 and 2020 U.S. Census of Population

TABLE 5
Age Characteristics
Lunenburg County
2020



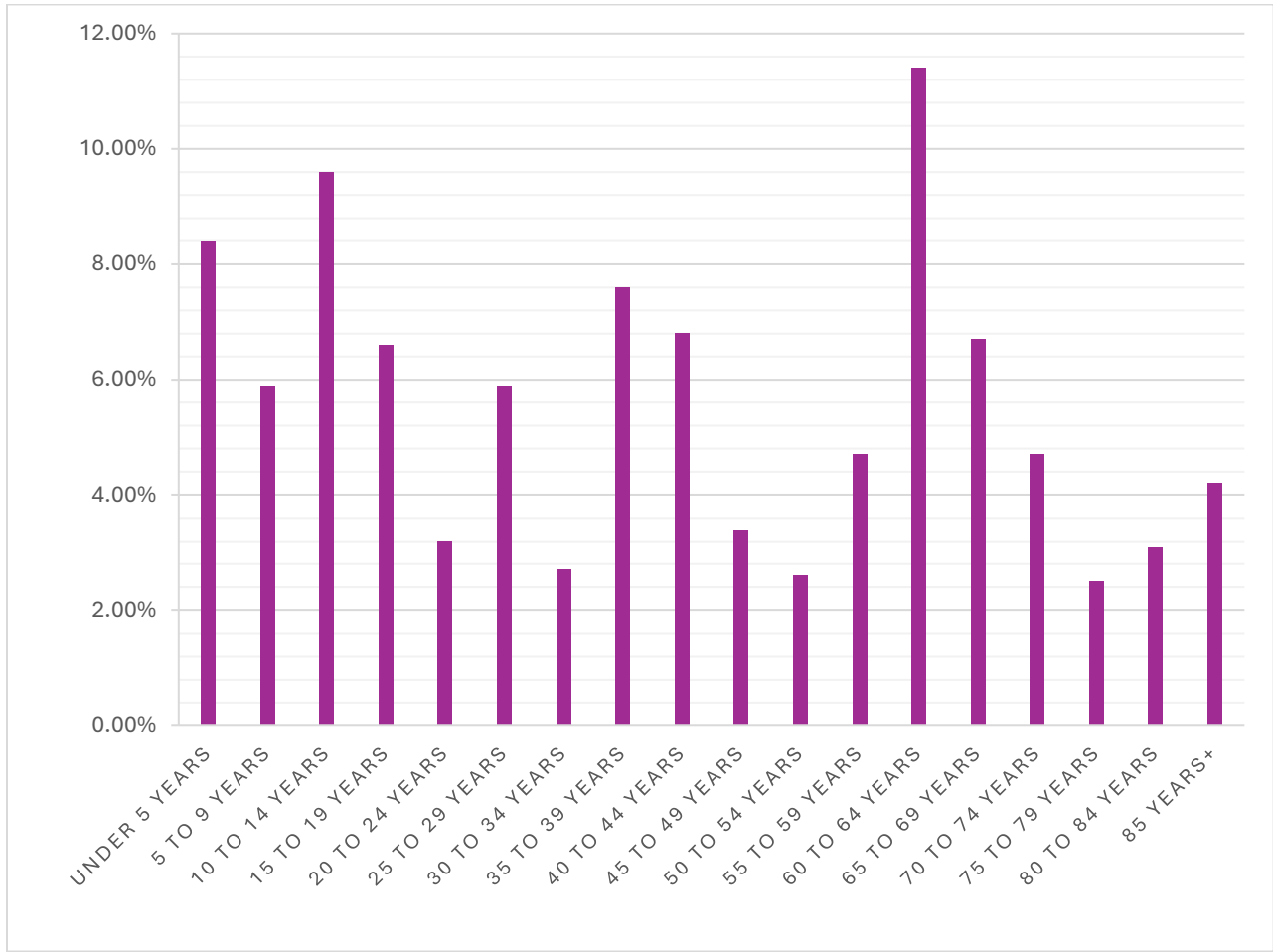
Source: 2020 U.S. Census of Population

TABLE 6
Age Characteristics
Town of Kenbridge
2020



Source: 2020 U.S. Census of Population

TABLE 7
Age Characteristics
Town of Victoria
2020

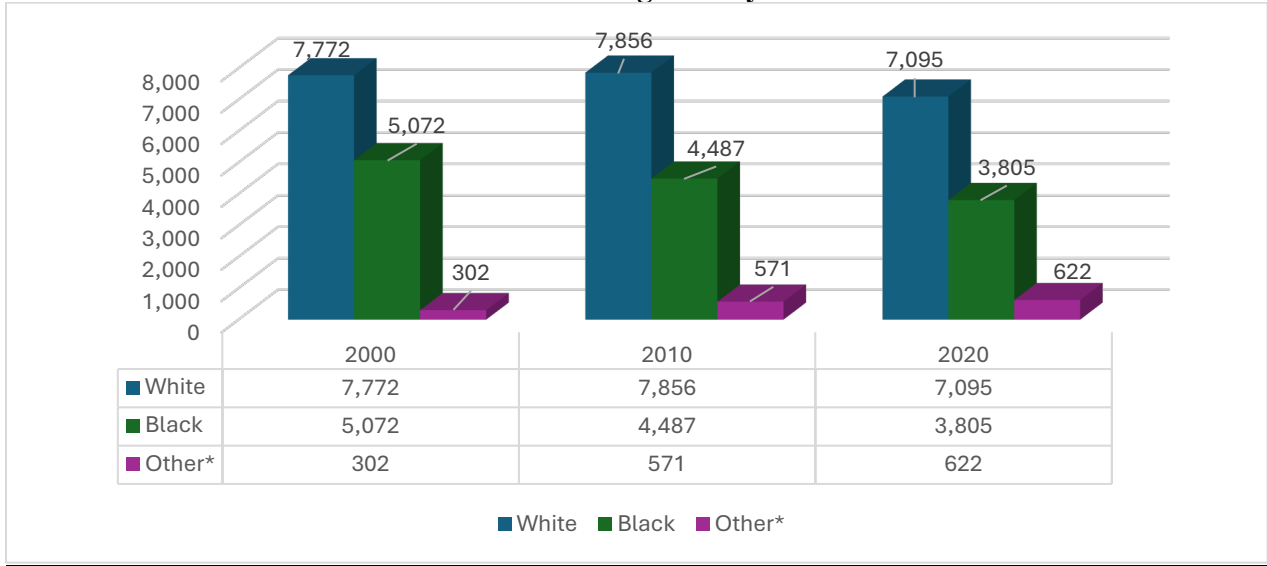


Source: 2020 U.S. Census of Population

Racial Characteristics

As detailed in Tables 8 through 10, the racial characteristics data for the years 2000 through 2020 is sourced from the U.S. Census. This data represents Lunenburg County, the Town of Kenbridge, and the Town of Victoria. Racial characteristics encompass the demographic attributes of different racial and ethnic groups within these areas, including their distribution, population size, density, and trends over time. Understanding these characteristics enables Lunenburg County, Kenbridge, and Victoria to address varied needs effectively, ensure equitable access to resources and opportunities, and develop policies that foster inclusivity and fairness. This approach supports informed decision-making in areas such as housing, transportation, and public services, ensuring that all community members’ needs are considered and addressed.

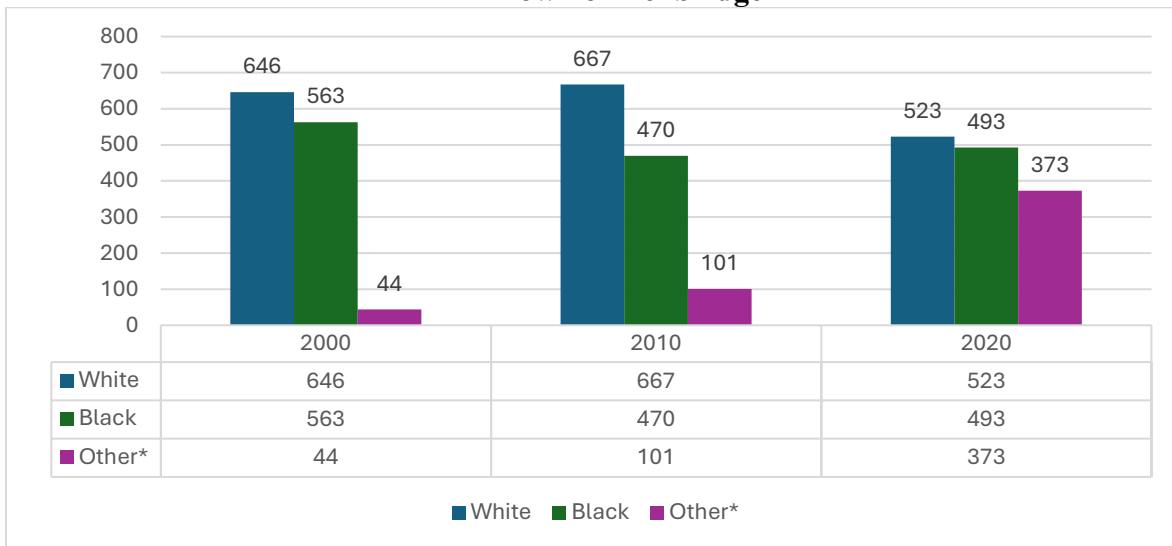
TABLE 8
Racial Characteristics
Lunenburg County



Source: 2000, 2010 and 2020 U.S. Census of Population

In 2000, 2010 and 2020 the classification of “other” includes American Indians, Alaska Native, Asian, Native Hawaiian and Pacific Islander groups, other races not included in the specific categories listed, and those persons claiming 2 or more races.

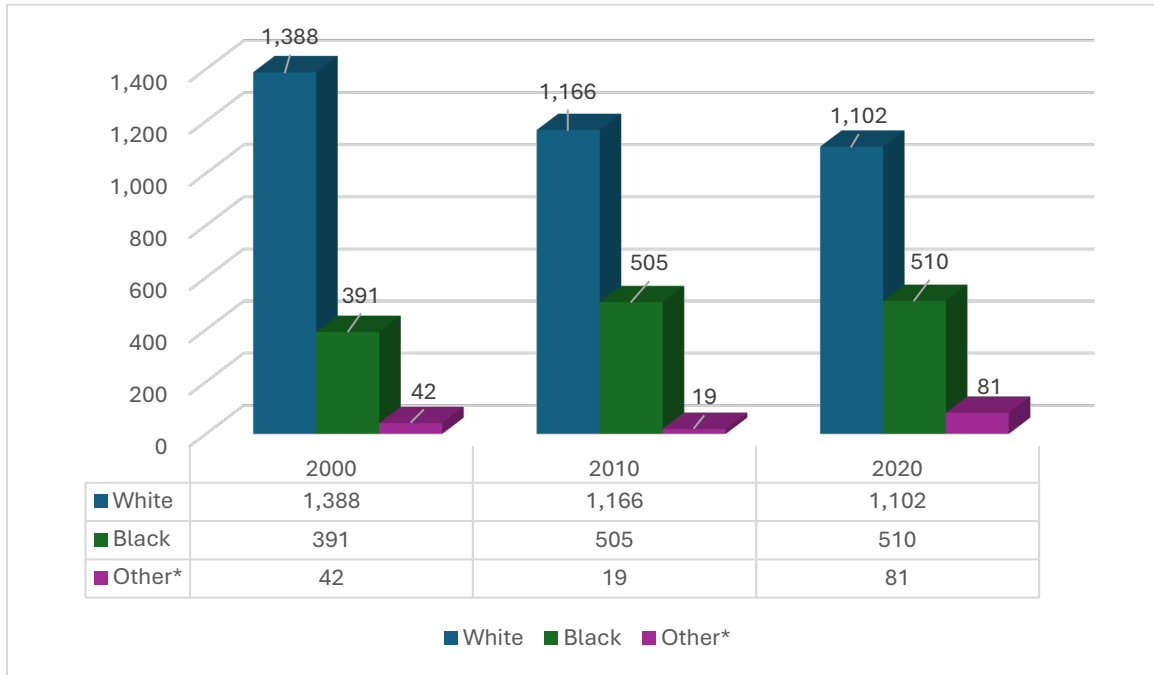
TABLE 9
Racial Characteristics
Town of Kenbridge



Source: 2000, 2010 and 2020 U.S. Census of Population

In 2000, 2010 and 2020 the classification of “other” includes American Indians, Alaska Native, Asian, Native Hawaiian and Pacific Islander groups, other races not included in the specific categories listed, and those persons claiming 2 or more races.

TABLE 10
Racial Characteristics
Town of Victoria



Source: 2000, 2010 and 2020 U.S. Census of Population

In 2000, 2010 and 2020 the classification of “other” includes American Indians, Alaska Native, Asian, Native Hawaiian and Pacific Islander groups, other races not included in the specific categories listed, and those persons claiming 2 or more races.

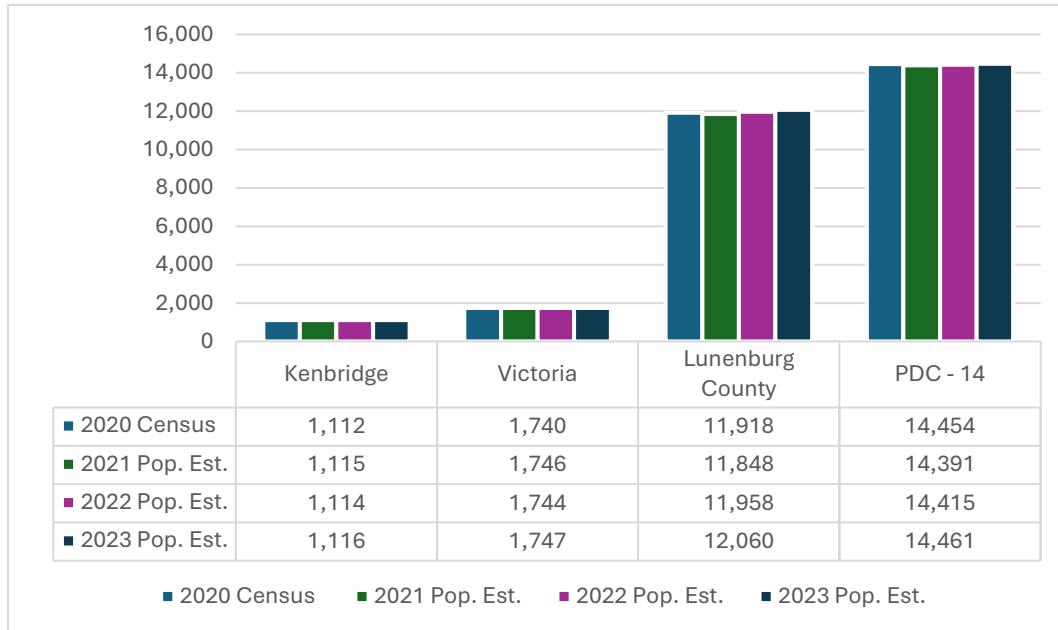
Population Estimates

For the Lunenburg/Kenbridge/Victoria Joint Comprehensive Plan, the population estimates developed by the University of Virginia Weldon Cooper Center are being reviewed. These estimates provide current and accurate demographic data essential for informed planning and decision-making. The Weldon Cooper Center's population estimates will help in understanding the present population trends, guiding future development, and ensuring that the needs of the community are effectively addressed in the comprehensive plan. (see Table 11).

Population estimates focus on providing an accurate snapshot of the current or recent past population by using up-to-date data and direct measurements. These estimates rely on recent indicators such as birth records, death certificates, and licensed driver data, which are derived from government sources. They are typically more precise than population projections because they reflect actual observed data rather than forecasts based on assumptions or trends. Consequently, a broader range of statistical methods can be employed for estimates compared to the methods used for projections.

In the provided information, a cohort-component population estimation method is utilized. This method tracks each birth cohort over time, accounting for changes due to mortality, fertility, and migration. It begins with a base population and adjusts for deaths by subtracting them, while adding births to the population.

TABLE 11
Population Estimates
Town of Kenbridge, Town of Victoria, Lunenburg County and Region



Source: Weldon Cooper Center, University of Virginia, 2020 – 2023

Population Projections

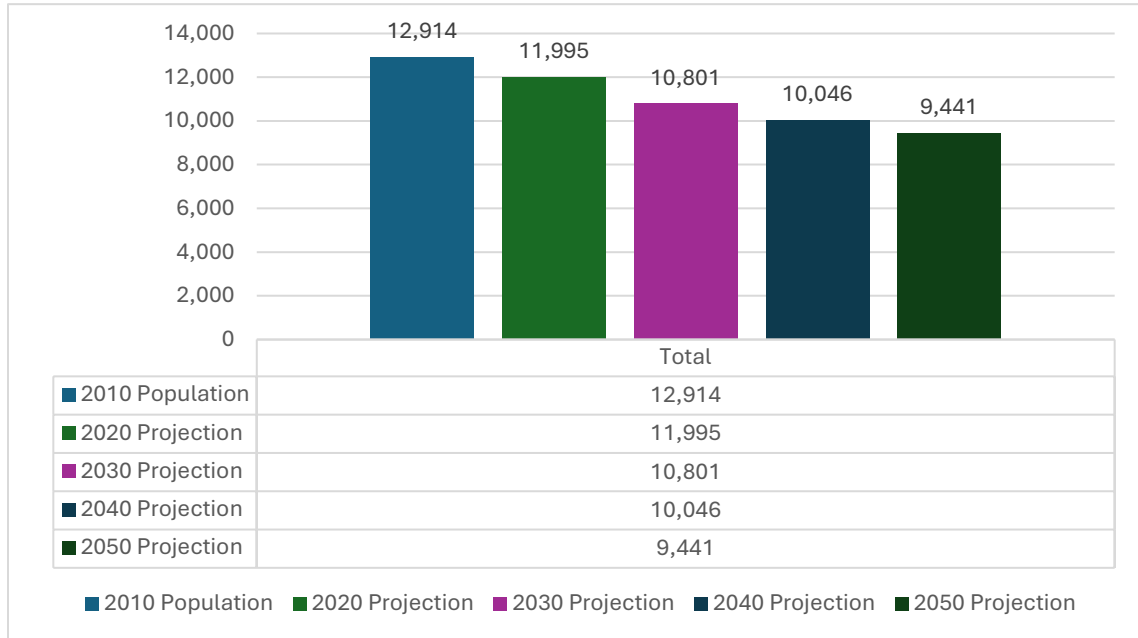
Population projections are designed to estimate future population sizes, looking ahead one, two, five, or ten years. These projections rely on factors such as anticipated births, deaths, and net migration. They typically combine historical trends with knowledge of potential future changes that could influence these trends.

Projections based on historical data may be less accurate for smaller areas compared to larger ones. For instance, an unexpected event like a new manufacturing plant opening in or near the Town of Kenbridge or the Town of Victoria could significantly impact those towns' population growth rates. In contrast, the same event would have a smaller effect on a larger city such as Richmond. Such unforeseen events can impact the accuracy of projections for smaller areas, necessitating regular updates to account for changing conditions.

Accurate population projections are crucial for planning future land use for residential, commercial, industrial, and public purposes. They also help estimate future needs for community services, such as schools, parks, and police protection.

The population projections for Lunenburg County, as shown in Table 12, were prepared by the Weldon Cooper Center at UVA. It is important to note that these projections do not account for the change in census methodology that reallocated incarcerated individuals to their pre-incarceration addresses. Additionally, projections for the Town of Kenbridge and the Town of Victoria are not available.

TABLE 12
Population Projections
Lunenburg County



<u>Age</u>	<u>2010 Population</u>	<u>2020 Projection</u>	<u>2030 Projection</u>	<u>2040 Projection</u>	<u>2050 Projection</u>
5-14	2060	1840	1681	1577	1516
15-29	2158	1710	1678	1562	1455
30-39	1590	1490	1163	1204	1148
35-44	1660	1482	1330	1125	1213
45-59	3,097	2437	1908	1900	1639
60-64	908	932	707	646	672
65-69	721	1050	816	601	652
70-74	541	739	775	599	550
75-79	429	533	674	591	438
80-84	286	258	396	439	342
85+	244	234	290	381	397
TOTAL	12,914	11,995	10,801	10,046	9,441

Source: Weldon Cooper Center at UVA, August 2023

C. Education

Addressing education concerns in Lunenburg County, like any other community, involves understanding both the specific challenges and the unique strengths of the area:

Funding and Resources: Many rural areas face challenges with adequate funding for schools. This can affect everything from teacher salaries to the availability of up-to-date textbooks and technology. Ensuring equitable funding and resource allocation is crucial.

Teacher Recruitment and Retention: Attracting and keeping qualified teachers can be difficult in rural areas due to factors such as lower salaries compared to urban areas and fewer professional development opportunities. Addressing these issues can help maintain a high-quality education.

Student Achievement and Access: Ensuring that all students have access to a high-quality education regardless of their background is essential. This includes providing support for students who may be struggling academically and ensuring that advanced coursework and extracurricular opportunities are available.

Infrastructure and Facilities: Maintaining and improving school facilities is important for creating a conducive learning environment. This might involve updating outdated buildings, ensuring that schools are safe and accessible, and providing modern learning tools.

Community Involvement: Engaging parents and the community in the educational process can enhance student success. Building strong partnerships between schools, families, and local organizations can provide additional support and resources for students.

Technology and Connectivity: In rural areas, access to high-speed internet and modern technology can be a barrier to learning. Investing in technology and ensuring reliable internet access are key to preparing students for a digital world.

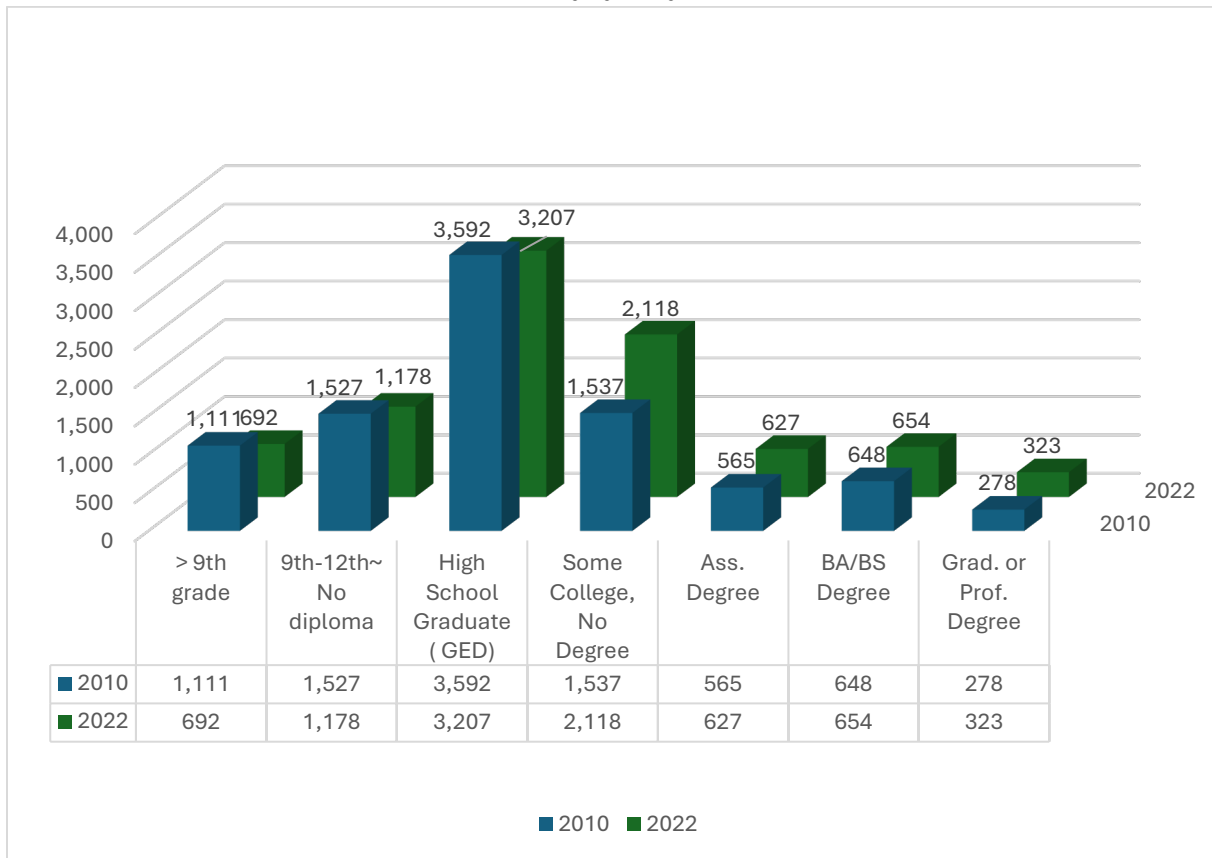
Special Education Services: Providing adequate support for students with special needs is crucial. This includes having qualified staff, appropriate resources, and tailored educational plans.

Mental Health and Counseling Services: Addressing mental health needs is increasingly recognized as an important aspect of education. Providing access to counseling and mental health support can help students succeed academically and socially.

Addressing these concerns often requires a collaborative effort involving school administrators, local government, community organizations, and families. Each community will have its own specific needs and solutions, so engaging with local stakeholders is essential for finding effective strategies.

According to the 2022 American Community Survey, there has been an increase in high school graduation rates and higher education attainment compared to 2010. In 2022, more residents of Lunenburg County aged 25 and older earned advanced degrees. Additionally, the number of citizens with less than a 9th-grade education, as well as those with some high school education but no diploma, decreased. For a detailed analysis of educational attainment among individuals aged 25 and over in Lunenburg County, the Town of Kenbridge, and the Town of Victoria, please see the full breakdown, in the following Tables 13 through 15:

TABLE 13
Educational Attainment Population 25 Years and Over
Lunenburg County
2010 – 2022



Source: 2010 U.S. Census and 2022 American Community Survey

TABLE 14
Educational Attainment of Population 25 Years and Over
Town of Kenbridge

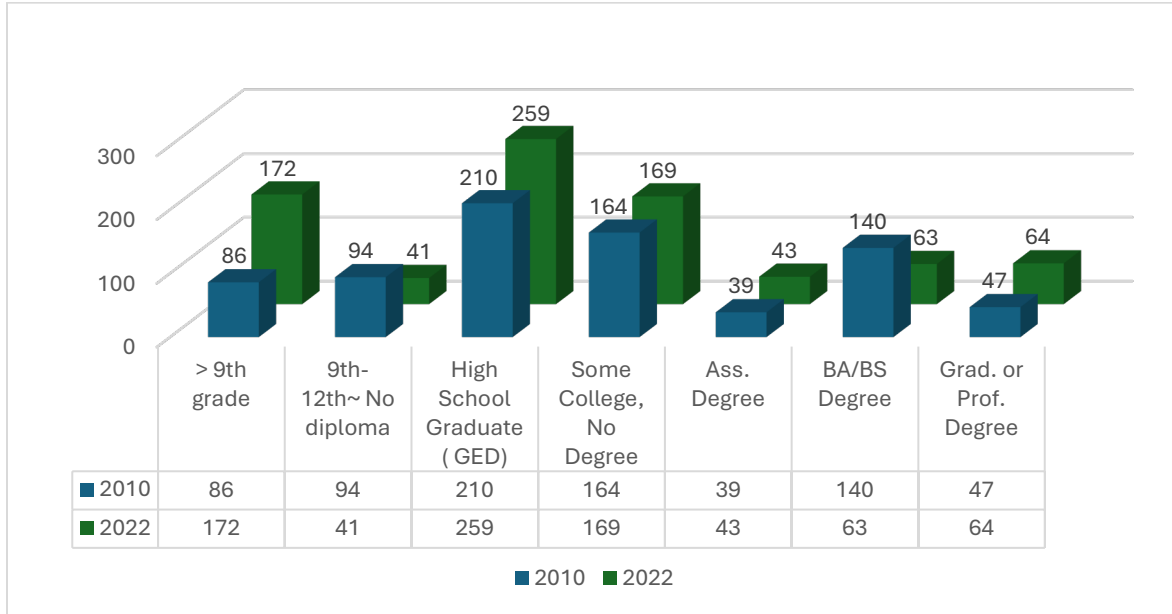
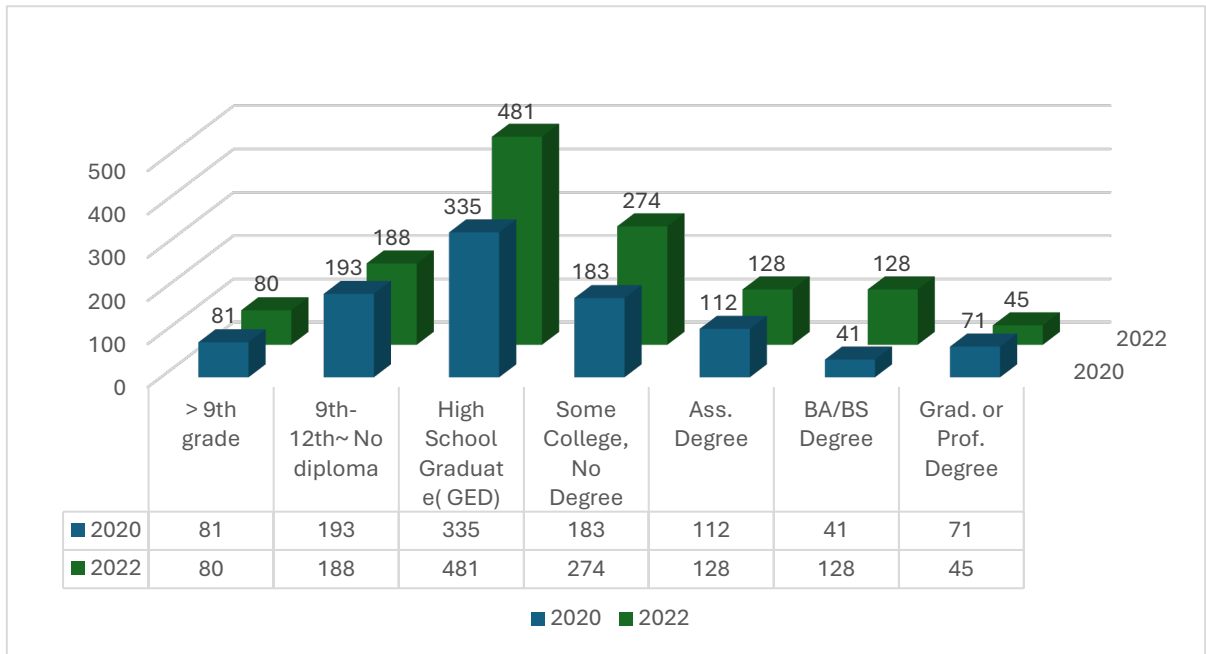


TABLE 15
Educational Attainment of Population 25 Years and Over
Town of Victoria



Source: 2010 U.S. Census and 2022 American Community Survey (Both Charts)

The Virginia Department of Education (VDOE) has recently overhauled its approach to accountability. Here are some key aspects of their new framework:

School Performance and Support Framework: This new framework replaces the previous accreditation system with a clearer accountability model. It categorizes schools into four performance levels: Distinguished, On Track, Off Track, and Needs Intensive Support. This helps parents, families, and educators better understand how schools are performing and where improvements are needed.

Multiple Indicators: The framework uses various indicators to assess school performance, including reading and mathematics performance, growth in English and mathematics, progress of English learners, chronic absenteeism, and graduation rates. These indicators help identify schools that need support and improvement.

Focus on Equity: The new system emphasizes transparency and inclusivity, ensuring that the performance of all student groups, including English learners, Black students, and students with disabilities, is clearly reported.

Targeted Support: Schools identified as needing improvement receive targeted support and interventions. This approach aims to provide the necessary resources and strategies to help these schools improve.

This innovative approach aims to provide more timely and transparent information on student and school performance, ensuring that all students receive the support they need to succeed. The revised accreditation standards measure performance on multiple school-quality indicators, not just on overall student achievement on state tests.

Homeschooled Students in Lunenburg County (2024-2025) as of October 9, 2024

- **Total:** 123 students
- **By Grade Level:**
 - **Grades K-5:** 58 students
 - **Grades 6-8:** 29 students
 - **Grades 9-12:** 36 students

Religious Exempt Students in Lunenburg County (2024-2025) as of October 9, 2024

- **Total:** 26 students
- **By Grade Level:**
 - **Grades K-5:** 13 students
 - **Grades 6-8:** 8 students
 - **Grades 9-12:** 5 students

Virginia State Requirements for Homeschooling

- **Notice of Intent:** Parents must submit a notice of intent to the school district by August 15th each year.
- **Required Documents:** The notice must include:
 - A list of each homeschooled child within the household

- A program of study for the school year and corresponding enrollment documentation
- Evidence of Progress/Achievement is due by August 1 of the following year to demonstrate proficiency; this data can be in the form of standardized test scores, report cards from the programs of study, or teacher evaluations.

Lunenburg County's elementary and middle schools are evaluated based on several key indicators:

- **Academic Achievement:** This includes performance in subjects like English, mathematics, and science. Schools are assessed on the proficiency and growth of their students in these areas.
- **Achievement Gaps:** The performance of different student groups, such as economically disadvantaged students, students with disabilities, and English learners, is closely monitored to ensure equity.
- **Student Engagement & Outcomes:** This includes metrics like chronic absenteeism, which tracks the percentage of students missing a sizable number of school days.
- **Graduation Rates:** For middle schools, the focus is on preparing students for high school, which includes monitoring promotion rates and readiness for the next grade level.

These indicators help provide a comprehensive view of school performance and identify areas where additional support may be needed.

Lunenburg County's High School is evaluated based on several key school-quality indicators:

- **Academic Achievement:** This includes performance in core subjects such as English, mathematics, and science. Schools are assessed on the proficiency and growth of their students in these areas.
- **Graduation Rates:** The percentage of students who successfully graduate within four years is a critical indicator of school quality.
- **College and Career Readiness:** This measures how well students are prepared for post-secondary education or the workforce. It includes metrics such as advanced coursework completion and industry certifications.
- **Chronic Absenteeism:** This tracks the percentage of students who miss a sizable number of school days, which can impact their academic performance and engagement.
- **Achievement Gaps:** The performance of different student groups, such as economically disadvantaged students, students with disabilities, and English learners, is closely monitored to ensure equity.

These indicators help provide a comprehensive view of school performance and identify areas where additional support may be needed. Performance on each school-quality indicator is rated at one of three levels: Level 1 – meets or exceeds standard or sufficient improvement; Level 2 – near standard or making sufficient improvement; Level 3 – below standard.

Under the new system, schools earn one of the following accreditation ratings:

- Accredited – Schools with all school-quality indicators at either Level 1 or 2.
- Accredited with Conditions – Schools with one or more school quality indicators at Level 3.
- Accreditation Denied – Schools that fail to adopt or fully implement required corrective actions to address Level 3 school quality indicators. A school rated as Accreditation Denied may regain state accreditation by demonstrating to the Board of Education that it is fully implementing all required corrective action plans.

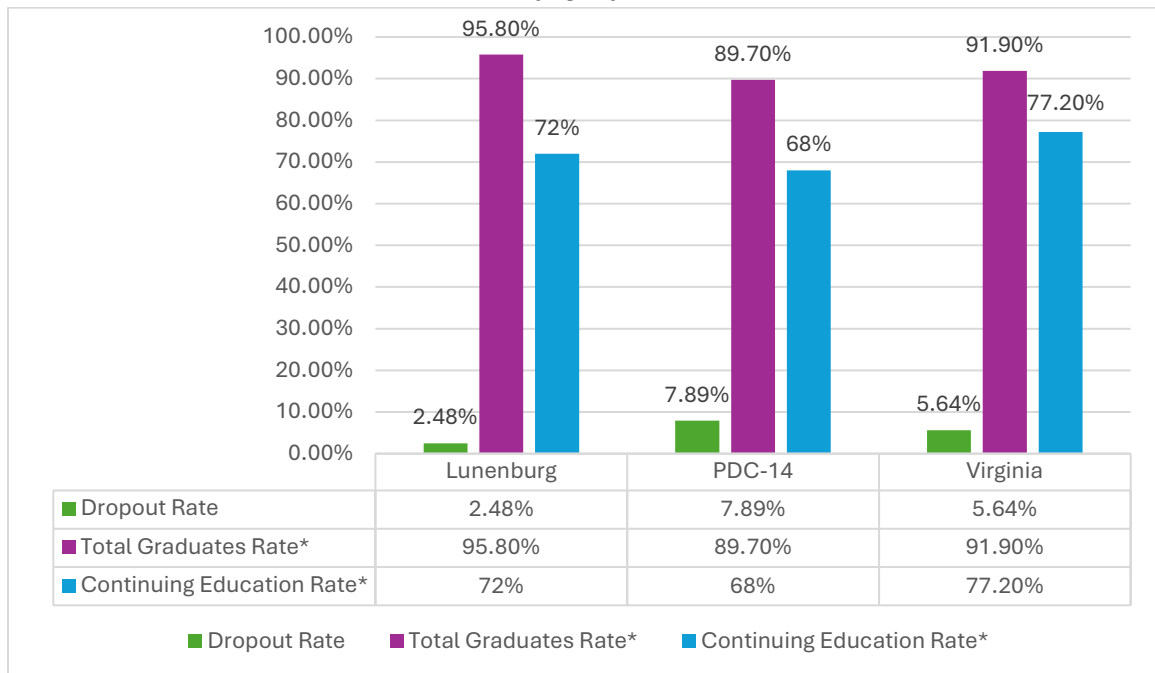
The revised Standards of Accreditation prescribes that all schools and divisions, after conducting a comprehensive needs assessment, develop a multiyear plan that will be reviewed annually. The plan should include actions for all performance levels to support continuous improvement for all schools on each school-quality indicator. Lunenburg County’s Accreditation Status for the 2024-2025 school year, as shown in Table 16, is based on data from the preceding 2023-2024 school year.

TABLE 16 Lunenburg County Public Schools 2024-2025 Accreditation Status									
School	AA English	AG English	AA Math	AG Math	AA Science	Chronic Absent.	Grad & Compl Index	Dropout Rate	Overall Status
Central High	L1	L2	L1	L2	L1	L3	L1	L1	Accredited
Lunenburg Middle	L2	L3	L1	L2	L2	L3	NA	NA	Accredited
Kenbridge Elementary	L1	L1	L1	L1	L3	L2	NA	NA	Accredited
Victoria Elementary	L1	L1	L1	L1	L1	L3	NA	NA	Accredited
Source: Virginia Department of Education, 2023-2024 School Year Level 1 – meets or exceeds standard or sufficient improvement. Level 2 – near standard or making sufficient improvement. Level 3 – below standard AA – Academic Achievement AG – Achievement Gap Chronic Absent. – Chronic Absenteeism Grad & Compl Index – Graduation and Completion Index									

Another important set of statistics for Lunenburg County involves its overall graduation and continuing education rates. At present, the businesses in the County and its two towns do not require specialized skills or advanced educational backgrounds. This situation makes it challenging to attract higher-paying industries and businesses to the area. Typically, businesses seek a workforce that is not only ample but also skilled and well-trained. Enhancing the skill level and education of the local labor force could help attract higher-paying job opportunities, which is essential for breaking the cycle of low income and poverty in Lunenburg County.

As illustrated in Table 17, Lunenburg County has outperformed the state and regional averages in terms of total graduation rates from 2018 to 2022. However, it trails slightly behind the state in continuing education rates during the same period. Notably, the County's total dropout rate is lower than both the Region and State averages.

TABLE 17
Lunenburg County
Education Data
2018-2022



***NOTE:** Based on the percentage of ninth grade membership four years earlier, refers to a metric that calculates the percentage of students who entered ninth grade four years earlier and received a high school diploma within that four-year period.

Source: Virginia Department of Education, [2018-2022 Annual School Report for Virginia](#)

D. Income

Per Capita Income

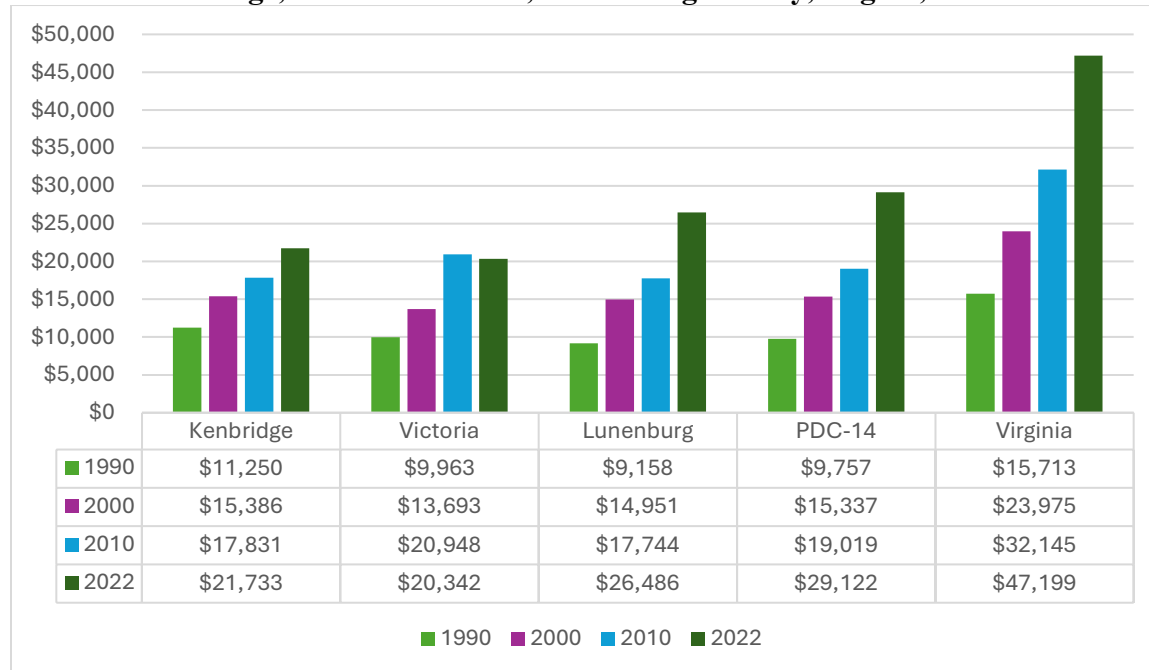
Per capita income is a key indicator of the standard of living for residents and the overall strength of a locality’s economy. It is calculated by dividing the total income of all residents by the population of the area. Table 18 provides a detailed overview of per capita income for Lunenburg County, the Town of Kenbridge, and the Town of Victoria:

- **Wages:** Earnings from employment.
- **Dividends:** Income from investments in stocks or other financial assets.
- **Pensions:** Retirement income from previous employment.
- **Social Security Benefits:** Government payments to retirees, disabled individuals, or survivors.
- **Public Assistance:** Welfare and other government aid.

Per capita income is a useful indicator for assessing the economic well-being of a population and can provide insights into the relative affluence or economic challenges faced by residents in each area.

TABLE 18
Per Capita Income

Town of Kenbridge, Town of Victoria, Lunenburg County, Region, and State



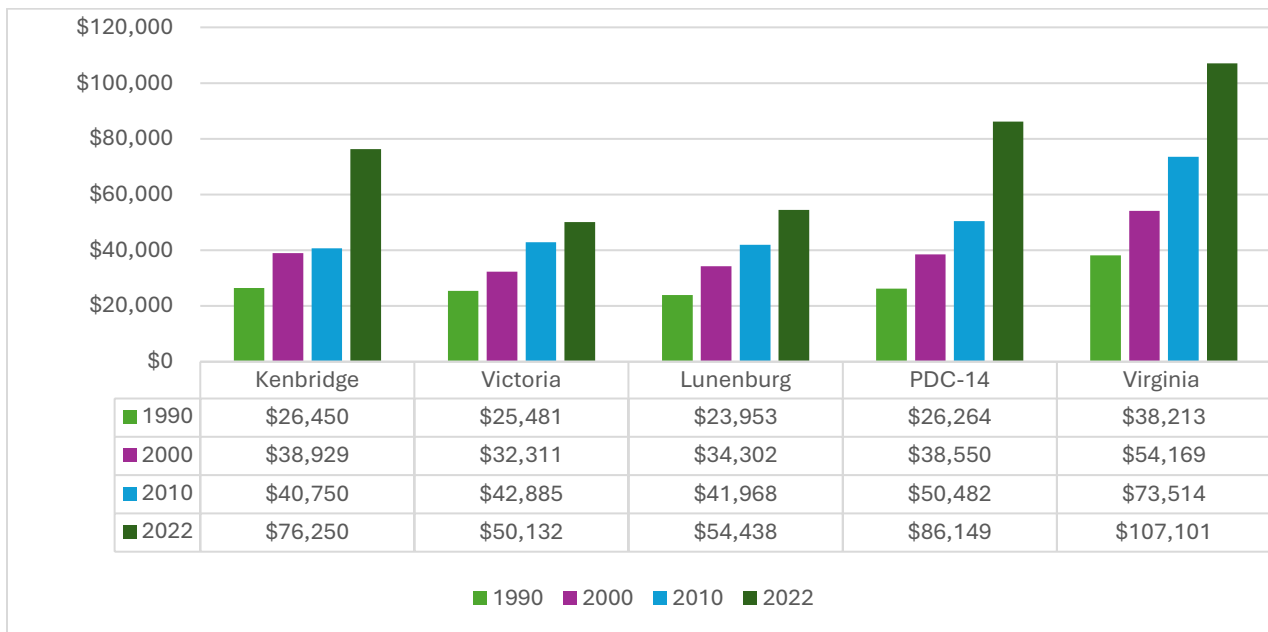
Source: U.S. Bureau of Census 1990, 2000, 2010 and 2022 American Community Survey

Median Family Income

The median family income in the United States is the point that divides the household income distribution into halves, with one-half having income above the median and the other half having income below the median. In 2023, the median family income in the US grew to \$100,800.

- The median family income for households in Lunenburg County and the towns of Kenbridge and town of Victoria is the point that divides the income distribution into two equal halves.
- In 2022, the median family income in Lunenburg County was \$54,438.
- In 2022, the median family income in Kenbridge was \$76,250.
- In 2022, the median family income in Victoria was \$50,132.
- This means that half of households in the county and towns have an income above this value, and half have an income below it.

Table 19
Median Family Income
Town of Kenbridge, Town of Victoria, Lunenburg County, Region, and State



Source: U.S. Bureau of Census 1990, 2000, 2010 and 2022 American Community Survey

Median Household Income

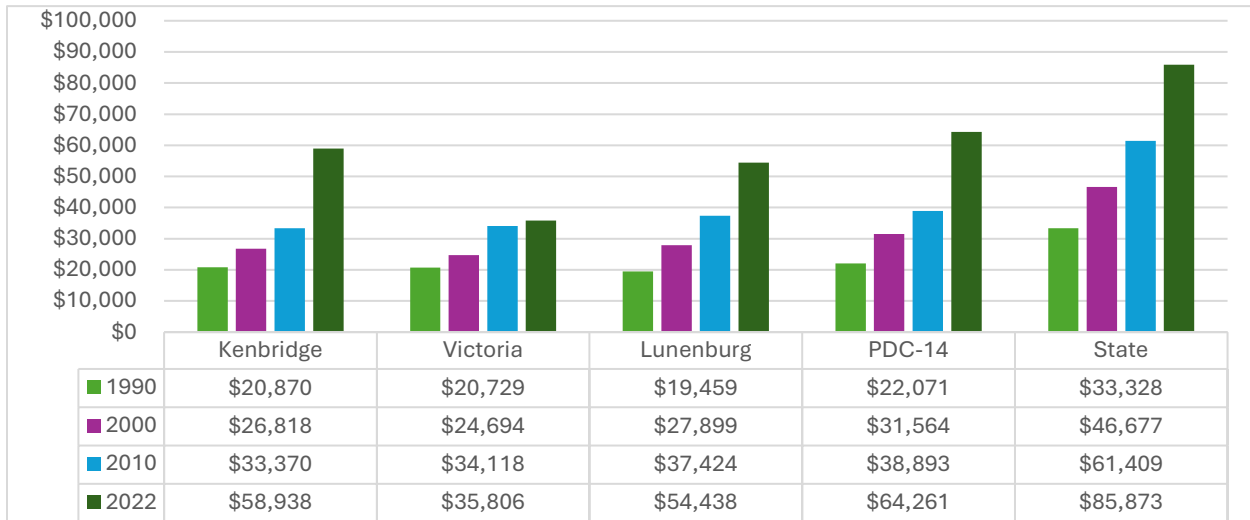
A household’s income is calculated by adding up the pretax annual income earned by anyone in a household aged 15 or older. To determine the national median income, the Census Bureau ranks all US households by income and splits that list exactly in half: the bottom half of households fall below the median income, and the other half are above.

- A household’s income in Lunenburg County is calculated by adding up the pretax annual income earned by all household members aged 15 or older.
- To determine the median income for Lunenburg County, the Census Bureau ranks all households by income and splits them into two equal groups:
 - The bottom half of households have an income below the median.
 - The top half of households have an income above the median.
- This ranking and split of households provide the median family income for the area.

TABLE 20

Median Household Income

Town of Kenbridge, Town of Victoria, Lunenburg County, Region, and State



Source: U.S. Bureau of Census 1990, 2000, 2010 and 2022 American Community Survey

Poverty

Poverty refers to the state of having insufficient financial resources to meet basic living expenses such as food, shelter, and healthcare. Poverty levels are often determined based on specific income thresholds, which can vary by country or region. In the United States, the federal poverty line is used to identify individuals and families who fall below a certain income level deemed necessary for basic living needs. Those below this threshold are considered to be living in poverty.

Low-to-Moderate Income

Low-to-moderate income (LMI) describes individuals or households with incomes that are above the poverty line but still below a certain threshold relative to the median income of the area. This category includes:

- **Low-Income:** Households earning a significantly lower income compared to the median income. The exact definition varies, but these households often struggle to afford basic necessities and may qualify for various forms of assistance.
- **Moderate-Income:** Households with incomes that are higher than those considered low-income but still not sufficient to comfortably afford housing, education, and other essential services. This group is often close to qualifying for assistance programs or benefits aimed at supporting those with more significant financial needs.

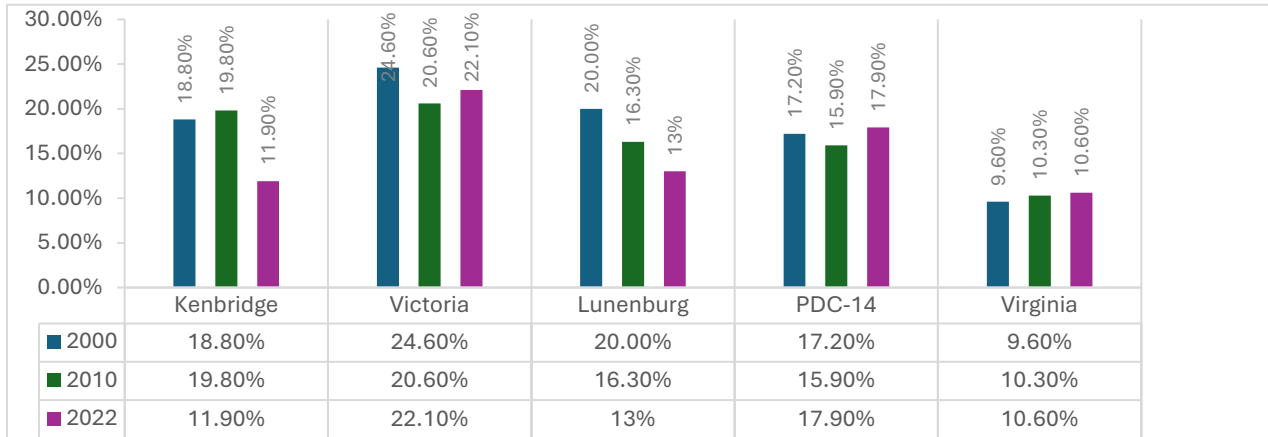
Implications for Communities

Understanding the proportions of residents living in poverty or within low-to-moderate income brackets is essential for:

- **Policy Making:** Helps local governments and organizations tailor programs and services to meet the needs of these populations.
- **Economic Development:** Identifies areas where economic growth and job creation are necessary to improve living standards.
- **Resource Allocation:** Assists in directing resources to where they are most needed to alleviate poverty and support low-to-moderate income families.

These measures are often used in conjunction with per capita income data to provide a fuller picture of economic health and disparities within a community.

TABLE 21
Percentage of Persons Below Poverty Level
Town of Kenbridge, Town of Victoria, Lunenburg County, Region, and State



Source: U.S. Bureau of Census 2000 and 2010 and 2022 American Community Survey

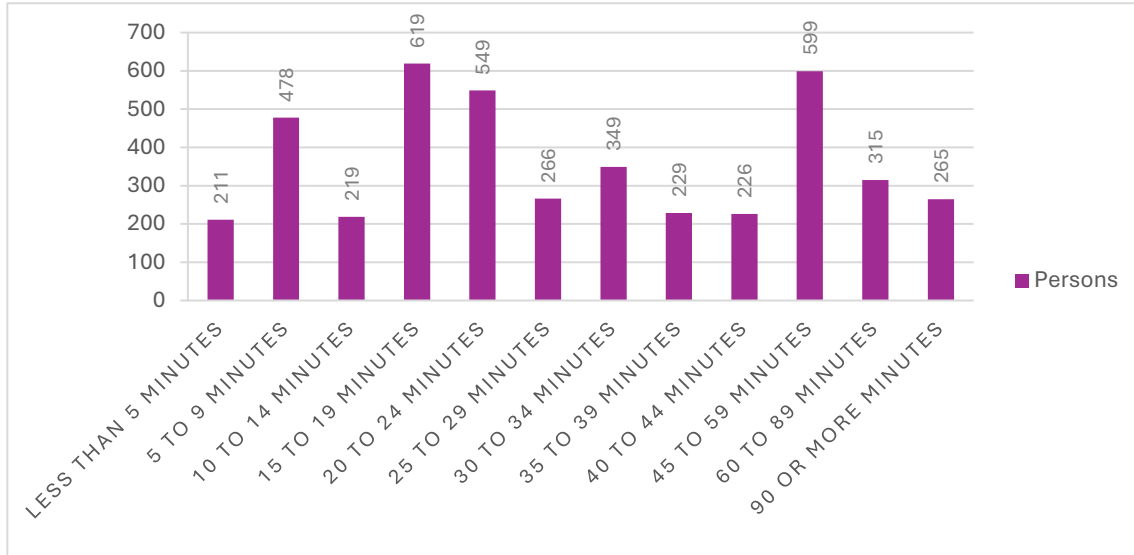
E. Commutation Patterns

Commutation patterns refer to the typical trends and behaviors associated with people's travel between their homes and workplaces, often captured through data like **travel times, frequencies, and modes of transportation.**

- This refers to how far individuals travel from their homes to their workplaces, which may correlate with population density, employment opportunities, and housing affordability.
- Longer commutes are often seen in urban-to-suburban commuting patterns, with workers living in suburban areas and traveling to urban centers for work.
- Shorter commutes are typical of individuals who live closer to their workplaces, often in more rural or densely populated areas.
- The most common commuting time falls in the **15 to 19 minutes** range, with **619 people** commuting in this time frame.
- The least common commuting time is **90 or more minutes**, with **265 people** experiencing such long commutes.
- A significant number of people (599 people) spend between **45 to 59 minutes** commuting, reflecting a notable portion of the workforce.

This data gives us insight into the distribution of commute times within the population, allowing for analysis of work accessibility and regional transportation needs.

Table 22 – Travel Times to Work, Lunenburg County Workers Ages 16 and Older



Source: 2022 American Community Survey

F. Employment/Underemployment

As illustrated in Tables 24 through 26, the Education/Health/Social Services sector was the leading employment sector in 2022 for Lunenburg County (18%), the Town of Kenbridge (25%), and the Town of Victoria (34%), according to the American Community Survey. In contrast, during the 2010 census, manufacturing was a crucial part of the economic base for both the County and the towns. Goods produced were typically sold to other regions of the state and nation, generating revenue. This revenue was then used by manufacturers to: (1) purchase local goods and services, and (2) provide employment, with workers spending their wages locally. This local spending supported other businesses and stimulated further income and job creation.

The U.S. Census Bureau defines retail trade as businesses engaged in selling merchandise to the public for personal or household use. Retail trade establishments are generally physical locations aimed at attracting customers to purchase goods. In 2022, retail trade comprised 15.5% to 17% of employment for residents in Lunenburg County, the Town of Kenbridge, and the Town of Victoria.

Business and industrial employment in Lunenburg County, VA, is characterized by a diverse economic landscape with several key sectors contributing to local job creation and economic growth.

Agriculture and Agribusiness remain central to the county's economy. This sector encompasses farming activities focused on crops such as corn, soybeans, and tobacco, as well as livestock farming including cattle and poultry. Agribusiness plays a crucial role in providing employment

opportunities, not only for farm workers but also for those involved in related services such as equipment maintenance, feed supply, and processing.

In addition to agriculture, other sectors such as forestry, manufacturing, retail, and healthcare contribute significantly to the county's employment base. The diversity of these sectors supports economic stability and growth by offering a wide range of job opportunities and fostering local economic development. Their presence also enhances the quality of life in Lunenburg County by contributing to local infrastructure, services, and community engagement.

Understanding the dynamics of business and industrial employment in Lunenburg County helps stakeholders address economic challenges effectively, support local industries, and plan for future growth.

TABLE 23
Business and Industrial Employment
of Employed Civilian Population 16 Years and Over
Lunenburg County Residents
2010 – 2022

	<u>2010</u>	<u>% of Population</u>		<u>2022</u>	<u>% of Population</u>
Agriculture, Forestry, Fishing, Hunting & Mining	72	1%	Agriculture, Forestry, Fishing, Hunting & Mining	97	2%
Construction	454	9%	Construction	719	15%
Manufacturing	692	14%	Manufacturing	503	11.5%
Wholesale Trade	177	4%	Wholesale Trade	104	2%
Retail Trade	779	15.5%	Retail Trade	568	12%
Transportation, Warehousing & Utilities	429	8.5%	Transportation, Warehousing & Utilities	471	10%
Information	24	.5%	Information	14	.5%
Finance, Insurance, Real Estate, & Rental/Leasing	133	3%	Finance, Insurance, Real Estate, & Rental/Leasing	211	5%
Professional, Scientific, Management, Administrative & Waste Management Services	88	2%	Professional, Scientific, Management, Administrative & Waste Management Services	270	6%
Educational, Health & Social Services	928	19%	Educational, Health & Social Services	833	18%
Arts, Entertainment, Recreation, Accommodation & Food Services	326	6.5%	Arts, Entertainment, Recreation, Accommodation & Food Services	195	4%
Other Services	269	5%	Other Services	96	2%
Public Administration	582	12%	Public Administration	575	12%
TOTAL EMPLOYMENT	4,953	100%	TOTAL EMPLOYMENT	4656	100%

Source: 2010 U.S. Census of Population and 2022 American Community Survey

TABLE 24
Business and Industrial Employment
of Employed Civilian Population 16 Years and Over
Town of Kenbridge Residents
2010 – 2022

	<u>2010</u>	<u>% of Population</u>		<u>2022</u>	<u>% of Population</u>
Agriculture, Forestry, Fishing, Hunting & Mining	9	2%	Agriculture, Forestry, Fishing, Hunting & Mining	2	.5%
Construction	51	10%	Construction	45	10%
Manufacturing	91	18%	Manufacturing	43	10%
Wholesale Trade	25	5%	Wholesale Trade	3	1%
Retail Trade	80	16%	Retail Trade	31	7%
Transportation, Warehousing & Utilities	23	4%	Transportation, Warehousing & Utilities	12	3%
Information	3	.5%	Information	2	.5
Finance, Insurance, Real Estate, & Rental/Leasing	10	2%	Finance, Insurance, Real Estate, & Rental/Leasing	8	2%
Professional, Scientific, Management, Administrative & Waste Management Services	39	7.5%	Professional, Scientific, Management, Administrative & Waste Management Services	39	9%
Educational, Health & Social Services	120	23%	Educational, Health & Social Services	103	25%
Arts, Entertainment, Recreation, Accommodation & Food Services	22	4%	Arts, Entertainment, Recreation, Accommodation & Food Services	59	14%
Other Services	21	4%	Other Services	11	3%
Public Administration	20	4%	Public Administration	62	15%
TOTAL EMPLOYMENT	514	100%	TOTAL EMPLOYMENT	420	100%

Source: 2010 U.S. Census of Population and 2022 American Community Survey

TABLE 25
Business and Industrial Employment
Of Employed Civilian Population 16 Years and Over
Town of Victoria Residents
2010 – 2022

	<u>2010</u>	<u>% of Population</u>		<u>2022</u>	<u>% of Population</u>
Agriculture, Forestry, Fishing, Hunting & Mining	0	0%	Agriculture, Forestry, Fishing, Hunting & Mining	10	2%
Construction	27	5%	Construction	59	9%
Manufacturing	78	16%	Manufacturing	53	8%
Wholesale Trade	4	1%	Wholesale Trade	0	0%
Retail Trade	87	17%	Retail Trade	111	17%
Transportation, Warehousing & Utilities	24	5%	Transportation, Warehousing & Utilities	21	3%
Information	0	0%	Information	0	0%
Finance, Insurance, Real Estate, & Rental/Leasing	32	6%	Finance, Insurance, Real Estate, & Rental/Leasing	0	0%
Professional, Scientific, Management, Administrative & Waste Management Services	10	2%	Professional, Scientific, Management, Administrative & Waste Management Services	20	3%
Educational, Health & Social Services	110	22%	Educational, Health & Social Services	211	34%
Arts, Entertainment, Recreation, Accommodation & Food Services	40	8%	Arts, Entertainment, Recreation, Accommodation & Food Services	44	7%
Other Services	19	4%	Other Services	14	2%
Public Administration	72	14%	Public Administration	92	15%
TOTAL EMPLOYMENT	503	100%	TOTAL EMPLOYMENT	635	100%

Source: 2010 U.S. Census of Population and 2022 American Community Survey

Occupations

The 2022 American Community Survey occupation distribution for Lunenburg County, the Town of Kenbridge and the Town of Victoria is shown in Table 27. The top-ranking occupation category for Lunenburg County and the Town of Victoria includes Management, Professional & Related Occupations, and Service Occupations being the next occupation across the County of Lunenburg and both towns.

TABLE 26			
Occupations of Employed Civilian Population 16 Years of Age and Older			
Lunenburg County Residents			
2022			
	<u>Lunenburg County</u>	<u>Town of Kenbridge</u>	<u>Town of Victoria</u>
Management, Professional & Related Occupations	1,280	121	177
Service Occupations	792	153	196
Sales & Office Occupations	836	50	107
Natural resources, Construction, and Maintenance occupations	763	49	77
Production, Transportation & Material Moving Occupations	985	47	78
Total Employment	4,656	420	635
Source: American Community Survey, 2022			

According to the Virginia Employment Commission’s Economic Information Services Division, the occupations expected to see the highest number of job losses in the future in Lunenburg County, VA, include:

- **Manufacturing and Production Jobs:** Traditional manufacturing roles are projected to decline due to automation and shifts in production technologies.

- **Administrative and Clerical Positions:** As businesses increasingly adopt digital solutions and automation, administrative support and clerical jobs are anticipated to decrease.
- **Retail Sales Positions:** The growing shift towards online shopping is expected to reduce the demand for retail sales roles.
- **Agricultural Labor:** Changes in farming technology and practices may lead to a reduction in agricultural labor positions.
- **Transportation and Delivery Services:** Advances in logistics technology and automated delivery systems could result in fewer jobs in the transportation and delivery sectors.

These anticipated job losses reflect broader economic trends and technological advancements affecting Lunenburg County's workforce.

According to the Virginia Employment Commission's Economic Information Services Division, the fastest-growing occupations within the State of Virginia in 2024 are projected to include:

- **Healthcare Occupations:** The demand for healthcare professionals is expected to continue rising, particularly for roles such as registered nurses, nurse practitioners, and medical and health services managers. This growth is driven by an aging population and increasing healthcare needs.
- **Information Technology Specialists:** Careers in IT are anticipated to expand significantly. Roles such as software developers, cybersecurity analysts, and data scientists are expected to see substantial growth due to the increasing reliance on technology and data.
- **Construction and Skilled Trades:** The construction industry is projected to grow, leading to increased demand for skilled trades such as electricians, plumbers, and construction managers. This is supported by ongoing infrastructure development and housing projects.
- **Education Professionals:** There will likely be a need for more education professionals, including teachers, instructional coordinators, and education administrators, to address educational needs and support student development.
- **Business and Financial Operations:** Occupations in business and financial operations, such as financial analysts, market research analysts, and management analysts, are projected to grow as businesses focus on data-driven decision-making and fiscal management.

These projections highlight the sectors anticipated to experience significant growth due to demographic trends, technological advancements, and evolving industry needs.

Major Employers

Lunenburg County’s top 21 employers are shown in Table 28. Much of the major employment activity is centered within the Towns of Kenbridge and Victoria. These two (2) Towns are home to the major business and industrial employers within the County.

Virginia Marble	325-350 FT & PT	Manufacturing
Lunenburg County School Board	325 FT & PT	Education
Lunenburg Correctional Facility	300 FT & PT	Government
Lunenburg County	75-80 FT & PT	Government
Benchmark Community Bank	60-65 FT & PT	Banking/Financial
Kenbridge Construction Co., Inc.	40-50 FT	Construction
Three Rivers Treatment Center	45 FT & PT	Medical
Southern Dominion Health System	41 FT & PT	Medical
Global Refining Group, Inc.	30-35 FT	Recycling/Manufacturing
Lignetics	20-25 FT	Manufacturing
Food Lion	20 FT & PT	Retail sales
Town of Victoria	18 FT & PT	Government
Town of Kenbridge	17 FT & 1 PT	Government
ABC Recycling, Inc.	15-20 FT	Recycling
Fellowship Chair	17 FT	Manufacturing
ComforTek	15 FT	Manufacturing
Dollar General (Victoria & Kenbridge)	3 FT & 7 PT	Retail sales
Family Dollar	10 FT & PT	Retail sales
Ace Hardware	6 FT	Retail sales
Source: Information was provided by local officials in Lunenburg, Kenbridge and Victoria based on 2024 conditions. (FT=Full Time and PT=Part Time.)		

Unemployment

Lunenburg County has experienced a positive trend in its average unemployment rate since 2010 (refer to Table 29). When comparing this rate with those of Planning District 14 and the State of Virginia for 2020 and 2024, some interesting distinctions became known. The unemployment statistics referenced in this Joint Comprehensive Plan are sourced from the Virginia Employment Commission (VEC). According to the VEC, the labor force includes individuals aged 16 and older who are either employed or actively seeking employment. Employment encompasses all individuals aged 16 and older who are currently working, while unemployment refers to those aged 16 and older who have been actively seeking work for at least four weeks.

It is important to recognize that the reported unemployment figures may not fully reflect the complete employment landscape. Individuals who have exhausted their unemployment benefits are no longer counted as unemployed or part of the labor force by the VEC. As a result, the official unemployment rates might not capture the full scope of the workforce, as these individuals may be classified as "discouraged workers" or "underemployed." In recent years, the Town of Kenbridge and the Town of Victoria have undergone notable transformations in their industrial and manufacturing sectors, marked by both business closures and exciting new openings and expansions. These developments have significantly impacted employment and living conditions in Lunenburg, Kenbridge, and Victoria. While some closures were driven by broader economic challenges, the ongoing evolution of the local economy presents opportunities for revitalization and growth.

TABLE 28				
Annual Average Unemployment Rates				
Town of Kenbridge, Town of Victoria, Lunenburg County, Region, and State				
<u>Place</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2024</u>
Lunenburg	3.5%	9.5%	4.6%	3.3%
Planning District 14	3.0%	9.2%	6.2%	3.5%
State	2.3%	7.1%	6.2%	2.7%
Source: Virginia Employment Commission, 2000-2024				



Chapter III

*Inventory and Analysis:
Community Resources and Trends*

III. Inventory and Analysis: Resources and Trends



A. Housing

Introduction

Attractive, safe, and affordable housing is a cornerstone of any thriving community. Beyond improving living conditions, quality housing can boost property values and attract new industries, creating opportunities for fresh talent. When appealing housing options are available, workers are more likely to relocate, contributing to a vibrant, dynamic community where people can live, work, and grow.

This section will examine the housing landscape in Lunenburg County, including the towns of Kenbridge and Victoria, with a focus on housing types, quality, vacancy rates, and household characteristics such as size and demographic composition. We will also explore broader trends and emerging concerns regarding future housing needs. While the private sector, including builders, developers, realtors, and lenders—plays a critical role in housing provision, effective solutions require strong collaboration between the public and private sectors. This Plan will serve as a foundation for understanding the current housing situation and will guide future growth decisions.

Housing Units

The U.S. Census Bureau defines a housing unit as a house, apartment, group of rooms, or single room intended for occupancy as separate living quarters. These quarters are characterized by occupants living and eating separately from others in the building, with direct access to the unit from outside or through a shared hall, lobby, or vestibule used by multiple units or the public. Group quarters, such as boarding houses, jails, dormitories, and hospitals, are excluded from this definition of a housing unit.

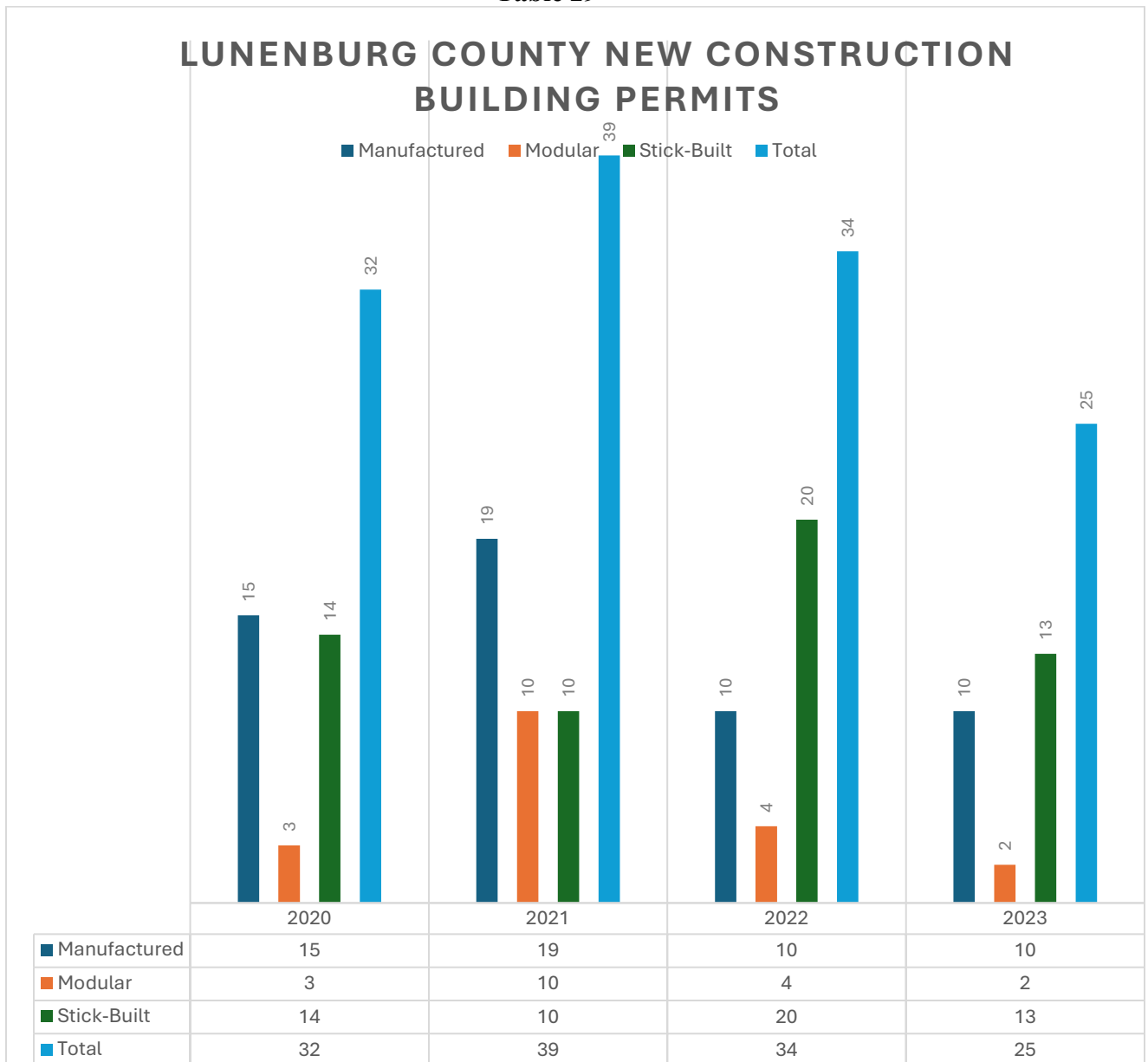
The criteria of separateness and direct access are applied to housing units based on the intended occupants whenever possible. In Lunenburg County, the number of housing units declined from 5,935 in 2010 to 5,868 in 2020, a reduction of 67 units. Occupied housing units decreased from 4,957 to 4,758 during the same period, a reduction of 199 units. Conversely, the number of vacant units increased from 978 to 1,110, an increase of 132 units between 2010 and 2020.

These statistics for Lunenburg County include the Town of Kenbridge and the Town of Victoria (see Tables 29 and 30). The changes may be attributed to individuals moving from "other" residential units to more desirable and upgraded housing options.

Housing Growth (Building Permits Issued)

There was a total of 25 new construction building permits issued in the year 2023 compared to 32 in the year 2020. According to the Lunenburg County records there were no new construction building permits issued within the town limits of Kenbridge or Victoria for 2020-2023. Building permits for manufactured, modular, and stick-built homes refer to the official authorization required by local government agencies before the construction, installation, or modification of these types of homes can begin. These permits ensure that the construction or installation complies with local building codes, zoning regulations, safety standards, and other legal requirements.

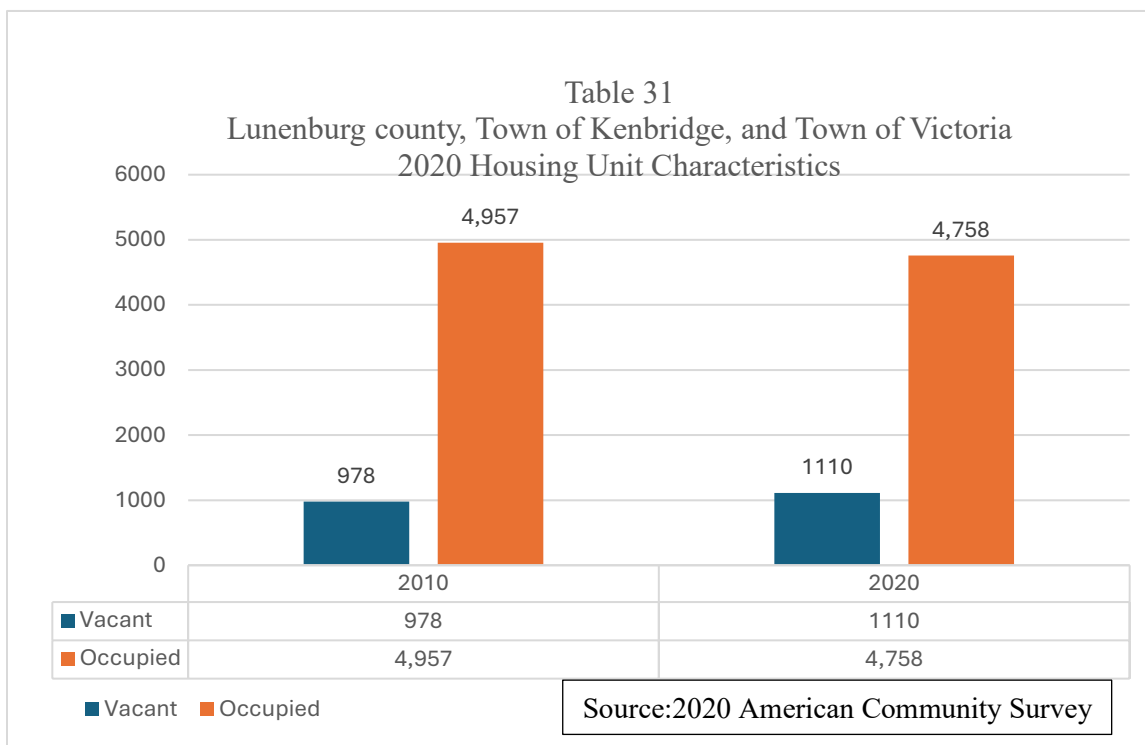
Table 29



Source: Lunenburg County, November 2024

TABLE 30			
Housing Units			
Lunenburg County, Town of Kenbridge, Town of Victoria			
	2010	2020	Change from 2010 to 2020
Total Housing Units			
Lunenburg County	5,935	5,868	-67
Town of Kenbridge	596	585	-11
Town of Victoria	888	886	-02
Total Occupied			
Lunenburg County	4,957	4,758	-199
Town of Kenbridge	505	472	-33
Town of Victoria	743	785	-42
Homeowner Occupied			
Lunenburg County	3,662	5,886	2224
Town of Kenbridge	348	561	213
Town of Victoria	465	973	508
Renter Occupied			
Lunenburg County	1,295	3170	1875
Town of Kenbridge	157	663	506
Town of Victoria	278	837	559
Total Vacant			
Lunenburg County	978	1110	132
Town of Kenbridge	91	113	22
Town of Victoria	145	101	45

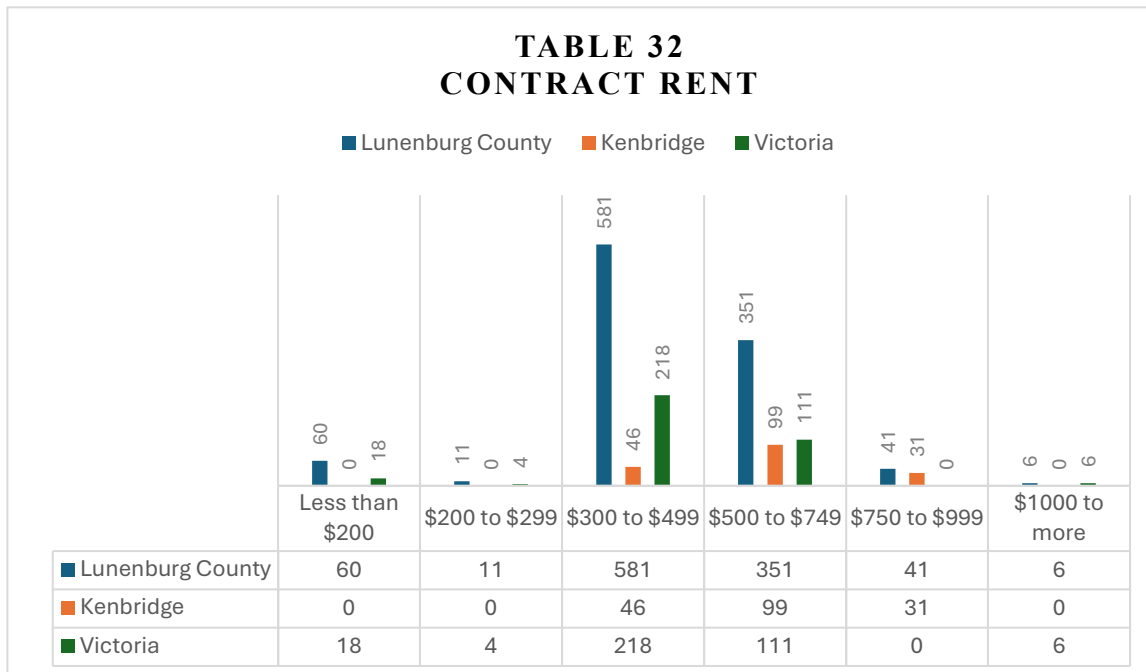
Source: 2010 and 2020 U.S. Census of Population and Housing



Rental Characteristics

Contract rent is the monthly rent agreed to or contracted for, regardless of furnishings, utilities, fees, meals, or services that may be included. For vacant units, it is the monthly rent asked for the rental unit at the time of the 2020 U.S. Census America Community Survey.

In the 2020 U.S. Census American Community Survey, contract rent (also referred to as “rent asked” for vacant units) was asked at all occupied housing units that were rented for cash rent and all vacant housing units that were for rent at the time of enumeration. Housing units that are rented without payment of cash rent are included in Table 32. Rent free houses or apartments may be provided to compensate caretakers, ministers, tenant farmers, sharecroppers, family/friend unit owners or others. The County of Lunenburg, the Town of Kenbridge, and the Town of Victoria contract rent is compared in Table 32:



Source:2020 American Community Survey

Contract rent in the County of Lunenburg and the Towns of Kenbridge and Victoria are comparable. The median rent for Lunenburg County and the Towns of Kenbridge and Victoria is between \$300-\$749 per month.

Structural Types

The predominant housing type in the County of Lunenburg, the Town of Kenbridge and the Town of Victoria, as well as throughout Southside Virginia, is single-family homes (See Table 33). Rapidly rising housing costs are creating a trend toward smaller household sizes. Predictably, in the future, there will be increased demand for multi-family units and manufactured homes.

Manufactured homes represent a potential solution for the more affordable single-family housing demand. They do, however, present a trade off to the area including long term value depreciation and potential cumulative visual impact that scattered, unplanned residential units can have on the scenic, rural landscape.

Table 33			
Units in Structure			
Lunenburg County, Town of Kenbridge, Town of Victoria			
Structure Type	Units		
	Lunenburg County	Town of Kenbridge	Town of Victoria
1-Unit Detached	4,416	448	806
1-Unit attached	59	16	35
2-4 Units	203	101	44
5 Units or more	53	15	32
Mobile Home, Trailer, or Other	1,266	34	56
TOTAL	5,886	561	973
Source: 2020 American Community Survey			

The U.S. Census Bureau defines the structure types as:

1-Unit Detached: 1-unit structure detached from any other house; that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached if the building has open space on all four sides. Mobile homes or trailers to which one or more permanent rooms have been added or built also are included.

1-Unit Attached: 1-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

2 or More Units: Units in structures containing 2 or more housing units, further categorized as units in structure with 2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more units.

Mobile Home or Trailer: Both occupied and vacant mobile homes to which no permanent rooms have been added are counted in this category. Mobile homes or trailers used only for business purposes or for extra sleeping space and mobile homes or trailers for sale on a dealer’s lot, at the factory, or in storage are not counted as housing inventory.

Other: This category is for any living quarters occupied as a housing unit that does not fit the previous categories and complies with current building codes.

Subsidized Housing

Victoria Place, comprised of 39 units for the elderly and disabled, is in the Town of Victoria. Village Estates has subsidized housing located in Lunenburg County.

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 34 contains statistics based on various indicators of housing quality listed in the 2020 U.S. American Community Survey. This table only included statistics based on the individuals that completed that study.

TABLE 34 Household Characteristics – Occupancy Status Lunenburg County, Town of Kenbridge, Town of Victoria			
	County of Lunenburg	Town of Kenbridge	Town of Victoria
Total Occupied Households	4,758	585	886
Total Population in Households	11,936	1,112	1,734
Persons per Household	2.43	2.32	2.27
Source: 2020 American Community Survey			

Household Characteristics

People who do not live in nursing homes, dormitories, hotels, jails, or other group quarters are classified as living in households. Households can be made up of one or more people, and can be further broken down into categories, such as elderly households and low- and moderate-income households. The number of people per household is a measure used in projection of future housing needs.

TABLE 35			
Selected Measures of Deficient Housing Conditions			
Lunenburg County, Town of Kenbridge, Town of Victoria			
	County of Lunenburg	Town of Kenbridge	Town of Victoria
Owner Housing Units	4,566	438	810
Units Lacking Complete Plumbing	0	0	0
Units Lacking Complete Kitchen Facilities	13	0	4
Renter Housing Units	1,378	161	320
Units Lacking Complete Plumbing	0	0	0
Units Lacking Complete Kitchen Facilities	19	9	0
Average Contract Rent	\$445	\$555	\$435
Source: 2020 American Community Survey			

Governmental Policies

Residential development in Lunenburg County, the Town of Kenbridge and the Town of Victoria is regulated by Zoning Ordinances that comply with the Virginia Fair Housing Act in the various localities.

All Tax Rates are based on the year 2024. Residential Real Estate Taxes, a major source of local revenue. Personal Property Tax is another source of local revenue. Finally, all entities have additional taxes as shown in the Tax Chart below:

Table 36 – Tax Chart

	Residential Real Estate	Personal Property	Mobile Home	Machinery/Tools	Rolling Stock	Merchant’s Capital	Aircraft
Lunenburg County	\$.33/\$100	\$3.80/\$100	\$.33/\$100	\$1.80/\$100	N/A	\$1.20/\$100	\$2.10/\$100
The Town of Kenbridge	\$.44/\$100	\$1.50/\$100	\$.44/\$100	\$.30/\$100	\$.30/\$100	N/A	N/A
The Town of Victoria	\$.18/\$100	\$.98/\$100	\$.18/\$100	\$.75/\$100	\$.75/\$100	N/A	N/A

Source: Lunenburg County, Towns of Kenbridge and Victoria

Federally Assisted Housing for Low-and Moderate-Income Households

The Department of Housing and Community Development (DHCD) offers funding to eligible units of local government to address critical community development needs, including housing,

through the Virginia Community Development Block Grant (VCDBG). This program has been administered by DHCD since 1982. Community Development Block Grant funds are made available to DHCD by the U.S. Department of Housing and Urban Development (HUD). Housing activities are eligible for VCDBG assistance to improve the living conditions of low- and moderate-income people. Funding may be used to rehabilitate housing units or for the development of new housing units that will be occupied by low- and moderate-income people.



B. Natural, Scenic and Historic Resources

Introduction

Many historic sites exist throughout the county and towns. Of these, some have been placed in the Virginia Landmarks Register and the National Register of Historic Places. The preservation of historic sites within the county should be of concern to the citizens of each local jurisdiction. Through the preservation of areas that have played a significant role in the early development of the locality, state, or nation, present and future generations will be able to visualize and respect the events of the past. If not identified and preserved, historic sites are soon lost to posterity. These sites are assets to the County of Lunenburg, the Town of Kenbridge, and the Town of Victoria.

Virginia's Crossroads

Virginia's Crossroads (formerly Virginia's Retreat) was organized in March 1993, to explore ways that several counties within Planning District 14, as well as other counties/cities outside the region could work together to promote the region's rich abundance of natural and historical resources. Representatives of these localities, collaborating closely with the Virginia Division of Tourism, the Virginia Division of State Parks, and the National Park Service, held a planning retreat in April 1993, to design a strategy for accomplishing the Consortium's mission—increase tourism and economic development activity in this region of Virginia. Virginia's Crossroads has continued its successful mission of increasing tourism, economic activity, and quality of life in the participating Southside Virginia localities through the promotion, preservation, enhancement, and education of the region's natural, recreational, and historic resources. Since the initial organization, Lunenburg has become a member of this Consortium.

Virginia's Crossroads



Civil Rights in Education Heritage Trail

In March 2004, Virginia's Retreat kicked off the grand opening of the Civil Rights in Education Heritage Trail. The project is modeled after the successful Lee's Retreat Trail and the Wilson-Kautz Raid Driving Trail. Instead of focusing on the Civil War, the Heritage Trail highlights contributions made to bring equal education to all Americans. The trail includes 41 sites throughout 13 counties and the City of Petersburg that describes the history of education in Southside Virginia. There are three stops in Lunenburg County, two of which are in the Town of Victoria.

- LN1-The People's Community Center, Victoria: On May 13, 1947, when several African American leaders met in Victoria, the idea to build a community center was born. John E. Williams, a local mortician and shoe repair shop owner, led the effort in planning, promoting, and executing the plan for a new building. With minimal funding and freely given volunteer labor, the cinder block building was constructed and paid for through a variety of fundraising activities. From 1952 – 1969, the Center was used by the African American high school for graduations, basketball games, proms, and other countywide school related events. As a result of heavy snowfall and ice accumulation, the roof collapsed, and the Center was closed in 1996. However, through coordinated private and public efforts, it was rebuilt and reopened on September 9, 2000.
- LN2-Lunenburg County Training School (50 School Drive, Victoria, VA 23974). The historical marker commemorates the "training school", which was attended by African American students in the early 20th Century. Under an agreement with the county school board, the parents raised funds to purchase 10 acres of land and, with the County, shared the cost of building materials and labor to construct the Lunenburg County Training School for elementary and secondary education. This marker will serve as one of fifty-three historical markers along the Civil Rights in Education Heritage Trail that is located in Amelia, Appomattox, Brunswick, Buckingham, Charlotte, Dinwiddie, Chesterfield, Cumberland, Greenville, Halifax, Lunenburg, Mecklenburg, Nottoway, and Prince Edward Counties plus the City of Emporia and the City of Petersburg.
- LN3 - Matthew's Lutheran Church Christian Day School, Meherrin: In 1880, with land and logs donated by the Rev. and Mrs. W. R. Buehler, a chapel/school building, costing \$200, was erected, and dedicated in 1881. This was the first Black church to own its own parsonage and cemetery. Under the leadership of Mrs. Rahab Jackson, the building served as the only school in the immediate area for educating elementary age African American children when Prince Edward County Schools were closed. Parents, who could afford transportation, sent their high school-age children to Lunenburg High School in Victoria, which operated from 1917 to 1969.

Civil Rights in Education Heritage Trail Map



AMELIA COUNTY

- AM1 Russell Grove Presbyterian Church and School
8701 Otterburn Road, Amelia, VA 23002
- AM2 Mrs. Samantha Jane Neil
16501 Church Street, Amelia, VA 23002

APPOMATTOX COUNTY

- AP1 Winonah Camp / Mozella Price Home
102 Carver Lane, Appomattox, VA 24522
- AP2 Carver-Price School
102 Carver Lane, Appomattox, VA 24522
- AP3 The First African American School in Appomattox
Near 2623 Old Courthouse Road, Appomattox, VA 24522

BRUNSWICK COUNTY

- BR1 Southside Virginia Community College
Christanna Campus
109 Campus Drive, Alberta, VA 23917
- BR2 Oak Grove School
2331 Christanna Highway, Lawrenceville, VA 23868
- BR3 Saint Paul's College and James Solomon
Russell-Saint Paul's College Museum
100 Athletic Field Road, Lawrenceville, VA 23868
- BR4 Fort Christanna Historical Site
3875 Fort Hill Road, Lawrenceville, VA 23868
- BR5 Hospital and School of the Good Shepherd
236 Pleasant Grove Road, Brodnax, VA 23930

BUCKINGHAM COUNTY

- BK1 One-Room Schoolhouse
On Lee Wayside Road, Buckingham, VA 23921
- BK2 Buckingham Training School
Stephen J. Ellis Elementary School
for African Americans
245 Camden Street, Dilwyn, VA 23936
- BK3 Carter G. Woodson Birthplace
Near 2325 C.G. Woodson Road, New Canton, VA 23123

CHARLOTTE COUNTY

- CR1 Central High School
515 Thomas Jefferson Highway,
Charlotte Court House, VA 23923
- CR2 Charlotte County Library
112 LeGrande Avenue, Charlotte Court House, VA 23923
- CR3 Southside Virginia Community College
John H. Daniel Campus
200 Daniel Road, Keysville, VA 23947
- CR4 Salem School
4050 Salem School Road, Red Oak, VA 23964

DINWIDDIE COUNTY

- DN1 Southside Virginia Training Center
26317 W. Washington Street, Petersburg, VA 23803
- DN2 Rocky Branch School
Near 5009 Rocky Branch Road, Sutherland, VA 23885
- DN3 Early Education in Dinwiddie County
14101 Boynton Plank Road, Dinwiddie, VA 23841
- DN4 Southside High School
12318 Boynton Plank Road, Dinwiddie, VA 23841

Note: Although there are locations you can visit in the counties listed below, they are currently not active members of Virginia's Crossroads.

CHESTERFIELD COUNTY

- CH1 Virginia State University
On Matthews Jefferson Dr. at East River Rd., VSU, VA 23806

CUMBERLAND COUNTY

- CM1 Rosenwald School at Cartersville
2018 Cartersville Road, Cartersville, VA 23027
- CM2 Hamilton High School
1921 Cartersville Road, Cartersville, VA 23027
- CM3 Jackson Davis
1490 Anderson Highway, Cumberland, VA 23040
- CM4 Cumberland Educational Advancement
Center & Community Center
1874 Anderson Highway, Cumberland, VA 23040

CITY OF EMPORIA / GREENSVILLE COUNTY

- GR1 Greensville County Training School
115 Ruffin Street, Emporia, VA 23847

LUNENBURG COUNTY

- LN1 The Peoples Community Center
1021 Tidewater Avenue, Victoria, VA 23974
- LN2 Lunenburg County Training School
50 K-V Road, Victoria, VA 23974
- LN3 St. Matthew's Lutheran Church
Christian Day School
1364 Free State Road, Meherrin, VA 23954

MECKLENBURG COUNTY

- MK1 Thyme Institute
Near 5120 Highway 47, Chase City, VA 23924
- MK2 Boynton Academic and Bible Institute
Near 18078 Highway 58, Boynton, VA 23917
- MK3 St. Mark's Episcopal Church & Carroll-Boyd School
3506 Highway 903, Bracey, VA 23619

HALIFAX COUNTY

- HX1 Meadville Community Center
7114 Chatham Road, Nathalie, VA 24577
- HX2 L.E. Coleman African American Museum
Mountain Road School No. 1
3011 Mountain Road, Halifax, VA 24558
- HX3 Mary M. Bethune High School
1030 Mary Bethune Street, Halifax, VA 24558
- HX4 Washington-Coleman Elementary School
1927 Jeffers Boulevard, South Boston, VA 24592
- HX5 Mizpah Presbyterian Church
308 Ragland Street, South Boston, VA 24592

NOTTOWAY COUNTY

- NT1 Blackstone Female Institute
Fourth Street at South Amelia Avenue, Blackstone, VA 23824
- NT2 Mt. Nebo Church
Near 315 Mt. Nebo Road, Blackstone, VA 23824
- NT3 Ingleside Training Institute
Near 507 Miller Street, Burkeville, VA 23922

CITY OF PETERSBURG

- PB1 Earliest Known Public High School for
African Americans in Virginia
Near 421 Harrison Street, Petersburg, VA, 23803
- PB2 McKenney Library
137 South Sycamore Street, Petersburg, VA 23803
- PB3 The Peabody-Williams School
629 South Jones Street, Petersburg, VA 23803
- PB4 Bishop Payne Divinity School
401 S West Street, Petersburg, VA 23803

PRINCE EDWARD COUNTY

- PE1 First Baptist Church
100 South Main Street, Farmville, VA 23901
- PE2 Beulah A.M.E. Church
115 South Main Street, Farmville, VA 23901
- PE3 Farmville Female Seminary Association
On High Street, in front of Ruffin Hall, Farmville, VA 23901
- PE4 R.R. Moton High School
900 Griffin Boulevard, Farmville, VA 23901
- PE5 Prince Edward County Public Schools
Near 1499 Zion Hill Road, Farmville, VA 23901
- PE6 Hampden-Sydney College
Opposite Everett Stadium on College Road,
Hampden Sydney, VA 23943
- PE7 The Beneficial Benevolent Society of the
Loving Sisters and Brothers of Hampden Sydney
95 Kingsville Road, Farmville, VA 23901
- PE8 Prince Edward State Park for Negroes
788 Twin Lakes Road, Green Bay, VA 23542

Wilson-Kautz Raid Driving Trail

In June 2002, the Wilson-Kautz Raid Driving Trail officially opened. This 300-mile driving tour begins in Petersburg and follows the route of the South Side Railroad Raid (June 22-July 1, 1864) of General James H. Wilson and General August V. Kautz during Grant's Petersburg Campaign. The trail winds through many of Southside Virginia's small towns, where the rural landscape has changed little since the Wilson-Kautz Raid. There are two stops in Lunenburg County, one of which is in the Town of Kenbridge.

- Stop 12-Meherrin: Wilson, entrenched at Nottoway Court House, received word of Kautz's success in Burkeville early on the morning of June 24, 1864. Based on this information, he decided to withdraw from the field and merge with Kautz at Meherrin.
- Stop 21-St Paul's and St Andrew Episcopal Church (Town of Kenbridge-Lunenburg County): While passing through Lunenburg County, some raiders reportedly took a silver service valued at \$5,000 from a resident. Many other residences were also reportedly robbed by Federal troops passing through seeking plunder. What was viewed locally as the most outrageous action was the plundering of St John's Church where a silver communion service set was stolen. Confederate Cavalry at Reams Station fortunately later recovered this communion set which is now displayed in the Ripberger Library in the Town of Kenbridge.

The Wilson-Kautz Raid occurred as Union troops approached the Richmond-Petersburg area. General Ulysses S. Grant wanted to avoid prolonged siege. He ordered Generals James Wilson and August Kautz to use their cavalry divisions to destroy rail lines throughout Southside Virginia. By cutting the Confederate Army's supply lines, Grant believed he could end the conflict more quickly. In addition to destroying rail lines, federal troops burned sawmills, gristmills and stocks of grain, cotton, and tobacco. The turning point of the mission was when Union troops attempted to cross the Staunton River Bridge in Charlotte County. The Confederate Army pushed the Union troops back to Petersburg.

Wilson-Kautz Raid Driving Trail Map

WILSON-KAUTZ RAID



thomaslegion.net

Virginia 
is for Lovers

“Destroy both those roads”

VIRGINIA CIVIL WAR TRAILS

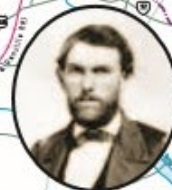
Follow this sign to stop along the Wilson-Kautz Raid and more than 200 other Civil War sites across Virginia.

In late June 1864, Confederate Gen. Robert E. Lee and the Army of Northern Virginia were engaged in a desperate defense of the city of Petersburg. Victory for Lee depended on a steady flow of supplies, brought in by rail. To force Lee from Petersburg, Union Gen. U.S. Grant planned to cut Southern supply lines and ordered a cavalry raid to tear up track and destroy railroad stations and bridges. On June 22, 1864, Union Gens. James H. Wilson and August V. Kautz, commanding more than 5,000 cavalry troops, left Petersburg to destroy track on the Richmond & Danville R.R. and the South Side R.R.

Follow in the footsteps of Gens. Wilson and Kautz along the Virginia Civil War Trails Wilson-Kautz Raid, a tour route that allows you to explore more than 40 Civil War sites in southside Virginia. Please drive carefully as you enjoy the beauty and history along our trail.



Artist Alfred R. Waud's wartime drawing of the Wilson-Kautz Raid.



Capt. Benjamin L. Farinholt helped to defend Staunton River Bridge from the raiders.

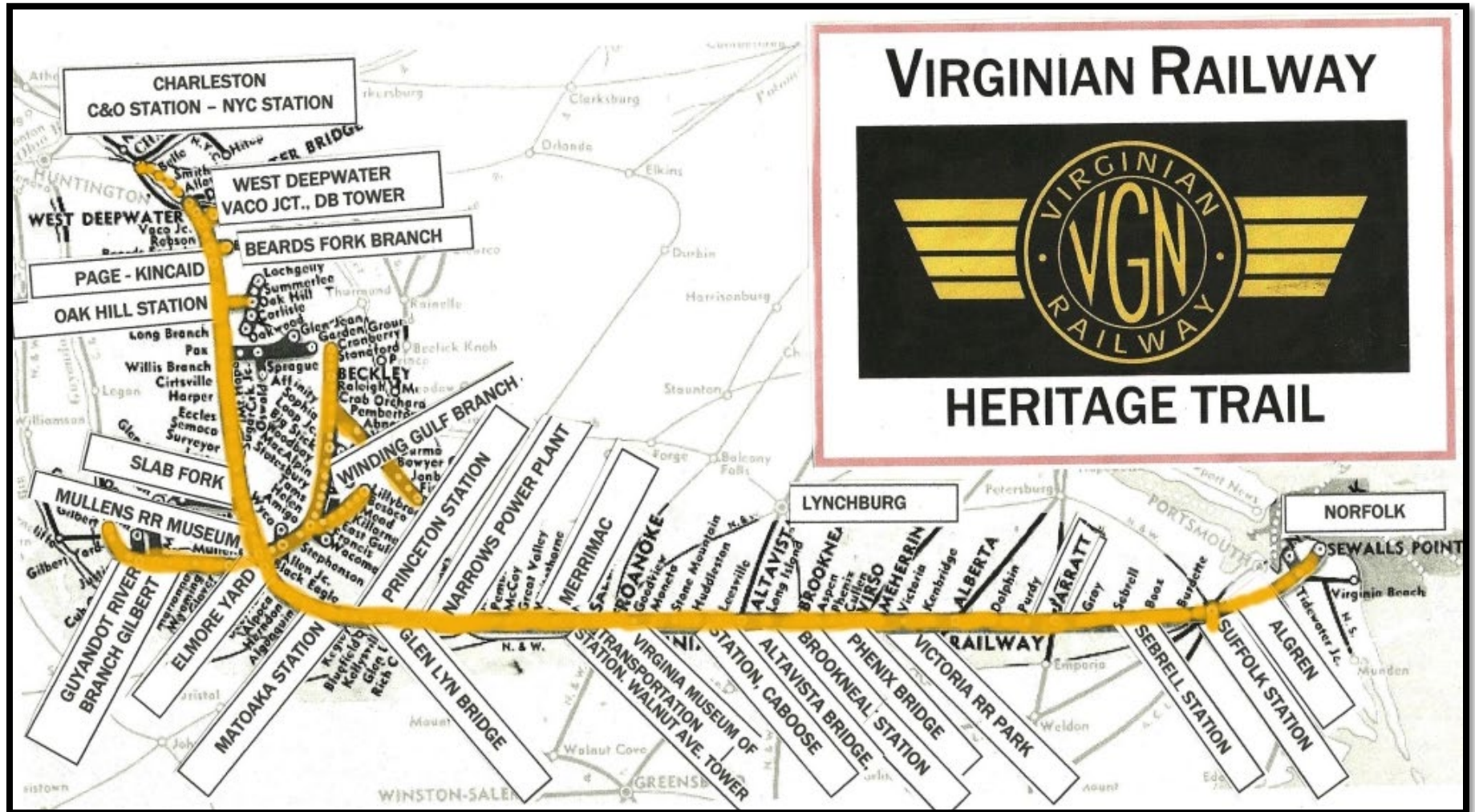


This communion set was stolen by the raiders from St. John's Church and recovered days later at Ream's Station.



Virginian Railway Heritage Trail

The purpose of the Virginian Railway Heritage Trail is to recognize surviving locations in Virginia and West Virginia which are important in the history of the railroad. Victoria Railroad Park is a location that is featured on the Trail.



Virginia Landmarks Register/National Register of Historic Places

Within the Commonwealth Regional Council district there are many sites that are well known for their historical nature. The following are those sites that are in Lunenburg County, the Town of Kenbridge, and the Town of Victoria:

- Lunenburg Courthouse Historic District, Lunenburg County – listed in 1972. This rural Southside County seat, still barely more than a crossroads, is dominated by its dignified Roman Revival courthouse, one of the group of public buildings reflecting the influence of Thomas Jefferson’s strict classicism on rustic Virginia. The commission appointed to supervise the project directed that the Lunenburg County Courthouse be modeled after the newly completed courthouse in Charlotte County, designed by Jefferson himself. Builders William A. Howard and Dabney Cosby, Sr., admirably carried out their task, completing the academically correct design in 1827. Here the stately Roman Doric order was employed rather than the more usual Tuscan. The exterior stairs were added in 1850 when the interior was divided into two levels. An original apsidal end was later encased in an extension. Surrounded by farmland, the tiny Lunenburg Court House settlement presents a memorable picture with the gleaming courthouse portico looming above the sprinkling of 19th-century structures.
- Flat Rock (Old Bagley House), Kenbridge – listed in 1979. Flat Rock’s interestingly evolved Lunenburg County plantation house is a study in local vernacular building traditions. The oldest part was erected in the late 18th century for James Hooper using a two-story, side-passage plan format. The Chambers family added an east room just before 1820. In 1855 Flat Rock became the property of Robert S. Bagley, during whose tenure a second story was put on the east room and one-story wings were added, making a relatively large, formal house out of a formerly unpretentious one. A stylish note of this later enlargement is the unusual hexagonal chimney stacks placed atop the older chimneys. The interior woodwork is almost completely intact and reflects the various changes. On the grounds are a rare plank smokehouse and a large, granite-lined ice pit. Carefully restored in recent years, Flat Rock remained in the ownership of Robert Bagley’s descendants at the end of the 20th century.
- Victoria High School, Victoria – listed in 1996. Until the 20th century, most of Virginia’s rural and small-town public schools were surprisingly primitive. The Lunenburg County town of Victoria’s first public school, erected in 1895, was a one-room log building. It was replaced in 1902 by a one-room frame building. Only in 1912 did the town acquire an up-to-date facility for its high school, a two-story brick structure. By the 1920s population growth necessitated an additional building. A new high school was completed in 1922 next to the old one. The new school was described as having “large and well lighted rooms with steam heat, water, and electric light,” amenities not altogether common in the region. The Victoria High School was enlarged and remodeled in 1928 at which time the portico was added. Closed in 1966, the building was spared threatened demolition in 1993 and has since been rehabilitated by the Victoria High School Preservation Foundation for alternative use.

- Jones Farm, Kenbridge – listed in 1996. The soil of eastern Lunenburg County is particularly suited for tobacco. The landscape of tobacco cultivation and production is preserved in the Jones Farm, an agricultural unit assembled in the 1840s by L. C. Jones. Jones completed the present country Greek Revival dwelling by 1846. Like a number of old southside houses, it began as a smaller two-story structure which became a wing attached by an enclosed hyphen after the main I-house was constructed. The main house preserves its original beaded and molded weatherboards as well as its mantels, stairs, and other interior trim. Typical of a tobacco farm, the land is dotted with structures including five tobacco barns and supporting outbuildings. The change in the labor force after the Civil War is reflected by the presence of three ca. 1900 tenant houses. The Jones Farm is still owned by descendants of the original owner.
- Brickland, Lunenburg County – listed in 2005. Owner Sterling Neblett, Jr., constructed Brickland in two phases, beginning in 1818 and completing it about 1822, on 280 acres he received from his father in 1816. For over 50 years the Lunenburg County plantation thrived, growing to 1,600 acres. The house illustrates the dissemination of the Federal architectural aesthetic in the U.S. during the early 19th century, and it's an exceptional example of the craftsmanship available to regionally prominent families in rural Virginia. Contextually the house relates to other Federal plantation houses in Lunenburg County from the early 19th century. Brickland, however, is one of only a few brick dwellings from this era in the county, and notable for its sophisticated plaster and woodwork, which reveals the increasing influence and popularity in that era of architectural pattern books and/or the hand of a well-known regional architect or builder. The site contains other historic outbuildings, including a smokehouse, pump house, tobacco barn and the county's first post office, constructed around 1900.
- Fifth Avenue Historic District, Kenbridge – listed in 2005. The Lunenburg County town of Kenbridge's Fifth Avenue Historic District is a linear, five-block, residential district, arrayed on both sides of Fifth Avenue, a wide, two-lane road with concrete curbs and sidewalks. Kenbridge arose along the route of a railroad connecting the coalfields of West Virginia with the port of Norfolk. By 1910 a bank and many shops formed downtown, and Fifth Avenue was laid out where some large houses had already been constructed for leading citizens. The houses, set back from the street on broad lawns, were constructed between 1890 and 1930 and represent a variety of architectural styles including Queen Anne, Colonial Revival, and bungalow-style. The Fifth Avenue Historic District also includes two churches, an early hospital, and a former school building.
- Eubank Hall, Lunenburg County-listed in 2007. At first glance, Eubank Hall appears to consist of two buildings: an 18th-century building with a later and larger mid-19th-century addition. Upon closer inspection, however, the house and its development are more complex. The origins of Eubank Hall were humble. Built sometime during the 1790s, the original structure is a simple square dwelling, with a two-story addition in the early 19th century, and a more substantial two-story addition in 1846, giving the

house its current L-shaped plan and appearance. It stands as an interesting example of period craftsmanship of the late 18th and 19th centuries, with features such as the multiple Jacobean chimney stacks. The builder of the original structure was John Eubank, an English immigrant who fought with the rebel forces in the Revolutionary War and became a successful farmer after the war's completion. The house and property have remained in the Eubank family since then. Eubank Hall serves as an important example of vernacular, or "folk" architecture, displaying some high-style elements adapted to the particular needs and tastes of the owners.

- Spring Bank, Lunenburg County- listed in 2007. Known also as Ravenscroft and Magnolia Grove, it was built in 1793 for John Stark Ravenscroft and his wife, Anne, a member of the Burwell and Carter families, Tidewater Virginia gentry. It has a five-part, or Palladian plan—the only such example in Lunenburg County—featuring a two-story central block and flanking one-story wings. It was the work of two well-known Lunenburg County craftsmen: carpenter John Inge and mason Jacob Shelor. The Spring Bank property had been part of the vast landholdings of Colonel Lewis Burwell, Anne's father, and represents early settlement in the area by one of Virginia's oldest and most widely connected colonial families. Armistead Burwell, Anne's grandfather, originally patented over 3,000 acres when the county was formed in 1746, 610 of which were sold to Ravenscroft for the building of the house at Spring Bank. Ravenscroft, born in 1772 in Prince George County, attended schools in Scotland and England, and later enrolled at William and Mary, where he earned the nickname "Mad Jack." His family had strong ties to the Anglican Church, and he would later become the first Episcopal Bishop of North Carolina, serving from 1823-30.
- Bechelbronn, Lunenburg County- listed in 2008. Bechelbronn commands a dramatic hilltop setting in rural Lunenburg County. The result of a complicated architectural evolution over 160 years, the house now appears as a rambling, two-story brick house displaying elements of the Federal and Greek Revival styles. Bechelbronn began as a simple four-room building in 1840, but additions in 1851 and 1900, as well as interior remodeling in 1920, gave it the dramatic appearance it now has. Its original owner was William H. Perry, whose brick house was a comparative rarity in the region, as most antebellum houses were of frame construction. Though there is uncertainty surrounding its origin, the name Bechelbronn is traditionally held to be German for "brown nut," an allusion to the chestnut trees that once grew on the property. Perry was a physician and planter, and the house remained in the Perry family until the 1930s; a Perry family cemetery is located west of the house, on part of the Bechelbronn property's 364 acres.
- Fort Mitchell Depot, Lunenburg County- listed in 2009. The Fort Mitchell Depot is the last-standing train depot in Lunenburg County, where once there existed seven passenger and freight depots representing three different railroads—the Richmond & Danville, the Virginian, and the Roanoke Valley Railroad. The front passenger portion of Fort Mitchell Depot, a Virginia Railroad station, was constructed in the 1880s and is based on a prototypical plan used by most railroads in the late 19th and

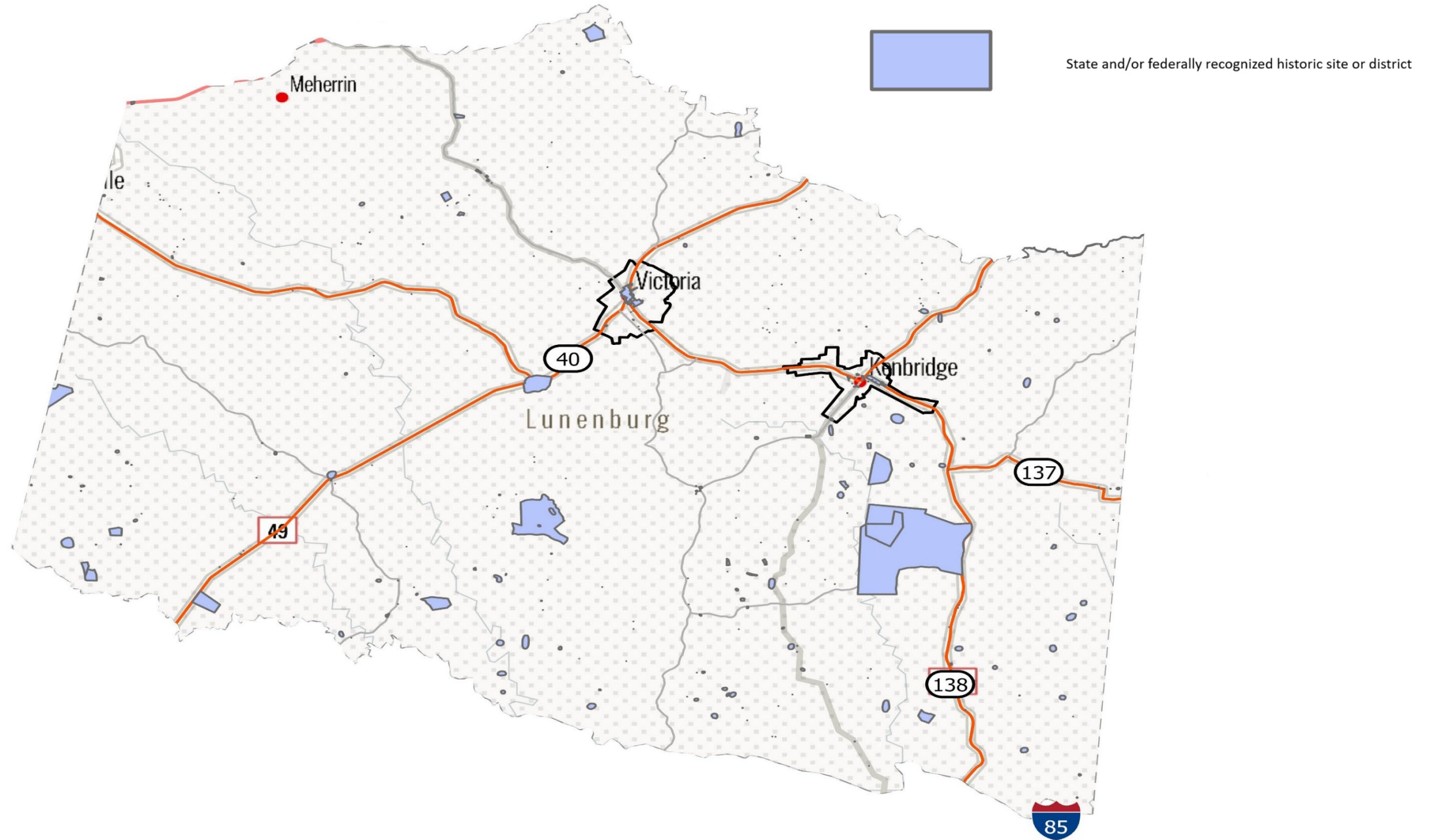
early 20th centuries. The rear freight portion is earlier and may have been moved to its current location in the 1860s, in anticipation of the railroad's construction. Following its arrival, Fort Mitchell developed into a regional trading center, with a post office, blacksmith shop, sawmill, and general retail stores. When passenger service was terminated in 1956, the town subsequently declined. The Fort Mitchell Depot survives as an important reminder of the county's rail history.

- Woodburn, Lunenburg County- listed in 2021. After farmer John Gregory moved from Mecklenburg County to Lunenburg County, he purchased land and constructed the earliest portion of the current Woodburn dwelling around 1815. The 168-plus-acre Woodburn property, straddling Meherrin River Road in southwestern Lunenburg, has remained in the Gregory family ever since. A fine example of an Early National-period vernacular dwelling with Federal-style detailing, the original house was a one-and-one-half-story frame building on a raised basement, reflecting the large residence of a middle-upper-income farmer. As the family and living standards grew, so too did the house. The family made additions likely around 1838 and 1890, and in 1938 and 1997, all of which complement the scale, form, and design of the original vernacular house. In 1937, the Works Progress Administration surveyed Woodburn as part of its Virginia Historical Inventory. The WPA surveyor noted the interior hinges and woodwork, particularly in the dining room, located then in the basement level. In 1971, when the Virginia Historic Landmarks Commission (now the Virginia Department of Historic Resources) re-documented the property, a surveyor again noted the hinges and woodwork, including “lovely mantelpieces,” and that it had been “beautifully restored.” The Woodburn property also includes two contributing sites—the Gregory family cemetery and the site of two collapsed stone chimneys—and an affiliated building of unknown purpose.
- St. Luke's Episcopal Church, Kenbridge – listed in 2023. Built in 1926, St. Luke's Episcopal Church traces its roots to Trinity, an African American mission school and chapel established during the Reconstruction era by Mary McFarland Jennings, born enslaved near Kenbridge ca. 1823 and sent to the North by her white father. Jennings returned to Lunenburg County and founded Trinity in the 1870s in the former community known as McFarland's. Jennings's successors moved the mission to Kenbridge, where they bought land in 1921 to build a new church called St. Luke's Episcopal. The Rev. James Solomon Russell, a well-known Episcopal priest who founded the Saint Paul Normal and Industrial School (later Saint Paul's College) in Lawrenceville, was one of St. Luke's trustees. In 1961, the Kenbridge community used St. Luke's as a temporary classroom for Black students when the local segregated schools became overcrowded.

Following recommendations of the Kenbridge Historic Preservation Commission, additional sites in the Town of Kenbridge were designated by the Town Council in October 2004 as Historic Districts. They are:

- East Fifth Avenue from Hawthorne to Broad Street
- South Broad Street from Fifth Avenue to Forest Hills Drive and including house numbers 905 and 915 on South Broad Street
- North Broad Street from Fifth Avenue to North Circle Boulevard
- East Sixth Avenue from South Decatur Street to South Broad Street and including 300 East Sixth Avenue
- West Sixth Avenue from Main Street to South Broad Street
- South Station Street from Main Street to West Sixth Avenue
- Church Street between East Fourth Avenue and East Fifth Avenue
- Pine Street between East Fourth Avenue and East Sixth Avenue
- Individual properties on East Fourth Avenue, house numbers 413 and 501

Lunenburg County Historical Sites



Map created by CRC- December 2024
Source -Virginia Department of Historic Resources

Natural Resources

The Land Surface

Lunenburg County, the Town of Kenbridge and the Town of Victoria are located in the Piedmont province where rolling topography is the norm. The County encompasses 431.7 square miles. Made up largely of hardwoods and pine, the forestland comprises 211,760 acres of the total 282,800 in the County. A substantial portion of the harvested land is planted with loblolly pine. Topographic relief of the area ranges from 400 to 500 feet above sea level. In general, the land surface slopes gently toward the southeast. Most of the planning area falls within developable limits as far as topography is concerned; however, some narrow strips along streambeds may present land slopes greater than fifteen percent (15 feet for each 100 feet horizontal), which may exclude development.

Climate

Lunenburg County overall experiences a moderate climate. In Lunenburg, the summers are hot, muggy, and wet; the winters are very cold and snowy; and it is partly cloudy year-round. Over the course of the year, the temperature typically varies from 30°F to 89°F and is rarely below 16°F or above 97°F. Based on the tourism score, the best times of year to visit Lunenburg for warm-weather activities are from mid-May to late June and from mid-August to early October.

The hot season lasts for 3.5 months, from May 29 to September 14, with an average daily high temperature above 81°F. The hottest month of the year in Lunenburg is July, with an average high of 89°F and low of 69°F.

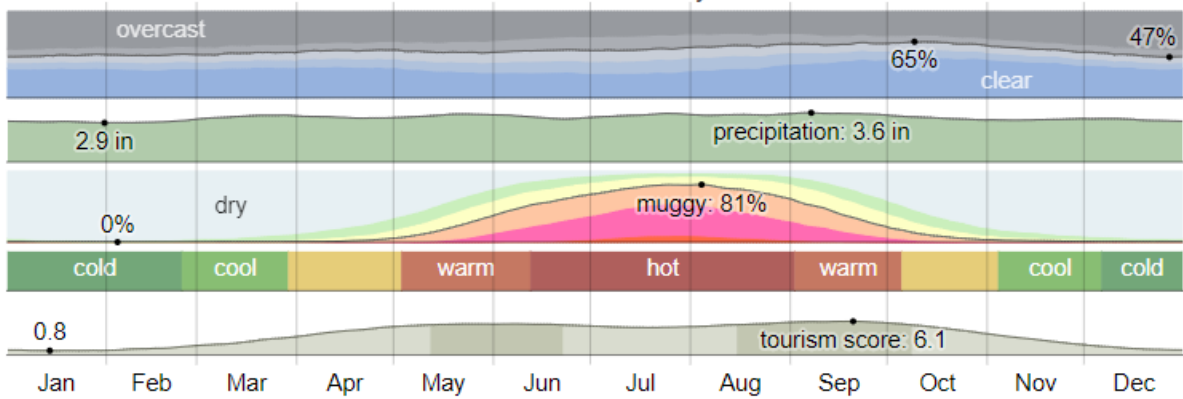
The cold season lasts for 3.0 months, from November 29 to February 29, with an average daily high temperature below 57°F. The coldest month of the year in Lunenburg is January, with an average low of 30°F and high of 49°F.

See Tables 37 through 40 for climate information.

Source: Weather Spark (weatherspark.com) The typical weather in Lunenburg, based on a statistical analysis of historical hourly weather reports and model reconstructions from 2016 - 2024.

**TABLE 37
Lunenburg County**

Climate Summary



**TABLE 38
Lunenburg County
Daily Chance of Precipitation in Lunenburg**



TABLE 39
Lunenburg County
Humidity Comfort Levels

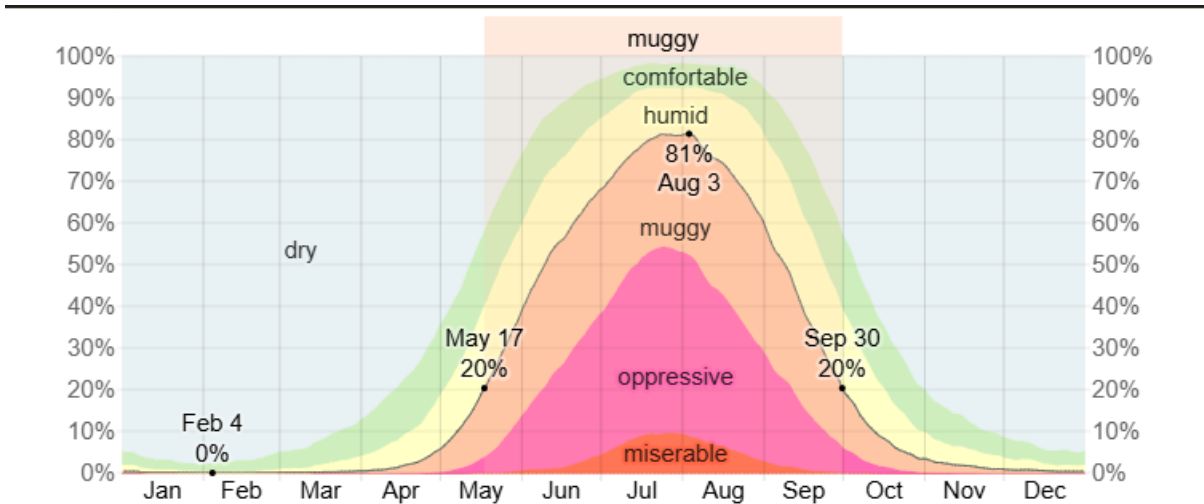
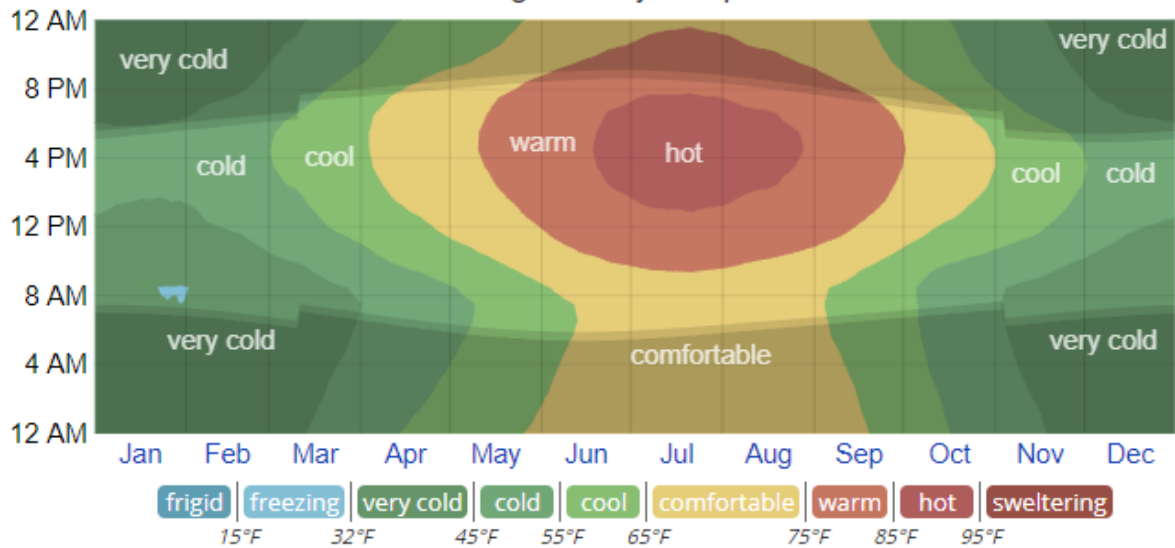


TABLE 40
Lunenburg County

Average Hourly Temperature



The average hourly temperature, color coded into bands. The shaded overlays indicate night and civil twilight.

Physiography, Relief, and Drainage

Lunenburg County, to include the Town of Kenbridge and the Town of Victoria, is in the Piedmont physiographic province, a gently sloping to steep landform. The area consists of ridges dissected by numerous short drainage paths. The ridges are commonly broader and the side slopes less steep in the eastern half of the county. Slopes are generally steeper near the larger streams. Elevation in the county ranges from about 227 feet above sea level in the southeastern corner of the county to about 600 feet above sea level in the northwestern corner.

Lunenburg Watersheds

Lunenburg County is in the Chowan Basin watershed, which merges into the Albemarle Sound near Edenton, NC. The Chowan Basin is part of the Albemarle-Pamlico estuarine system, the second largest estuarine system in the United States. Lunenburg County has two major watersheds ---the Meherrin River Basin and the Nottoway River Basin.

The Meherrin River is 143 miles long before it merges into the Chowan River north of Winton, NC. It has been designated a Virginia Scenic River by the Virginia Department of Conservation and Recreation. In Lunenburg County, the Meherrin River has three parts that drain the southern section of the county: the North Meherrin, the Middle Meherrin, and the South Meherrin. The North Meherrin drains from Nutbush Road south to Ontario Road. Its major tributaries are Couches Creek, Juniper Creek, Kits Creek, Ledbetter Creek, Reedy Creek, and Tussekiah Creek. The Middle Meherrin drains from Ontario Road south to Sheltons Road. The South Meherrin drains from Sheltons Road south to the county line with Mecklenburg. Its main tributaries are Crumpper Creek and Mitchell Creek. The three parts form the Meherrin River near the end of Mountain Road. From that point, its main tributaries are Bears Element Creek, Beaver Pond Creek, Flat Rock Creek, Kettlesticks Creek, Mason Creek, and Stony Creek.

The Nottoway River is 155 miles long before it merges with the Blackwater River south of Franklin VA near the North Carolina border to form the Chowan River. The Nottoway drains the northern part of Lunenburg County from north of Nutbush Road, east to Victoria, north of Route 40 from Victoria to Kenbridge, southeast of Highway 138 to north of Highway 137 to the Brunswick County line. Its main tributaries are Big Hounds Creek, Cedar Creek, Crooked Creek, Dry Creek, Falls Creek, Little Hounds Creek, Modest Creek, Nash Mill Creek, and Seay Creek.

Soils

There are five series of soils that occur in Lunenburg County, the Town of Kenbridge, and the Town of Victoria area. The following soil descriptions are intended to show soil limitations for buildings and septic systems in a very general nature. Specific areas may need further study before final decisions are made. Reference is made to slight, moderate, and severe limitations of the soils in the county and towns. Slight limitations indicate there is little or no risk involved. Moderate limitations denote that either further investigation is necessary to determine the risk involved or that some modifications of moderate complexity and cost will or may be necessary

to conduct the plan. Severe limitations indicate that very complex and costly modifications will be necessary to carry out the plan.

Appling Association: Gently sloping and sloping, well drained soils formed in material weathered from granite and granite gneiss; on ridge tops and side slopes.

This association consists primarily of long, broad ridges dissected by short drainage ways. The ridgetops are gently sloping, and the sides of the ridges are commonly sloping. Slopes commonly range from about 2 to 30 percent. Small perennial streams drain most areas. Most of the cleared acreage of this association is suitable for cultivated crops and pasture. Much of the association is suitable for community development. The main limitations of the soils are slope and the permeability and clayey texture of the subsoil. Some of the minor soils have poor drainage, are frequently flooded, are steep, or are shallow to bedrock.

Cecil-Appling-Madison Association: Gently sloping to moderately steep, well drained soils formed in material weathered from granite, granite gneiss, and mica gneiss; on ridgetops and side slopes.

This association consists primarily of long, broad to narrow ridges dissected by short drainage paths. The ridgetops are gently sloping, and the sides of the ridges are commonly sloping to moderately steep. Slopes commonly range from 2 to 30 percent. Small perennial streams, the Nottoway River, and the North Meherrin River drain most areas. Both the Cecil and the Appling soils are gently sloping to moderately sloping while the Madison soils are gently sloping to moderately steep. Much of the cleared acreage of this association is suitable for cultivated crops and pasture as well as community development. The major limitations of the soils are slope and the permeability and clayey texture of the subsoil.

Georgeville-Herndon Association: Gently sloping and sloping, well drained soils formed in material weathered from sericite schist; on ridgetops and side slopes.

This association consists primarily of long, broad to narrow ridges dissected by short drainage paths. The ridgetops are gently sloping, and the sides of the ridges are commonly sloping too steep. Slopes commonly range from about 2 to 45 percent. Most areas are drained by small streams and by the Nottoway River, North Meherrin River, Middle Meherrin River, South Meherrin River, and the Meherrin River. Both Georgeville and Herndon soils are gently sloping and sloping. Much of the cleared acreage of this association is suitable for cultivated crops and pasture as well as community development.

Herndon-Lignum-Orange Association: Nearly level to sloping, well drained to poorly drained soils formed in material weathered from sericite schist and basic rocks; on ridgetops and side slopes.

This association consists primarily of long, broad ridges dissected by short drainage ways. The ridgetops are nearly level or gently sloping, and the sides of the ridges are commonly sloping. Slopes commonly range from about 1 to 30 percent. Most areas are drained by small meandering streams and by the South Meherrin River. About half of the cleared acreage of this association is

suitable for cultivated crops and pasture. The steeper areas are less suited for cultivated crops and are mostly in woodland. The Herndon soil is suited for community development. Slow permeability, poor drainage, frequent flooding, slope, or the depth to bedrock make the Lignum and Orange soils, as well as most of the minor soils, less suited to community development.

Iredell-Mecklenburg Association: Gently sloping to moderately steep, well drained to poorly drained soils formed in material weathered from basic rocks; on ridgetops and side slopes.

This association consists primarily of long, broad ridges dissected by short drainage ways. The ridgetops are gently sloping, and the sides of the ridges are commonly sloping to moderately steep. Slopes commonly range from about 2 to 30 percent. Most areas are drained by small perennial streams and by the North Meherrin River, Middle Meherrin River, and South Meherrin River. Most of the acreage of this association is in woodland, but about half of the cleared acreage is suitable and used for cultivated crops and pasture. Most of the acreage in this association is poorly suited for community development. The major limitations are slow permeability, the depth to bedrock, a high shrink-swell potential, low strength, and wetness.

Mineral Resources and Industries in Lunenburg County, the Town of Kenbridge, and the Town of Victoria

Mining can have significant economic, social, and environmental impacts at the local level. A mine has the potential to significantly benefit the local population through the creation of direct and indirect employment, skills transfer, enhancement of the capacity of health and education services, improved infrastructure, and small and medium business opportunities. In recent years, state and local governments are being challenged to ensure that the benefits accruing from mining are maximized in a sustainable way and that the negative impacts of the mine are mitigated to the extent that the communities are better advantaged by the presence of a mining investment.

The Virginia Department of Mines, Minerals, and Energy exists to enhance the development and conservation of energy and mineral resources in a safe and environmentally sound manner to support a more productive economy in the State. Through resource planning, the government works with the public to determine where the important resources are and how the land can be used for the maximum public benefit.

Lunenburg County currently has no active rock or mineral production. Historically, in the past, however, granite and schist have been quarried in the County. Schist was produced on the north side of the South Meherrin River near Rocky Mill. This site may have provided the building stone used in the construction of a nearby mill and dam.

The Kenbridge granite quarry is located approximately 2 miles southwest of the Town of Kenbridge. The rock at this quarry, known as Red Oak granite, is pinkish-gray, coarse-grained granite gneiss with feldspar phenocrysts about 0.75 inches long. The quarry, operated by C. Markley of Roanoke prior to 1917, produced crushed stone. Later, the Pyramid Granite

Company of Philadelphia operated the quarry and produced paving stone, curbstone, and sewer blocks.

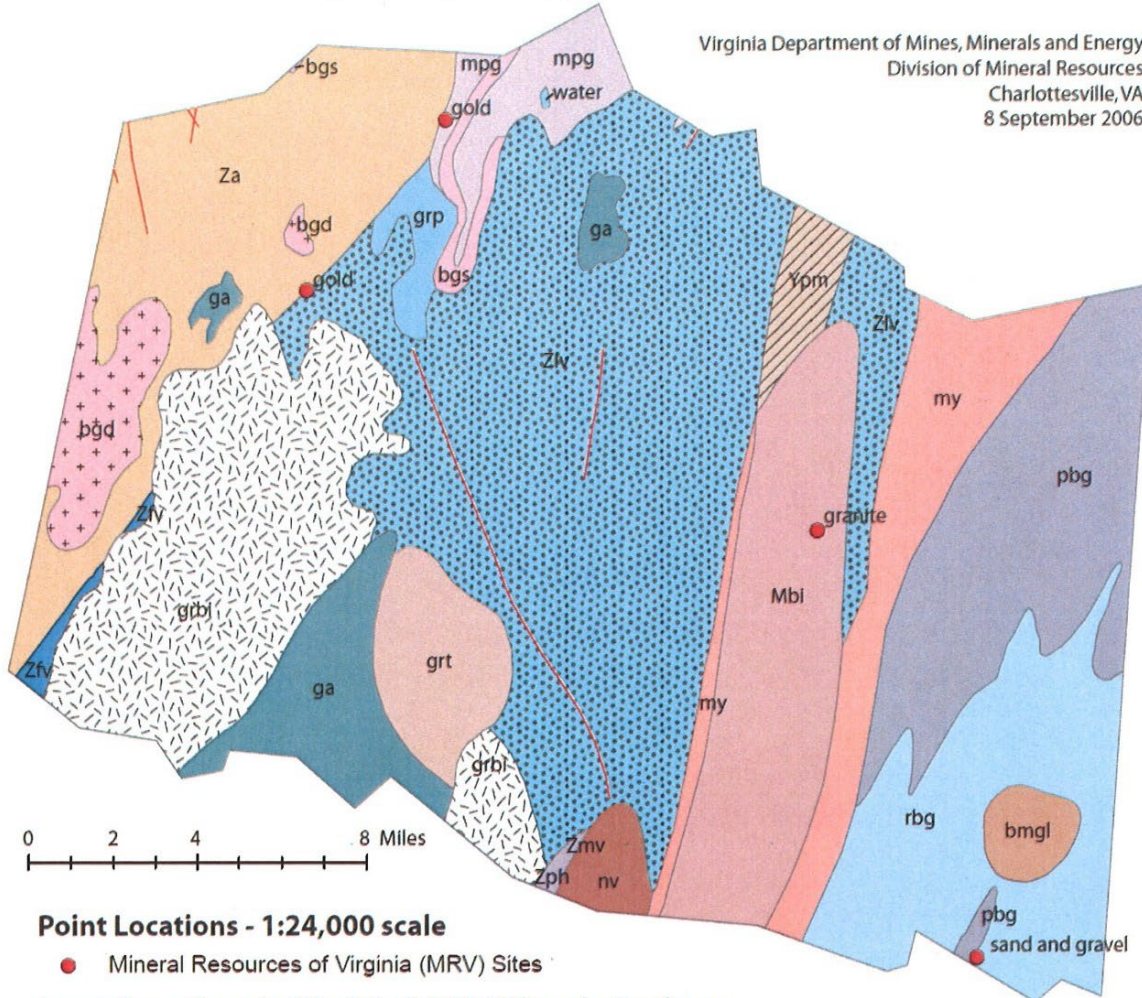
During the early 1960's, the Kenbridge quarry was operated by Tidewater Crushed Stone Company and produced riprap used in the construction of the Chesapeake Bay Bridge Tunnel. The large riprap blocks were loaded onto gondola-type rail cars by cranes equipped with grapple hooks. The shipments of rock were sent to Sewells Point in Norfolk where they were loaded onto barges for delivery to the job site. The specifications for the heavy blocks of riprap were for the blocks to be composed of angular stones weighing not less than 2 tons each and not more than 4 tons each, averaging 3 tons each. The width or thickness of any block was not to be less than one-third its length.

Gold was reportedly discovered at a site near Meherrin. The locality, known as the Sylvan Stein prospect, is just west of Nutbush Road. Sand for road construction and local building purposes has been obtained from the Meherrin River along the Lunenburg-Mecklenburg County line near Union Mill Bridge. Clay materials at two localities have been collected, tested, and found to be potentially suitable for brick, tile, and porous and structural clay products.

Please see a map reflecting the geology and non-fuel mineral mines of Lunenburg County on the next page.

Lunenburg County Geology and Non-Fuel Mineral Mines

Virginia Department of Mines, Minerals and Energy
 Division of Mineral Resources
 Charlottesville, VA
 8 September 2006



Point Locations - 1:24,000 scale

- Mineral Resources of Virginia (MRV) Sites

Lunenburg County, Virginia 1:500,000 scale Geology

- diabase dike
- Za** Aaron slate - phyllite and slate
- Mbi** Buggs Island pluton
- my** Mylonite
- nv** North View granite
- rbg** biotite gneiss
- bgs** biotite gneiss and schist
- grbi** biotite granite
- bgd** biotite granodiorite
- bmgI** biotite-muscovite granite
- Zfv** felsic metavolcanic rocks
- ga** hornblende-plagioclase gabbro
- Zlv** layered matic to felsic metavolcanic rocks
- Zmv** mafic metavolcanic rocks
- grt** metatonalite
- Zph** phyllite and metasiltstone
- grp** porphyritic granite
- pbg** porphyroblastic granite gneiss
- Ypm** quartzofeldspathic gneiss
- mpg** migmatitic paragneiss

Disclaimer
 This dataset is provided as is. Variable conditions arising from physical sources used to develop the data may be reflected in the data. It is designed for use at the designated scale and should not be enlarged or used for making site-specific decisions. Users must be aware of possible errors in scale, resolution, rectification, positional accuracy, development methodology, and other circumstances specific to this dataset when using information contained herein. Distribution of this map is intended for information purposes and should not be considered authoritative for navigational, engineering, legal, or other site-specific uses.

C. Community Facilities and Services

Introduction

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

The following inventory analysis summarizes those public resources for which the government of Lunenburg County, the Town of Kenbridge and the Town of Victoria have 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 considered when analyzing the full range of public resources available to the citizens of this locality. See maps on the following pages.

Administrative Facilities

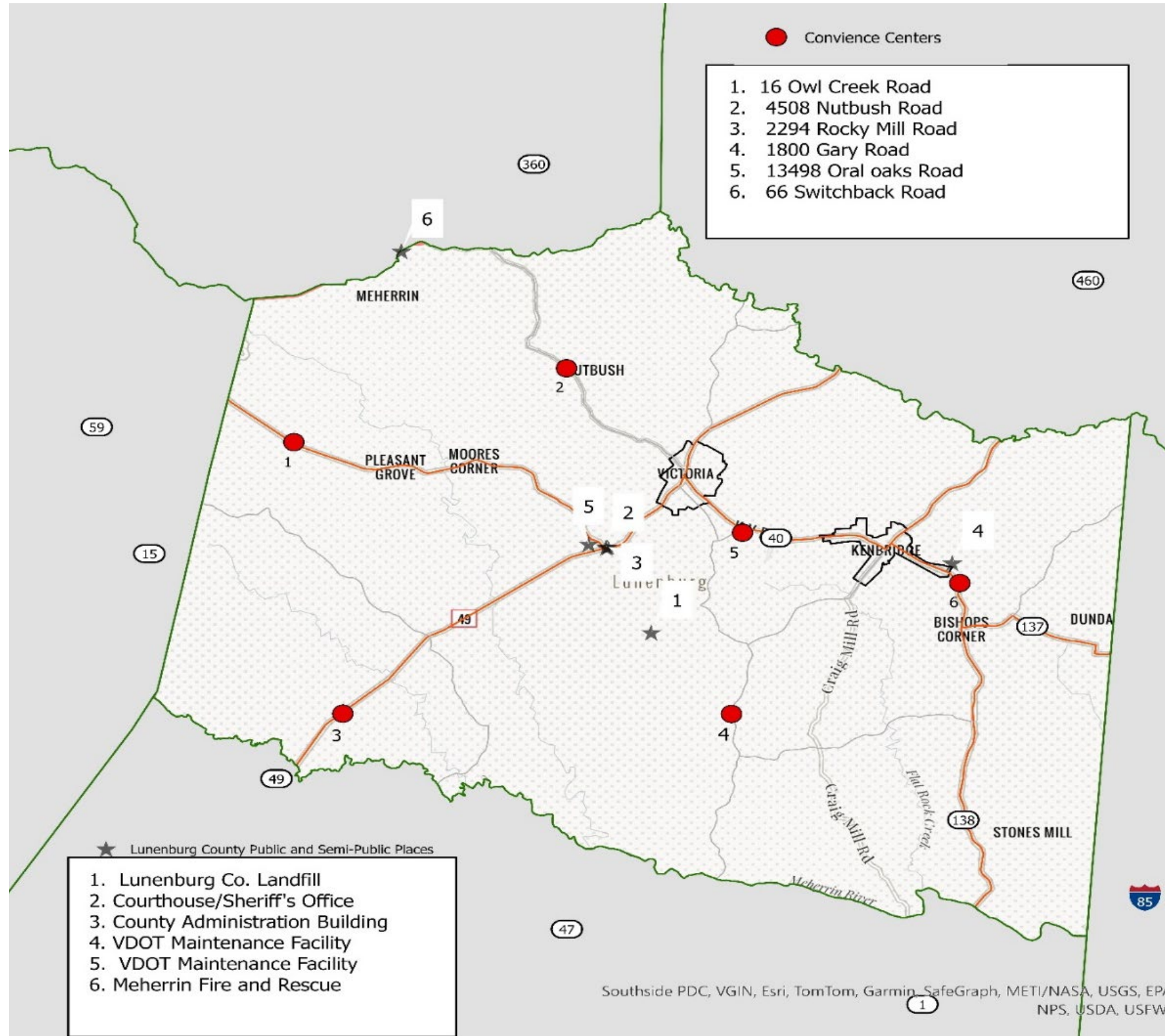
Lunenburg County: Lunenburg County owns the entire Courthouse Complex consisting of the Courts Building, which was completed in 2006, old Courthouse, Law Buildings, Combined Courts Building, Human Resource Building, Sheriff Building, Commonwealth Attorney Office and Administration Building. The Courthouse Complex facilities are ADA accessible. Adjacent to the Courthouse complex are the Treasurer Office, Commissioner of Revenue and Registrar offices.

Town of Kenbridge: The Town of Kenbridge owns the Kenbridge Community Center located at 511 East Fifth Avenue, which houses the Town Office and Police Department. Within the Kenbridge Community Center is the renovated auditorium which is being utilized for public forums, plays, performing arts and community events. The building is ADA compliant with ramps and an elevator. The Town received a Virginia Tobacco Indemnification and Community Revitalization Commission Economic Development Grant to assist in this endeavor. An additional property owned by the Town is the Kenbridge Recreational Center at 533 Fifth Avenue, the Town Shop at 200 East Seventh Avenue, the Water Filtration Plant at 11903 Craigs Mill Road and the Wastewater Plant at 177 North Maple Street.

Town of Victoria: The Municipal Building for the Town of Victoria is located in the former First Citizens Bank building at 1809 Main Street. The former Municipal Building, located at 1802 Main Street, is now the home of the Victoria Police Department. The Town Shop at 1220 Main Street was acquired in the 1960s and the Town Shop will be moving to recently renovated facilities on 300 Court Street in early 2025.

The Lunenburg County Public Library System operates branches located in Kenbridge (8,000 SF) at 117 Broad Street and in Victoria (5,500 SF) at 1417 Seventh Street. Both branches offer meeting rooms to accommodate various governmental, civic, or private meetings. Hours of operation are: 9:00 A.M. until 5:00 P.M. on Monday, Tuesday, Thursday, and Friday; 9:00 A.M. until 12 P.M. on Saturday; and are closed on Wednesday and Sunday.

Lunenburg County Public and Semi-Public Places



Map Created by: Commonwealth Regional Council, December 2024

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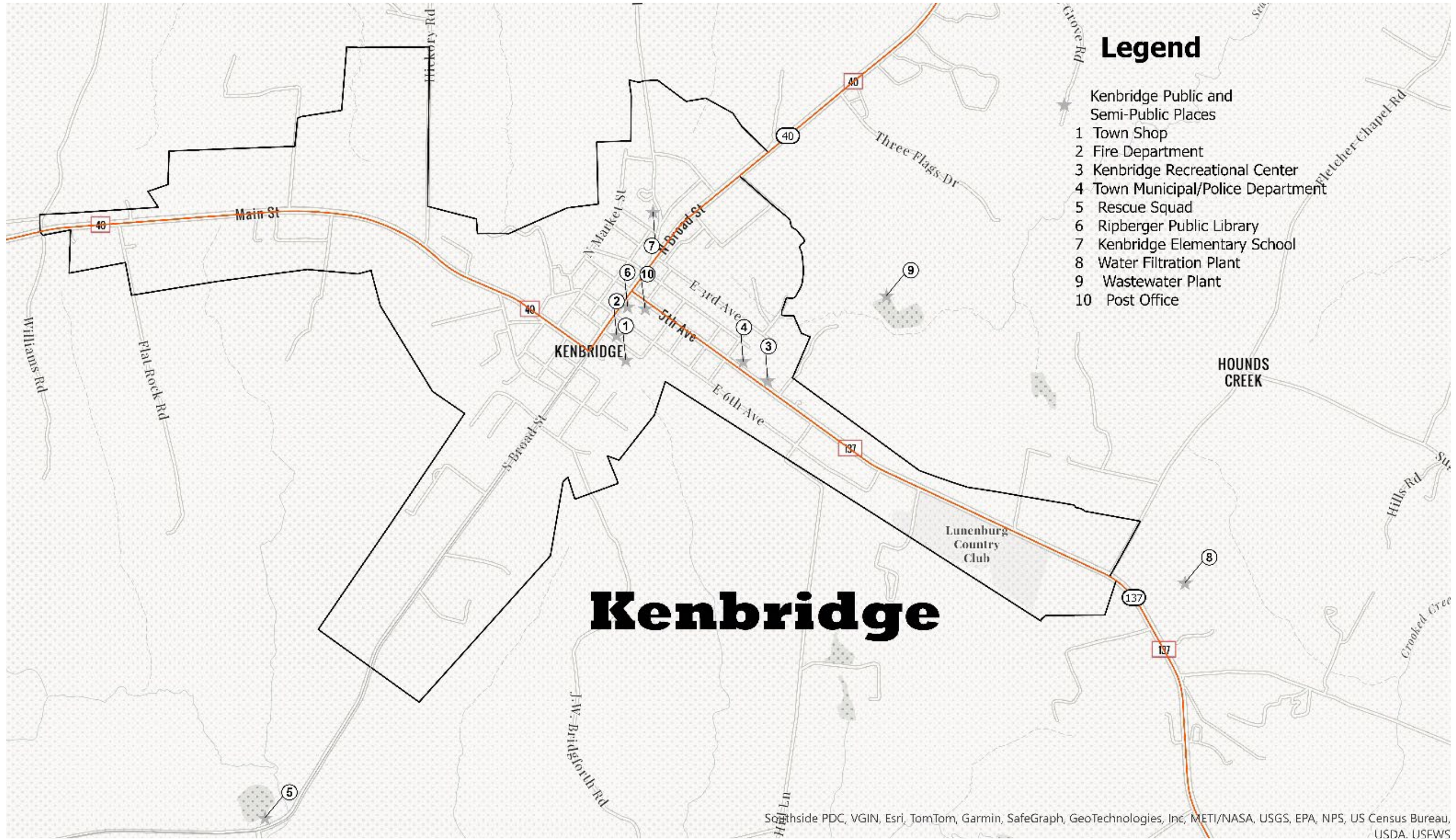
**Town of Victoria
Public and Semi-Public Places**



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Town of Kenbridge Public and Semi-Public Places



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Education

Lunenburg County Students attend various educational institutions located throughout Lunenburg County, including those schools located in the Town of Kenbridge and the Town of Victoria.

- Kenbridge Elementary School (Kindergarten through Fifth Grade), located at 215 Nottoway Falls Road.
- Victoria Elementary School (Kindergarten through Fifth Grade) is located at 1521 Eighth Street.
- Lunenburg Middle School (Grades Six through Eight) is located at 583 Tomlinson Road, Victoria.
- Central High School located at 131 K-V Road, Victoria, provides public education for high school students in Lunenburg County, the Town of Kenbridge, and the Town of Victoria.
- Southside Mennonite Church located at 215 Hickory Road, Kenbridge, provides private education opportunities for K-12 students.

According to the Virginia Department of Education the 2023-24 Fall Membership for Lunenburg County Public Schools is as follows:

2023-24 Fall Membership for Lunenburg County Public Schools		
High School	Grades 9 – Grade 12	464
Middle School	Grades 6 – Grade 8	336
Kenbridge Elementary School	Grades K – Grade 5	380
Victoria Elementary School	Grades K – Grade 5	396
Total Enrollment		1,576
Source: Lunenburg County School Broad~ PowerSchool		

In addition, Lunenburg County, the Town of Kenbridge, and the Town of Victoria have neighboring colleges and universities in Farmville, Prince Edward County and Charlotte County.

Founded in 1839 and located in the Town of Farmville, Longwood University is a four-year state supported coeducational institution that offers majors in 30 undergraduate and 13 graduate academic areas. Known as the Farmville Female College in 1884, it was the first state institution of higher learning for women in the State of Virginia. Longwood became fully coeducational in June 1976. In April 2001, a fire destroyed 200,000 square feet of historic building space, including the signature, Rotunda. The groundbreaking for reconstruction of lost buildings began in the summer of 2002, and was completed in the spring of 2005.

Hampden-Sydney College, founded in 1776 and located in the community of Hampden-Sydney, is a private liberal arts institution for men. The college, which is affiliated with the Presbyterian Church, offers majors in 20 undergraduate academic areas.

Southside Virginia Community College (SVCC) is one (1) of twenty-three (23) colleges in the Virginia Community College System. The John H. Daniel campus is located near Keysville and serves ten counties and one city, making it the largest community college service region in the state. Additionally, the Alberta Campus located to the east of the County and the Lake Country Advance Knowledge Center located in South Hill provides alternative locations for students in the County. There are eight (8) Associate Degree programs and twelve (12) vocational programs from which to choose. The SVCC is accredited by the Commission on Colleges of the Southern Association of Colleges and Schools and is approved by the State Department of Education. The college is supported by local, state, and federal funds. Also, there is the Brightpoint Community College which is located in Chesterfield County and serves the northern area of the county.

Water Service

Lunenburg County: Wells provide the main supply of domestic water needs of the County's rural residents.

Town of Kenbridge: Water source for the Town of Kenbridge is from Flat Rock Creek, from which the Town of Kenbridge Reservoir is filled. The capacity is 37 million gallons. The filtration plant was built in 1960 and has not been renovated. The average gallons per day is 110,000, designed for 750,000 gallons, serving an estimated population of 1,112 people.

Town of Victoria: The Town of Victoria receives its water from Nottoway Falls, Lunenburg Lake, and Modest Creek. The Town's 860,000 gallon per day filtration plant, located at the end of Filter Plant Road off Route 49 in Victoria, was built in 1970 with renovations in 2005. The pump station and raw water line for Modest Creek was renovated in 2013/2014. Renovations included the construction of a new pump station and installation of a new line from Modest Creek to the water filtration facility. The Nottoway River raw water line and pumping station reconstruction project was completed in 2015 and included renovations to the pump station at the Nottoway River, replacement of pumps, installation of backup generator, and replacement of raw water line to the water treatment facility. The average daily use of 225,000 gallons per day serves the Victoria population of 1,734, as well as an additional 1,179 when correctional facility are factored into the equation.

Sewer Service

Lunenburg County: Individual septic systems provide for rural residents.

Town of Kenbridge: The wastewater facility is located at 177 North Maple Street. It was built in 1920 and has had two major upgrades--one in the early 1960s and the other in 1983. Line work has also been done in some parts of the Town where lines have been replaced or relined. The present capacity of the facility is 600,000 gallons per day; however, the average gallons per

day is 125,000, serving an estimated population of 1,112 people. The effluent is discharged into Seay's Creek.

Town of Victoria: The Town of Victoria operates one wastewater treatment facility. The East Wastewater facility located at the end of 5th Street is a 400,000 gallon per day permitted facility. This facility is an activated sludge plant that serves the entire Town of Victoria and the Lunenburg Correctional Center. The effluent is discharged into Big Hounds Creek.

Trash Collection

Lunenburg County: Residents use waste receptacles located at the County owned convenience sites throughout the county. The waste receptacles are owned by Meridian Waste, which also provides collection. Meridian Waste also owns and operates the landfill located on Old Mansion Road. Convenience sites are located at the Oral Oaks Site, Rocky Mill Site, Owl Creek Site, Nutbush Site, and the Switchback Site. In the Lunenburg Courthouse Village there is also a dumpster located behind the Courthouse that residents can utilize as well.

Town of Kenbridge: In the Town of Kenbridge, trash collection is once a week for residents and twice a week for businesses. The residents must provide their own containers; businesses do not have waste receptacles. No additional pickup is offered, and there is no recycling. Trash is deposited in the County Landfill. The Town owns two trash trucks.

Town of Victoria: Weekly residential and commercial trash pickup is provided by the Town of Victoria. Trash pickup east of Main Street normally occurs on Mondays, west of Main Street normally on Tuesdays, and business/commercial normally on Fridays. Customers are provided with one refuse cart as part of the refuse collection, additional refuse carts are available with a deposit. Trash collected in town is deposited at the landfill located off Old Mansion Road. Some business owners have waste receptacles that they have contracted with private service providers.

Communications

Lunenburg County, the Town of Kenbridge and the Town of Victoria have traditional telephone services provided by Brightspeed and Verizon. Telephone service is also available in the Town of Kenbridge with Shentel and in the Town of Victoria with Comcast. There are six cellular telephone towers in the county, five are currently operational with service provided by AT&T, Verizon, and T-Mobile.

There are no radio stations located in the County or the Towns, but the area is served by stations located in the adjoining counties (95.7 FM WFLO, 97.1 FM WSVS, 101.9 FM WSKS, 98.9 FM WINA, 93.5 FM WBBC and 92.9 FM NVHL). Satellite television is available in the area through several providers. Cable television is available in the Town of Kenbridge through Shentel and in the Town of Victoria through Comcast.

The Kenbridge Victoria Dispatch serves the Lunenburg County and the Towns of Kenbridge and Victoria by offering weekly publication. The area is also served by *The Courier-Record* published in Blackstone.

Law Enforcement & Public Safety

Primary responsibility for law enforcement in Lunenburg County, the Town of Kenbridge and the Town of Victoria include property protection, basic complaints, traffic investigation, and handling civil papers. Prisoners are transported to the Piedmont Regional Jail in the Town of Farmville for detention. The jail serves Amelia, Buckingham, Cumberland, Lunenburg, Nottoway, and Prince Edward Counties. As of June 2003, a total of 90 people were employed at this facility. The Virginia State Police Department assists the local authorities when needed.

The 911 System that services Lunenburg County, the Town of Kenbridge and the Town of Victoria is in and monitored by the Lunenburg Sheriff's Office that is in the Courts Building at 160 Courthouse Square in Lunenburg Courthouse.

Lunenburg County: Full-time staff consisting of the Sheriff plus 15 Deputies and 4 Dispatchers comprise the Lunenburg County Sheriff's Department located at 160 Courthouse Square.

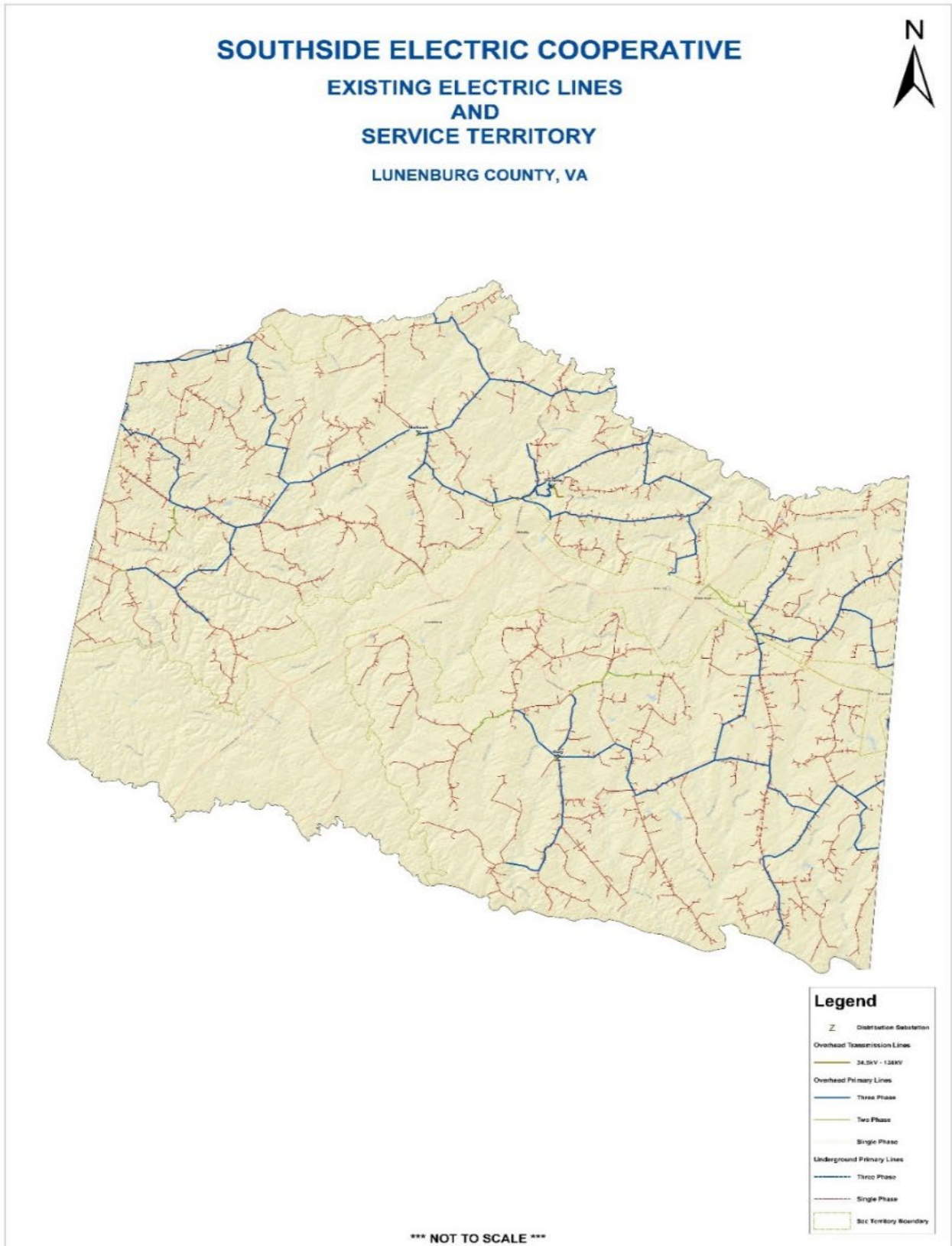
Town of Kenbridge: Full-time staff consisting of the Police Chief and 4 officers located at 511 E. Fifth Avenue.

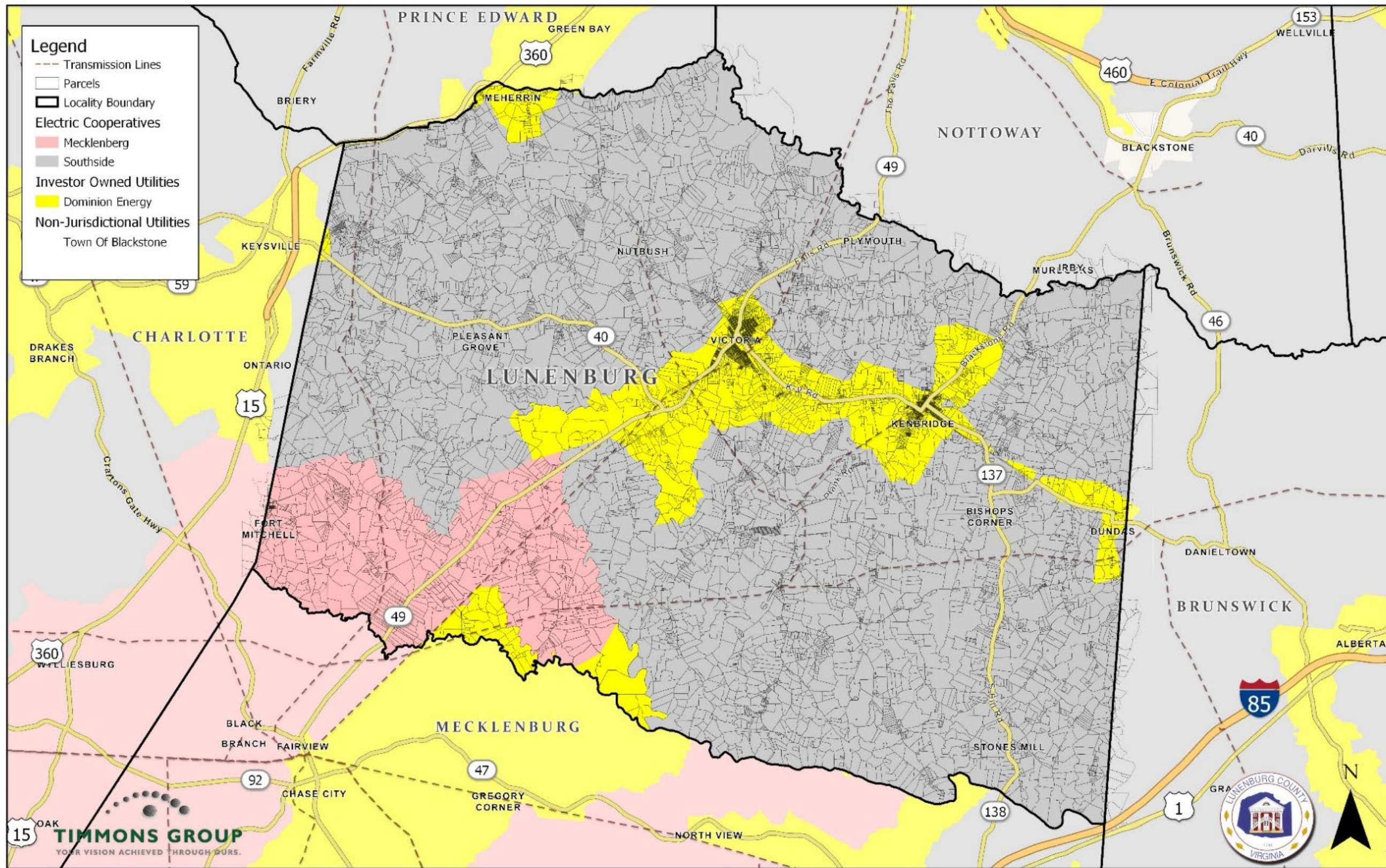
Town of Victoria: Full-time staff include a Chief and four officers supplemented by part-time officers who provide services for the Town of Victoria. The Town of Victoria Police Department is in the former Municipal Building at 1802 Main Street.

The Lunenburg Correctional Center is an all-male medium State security dormitory installation, which is authorized to house a maximum of 1,194 inmates and averages an inmate population of 1,192-1,194. It is located on State Route 49, outside the Town of Victoria. The prison employs approximately 300 people from the surrounding area.

Utilities

Dominion Energy, Southside Electric Cooperative or Mecklenburg Electric Cooperative furnishes electric power to residents, depending on their location in the County. Natural gas is not available in the County or Towns. See Southside Electric Cooperative Coverage Map as well as a Map displaying other electrical coverages on the following pages.





Fire Departments

Lunenburg County: In addition to reliance on the Kenbridge Volunteer Fire Department and Victoria Fire and Rescue Department, and the Meherrin Fire and Rescue; the County is also served by Chase City Fire, Buckhorn Fire, Keysville Volunteer Fire, and South Hill Fire Departments. The Towns of Kenbridge and Victoria have hydrants connected to the municipal water system. There are dry hydrants that are located throughout the county at static water sources.

Town of Kenbridge: Kenbridge Volunteer Fire Department, an all-volunteer service consisting of 56 personnel, is located at 110 High Street. General operating expenses are paid through Town and County appropriations as well as grants and local fund raising. The Fire Department has mutual agreements with other fire departments regarding the use of equipment when needed.

Town of Victoria: Victoria Fire and Rescue is located at 1421 Main Street. General operating expenses are paid through County and Town appropriations, as well as donations and grants. Victoria Fire & Rescue has mutual agreements with other fire departments regarding the use of equipment when necessary.

Victoria Fire and Rescue is a combination fire and emergency medical services (EMS) agency consisting of approximately 70 volunteer members and 15 full and part-time employees. Information regarding EMS services provided is listed in the section titled Emergency Medical Services. Operating expenses are funded by appropriations from Lunenburg County and both towns, donations, grants, fundraisers, and billing for Fire service.

Meherrin Fire and Rescue, an all-volunteer service consisting of 35 active members, is located off U.S Route 360 at 102 Moores Ordinary Road. General operating expenses are paid through County appropriations as well as grants and local fund raising. The Meherrin Fire Department has mutual agreements with other fire departments for the use of equipment when needed. Information regarding EMS services provided is listed in the section titled Emergency Medical Services.

The Fire Departments in Lunenburg County have access to a regional firefighting training facility located in Blackstone. This facility is used for personnel training exercises. These Departments provide safety educational programs for the general public and inspect residences, businesses, and industries for fire hazards. The 911 dispatchers are available 24 hours a day for emergency calls. The Kenbridge Volunteer Fire Department and Victoria Fire and Rescue Department have been designated for use as secondary emergency shelters with the primary emergency shelter being Lunenburg Middle School. During power outages, in times of a natural disaster or other emergency situations, citizens are encouraged to use the designated shelters.

Emergency Medical Service

Emergency Medical Service (EMS) is provided by five (5) agencies and response areas are designated in the EMS Emergency Response Plan. Victoria Fire and Rescue operates two (2) stations to provide EMS care to the Towns of Kenbridge and Victoria and a majority of

Lunenburg County. Victoria Fire and Rescue Station 2, located at 1421 Main Street in Victoria, houses three (3) Advanced Life Support (ALS) equipped ambulances and is a combination service. Paid staff are normally on duty Monday through Saturday from 8:00 AM to 6:00 PM with staffing provided at all other times by volunteer members. Station 7, located at 915 East 5th Avenue in Kenbridge, houses 2 Advanced Life Support (ALS) equipped with ambulances and is also a combination service. Paid staff are normally on duty seven (7) days a week 24 hours a day.

Meherrin Fire and Rescue operates two (2) Advanced Life Support (ALS) equipped ambulances and is a combination service comprised of paid and volunteer staff.

In outlying areas of Lunenburg County EMS agencies from outside the county can provide more timely service to the citizens of the county. Southside Rescue Squad located in South Hill provides EMS coverage for the far southern areas of the county. Mecklenburg County EMS located in Chase City provides EMS coverage for the western areas of the county. Charlotte County Rescue Squad provides EMS coverage for the northwest corner of Lunenburg County.

Air medical support for the area is primarily provided by Med Flight 1 (Virginia State Police), LifeEvac (VCU Health), and Centra 1 (Centra Hospital). There are other air medical agencies located throughout the Commonwealth of Virginia and northern North Carolina that are available for use if needed. There are two (2) lighted landing sites for air medical support in the county. The Haag Heliport is located on U.S. Route 360 in Meherrin and the Lunenburg County Airport is located on Route 40 between Kenbridge and Victoria. In the event there is a need to land an air medical resource closer to an incident an impromptu landing zone can be established.

Healthcare Facilities

There are physician offices located in Lunenburg County and the Towns of Kenbridge and Victoria.

- Kenbridge Family Medicine is located at 306 East 6th Avenue. (Kenbridge)
- Southern Dominion Health System is located at 1508 K-V Road. (Victoria)

There are Dental offices that are located in the Towns of Kenbridge and Victoria.

- Commonwealth Dentistry located at 202 E 5th Ave. (Kenbridge)
- William Irby Jr. DDS located at 107 S Broad Street. (Kenbridge)
- Southern Dominion Health System Family Dentistry located at 1418 6th Street. (Victoria)

There are two Pharmacies that serve residents.

- Smith's Pharmacy is located at 111 South Broad Street. (Kenbridge)
- Victoria Drug Company is located at 1821 Main Street. (Victoria)

Lunenburg Medical Center

Lunenburg Medical Center is located at 1508 K-V Road, Victoria, between the Town of Kenbridge and the Town of Victoria. The Lunenburg Medical Center, a division and the headquarters of Southern Dominion Health Systems, Inc., provides comprehensive medical care for the residents of Lunenburg County and some residents from the surrounding counties on an outpatient basis. Consisting of 10,000 square feet, the Lunenburg Medical Center contains a total of 13 exam rooms and 1 trauma room. The Medical Center provided the first pediatrician in the area. This non-profit, designated as a Federally Qualified Health Center (FQHC), provides care to all life cycles – infancy through geriatrics. Lunenburg Medical Center provides Primary Medical Care and administration services in the facility.

Services provided include acute care, primary care, pediatric care, Gynecologist, Counseling/Mental Health services, preventive care, ancillary services, dental services, geriatric services, and management of chronic disease conditions, and functional assessments.

- Hours: By appointment and same day services welcomed
- Service Area: Lunenburg County and surrounding areas
- Insurance Accepted: Uninsured, Underinsured, Insurance, Medicare, and Medicaid
- Income Level: All income levels accepted
- Fees: Sliding scale available
- Language: English, Spanish

Lunenburg Health Service, Inc.

The Lunenburg Health Service Inc., located at 1428 6th Street, Victoria, is a private non-profit organization dedicated to serving the citizens of Lunenburg County without regard to race, creed, national or ethnic origin. Services include scheduled nursing care at home or in the clinic at the Health Service office and loan of hospital equipment for the ill or injured.

Centra Southside Community Hospital

Centra Southside Community Hospital, located in the Town of Farmville, has been a healthcare center of Southside Virginia since opening its doors as a non-profit hospital on November 9, 1927. The hospital serves the residents of Amelia, Appomattox, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway, and Prince Edward Counties. In 2006, Southside Community Hospital joined Centra Health, which is a not-for profit health system created in 1987 with the merger of Lynchburg General Hospital and Virginia Baptist Hospital. Centra Southside Community Hospital is a 116-bed full service acute care facility.

The VCU Health Community Memorial Hospital – South Hill

The VCU Health Community Memorial Hospital (VCU Health CMH), located at 1755 N Mecklenburg Ave, La Crosse, is a community owned nonprofit hospital that is dedicated to being the leader in health services for the south-central region of Virginia and portions of northern North Carolina. They offer quality, state-of-the-art healthcare in a convenient, friendly setting, a fact that is born out of high patient satisfaction scores.

Since 1954, the hospital's employees, physicians, volunteers and board of directors have worked to fulfill their mission of providing excellence in the delivery of health care. Today, VCU Health CMH has a new hospital with 70 private patient rooms and a long-term care facility with an additional 140 beds. VCU Health CMH provides a wide array of in-patient services, including acute care and long-term care along with many outpatient programs such as home health, hospice, and many others. Since their inception, they have grown to be one of the area's largest employers with more than 800 employees, 160+ volunteers and 177 providers, representing 26 medical specialties, on staff.

Health Department

The Lunenburg County Health Department, located in the Lunenburg County Courthouse Complex, serves Lunenburg County, the Town of Kenbridge, and the Town of Victoria.

Piedmont Geriatric Hospital

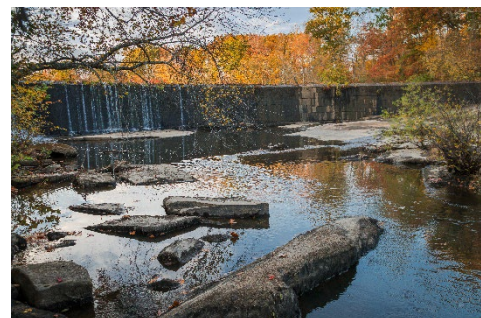
Piedmont Geriatric Hospital, with a total bed capacity of 123, is an inpatient psychiatric facility, serving patients age 65 and over. The 300-acre, wooded campus is located in Nottoway County on U.S. Route 460 between Burkeville and Crewe. Patients present with a wide range of functional levels. Diagnoses include schizophrenia, bipolar disorder, depression, and anxiety disorder as well as various forms and stages of dementia. Many patients also have physical illnesses and are concurrently receiving treatment for these conditions as well as for their mental disabilities. To receive any additional hospital services, their local Community Services Board must prescreen patients.

Nursing Homes

There are no nursing homes located in Lunenburg County, the Town of Kenbridge, or the Town of Victoria. The surrounding counties have nursing homes, assisted living facilities and residential homes within a few miles of the Countyline that serve Lunenburg County and the Towns of Kenbridge and Victoria.

Recreation

Recreational opportunities in Lunenburg County, the Town of Kenbridge and the Town of Victoria are provided on a regular basis through the schools, 4-H clubs, churches, and various organizations. Recreational facilities include lighted ballparks, picnic areas, country clubs and a community building for skating, dancing, and other activities. The great outdoors offers abundant hunting, fishing, canoeing, horseback riding, biking, skydiving, jogging, hiking, and camping. The Meherrin River is a scenic waterway that offers canoeing and fishing. Lunenburg Lake and the Modest Creek reservoir offers some great fishing sites. Fishing is also available at Nottoway Falls.



Each year in the towns, various organizations hold festivals and events for the public. The Town of Victoria hosts Autumn Day on the second Saturday in October and the Annual Lunenburg County Christmas Parade on the first Friday of December. The Town of Kenbridge hosts July Jubilee in July each year.

Lunenburg County offers youth sports including Diamond Youth Baseball League, Dixie Girls' Softball, Lunenburg Lightning Youth Football League and Cheering, Babe Ruth Baseball for 13–17-year-old young males, Youth Basketball Association and Lunenburg Youth Futbol. Additional sports activities are available through the school systems. The Town of Victoria operates a public swimming pool that is normally open from late May until mid-August depending on the school calendar.

Lunenburg County is the home of the Arrowhead Gun Club, the largest in the state. This private organization is open to members and guests. Shooting facilities include 13 skeet fields, 2 trap shooting areas to include 5 stands, a 200-yard bench-rest rifle range with bench positions under roof, and a pistol range with firing lines up to 100 yards. Clubhouse facilities include a modern institutional class kitchen, as well as a banquet/dance hall with a stage. Camper hookups with water and electricity are available at a nominal cost. The Club is located midway between the Towns of Chase City and Victoria on Virginia State Route 49. The Club currently sponsors 3 NSSA/VSSA sanctioned shoots per year, the Virginia-Carolina Shoot in early spring, the Firecracker 400 Shoot in early summer, and the Elam Memorial Open in the late fall. Fun Shoots are offered during the summer months.

The Ward Burton Wildlife Foundation conserves 79 acres of land in Lunenburg County and has helped landowners in Virginia and Pennsylvania protect over 45,000 acres. The foundation owns and manages more than 10,000 acres of land. Ward Burton Wildlife Foundation conservation efforts focus on managing habitats for endangered species, implementing responsible forestry practices, and mitigating stream water issues. Ward Burton Wildlife Foundation also uses tools such as prescribed burns to control non-native and invasive species, and conservation easements to ensure long-term protection of vital lands. Ward Burton Wildlife Foundation collaborates with local, state, and federal organizations and work closely with landowners to promote and advocate for best practices in conservation and land management across the country.

The Town of Victoria has a Railroad History Park. The highlight and central focus of this community recreation area is Virginian Caboose No 342. The Caboose was completed and entered service with the Virginian Railway in March 1959, where it remained until the mid-1980s, when it was stored serviceable at Princeton, West Virginia. The Town obtained this Caboose and brought it to its present location in December 2004, where visitors can view and enjoy a part of railroad history. In addition to this centerpiece, the Park incorporates playground facilities, a basketball court, the Tobacco Heritage Trail as well as picnic tables for the citizens.



Civic Organizations

The Lunenburg County Ministries (LCM) was formed in the late 1990s to coordinate and provide emergency assistance to families in Lunenburg County. The facility at 207 South Broad Street, Kenbridge, was renovated with donated materials and volunteer labor and dedicated in September 2001. Donations and major fundraisers provide financial support. The concept behind LCM was developed by several members of the Lunenburg Ministerial Association (LUMINA) to assist needy individuals in an efficient and equitable manner.

The Peoples Community Center is located at 1021 Tidewater Avenue and is a multi-purpose facility for citizens of the community. Activities include a food distribution support center, voting site, and other community related activities. The facility is managed by The Peoples Community Center Board of Directors.

Lunenburg Senior Citizens, Inc., partners with Piedmont Senior Resources, to provide meals was formed on October 16, 1975, exclusively as a charitable and educational organization to contribute to a better way of life and to promote general welfare, health, and education for the people and senior citizens of Lunenburg County by developing and operating senior citizen's programs and facilities. The organization participates in federal, state, and local programs connected with senior citizen developments.

Lunenburg County and the towns of Kenbridge and Victoria, Virginia, are home to areas of cultural significance—sites that hold historical, cultural, or social value. These locations reflect the community's heritage, traditions, and identity, influencing how people view their history. Preserving these sites helps maintain cultural memory for future generations, as they represent more than just physical spaces—they embody the collective identity, values, and experiences of the people connected to them.

- Kenbridge Community Center
- Kenbridge Recreation Center
- The People's Community Center
- Victoria Community Center
- Victoria High School

Other organizations:

- Cheerful Givers
- Klassy Divas
- Lions Club
- Lunenburg County Historical Society
- Ruritans
- Salvation Army
- Veterans of Foreign Wars (VFW)

Religious Facilities

Lunenburg, Virginia, and the towns of Kenbridge and Victoria in Lunenburg County, are home to a variety of religious facilities serving different faith communities. These religious facilities not only serve as places of worship but also as community centers, offering fellowship, social events, and support for individuals and families in Lunenburg County. Each church or congregation typically offers regular services, Bible study groups, and outreach programs to help meet the spiritual and social needs of the community.

Shopping

In both the Town of Kenbridge and the Town of Victoria small shopping centers exist to include grocery stores, hardware stores, general merchandise stores, and a Virginia ABC Store.

Numerous shops include restaurants, florists, hardware, antique shops, a produce operation and fueling stations are available throughout the County and the Towns. Banking services are delivered by Benchmark Community Bank.



Industrial Sites

Lunenburg County, Virginia is the home of four (4) Industrial Sites recognized by Virginia Economic Development Partnership, which range from 21 acres to 97 acres. These sites are conveniently located off either State Route 40 and/or SR 49, which connect with U.S. Routes 360 and 460, or State Highway 138, which connects with U.S. Interstate Highway I-85. All sites are in Dominion Energy electric service territory.

1. Lunenburg Commercentre - 97 acres
2. Lunenburg-Victoria Industrial Site - 29 acres
3. Lunenburg County Airport Site - 25 acres
4. KV Road Industrial Site - 21 acres



The Lunenburg Commercentre, located in the Town of Kenbridge on the north side of State Route 40, consists of 138 acres, with just under 100 acres available for development. Lunenburg County and the Town of Kenbridge jointly own the Industrial Park and it is served by town water and sewer. Global Refining Group, Inc. currently owns and operates their business on 27 acres in the industrial park.

The Lunenburg-Victoria Industrial Park is in the Town of Victoria and served by town water

and sewer. Lunenburg County and the Town of Victoria jointly own the Industrial Park on the west side of State Route 40/49.

The Lunenburg County Airport is positioned between the towns of Victoria and Kenbridge off State Route 40 and is owned jointly by the county and towns and is served by well and septic. There are 25 acres available for aviation-affiliated development situated just off the runway and apron. There is also an existing leased hangar and fuel farm on-site.

The K-V Road Industrial Site sits on approximately 21 acres just outside the Town of Victoria on State Route 40. It is served by town water and sewer on property previously occupied by a public school. It is owned by Lunenburg County.

Each of these sites are located in Enterprise Zone Incentive (Zone 55) areas and subject to local and state incentives for development.

Telecommunications & Broadband Services

Broadband is a wide bandwidth data transmission with an ability to simultaneously transport multiple signals and traffic types. Access to broadband has become essential for the social and economic benefits it provides to residents, businesses, governments, and communities.

Broadband is crucial for increased health, educational and economic opportunities, as well as for job and business creation and growth. Broadband can help close the digital divide between rural and urban communities. Every new company, and every company that is relocating or expanding, wants to be located where they can access broadband services. Today, internet access is as essential as electricity.

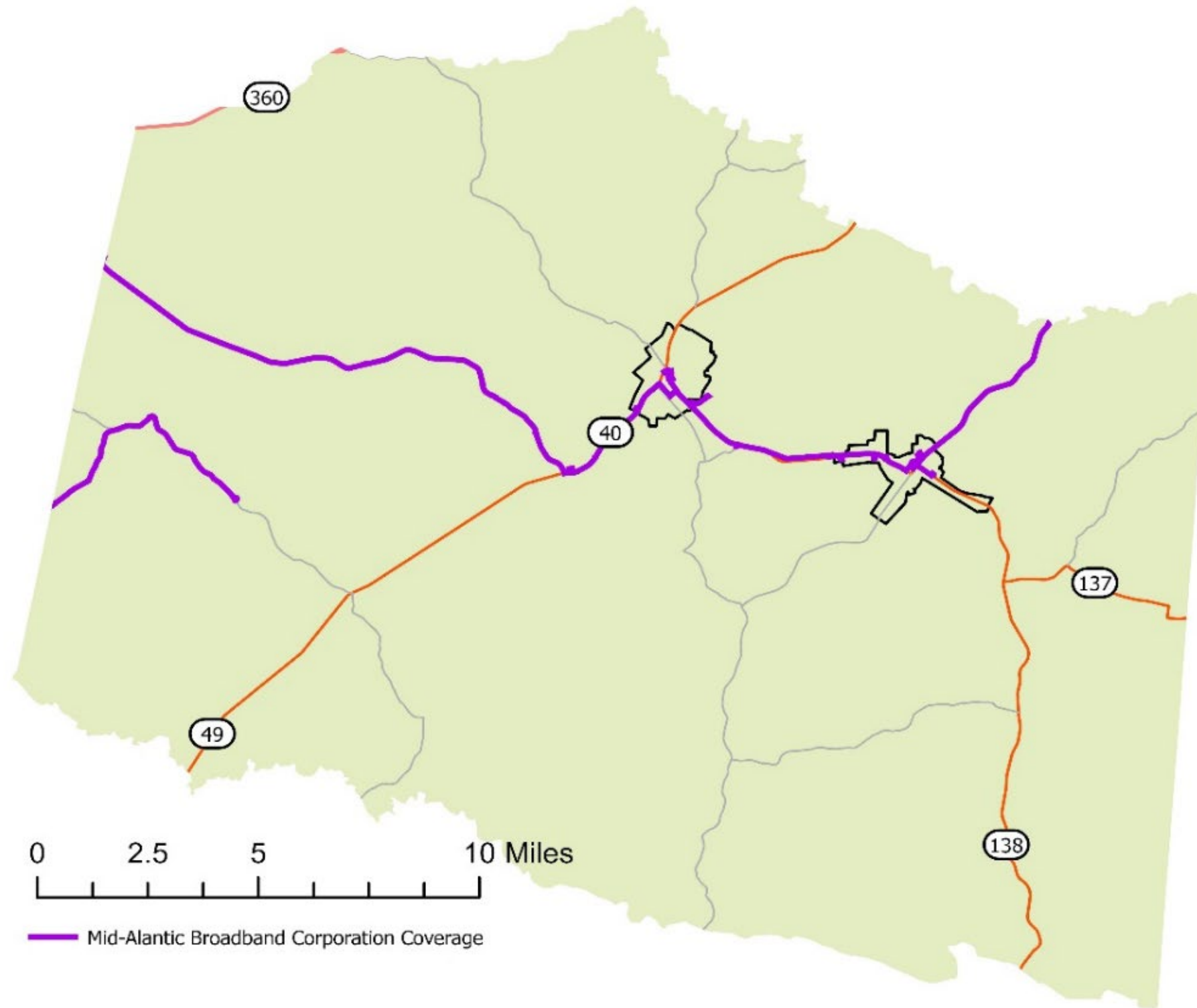
Mid-Atlantic Broadband Communities Corporation (MBC) provides infrastructure to carrier-class broadband connectivity. MBC's network reaches all the industrial, technology, and business parks in Southern Virginia. MBC has built miles of fiber in Southern Virginia, including Lunenburg County, to bring competition and drive down costs to accelerate digital inclusiveness (see MBC coverage map on the following page). A node shelter is located within the Heartland Regional Industrial Park in neighboring Charlotte County. From that location, the network runs southeast on State Route 40 to the Lunenburg Courthouse Village. It continues east on State Route 40 to Victoria Industrial Park. It then travels south on Tidewater Avenue in Victoria to where it runs back into State Route 40. It follows State Route 40 to the Lunenburg Commercentre in Kenbridge. The Town of Kenbridge also hosts a system node shelter at the Lunenburg Commercentre. The node shelter also includes a generator for backup purposes. Once in Kenbridge, the network continues down Commerce Street and connects back to State Route 40. It then continues north on State Route 40 toward the Town of Blackstone. The availability of MBC's open-access fiber network in the County is an economic incentive to attract new businesses to locate in the County and Towns. MBC's open-access business model ensures a competitive playing field for last-mile service providers, which means lower cost and greater value for Southern Virginia communities.

- Comcast & Kinex ~ Victoria
- Shentel & Kinex ~ Kenbridge
- Starlink and other satellite providers & Kinex is available in the County

Funding programs available to assist in “last mile” broadband connections such as: the Virginia Tobacco Region Revitalization Commission’s Last Mile Broadband Program; Virginia Department of Housing and Community Development, Virginia Telecommunication Initiative (VATI); USDA Rural Development’s Telecommunications Loan and Grant Programs and other programs such as the BEAD grant can assist in delivering high speed internet to rural area residents and businesses through an Internet Service Provider (ISP).

One of the top priorities of the County and Towns is to support the availability of broadband access for its citizens and businesses. The Mid-Atlantic Broadband Cooperative serves as the backbone for high-speed internet.

Mid-Atlantic Broadband Cooperative Fiber Route



Created by: Commonwealth Regional Council, Nov. 2024
Source: Mid-Atlantic Broadband Corporation (MBC)



Chapter IV

Transportation

IV. Transportation

Introduction

Several factors must be considered in analyzing the transportation facilities for the County of Lunenburg, the Town of Kenbridge, and the Town of Victoria. A transportation system must first and foremost be safe and efficient. Residents expect to be able to transport themselves and their materials in the shortest period of time while being ensured they will arrive at their destination safely. The relationship between the transportation system and existing and proposed land use activities of the area are an additional concern. Greater transportation facilities will be needed for some anticipated land uses than for others. This may have some bearing on the location of transportation facilities. Additionally, it is critical that the perceived transportation needs and desires of County and Town residents be met.

Chapter 729 of the 2012 Acts of Assembly amended § 33.2-214 (formerly §33.1-12) and §15.2-2223, which changed the required transportation elements that must be included in a locality's comprehensive plan and directed VDOT to notify the Commonwealth Transportation Board if the adopted transportation plan portion of a locality's comprehensive plan is not consistent with:

- The statewide transportation plan (VTrans);
- Significant new, improved, or relocated highway projects in the Six-Year Improvement Program; or
- Route locations selected by the Commonwealth Transportation Board.

Localities are also required to provide VDOT a copy of the draft plan at least 45 days prior to adoption of the plan or an amendment to the plan and, once adopted, provide a copy of the final plan.

VTrans

VTrans is the long-range, statewide multimodal policy plan that lays out overarching Vision and Goals for transportation in the Commonwealth. It identifies transportation Investment Priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs.

The first VTrans plan was adopted nearly 20 years ago, and it has been updated several times since then. The Secretary of Transportation, Commonwealth Transportation Board (CTB), VDOT, and DRPT have worked closely and continuously with partner transportation agencies over the past 20 years to build the strong relationships and technical expertise needed to support and implement effective results-oriented updates to VTrans. By working together to establish, implement, and regularly update the VTrans vision, goals, and policies, Virginia's transportation agencies and decision makers have created a solid, dependable framework for continuous improvement.

The 2021 Update of VTrans marked a departure from product-based planning to more process-based planning. The plan is differentiated between mid-term (0-10 years) and long-term planning (20+ years). The 2021 Update included three significant policies:

Policy for the Identification and Prioritization of VTrans Mid-term Needs: The Commonwealth Transportation Board (CTB) established policies to identify and prioritize capacity and safety-related transportation needs using performance-based planning to provide transparency and clarity to local and regional partners.

Policy for the Development and Monitoring of VTrans Long-term Risk & Opportunity Register: The policy included five steps to identify, analyze, and monitor powerful and transformative trends that impact the transportation system. It marked a departure from the practice of forecasted traffic and acknowledged uncertainty associated with large societal factors, referred to as Megatrends, on Virginia’s transportation system.

Strategic Actions: The Strategic Actions are intended to ensure that the Commonwealth achieves its transportation Vision, Goals, and Objectives by addressing mid-term (0-10 years) and long-term (20+ years) planning issues.

The plan also established InteractVTrans to deliver VTrans-related outputs in a digital and more accessible format.

The following safety deficiencies listed in the 2023 VTRANS Mid-Term Needs (Table 41) are as follows:

**Table 41
2023 VTRANS Mid-Term Needs**

ID#	Location	Deficiencies
1	S Hill Road (VA 138 N & S)	Need Safety Improvement
2	At the intersection of S Hill Road (VA 138), Dundas Road (VA 137), and Pleasant Hill Lane (SC-609)	Need Safety Improvement at Intersection
3	Craig Mill Road (SC-637)	Need Safety Improvement
4	K-V Road (VA 40E & W) Segment # 1	Need Safety Improvement
5	K-V Road (VA 40E & W) Segment #2	Need Safety Improvement
6	Main Street (VA40 E & W) Segment #1	Needs Pedestrian Safety Improvement
7	Main Street (VA 40E & W) Segment #2	Needs Pedestrian Safety Improvement
8	Burkeville Road (SC-723 N & S)	Need Safety Improvement
9	360 W & E	Need Safety Improvement

Source: VDOT VTRANS, November 2024

During the VTrans Updates, VDOT works with the 21 Planning District Commissions (PDCs) throughout the Commonwealth to evaluate the state's rural multimodal transportation system and to recommend a range of improvements that address existing and future needs including reviewing regional long-range transportation plan.

CRC's Rural Long-Range Transportation Plan (RLRP)

Lunenburg County is located in the Commonwealth Regional Council (CRC) (Planning District 14) region. The CRC's Rural Long-Range Transportation Plan (RLRP) was adopted in 2020. The RLRP denotes 27 Roadway System Deficiency Recommendations for Lunenburg County. They are as follows:

Table 42 – CRC's Rural Long-Range Transportation Plan

ID #	Locality	Location Information	Deficiencies	Recommendations
1	Lunenburg	VA 601 (Lambert Springs Road/Fletcher Chapel Road) from VA 137/138 (South Hill Road) to VA 40 (Blackstone Road)	Safety: Series of short horizontal and vertical curves along portions of the roadway, with variable pavement (9 to 10 ft) and shoulder width. Few passing zones. Downgrade approaching Rt 40 intersection, with no lighting. (Source: 1)	Short-Term: Safety: Provide lighting at VA 601/VA 40 intersection. DSL, CSA, Long.: Upgrade roadway to current design standards to accommodate truck traffic safely. (Source: 1)
2	Lunenburg	VA 138 (South Hill Road) from East Corporate Limits Kenbridge / VA 601 (Lambert Springs Road / Fletcher Chapel Road) to VA 137 (Dundas Road) / VA 609 (Afton Grove Road)	Congestion: Congestion along roadway, as reported by locality. New business in Industrial Park will increase traffic, including trucks. (Source: 1)	Mid-Term: Congestion: Add southbound left turn lane at Industrial Park access. (Source: 1)
3	Lunenburg	VA 40 from Charlotte County Line to VA 49 West	Congestion: Need for improvement was identified by SMS database. (Source: 2)	Long-Term: Congestion: Rural - 2 Lane 24 Feet. (Source: 2)
4	Lunenburg	VA 49 from VA 675 to West Corporate Limits of Victoria	Congestion: Segment will operate at LOS D in 2035. (Source: 3)	Long-Term: Congestion: Poor LOS likely due to low speeds rather than constrained capacity. Consider improvements such as reconstructing roadway to current Rural 2 lane standards, reducing "No Passing" zones and adding additional passing lanes. (Source: 1)
5	Lunenburg	VA 622 from VA 688 West to Charlotte County Line	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
6	Lunenburg	VA 630 from VA 632 / VA 760 to VA 631 East	Safety: Geometric Deficiency (2009).	Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 1)

			(Source: 3)	
7	Lunenburg	VA 630 from VA 631 East to VA 49	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 3)
8	Lunenburg	VA 635 from VA 639 to VA 655	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
9	Lunenburg	VA 635 from VA 655 to VA 643	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
10	Lunenburg	VA 637 (Craig Mill Road) from Mecklenburg County Line to VA 636	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
11	Lunenburg	VA 637 (Craig Mill Road) from VA 636 to VA 613	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
12	Lunenburg	VA 613 from VA 637 (Craig Mill Road) to VA 609	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 1)
13	Lunenburg	VA 613 from VA 609 to VA 138	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 3)
14	Lunenburg	VA 616 from VA 602 to Brunswick County Line	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)
15	Lunenburg	VA 626 from VA 683 to VA 666	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
16	Lunenburg	VA 626 from VA 666 to VA 662 West	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 1)
17	Lunenburg	VA 662 (Nutbush Road) from VA 626 West to VA 625	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
18	Lunenburg	VA 662 (Nutbush Road) from VA 625 to Prince Edward County Line	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
19	Lunenburg	VA 701 from VA 684 to VA 728	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)
20	Lunenburg	VA 631 (Lee's Mill Road) Over Knight's Creek	Safety: Identified as needing bridge replacement. (UPC 2015). (Source: 5)	Short-Term: Safety: Replace Bridge. (Source: 4)
21	Lunenburg	VA 718 Over Beaver Pond Creek	Safety: Identified as needing bridge replacement. (UPC T6680). (Source: 5)	Short-Term: Safety: Replace bridge. (Source: 4)
22	Lunenburg (Kenbridge)	VA 1116 (Commerce Street) from VA 1101 to	Safety: Geometric Deficiency (2009).	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)

)	VA 1102	(Source: 3)	
23	Lunenburg (Victoria)	VA 734 from VA 40 / VA 49 to VA 1008	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Urban - 2 Lane. (Source: 1)
24	Lunenburg (Victoria)	VA 1024 (Tidewater Avenue) from VA 1036 to VA 661	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Urban - 2 Lane. (Source: 1)
25	Lunenburg (Victoria)	VA 662 from VA 1011 to VA 1015	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Urban - 2 Lane. (Source: 1)
26	Lunenburg (Victoria)	VA 1001 (6th Street) from VA 1010 to VA 653	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Urban - 2 Lane. (Source: 3)
27	Lunenburg (Victoria)	VA 1002 from VA 1010 to VA 653	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Urban - 2 Lane. (Source: 3)
Sources 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 Implement 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			Sources 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	

Roadways

Transportation for the County of Lunenburg, the Town of Kenbridge and the Town of Victoria consists primarily of its roadways. Presently, the major roadways in this area are:

Virginia Route 40, a two-lane undivided roadway, serves the County of Lunenburg, the Town of Kenbridge, and the Town of Victoria. This roadway connects with U.S. Route 360 on the western side of the County and, continuing through Blackstone connects with U.S. Route 460 on the North.

Virginia Route 49, a two-lane undivided roadway, leads from the Town of Victoria in a north-northeastern direction through Crewe and connecting to U.S. Route 460.

Virginia Route 138, a two-lane undivided roadway, leads east from the Town of Kenbridge toward Interstate Route 85.

Maintenance

Beginning in 2002, the Department adopted an asset management approach to planning, budgeting, and execution of maintenance and operations. Under this approach, maintenance and operations budgets are developed and distributed based on the quantity and cost of work needed to preserve, maintain, and operate at a target condition or level of service for roadway assets VDOT is responsible for. Data on asset inventory (counts and total quantities) are collected by contractors and VDOT staff either on an annual or on-going basis. Statistical extrapolation is used to fill gaps where data has not been collected.

VDOT performs maintenance work on assets and provides services which it groups into five categories based on functional similarity:

<u>Work Category</u>	<u>Example assets and services</u>
Roadway	Pavement, bridges, shoulders, tunnels
Traffic and Safety	Guardrail, signs, markings, signals, lighting
Emergency Response	ITS assets, snow and ice removal, incident response
Roadside	Vegetation, drainage, barriers
Facility, Equip, and Other Services	Rest areas, ferries, equipment, administration

Maintenance activities can be described as:

- Ordinary Maintenance—work that preserves roadway assets, corrects minor defects or problems, and extends the life of the asset.
- Planned Preventive Maintenance—any planned activity performed in advance of a need or repair or in advance of accumulated deterioration. PM is planned, cyclical, not condition based, and does not add structural capacity to the pavement structure.
- Repair/Corrective Maintenance—work that is required to return a damaged or deteriorated asset to design functionality and capability.
- Restore/Replace Activities—the replacement or complete restoration of assets that cannot be repaired.
- Major Rehabilitation—applies to bridges and pavement only. This work includes full depth reconstruction where the entire pavement asset is removed and replaced. The work may also include restoring structural integrity or correcting major safety defects for bridges and pavements.



VDOT uses inventory and condition data, as well as unit cost of maintenance, replacement, operations activities, and performance targets to determine the quantity and cost of activities needed to reach and maintain the network of assets at a targeted level of condition or level of service. The Statewide maintenance and operations allocation is then distributed to the nine construction districts using district level information from the needs assessment. District

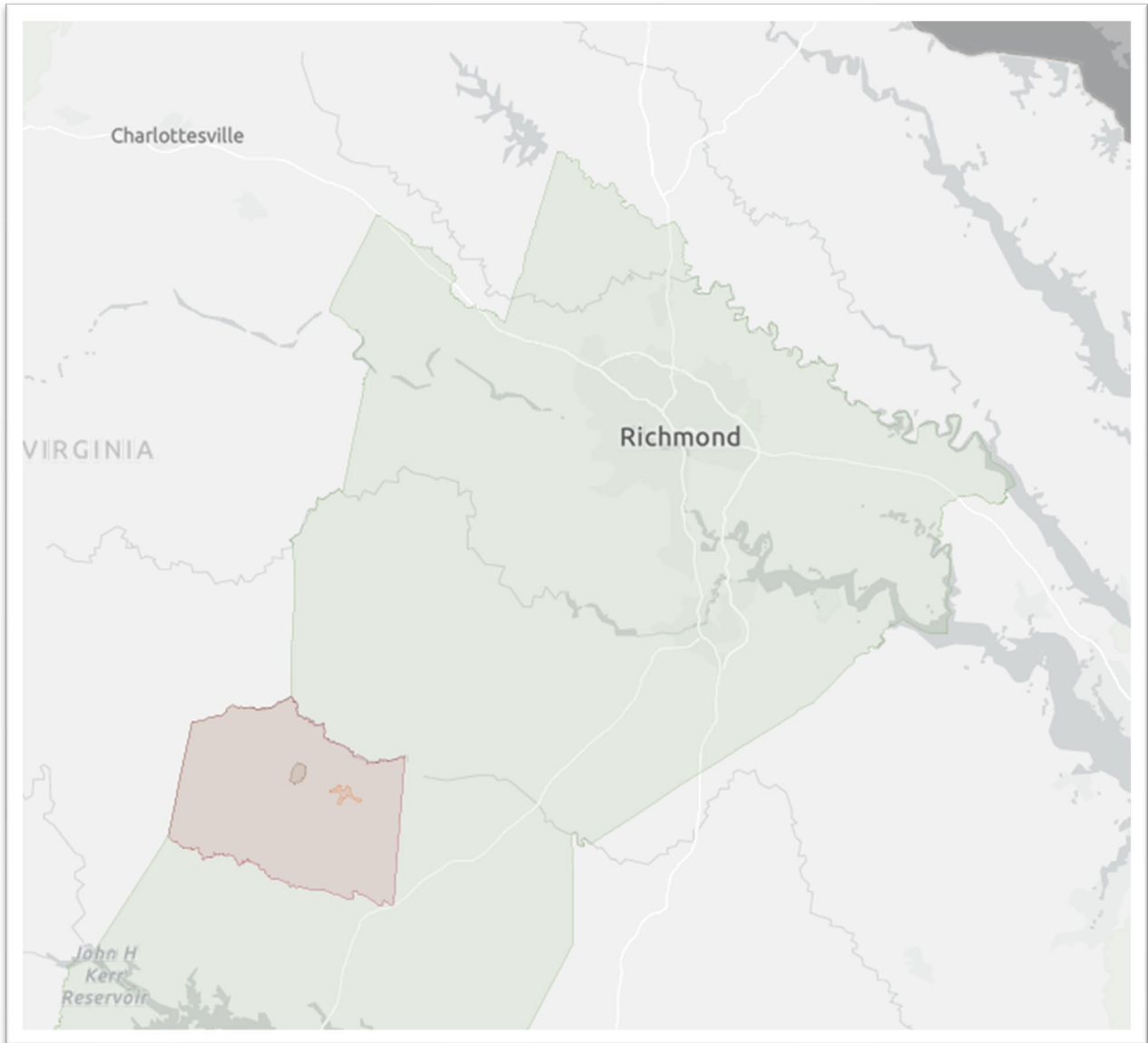
allocations are distributed at the program level. Districts then distribute funds from their allocation to their residencies, area headquarters, and district offices. Once each organizational unit in the maintenance and operations program receives their budget, they develop more detailed plans for where the money will be spent over the course of the fiscal year. The detailed budgets are then uploaded to the financial management system where they are managed against expenditures.

The Virginia Department of Transportation (VDOT) maintains and provides maintenance funds for the County of Lunenburg, the Town of Kenbridge and the Town of Victoria's road system. The criteria for the amount of funding depend 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 Lunenburg, the Town of Kenbridge and the Town of Victoria are included in the Richmond District. This District covers a total of fourteen (14) counties, which include: Amelia, Brunswick, Charles City, Chesterfield, Dinwiddie, Goochland, Hanover, Henrico, Lunenburg, Mecklenburg, New Kent, Nottoway, Powhatan and Prince George.



VDOT Richmond District



Source: VDOT VTRANS

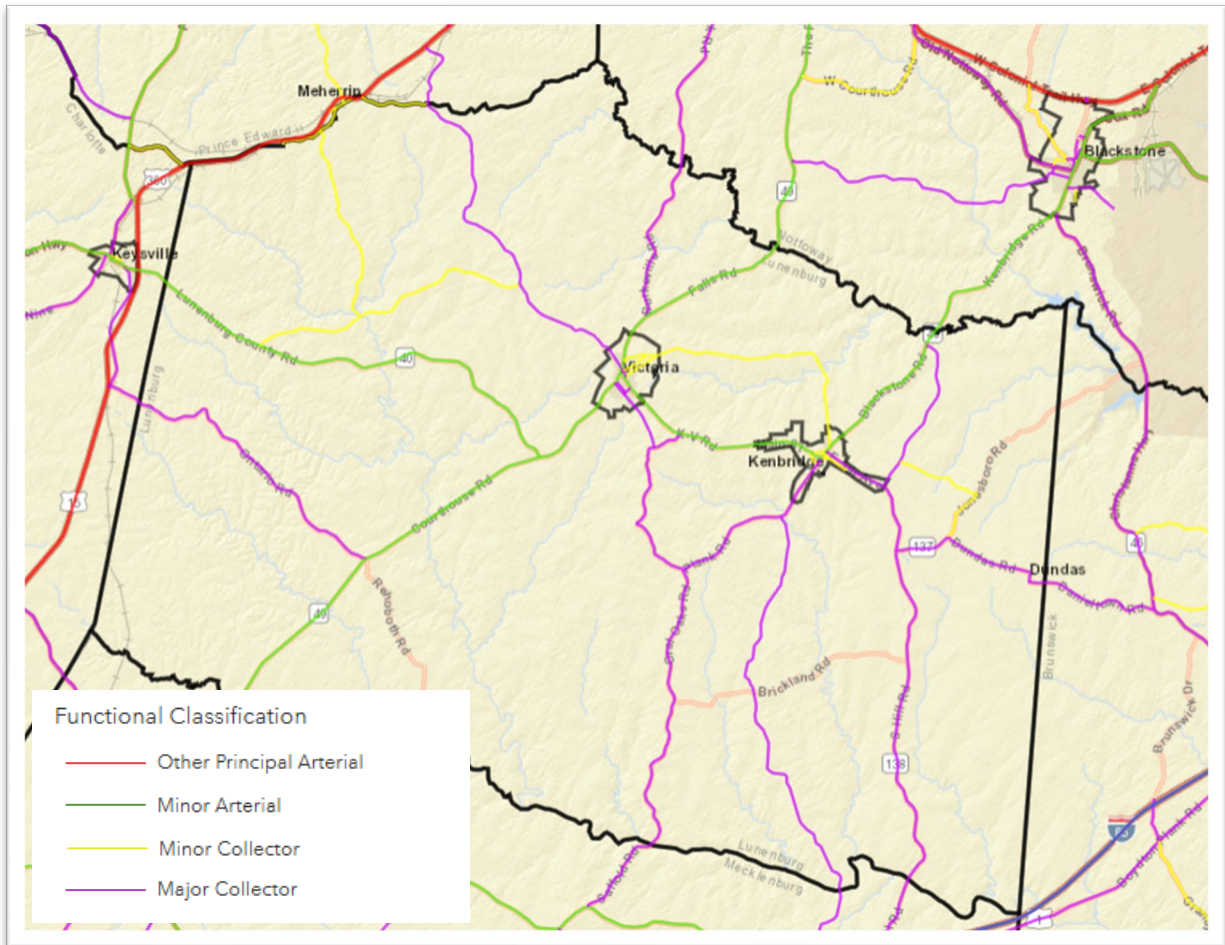
Highway Functional Classification Plan

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way, but serve as part of an overall network. Most travel involves movement throughout the network of roadways. It becomes necessary to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. The Virginia Department of Transportation's (VDOT) Transportation and Mobility Planning Division (TMPD) is responsible for maintaining the Commonwealth's official Federal Functional Classification System. TMPD determines the functional classification of the road by type of trips, expected volume, what systems the roadway connects and whether the proposed functional classification falls within the mileage percentage thresholds established by the Federal Highway Administration (FHWA).

Functional class impacts several factors including:

- Functional classification determines road design features. Applicable geometric design standards of the VDOT Road Design Manual (which adopts the American Association of State Highway Transportation Officials' (AASHTO) 2011 Green Book's design level-of-service guidance on pages 2-66 and 2-67), as well as local and/or Subdivision Street Requirements relating to 24 VAC 30-91, collector or arterial standards.
- The eligibility of federal transportation funds for road improvements and maintenance.
- The frequency of VDOT maintenance inspections and prohibitions on vehicle parking on certain roads to reserve through lanes for peak period use.
- Development and/or maintenance of local roads, which are ineligible for federal funding and responsibilities for this class of roads are private, local and/or state government concerns.
- Access management features (spacing-frequency and/or type of access such as interchanges, intersections, and roadside entrance, exit and/or driveway points).
- Eligibility for traffic calming measures.
- Data-record group types, such as mileage table records for certain road classes.

Functional Classification



Source: VDOT, Nov. 2024

As noted above, Lunenburg County has the following types of roads delineated in the 2014 Approved Functional Classification: Other Principal Arterial, Minor Arterial, Major Collector, and Minor Collector.

Other Principal Arterials (Highlighted in Red)

The classification of Other Principal Arterials differs based on whether the facility is located in an urban or rural area. In rural areas, Other Principal Arterials serve corridor movements of substantial statewide or interstate travel and provides an integrated network without stub connections (dead ends). This network connects all or nearly all Urbanized Areas and a large majority of Urban Clusters with populations of 25,000 and over.

Minor Arterials (Highlighted in Green)

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. Classification is based on whether the facility is in an urban or rural area. In rural areas, Minor Arterials link cities and large towns, along with other major traffic generators, and form an integrated network providing interstate and inter-county service. The design in rural areas typically provides for relatively high overall speeds, with minimum interference to the through movement. Minor Arterials are spaced at intervals, consistent with population density, so that all developed areas within the state are within a reasonable distance of an arterial roadway. They also provide service to corridors with trip lengths and travel density greater than those served by rural collectors or local systems.

Major Collector (Highlighted in Purple)

Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than minor collectors may. In rural areas, Major Collectors provide service to any county seat not on an arterial system, to larger towns not directly served by higher systems. Major Collectors also link these places to nearby larger towns and cities or with arterial routes and serve the most important intra-county travel corridor.

Minor Collector (Highlighted in Yellow)

In rural areas, minor collectors are spaced at intervals, consistent with population density. Minor Collectors collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. Minor Collector facilities provide service to the remaining smaller communities and link local traffic generators with their rural hinterland.

VDOT Six Year Improvement Plan

The Six-Year Improvement Program (SYIP) is a document that outlines planned spending for transportation projects proposed for construction development or study for the next six years. The SYIP is updated annually and is the means by which the Commonwealth Transportation Board (CTB) meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs for the immediate fiscal year.

The SYIP also identifies planned program funding for the succeeding five fiscal years.

The CTB allocates funds for the first fiscal year of the SYIP, but the remaining five years are estimates of future allocations. Fiscal years start July 1 and end June 30.

Public input

Throughout the SYIP development process, there are various points of coordination with regional, metropolitan, and local groups, as well as opportunities for public participation. Development of the SYIP begins in the Fall and the CTB hosts a series of meetings seeking public comment on transportation projects and priorities. The Virginia Department of

Transportation and the Department of Rail and Public Transportation (DRPT) carry out various project selection processes and projects are recommended for funding in the Draft SYIP presented to the CTB in the Spring. The CTB hosts a series of public hearings to receive feedback on proposed projects and recommends adjustments to the Draft SYIP as necessary. A Final SYIP is presented to the CTB for adoption in June.

Project selection

The SYIP contains projects selected for funding through the statewide prioritization process, as well as projects funded through other programs including bridge, paving, safety, and other special federal and state programs. The SYIP also includes projects that are funded by others but administered by VDOT. Candidate projects can be submitted for consideration through the SMART Portal. Individual projects are selected for funding and included in the SYIP, which is adopted by July 1 of each year.

In general, it is the intent of the CTB that projects included in the SYIP are to be fully funded through construction and delivered according to the established budget and schedule. If a locality or metropolitan planning organization requests the termination of a project or fails to advance a project to the next phase, then the locality or localities within the metropolitan planning organization may be required to reimburse the Department for all funds expended on the project.

The following chart lists project included in the SYIP for FY 2025:

Line Item Search Results (26 line items found)										
Total Line Item Estimate: \$6,138 (K)										
UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY25	FY26-30	Balance
						(Values in Thousands of Dollars)				
114956	RT. 701-UPGRADE FLASHING LIGHTS&GATES&ADD CWT PREDICTORS	701	Richmond	Rail	Lunenburg County	\$392	\$285	\$107	\$0	\$0
119778	LUNENBURG RTE. 602 (LONGVIEW DR) RURAL RUSTIC PH2	602	Richmond	Secondary	Lunenburg County	\$200	\$0	\$0	\$200	\$0
119768	LUNENBURG RTE. 608 (OLO RD) RURAL RUSTIC	608	Richmond	Secondary	Lunenburg County	\$70	\$70	\$0	\$0	\$0
123085	LUNENBURG RTE. 611 (HINKLE RD.) RURAL RUSTIC	611	Richmond	Secondary	Lunenburg County	\$602	\$0	\$0	\$602	\$0
119770	LUNENBURG RTE. 612 (ST. JOHN'S CHURCH RD) RURAL RUSTIC PHA 2	612	Richmond	Secondary	Lunenburg County	\$300	\$300	\$0	\$0	\$0
119767	LUNENBURG RTE. 619 (REEDY BRANCH RD) RURAL RUSTIC	619	Richmond	Secondary	Lunenburg County	\$220	\$220	\$0	\$0	\$0
119777	LUNENBURG RTE. 622 (MOUNTAIN RD) RURAL RUSTIC	622	Richmond	Secondary	Lunenburg County	\$220	\$6	\$15	\$199	\$0
119774	LUNENBURG RTE. 646 (LAUREL BRANCH RD) RURAL RUSTIC	646	Richmond	Secondary	Lunenburg County	\$200	\$43	\$158	\$0	\$0
125313	LUNENBURG RTE 647 (SNEADS STORE RD) RURAL RUSTIC	647	Richmond	Secondary	Lunenburg County	\$268	\$0	\$0	\$268	\$0
119861	LUNENBURG RTE. 674 (TRINITY RD) RURAL RUSTIC	674	Richmond	Secondary	Lunenburg County	\$180	\$0	\$0	\$180	\$0
108886	CURVE REALIGNMENT - RTE 675 - LUNENBURG COUNTY	675	Richmond	Secondary	Lunenburg County	\$1,546	\$1,546	\$0	\$0	\$0
119779	LUNENBURG RTE. 675 (HARDY RD) RURAL RUSTIC	675	Richmond	Secondary	Lunenburg County	\$180	\$0	\$1	\$179	\$0
119766	LUNENBURG RTE. 679 (BUCKSKIN RD) RURAL RUSTIC	679	Richmond	Secondary	Lunenburg County	\$180	\$180	\$0	\$0	\$0
119769	LUNENBURG RTE. 680 (CRYMES RD.) RURAL RUSTIC	680	Richmond	Secondary	Lunenburg County	\$150	\$150	\$0	\$0	\$0
119780	LUNENBURG RTE. 686 (POWERS RD) RURAL RUSTIC	686	Richmond	Secondary	Lunenburg County	\$280	\$0	\$3	\$277	\$0
119776	LUNENBURG RTE. 704 (QUAIL ROOST RD) RURAL RUSTIC	704	Richmond	Secondary	Lunenburg County	\$240	\$40	\$11	\$189	\$0
125315	LUNENBURG RTE 708 (MAYE JOHNSON LANE) RURAL RUSTIC	708	Richmond	Secondary	Lunenburg County	\$142	\$0	\$0	\$142	\$0
123084	LUNENBURG RTE. 713 (HILL TOP RD.) RURAL RUSTIC	713	Richmond	Secondary	Lunenburg County	\$122	\$0	\$0	\$122	\$0
123082	LUNENBURG RTE. 716 (TRAILER PARK RD.) RURAL RUSTIC	716	Richmond	Secondary	Lunenburg County	\$142	\$0	\$0	\$142	\$0
119773	LUNENBURG RTE. 722 (HOLDER RD) RURAL RUSTIC	722	Richmond	Secondary	Lunenburg County	\$180	\$38	\$142	\$0	\$0
125314	LUNENBURG RTE 725 (POND RD) RURAL RUSTIC	725	Richmond	Secondary	Lunenburg County	\$82	\$0	\$0	\$82	\$0
119772	LUNENBURG RTE. 731 (CLARK FARM RD) RURAL RUSTIC	731	Richmond	Secondary	Lunenburg County	\$60	\$11	\$49	\$0	\$0
123083	LUNENBURG RTE. 738 (BRAGG RD.) RURAL RUSTIC	738	Richmond	Secondary	Lunenburg County	\$64	\$0	\$0	\$64	\$0
119775	LUNENBURG RTE. 756 (DUSTY LANE) RURAL RUSTIC	756	Richmond	Secondary	Lunenburg County	\$50	\$9	\$21	\$20	\$0
119771	LUNENBURG RTE. 769 (POWELL LANE) RURAL RUSTIC	769	Richmond	Secondary	Lunenburg County	\$70	\$16	\$54	\$0	\$0
T20878	FUTURE SECONDARY PROJECT	9999	Richmond	Secondary	Lunenburg County	\$0	\$51	\$0	\$201	(\$252)

Various sections of the Code of Virginia provide localities the opportunity to administer transportation projects financed by the Virginia Department of Transportation (VDOT) and to supplement the funding of projects within their jurisdictions.

VDOT Projects awarded in recent years for the County of Lunenburg, the Town of Kenbridge, and the Town of Victoria include the following:

- Lunenburg County HB2 Application – Route 675 (Hardy Road) Improvements Project**, Total Budget - \$1,412,286, Grant Request - \$1,412,286
 Grant Award - \$1,412,286 (FHWA Highway Safety Improvement Program)

- **Town of Kenbridge VDOT Safe Routes to School Project** - Total Budget - \$55,400
Grant Funds - \$55,400
- **Town of Victoria VDOT Enhancement Project, Downtown Streetscape - Phase IB,**
Total Budget - \$773,386.92, Grant Funds - \$618,709.53
- **Town of Victoria VDOT Enhancement Streetscape Project (Phase IA),** Total Budget
- \$991,030, Grant Funds - \$787,000
- **Town of Victoria VDOT Safe Routes to School Project,** Total Budget - \$107,000,
Grant Funds - \$107,000
- **Town of Victoria VDOT Enhancement Streetscape Project (Phase I - Design),** Total
Budget - \$250,000

Recreational Trail Projects funded through the Virginia Department of Conservation and Recreation included:

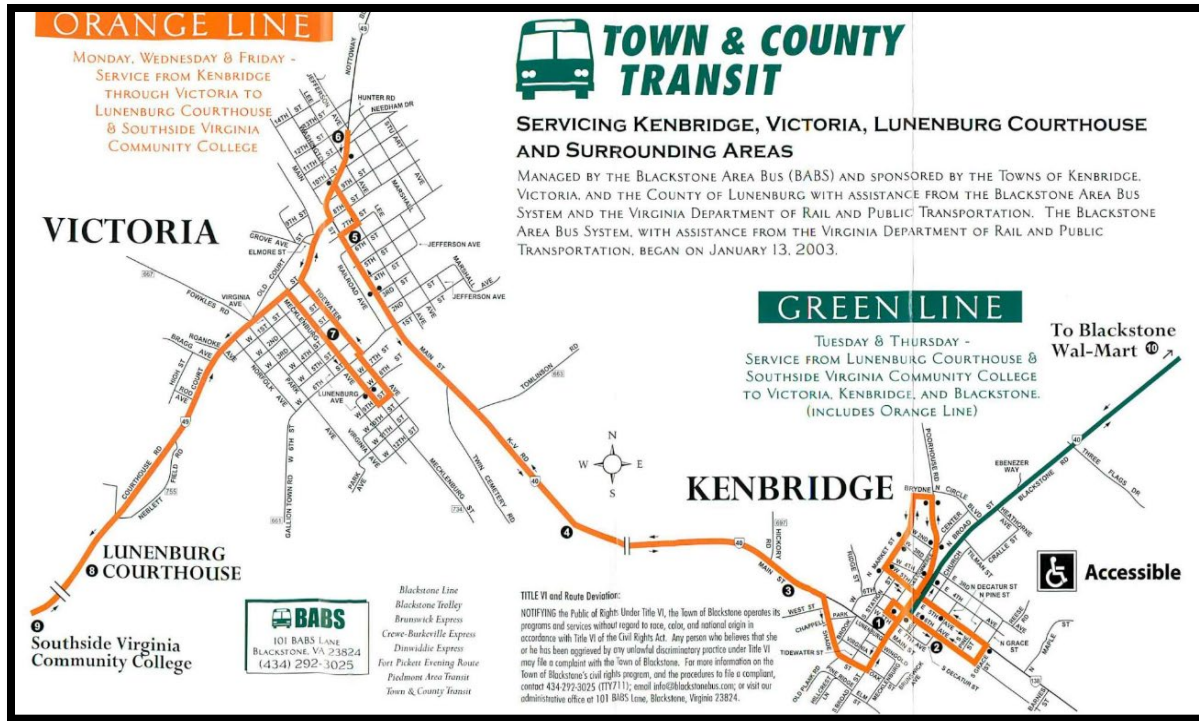
- **Town of Victoria VDCR Recreational Trails Grant Application (Part 2) Total
Budget** - \$69,000
- **Town of Victoria VDCR Recreational Trails Grant Application (Part 1)**
Total Budget - \$69,000

Public Transportation

Residents of the County of Lunenburg, the Town of Kenbridge and the Town of Victoria have limited access to public transportation. This is a common characteristic of the region as a whole. Services are extremely limited in the Commonwealth Regional Council planning district, with vast areas and many communities not served by the limited transportation systems that do exist.

In 1998, the Piedmont Planning District Commission assisted the Town of Victoria in their application for grant monies for an experimental/demonstration pilot program. The funds were awarded by the Virginia Department of Rail and Public Transportation (VDRPT) to start up a public transit system. This system—Town and County Bus System—operated as a deviated-fixed route and was an extension of the Central Virginia Transit System. The Central Virginia Transit System is no longer in operation. However, the Blackstone Area Bus System (BABS) currently operates the Town and County Bus Transit System that serves the Lunenburg County Courthouse area, the Town of Kenbridge and the Town of Victoria.

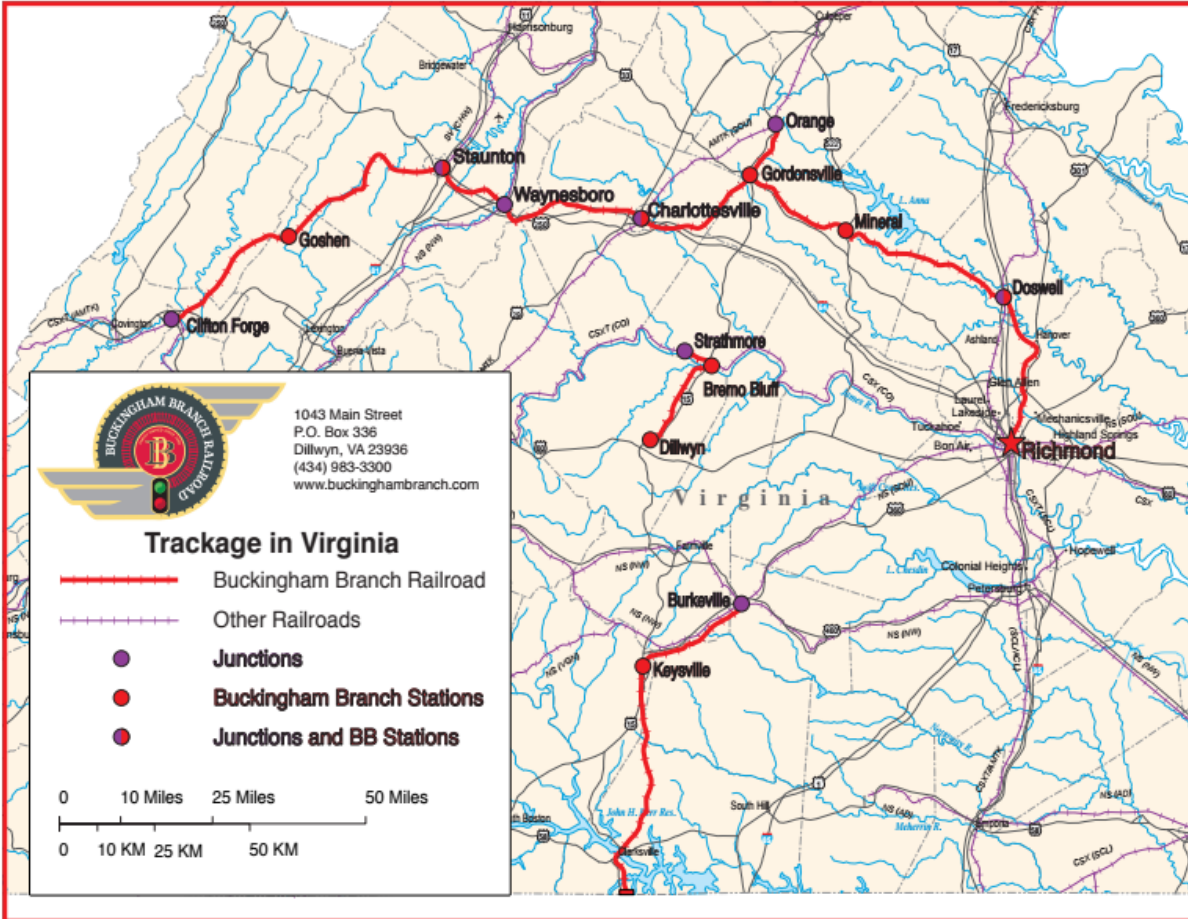
The Town and County Bus System is Federal and State/Local funded on an equal basis.



Additional public transportation routes in the County and Towns would assist workers with transportation to and from work, as well as enabling residents to have more freedom to travel to larger towns in the geographical area. Individuals seeking gainful employment are hindered by this lack of service, as many are unable to afford reliable personal transportation. It may be useful to consider a joint study/survey among residents to determine what services residents would utilize and find beneficial, as the current availability of reliable public transportation could be expanded.

Rail Service

No local passenger rail service exists for Lunenburg County, the Town of Kenbridge or the Town of Victoria. However, the Buckingham Branch Railroad travels through Lunenburg County near Meherrin and parallels U.S. Route 360.



The Virginia Southern Division became the BB's third division when Buckingham Branch leased from Norfolk Southern the 59-mile section of track for operation between Burkeville, VA and Clarksville, VA in 2009. The Virginia Southern interchanges with Norfolk Southern at Burkeville. The BB Z523 train crew is based in Keysville and provides train services on the Virginia Southern. The Virginia Southern track crosses scenic Buggs Island Lake at Clarksville. The BB has transload sites available at Clarksville and two sites at Keysville. Points of origin and destination for freight include Burkeville, Green Bay, Meherrin, Chase City, Keysville and Clarksville.

The Buckingham Branch is a short line railroad. Short lines typically have fewer than 350 miles of railroad track and annual revenues of less than \$50,000,000. There are about 550 short line railroads in North America. Short lines combined operate 50,000 miles of railroad track, about 40% of all railroad track miles in North America. One in every four cars of freight either originates or terminates on short line railroads. The Buckingham Branch is the largest of nine short line railroads in Virginia.

The Norfolk-Southern Corporation is a product of the merger between the Norfolk Western and Southern Railroad systems. The result of the merger included downsizing of the regional railroad operations. Although Norfolk-Southern Corporation no longer offers passenger service, Amtrak passenger service is available in Richmond.

Motor Freight Carriers

Lunenburg County is served by many national and regional motor freight carriers.

Airports

Lunenburg County Airport



Developed by: Commonwealth Regional Council, November 2024

The Lunenburg County Municipal Airport, located between the Town of Kenbridge and the Town of Victoria, provides general aviation facilities for light aircraft (See map on the following page). The airport has a 3,000-foot paved lighted runway. This is a part-time attended facility (on-call for fueling), which uses VFR (Visual Flight Rule) TFR (Temporary Flight Restrictions) and IFR (Instrument Flight Rules). Currently, there is no commercial user for shipping or receiving at the location. The Lunenburg County Airport Commission is constantly applying for, and many times receiving, grants from the state aviation department to upgrade and improve the airport. The County of Lunenburg, the Town and Kenbridge and the Town of Victoria jointly own the Lunenburg County Airport.

Other neighboring air facilities include the Allan C. Perkinson Municipal Airport, a joint airport of the Town of Blackstone and Fort Barfoot Airfield; the Farmville Regional Airport; and the Crewe Municipal Airport. The nearest commercial airline terminal is Richmond International Airport (approximately 75 miles) located east of the City of Richmond. Airfreight service is available. Raleigh-Durham International Airport (approximately 104 miles) also provides commercial and freight service.

Sidewalks

Sidewalks in the Town of Kenbridge, maintained by VDOT, are located from South Broad Street down Fifth Avenue to the Kenbridge Recreation Center; South Broad Street to Shade Street; Main Street past Shade Street; and, North Broad Street to Kenbridge Elementary School. All sidewalks in the Town of Kenbridge meet current ADA regulations.

Sidewalks in the Town of Victoria are maintained by VDOT and most have been adapted for handicapped accessibility. Sidewalks extend south to Central High School; west to Timmy's Grocery; east past the old Victoria High School/Lee Avenue; and north to the STEPS Head Start facility.

Other than in the immediate vicinity of the Lunenburg County Courthouse Historic District, there are no sidewalks in the County.

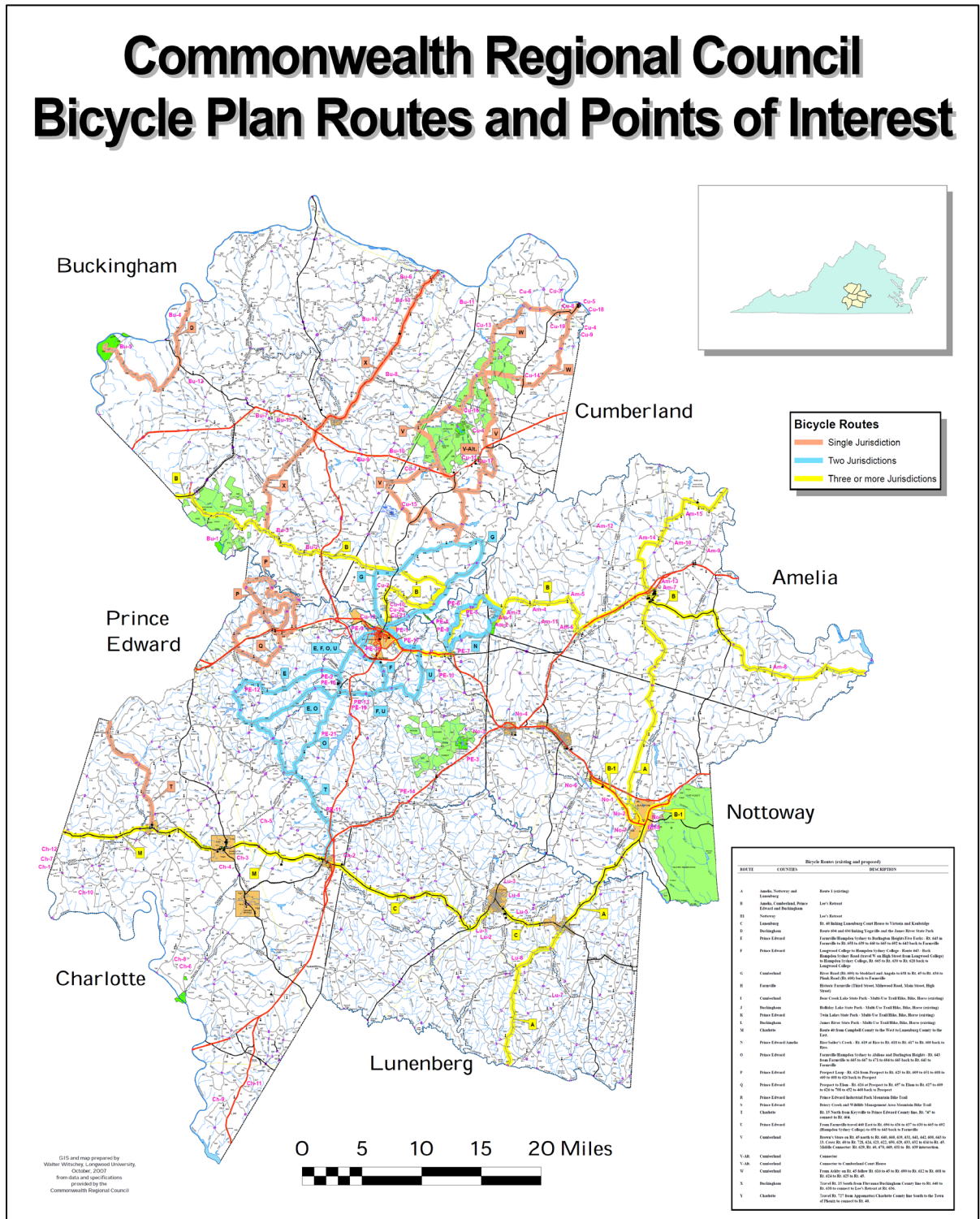
Regional Bicycle Plan

In June 2000, the Piedmont Planning District Commission (PPDC) prepared the Piedmont Regional Bicycle Plan in cooperation with the U.S. Department of Transportation, Federal Highway Administration and Virginia Department of Transportation. The FY 2002 Rural Transportation Planning Grant under the Rural Transportation Program funded the project. In order for any locality or region to be eligible for VDOT funding for highway projects, including bicycle facilities, the local government participating must have an adopted bicycle plan.

The Commonwealth Regional Council (formerly the PPDC) completed the CRC Bicycle Plan Update in 2010. The Updated Plan was adopted by the Lunenburg County Board of Supervisors in September 2018; by the Kenbridge Town Council in July 2018; and, by the Victoria Town Council in September 2018.

CRC Regional Bike Plan (2010 Update)

Commonwealth Regional Council Bicycle Plan Routes and Points of Interest



The Transportation Alternatives (TA) Set-Asides Program replaced the Transportation Alternatives Program.

Through the FAST Act, this program identifies 4 categories of eligibility for the Transportation Alternatives Program:

- Transportation Alternatives
- Safe Routes to School
- Boulevards in former Interstate System Routes
- Recreational Trails

There is a separate sub-apportionment for the Recreational Trails Program (RTP) which in Virginia, is administered by the Virginia Department of Conservation and Recreation (DCR). s provides funding opportunities to help expand transportation choices and enhance the transportation experience through 10 eligible activities related to surface transportation. See Transportation Alternatives eligible activities below:

- Construction of on-road and off-road facilities for pedestrians, bicycles and other non-motorized transportation users
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
- Conversion and use of abandoned railroad corridors for pedestrians, bicycles and other non-motorized transportation users
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way
- Archeological activities relating to impacts from implementation of a transportation project
- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment due to highway run-off and water pollution
- Wildlife mortality mitigation activities to decrease the negative impacts of roads on wildlife and habitat connectivity

Up to 80 percent of a TA projects can be financed with Federal Surface Transportation Program funds. A minimum of 20 percent must come from other public or private sources. Some types of federal funds from other federal agencies are allowable for the required match. Some other funding opportunities such as Smart Scale, Highway Safety Improvement Program (HSIP), and Revenue Sharing can be used for project match.

A sample of funded projects in Lunenburg County, the Town of Kenbridge and the Town of Victoria in the past have been:

- **Town of Kenbridge VDOT Safe Routes to School Project (SRTS)**, Total Budget - \$55,400, Grant Funds \$55,400

- **Town of Victoria VDOT Safe Routes to School Project**, Total Budget - \$107,000, Grant Funds - \$107,000
- **Town of Victoria VDOT Enhancement Project, Downtown Streetscape - Phase IB**, Total Budget - \$773,386.92, Grant Funds - \$618,709.53
- **Town of Victoria VDOT Enhancement Streetscape Project (Phase IA)**, Total Budget - \$991,030, Grant Funds - \$787,000
- **Town of Victoria VDOT Enhancement Streetscape Project (Phase I - Design)**, Total Budget - \$250,000

VDOT Funding Programs

Some programs available through VDOT to fund transportation improvements include the following:

SMART SCALE

Purpose

SMART SCALE is a statewide program that distributes funding based on a transparent and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals.

Funding

There are two main pathways to funding within the SMART SCALE process—the Construction District Grant Program (DGP) and the High Priority Projects Program (HPPP). A project applying for funds from the DGP is evaluated against other projects within the same construction district. A project applying for funds from the HPPP is evaluated against projects statewide. The Commonwealth Transportation Board (CTB) then makes a final decision on which projects to fund.

Eligible Projects

Projects must address improvements to a Corridor of Statewide Significance, Regional Network, Safety or Urban Development Area (UDA) that meet a need identified in the statewide long-range transportation plan known as VTrans. Project types can include highway improvements such as widening, operational improvements, access management, intelligent transportation systems, technology operational improvements, transit and rail capacity expansion, bicycle and pedestrian improvements, and transportation demand management, including park and ride facilities

Eligible Applicants

Applications may be submitted through the SMART Portal by regional entities including Metropolitan Planning Organizations (MPOS) and Planning District Commissions (PDCs), along with public transit agencies, and counties, cities, and towns that maintain their own infrastructure.

Evaluation Criteria

There are six factors evaluated for all projects: Safety, Congestion Mitigation, Accessibility, Environmental Quality, Economic Development, and Land Use.

Funding Cycle

Eligible Applicants are invited to submit project applications according to the SMART SCALE Biennial Schedule. For each SMART SCALE cycle, basic project information submitted via a pre-application must be submitted by April 1 of the calendar year, and final applications must be submitted by August 1.

Virginia Highway Safety Improvements Program (VHSIP)

Purpose

The Virginia Highway Safety Improvement Program (VHSIP) provides funding using a data-driven strategic approach to reduce the motorized and non-motorized fatalities and serious injuries on all public roads (state or locally maintained) in the Commonwealth of Virginia.

Funding

Beginning in Fiscal Year 2024 after program administration costs, funding will be allocated in accordance with the Commonwealth Transportation Board's (CTB) adopted investment strategy as follows:

- At least 54 percent for infrastructure projects that address a hazardous road location or feature and address an identified highway safety problem;
- At least 29 percent for strategies and activities to address behavioral causes of crashes that result in fatalities and severe injuries; and
- The remaining amount for eligible purposes identified in the CTB approved investment strategy.

The VHSIP funds will be available to localities based on the proportion of fatalities on local versus VDOT maintained roads. Local roads account for approximately 20 percent of all fatal and serious injury crashes on Virginia highways, therefore local safety projects are targeted to receive up to 20 percent of VHSIP funds.

Eligible Applicants

Both VDOT and localities can apply for VHSIP funding. All safety proposals submitted for consideration may use the SMART Portal and follow the VHSIP Implementation Guidelines. VDOT Traffic Operations Division is responsible for managing the process and conducting network screening, scoring and selection of VHSIP projects.

Eligible Projects

The current VHSIP focus is on Spot and Systematic Safety Improvements including, but not be limited to:

Systemic Safety Improvements	
1. Edge-line Rumble Strips on the primary system	7. Un-signalized Intersection signage and marking
2. Center-line rumble strips on the primary system	8. Pedestrian Crossing Improvements
3. Pavement Shoulder Wedge	9. Pavement markings, traffic control devices and other enhancements on two-lane rural roads
4. Chevrons and Curve Visibility enhancement	10. Road Diets
5. High-visibility signal backplates	11. Other systemic/hybrid safety improvements
6. Flashing Yellow Arrow	

Evaluation Criteria

VHSIP projects are selected based upon the pre-screening criteria and risk factors across an entire roadway network or all locations where investment of VHSIP funds may yield highest rate of return in terms of reducing deaths and serious injury.

Funding Cycle

The funding cycle for the Highway Safety program will be every year. Applications are generally accepted August through October of each year. Funding includes both state and federal sources.

Transportation Alternatives Program (TAP)

Purpose

This program is intended to fund community-based projects that expand non-motorized travel choices and multi-modal travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. The Program does not fund traditional roadway facility or maintenance projects. Instead, it emphasizes constructing and expanding active transportation facilities that provide equitable accommodations for all users. Outcomes of the supported projects lead to quality-of-life benefits for residents, alternative mode accessibility, safety, reductions in pollutants and emissions, and the expansion of recreational facilities.

Funding

TAP funds are only available on a reimbursement basis. The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. The design of a TAP project must meet or exceed VDOT and/or American Association of State Highway and Transportation Officials (AASHTO) design standards, depending upon the project location. Urban localities responsible for street maintenance are required to comply with AASHTO standards while localities with VDOT-maintained roadways are required to comply with VDOT standards. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

Eligible Projects

- On- and off-road trails for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Construction, planning, and design of projects and systems that will provide safe routes for non-drivers to access daily needs;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and other nonmotorized transportation users (Rails-to-Trails);
- Construction of turnouts and viewing areas, which are comprised of a project that supports a qualifying logical terminus with independent utility;
- Community improvement activities, including:
 - Inventory, control, or removal of outdoor advertising,

- Historic preservation and rehabilitation of historic transportation facilities, solely to preserve and protect the structure according to historic preservation standards,
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control, and
- Archaeological activities relating to impacts from a transportation project
- Environmental mitigation activities, including pollution prevention and pollution abatement and mitigation to:
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats;
- Safe routes to school projects including:
 - Infrastructure-related projects
 - Noninfrastructure-related activities
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways (Boulevards from Divided Highways).

Eligible Applicants

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

Evaluation Criteria

- Project funding/Resources
- Project concept.
- How the project effects the transportation network.
- Sponsor's experience administering federal-aid projects.
- Project's readiness to proceed

Funding Cycle

VDOT solicits TAP applications every two years, in the spring of odd-numbered years, a two-year funding cycle. The application process includes a mandatory pre-application submitted in the summer, followed by a full application in the fall for eligible pre-applications.

Revenue Sharing

Purpose

This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched,

dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

Funding

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

Eligible Projects

- Supplemental funding for projects listed in the adopted Six-Year Program
- Construction, reconstruction, or improvement projects not including in the adopted Six-Year Program
- Improvements necessary for the specific streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions).
- Maintenance projects consistent with the department's operating policies.
- New hard surfacing (paving).
- New Roads

Eligible Applicants

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

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

Funding Cycle

Applications for Revenue Sharing funding are accepted on a biennial basis in odd numbered years through VDOT's SMART Portal. The pre-application Preliminary project information must be provided with a pre-application also submitted through VDOT's SMART Portal. The application process includes a mandatory pre-application submitted in the spring, followed by a full application in the fall for eligible pre-applications.

State of Good Repair Program -Bridge

Purpose

The State of Good Repair (SGR) – Bridge program provides funding for National Bridge Inventory (NBI) bridges that are structurally deficient and owned by VDOT and/or localities.

Funding

Funding is allocated to each District based on needs for VDOT and locality owned bridges. Allocation of the funding is based on a prioritization methodology as approved by the Commonwealth Transportation Board (CTB). Funding includes both state and federal sources.

Eligible Projects

Bridges eligible for SGR-Bridge funding are identified as Structurally Deficient Structures in the NBI. A list of eligible structures is posted online in January of each year.

Eligible Applicants

Applications for SGR Local Bridge funding may be submitted through the SMART Portal by jurisdictions that maintain their own infrastructure. Requests for SGR VDOT Bridge funds are managed by VDOT's Structure and Bridge Division.

Evaluation Criteria

The SGR-Bridge program requires prioritization of eligible bridges based on five factors:

1.	Importance	Measures the relative importance of each bridge to the overall highway network
2.	Condition	Measures the overall physical condition of each bridge based on the condition of each individual element
3.	Design Redundancy	Measures four important risk factors: Fracture Critical (redundancy), Scour Susceptibility, Fatigue, and Earthquake vulnerability
4.	Structural Capacity	Measures the capacity of the structure to convey traffic, including the effects of weight restrictions, vertical clearance, and deck width
5.	Cost Effectiveness	Measures the cost-effectiveness of the required work. Each factor is further weighted. Bridges are scored based on a scale of 0.0 (lowest priority) to 1.0 (highest priority).

Funding Cycle

The application period typically opens the first week of October and closes by mid-December each year. A notification of the application period is sent to eligible localities each year.

State of Good Repair Program -Pavement

Purpose

The State of Good Repair (SGR) – Pavement program provides funding for the reconstruction and rehabilitation of deteriorated pavements on the interstate and primary systems, including primary extensions.

Funding

Funding is allocated to each District based on needs for VDOT and locality owned pavements. Allocation of the funding is based on a needs prioritization methodology as approved by the Commonwealth Transportation Board (CTB). Funding includes both state and federal sources.

Eligible Projects

Routes eligible for SGR VDOT Paving funds are on the interstate and primary systems with a Critical Condition Index (CCI) less than 60. Routes eligible for SGR Local paving funds are

municipality maintained primary extensions with a CCI less than 60. A list of eligible routes is posted online in January of each year.

Eligible Applicants

Applications for SGR Local Paving funds may be submitted through the SMART Portal by municipalities that maintain primary extensions. Localities may select from a list of eligible segments added to the SMART Portal each year. Segments funded in previous years are removed from the list of eligible segments.

Evaluation Criteria

SGR Local Paving projects are prioritized within each district based on the following criteria: Pavement Condition, Traffic Volume, National Highway System Designation, and Past Expenditures on Pavement by Locality.

SGR VDOT Paving projects are prioritized within each district based on the following criteria: Road System, Traffic Count, Condition, and Potential for Immediate or Near-term Further Degradation.

Funding Cycle

The SGR-Pavement application cycle occurs annually. Applications for local paving open in October. Funding includes both state and federal sources. There is a cap of \$1.5 million per locality per cycle for SGR local pavement allocations.



Chapter V

Land Use

V. Land Use

A. Land Use and Development Patterns

Introduction

The purpose of land use planning is to guide the development and conservation of land effectively. Ideally, new land uses integrate seamlessly within existing patterns with minimal conflict. Land use planning is essential for determining optimal locations for new businesses, housing concentrations, and necessary infrastructure to support residents' needs. It shapes where people live, work, and relax, ensuring efficient connections through well-designed transportation networks.

Current Land Use

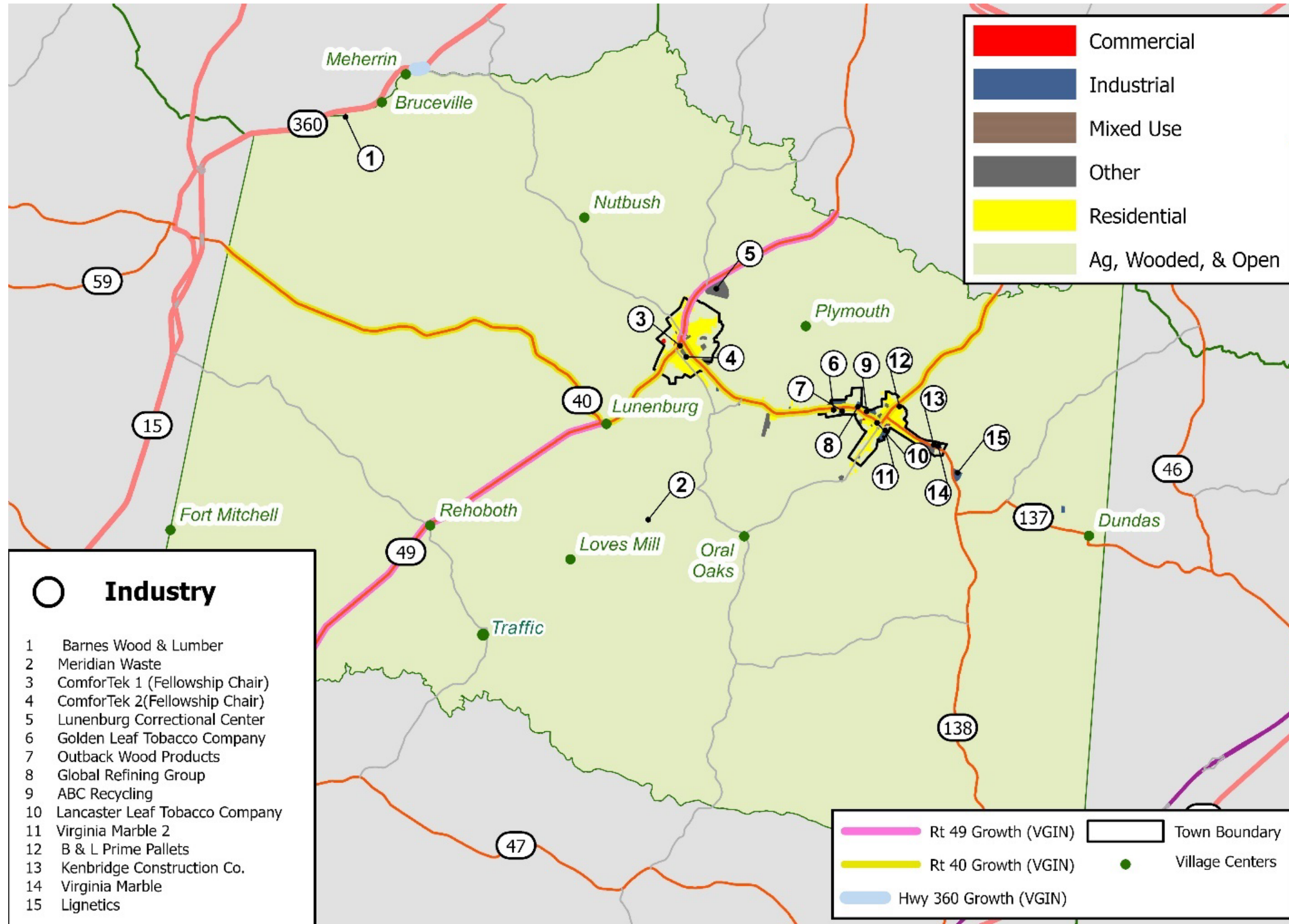
Lunenburg County covers an area of 431.7 square miles (276,288 acres) with a population density of 27.8 people per square mile. It is a predominantly agricultural, rural county. According to the most recent U.S. Agricultural Census, there are 299 farms in Lunenburg County, encompassing a total of 69,485 acres. Additionally, Lunenburg County has 240,349 acres of privately owned timberland (Forest Inventory Assessment Estimates, 2022). Most of the development and land subdivision in the County and Towns has occurred through general by-right development, with some instances requiring a conditional or special use permit. Current land use in the County and Towns includes Agricultural, Residential, Business, Industrial, and Commercial areas.

The primary land use in Lunenburg County is agricultural. In both towns, residential use is predominant. In Kenbridge, residential development occurs sporadically on available lots, and in Victoria, residential development follows a similar pattern, with homes being built on scattered lots throughout the town. In both Kenbridge and Victoria, residential areas are located on secondary roads. This pattern is purposeful to avoid the dangerous and congested traffic situations that can arise from development along primary roads.

The major commercial uses in Lunenburg County include a variety of businesses such as service stations, restaurants, grocery stores, and repair shops. In Lunenburg County, businesses are primarily located around the Historic Courthouse Area on State Route 49. In the Town of Kenbridge, most businesses are situated along State Route 40 in the downtown area. In the Town of Victoria, businesses are mainly concentrated in the downtown area along State Routes 49 and 40.

Industrial areas in Kenbridge are primarily located in the Commercentre, along State Route 40 west of the Commercentre, and on Highway 137/138 east of the town. In Victoria, the key industrial area is the Victoria Industrial Park, west of State Route 49. These locations are near town borders to easily access community facilities and services. Major industries in these areas include ABC Recycling, Barnes Wood & Lumber, B & L Prime Pallets, ComforTek (Fellowship Chair), Global Refining Group, Golden Leaf Tobacco Company, Kenbridge Construction, Lancaster Leaf, Lignetics, Lunenburg Correctional Center, Meridian Waste, Outback Wood Products, and Virginia Marble.

Lunenburg County Current Land Use Map



Developed by: Commonwealth Regional Council & Southside Planning District Commission Sept. 2024

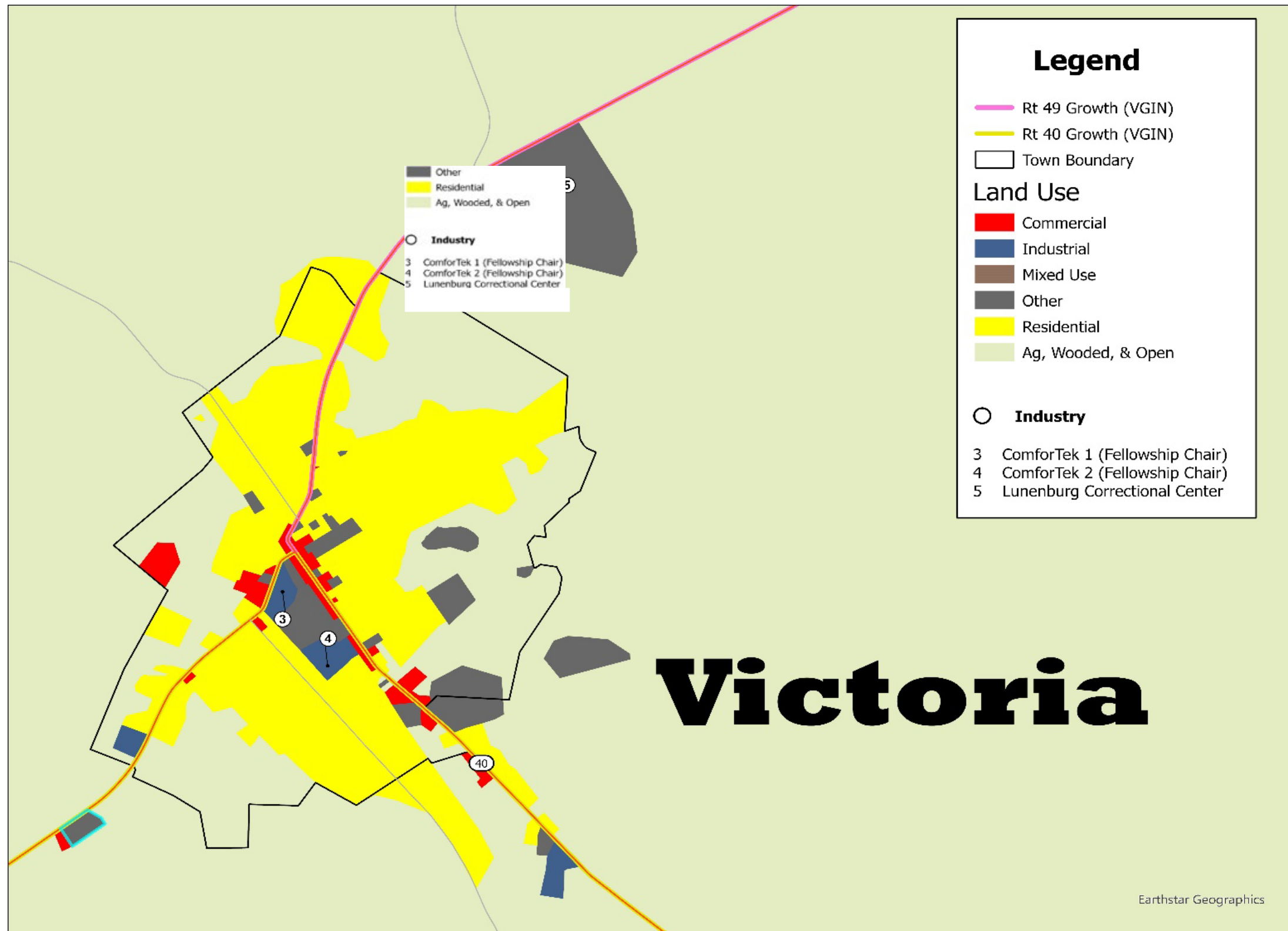
Primary Growth Corridors

These corridors follow the major traffic routes through Lunenburg County, connecting with the Towns of Kenbridge and Victoria along State Routes 40 and 49. In addition, there is a primary growth corridor along Germantown Road, which connects the Lunenburg Courthouse area to Route 360, facilitating access to the Town of Keysville in neighboring Charlotte County and the Meherrin Village Center, where rail access further enhances economic potential. These corridors are often in areas where utility services can be provided, making them ideal for larger and more complex developments. When utilities are available or can be extended, these primary development corridors are preferred for significant business, industrial, and institutional growth. They may also contain rail lines, enhancing economic potential. In addition, these corridors are suitable for higher-density residential developments, such as manufactured home parks, garden apartments, and townhouses. To avoid incompatible adjacent land uses, careful zoning should be applied.

Town Growth Areas

Both the Towns of Victoria and Kenbridge are identified as key growth areas for Lunenburg County. These towns provide essential public utilities and a variety of concentrated business services, including grocery stores, restaurants, and parks. Additionally, they offer educational facilities, healthcare services, and recreational amenities, making them attractive locations for new residential and commercial developments. The availability of these services supports the growth and development of the surrounding areas, ensuring that the needs of residents and businesses are met efficiently.

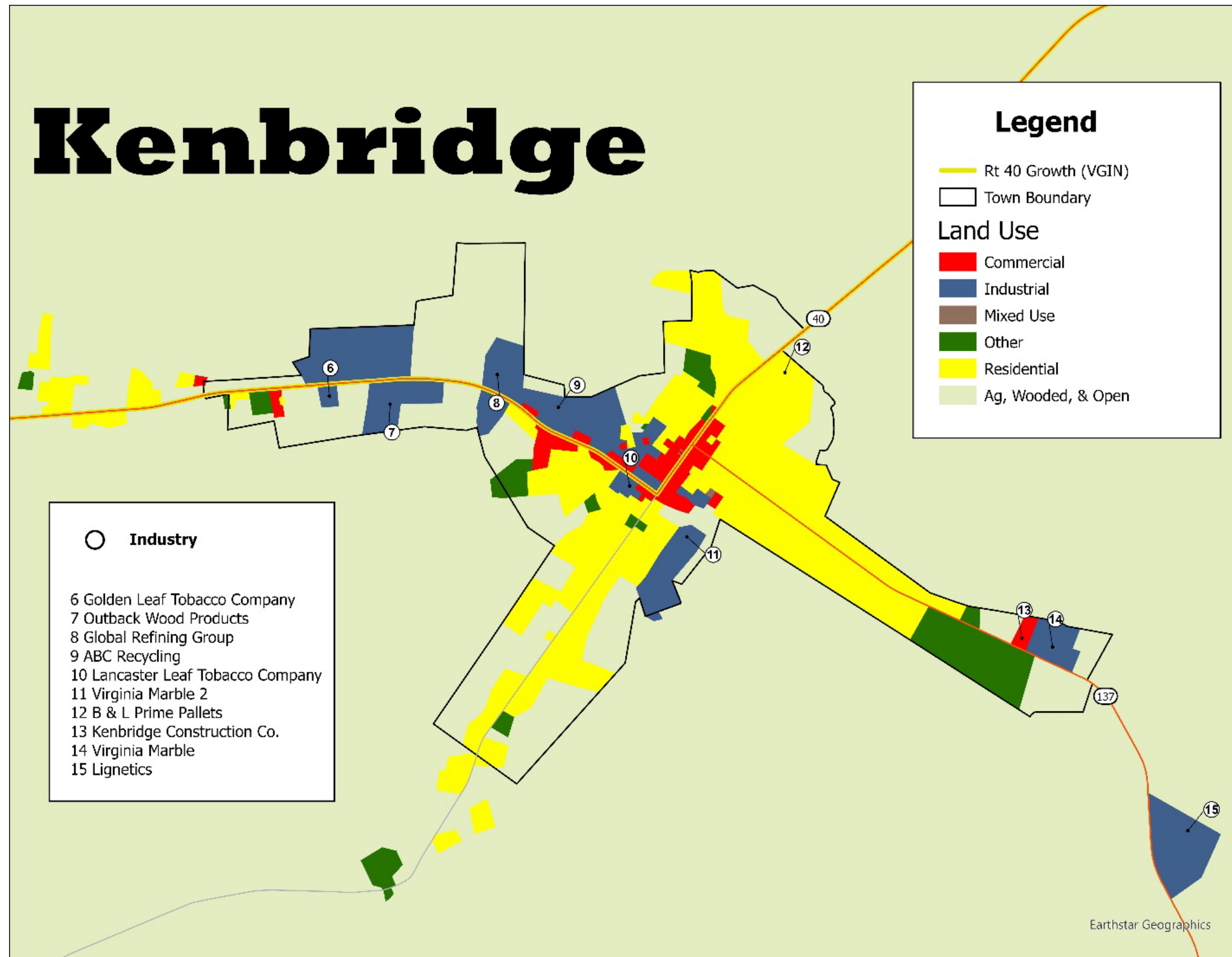
Town of Victoria Land Use Map



Developed by: Commonwealth Regional Council & Southside Planning District Commission Sept. 2024

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Town of Kenbridge Land Use Map



Developed by: Commonwealth Regional Council & Southside Planning District Commission Sept. 2024

Village Center Areas

Village centers are areas throughout the county that, while not incorporated, are recognized as identified communities. They serve as focal points for local activities, providing a sense of place and identity. Village Centers identified in the County include Bruceville, Dundas, Fort Mitchell, Love's Mill, Lunenburg Courthouse, Meherrin, Nutbush, Oral Oaks, Plymouth, Rehoboth, and Traffic. Each of these village centers holds historical and cultural significance, featuring key landmarks, local businesses, and community facilities. They contribute to the rural character and community cohesion in Lunenburg County by serving as hubs for social, economic, and recreational activities.

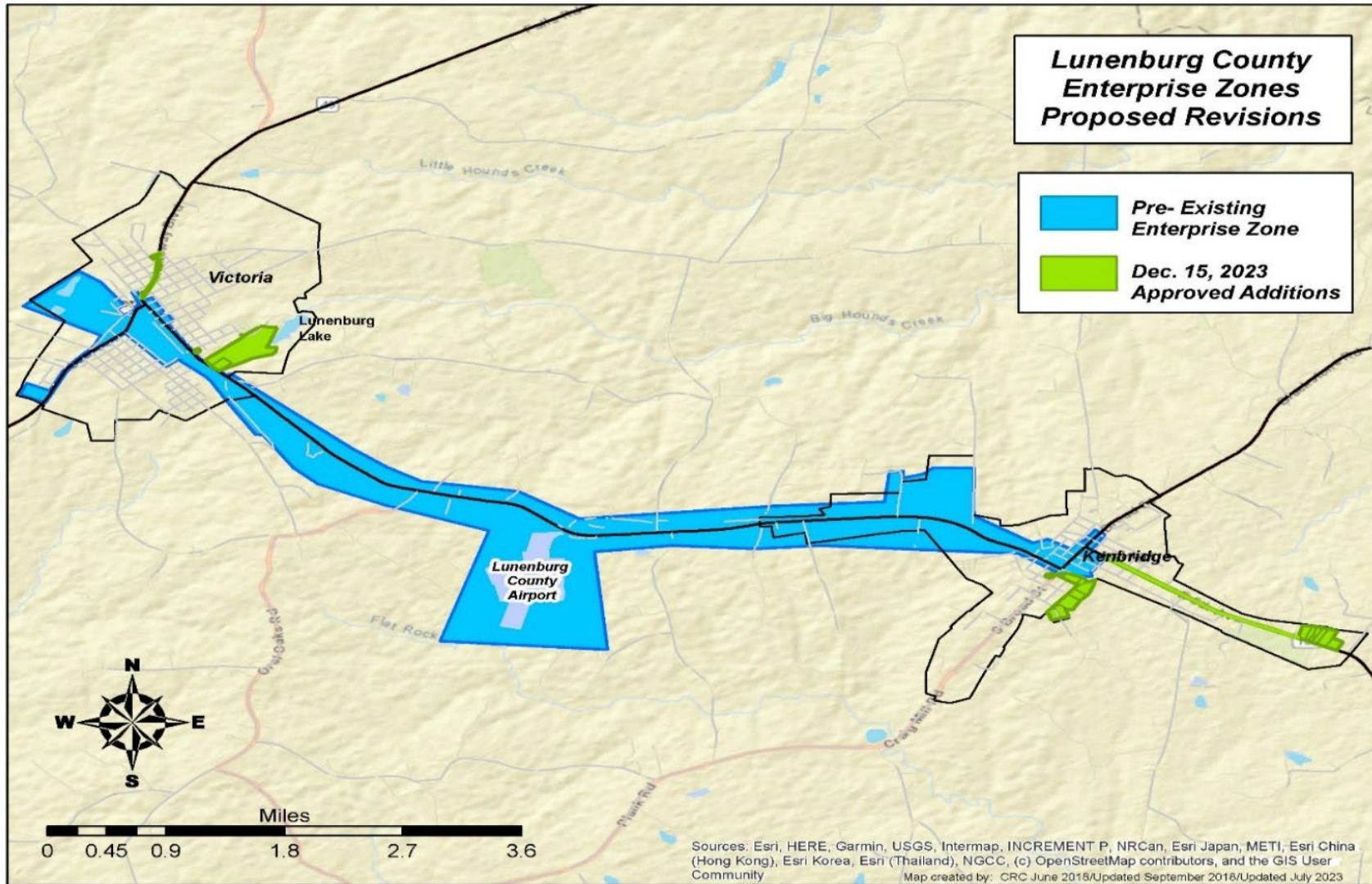
Enterprise Zones

The Virginia Enterprise Zone (VEZ) program is a partnership between state and local government that encourages job creation and private investment by designating Enterprise Zones throughout the state. The Enterprise Zones in Lunenburg County, including the Towns of Kenbridge and Victoria, have been identified to stimulate economic growth and development. These zones include parcels in both towns and land along Route 40 that connects them.

In 2023, the Town of Kenbridge expanded its Enterprise Zone by an additional 57.12 acres, further increasing opportunities for economic development within the town. Similarly, the Town of Victoria expanded its Enterprise Zone by approximately 59.54 acres, enhancing the potential for growth and investment in key areas of the town. These expansions are designed to attract more businesses and encourage further investment in the community.

The VEZ program provides various incentives for businesses that establish within these identified zones, such as tax credits, grants, and other benefits. In addition, the County and Towns offer specific incentives for businesses in the Enterprise Zone to further attract investment and support local economic development. For detailed information on these provisions and incentives, interested parties should contact the County or the respective Town offices.

Lunenburg County Enterprise Zone



Developed by: Commonwealth Regional Council and Southside Planning District Commission July 2024

Industrial Areas

Industrial areas are designated for light to heavy industrial operations such as manufacturing, processing, or reprocessing of raw materials and finished products. In the Towns of Kenbridge and Victoria, areas are set aside by zoning for these types of operations. Currently in Lunenburg County, there are no zoned industrial areas, but areas zoned agricultural may be used for industrial activities through a conditional use permit. In addition to industrial areas, industrial sites are planned and developed sites specifically designed to house multiple industrial businesses in a concentrated area, often with shared infrastructure and services. The industrial sites are strategically positioned to support industrial activities and contribute to the local economy by providing spaces for businesses involved in various production processes. There are four identified industrial parks in Lunenburg County and the Towns of Kenbridge and Victoria:

- Lunenburg Commercentre
- Lunenburg-Victoria Industrial Site
- Lunenburg County Airport Site
- KV Road Industrial Site

Agricultural Areas

These areas are anticipated to experience slow growth and maintain low-density land uses, remaining primarily agricultural, forest, and rural residential. Residential densities in these regions are expected to remain low. Additionally, these areas may support various agri-industry operations, small convenience retail and service businesses, and small manufacturing businesses. They are ideal for natural, agricultural, and forestry preservation opportunities.

B. Future Land Use

Introduction

The purpose of the future land use plan is to guide decision-makers in land use changes, including amendments to ordinances, new zoning district classifications, applications for zoning changes, economic development, and other aspects of community planning. The future land use plan aims to balance new growth and development while maintaining the County's rural character and viability.

It is anticipated that prime farmland and forestland, which are critical to the County's rural character and economy, will continue to dominate the landscape. Therefore, no future land use map is included in the Joint Comprehensive Plan. The future land use plan is general in nature and does not detail specific locations for individual features. Instead, it provides a broad configuration of the goals, objectives, and strategies outlined in the plan. When deemed appropriate by the county and the towns, more detailed maps and locations for future land use may be added to the Joint Comprehensive Plan to address emerging land use trends and developments.

Although there are no imminent developments that would necessitate significant changes in existing zoning patterns, the growing interest in industrial solar development underscores the need for careful consideration in balancing renewable energy projects with the preservation of these valuable lands. Town zoning district boundaries do not need to precisely match the general land use patterns shown on the future land use plan. Similarly, individual zoning district requirements do not have to strictly reflect the land use category descriptions provided herein. However, decisions regarding the creation or amendment of zoning districts should consider the future land use plan and aim to be compatible with or supportive of the goals and objectives of the Joint Comprehensive Plan and the land use descriptions outlined in this element.

The future land use plan is general in nature and serves as a guide for establishing or amending zoning district designations. The County of Lunenburg should consult with the Towns of Kenbridge and Victoria regarding zoning in close proximity of their corporate limits. This approach will facilitate the proper planning and layout of public utilities, including but not limited to water, electric, trash, and sewer services, as well as other essential facilities and services such as broadband.

Secondary Development Corridor

These areas are similar to the primary development corridors, extending through regions with the potential for public utility service. They have access to shopping and economic opportunities available within Lunenburg County, the Town of Kenbridge, and the Town of Victoria. As a result, they are suitable for a wide variety of moderately complex, medium-density developments, especially where utilities are already available or can be feasibly extended, offering development potential similar to that of primary development corridors. However, high traffic-generating land uses are less appropriate. Areas beyond the reach of public utilities still hold development potential but are limited to smaller projects. Secondary development corridors are ideal for a range of land uses, including housing subdivisions and small retail and service businesses. These corridors are less suitable for large industrial developments.

Utility Service Area

These areas are either already connected to the public water and/or sewer services provided by the Town of Kenbridge and the Town of Victoria, or they are close enough to be connected within the next twenty years. This category is not likely to apply to Lunenburg County but rather to areas near Kenbridge and Victoria. Primary highways also serve these areas, offering numerous advantages in transportation and easy access to a full range of public and private services concentrated in and near the towns. These utility service areas are optimal for economic and residential growth.

Infrastructure

The following critical infrastructure facilities are essential for the functioning of the Towns and County:

- Cell Towers critical for maintaining connectivity throughout the area
- Kenbridge Wastewater Plant
- Kenbridge Water Filtration Plant
- Lunenburg Disposal and Recycling Center
- Radio Towers serving key communication needs across the County
- Solid Waste Convenience Sites: Oral Oaks, Rocky Mill, Owl Creek, Nutbush, Switchback, and Gary Road
- Victoria East Wastewater Plant
- Victoria Water Filtration Plant

Special Features

Every county and town have unique features that contribute to its unique or special identity and appeal. These special features vary in magnitude, quality, and characteristics. However, they consistently play a significant role in the economic and social viability of the community. As a result, they also impact the future economic and social growth potential of the area. Special features in Lunenburg County, the Town of Kenbridge, and the Town of Victoria include:

Lunenburg County

- Civil Rights in Education Heritage Trail
- Crossroad Community Service Board
- Fort Mitchell Depot
- Lenhart Field
- Lunenburg Animal Shelter
- Lunenburg Correctional Facility
- Lunenburg County Government Complex
- Lunenburg County Health Department
- Lunenburg County Municipal Airport
- Lunenburg Historic Courthouse District
- Lunenburg Medical Center Facilities (FQHC)
- Meherrin Volunteer Fire and Rescue (Station 5)
- Modest Creek (Town of Victoria Property)
- Neblett Field
- Nottoway Falls (Town of Victoria Property)
- Tobacco Heritage Trail
- Victoria Golf Club
- U.S. Bicycle Route 1

Town of Kenbridge

- Bolter Complex
- Kenbridge Community Center
- Kenbridge EMS (Station 7)
- Kenbridge Farmer's Market
- Kenbridge Fire Department (Station 1)
- Kenbridge Soccer Complex
- Kenbridge Town Park
- Lightning Football Field
- Lunenburg Country Club
- Lunenburg Ministries
- Ripberger Public Library
- Roanoke River Rails-to-Trails, Inc.
- The Fifth Avenue Historic District
- Tobacco Heritage Trail

Town of Victoria

- Civil Rights in Education Heritage Trail
- DMV Select Location
- Lunenburg Dental Office (FQHC)
- Lunenburg Health Services
- Lunenburg Lake
- People's Community Center
- Roanoke River Rails to Trails
- Tobacco Heritage Trail
- U.S. Bicycle Route 1
- Victoria Fire & Rescue (Station 2)
- Victoria High School Museum
- Victoria Library
- Victoria Railroad Park
- Victoria Town Pool
- Victoria-Lunenburg Community Centre

Renewable Energy (including solar)

The rise of renewable energy development in Virginia has been particularly notable in rural regions such as Lunenburg County. This growth is driven by several critical factors, including advances in technology that have increased efficiency and reduced costs, economic advantages that offer steady, long-term income for landowners, supportive federal and state policies aimed at reducing carbon emissions, such as the Virginia Clean Economy Act, the need for energy stability, and the broader community benefits such as job creation and local revenue.

The Virginia Clean Economy Act, passed in 2020, sets ambitious targets for renewable energy, mandating that Dominion Energy and Appalachian Power achieve 100% renewable energy

production by 2045 and 2050, respectively. This legislation has significantly accelerated the development of solar energy across the state, making it a key consideration in the comprehensive plan, particularly when assessing the impact on land use.

The rapid expansion presents both opportunities and challenges for land use planning. In Lunenburg County, utility-scale solar facilities are generally most appropriate in areas where they can be integrated with existing land uses that does not interfere with agricultural production or forest conservation. Preferred locations include areas close to existing transmission lines, minimizing the need for extensive new infrastructure, and locations that do not negatively impact the county's scenic, cultural, or recreational resources.

Other preferred locations for solar development could include:

- Brownfields and Previously Developed Sites: Utilizing brownfields or previously developed sites, which may not be suitable for other types of development, can repurpose underutilized areas and reduce the impact on pristine land.
- Land Adjacent to Industrial Zones: Areas near existing industrial zones are typically less sensitive to changes in land use and have the necessary infrastructure to support large-scale energy projects.
- Areas with Minimal Environmental Sensitivity: Locations that avoid wetlands, floodplains, or other environmentally sensitive areas are preferred to minimize ecological impacts. Solar developments should also be evaluated for their effects on stormwater runoff, soil erosion, and local ecosystems to ensure that these projects do not negatively impact the environment.
- Flat or Gently Sloping Terrain: These areas are more efficient and cost-effective for solar installations, reducing the need for extensive land grading.
- Distance from Residential Areas: While smaller-scale projects might be integrated into residential zones, large-scale installations are better suited to areas away from residential zones to minimize potential conflicts over land use, aesthetics, and property values.

In contrast, areas that are less suitable for utility-scale solar developments include:

- Regions with Significant Topographical Challenges: These areas may require extensive land modification, which can increase environmental impacts and costs.
- Areas with Sensitive Wildlife Habitats: Protecting biodiversity is a priority, making these areas less appropriate for large-scale solar developments.
- Locations Near Existing Solar Facilities: To prevent over-concentration and maintain responsible development, new solar facilities should be spaced appropriately from existing ones, ensuring that no single area bears the disproportionate burden of multiple installations. This approach helps maintain the rural character of the county and ensures a balanced distribution of renewable energy infrastructure.
- High-Traffic Corridors and Scenic Areas: While proximity to transportation corridors can be advantageous for logistics, placing large solar facilities directly along high-traffic corridors may not be suitable due to potential visual impacts and disruption to the scenic or rural character of the area.

The county's zoning ordinance requires a Conditional Use Permit (CUP) for utility-scale solar facilities, ensuring that each proposed project is evaluated based on its specific location and potential impacts on surrounding land uses. The zoning ordinance also includes guidelines for the development, construction, operation, and decommissioning of solar energy facilities, with a focus on protecting natural resources and preserving the rural character of the county.

While utility-scale solar is a key focus, the county also recognizes the benefits of smaller-scale solar installations, such as rooftop solar or small ground-mounted systems. These smaller projects are encouraged in both residential and commercial areas, to facilitate their development. These installations and other renewable energy options can contribute to the county's renewable energy goals without the extensive land use impacts associated with larger facilities.

Effective management and coordination of solar energy projects by the county and towns is essential to align with local land use policies and the goals of the comprehensive plan. Preferred and non-preferred areas for solar development, as well as specific considerations such as topography, proximity to other solar facilities, and the suitability of the land, will guide future land use decisions regarding solar energy. Stakeholders are encouraged to refer to the zoning ordinance and contact the Planning Office for more detailed information on solar energy regulations and land use considerations.

Zoning

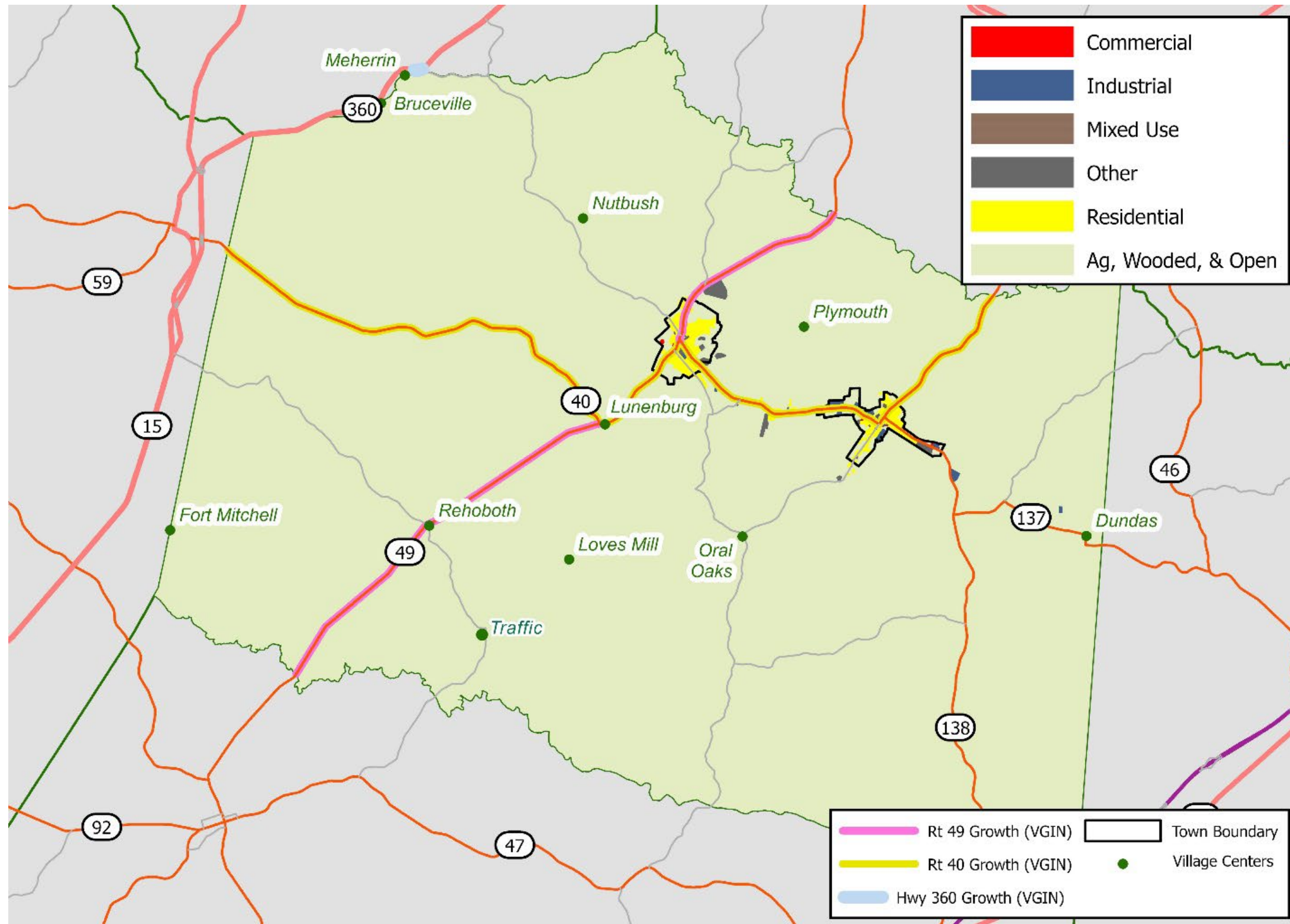
The maps on the following pages reflect a generalized presentation of existing zoning within the county and towns. Upon adoption of the Joint Comprehensive Plan, the Planning Office will initiate a project to create official zoning maps. The maps will include detailed zoning districts, conditional uses, special exceptions, site plan approvals, and approved variances for the county and towns.

Summary

In brief, Lunenburg County is predominantly rural with a strong emphasis on agriculture and forestry. The existing land use and future planning efforts aim to balance growth with the preservation of the county's rural character and the unique qualities of the towns. By leveraging the county's unique features, such as its agricultural land, timberland, and special community assets, Lunenburg is well-positioned to foster sustainable development while maintaining its economic and social viability.

The Towns of Kenbridge and Victoria, with their public utilities and concentrated business services, serve as growth areas, complementing the county's rural landscape. The ongoing and future planning initiatives will continue to guide land use decisions, ensuring they align with the community's goals and aspirations, fostering a harmonious relationship between the county and the towns.

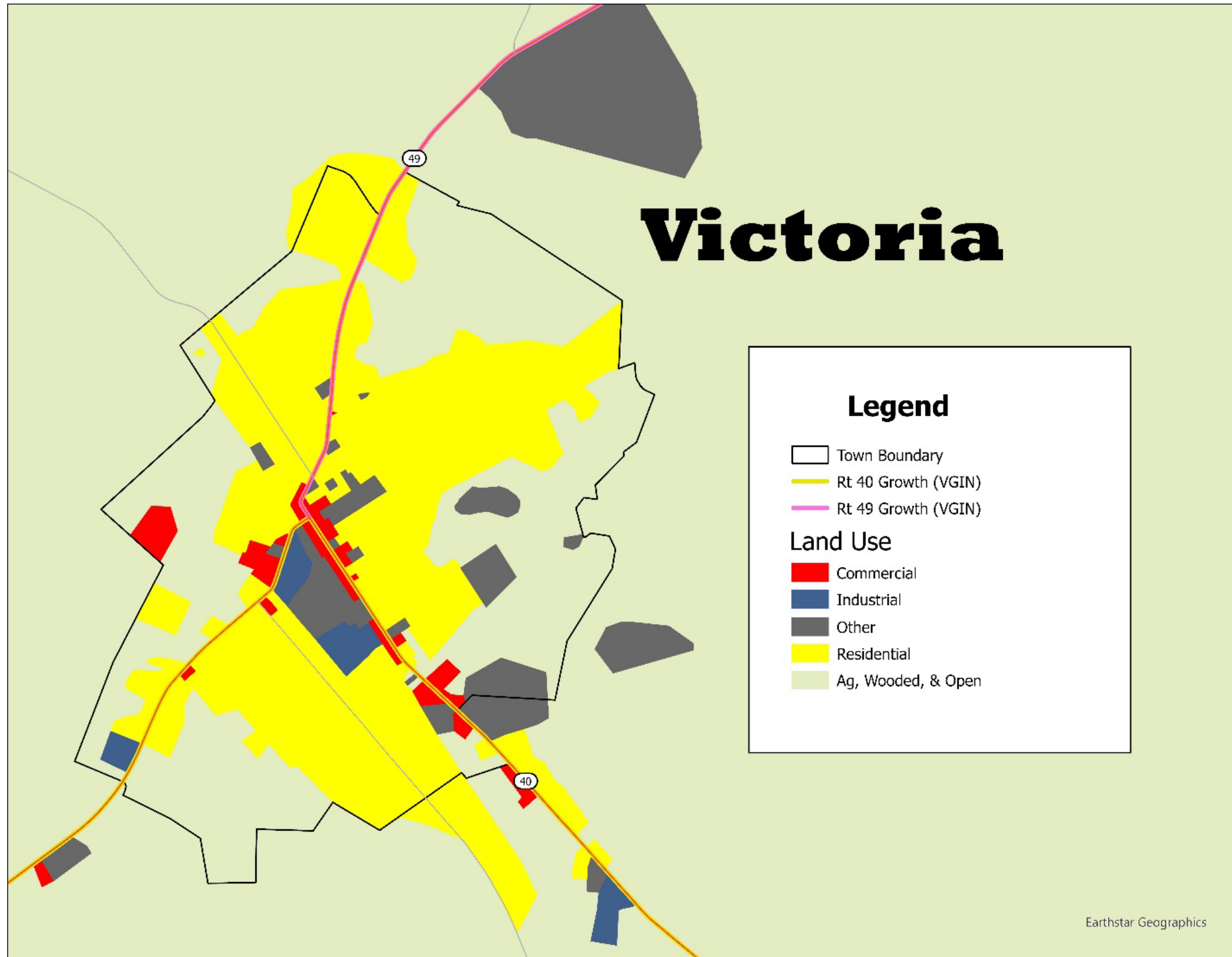
Lunenburg County Zoning Map



Developed by: Commonwealth Regional Council & Southside Planning District Commission Sept. 2024

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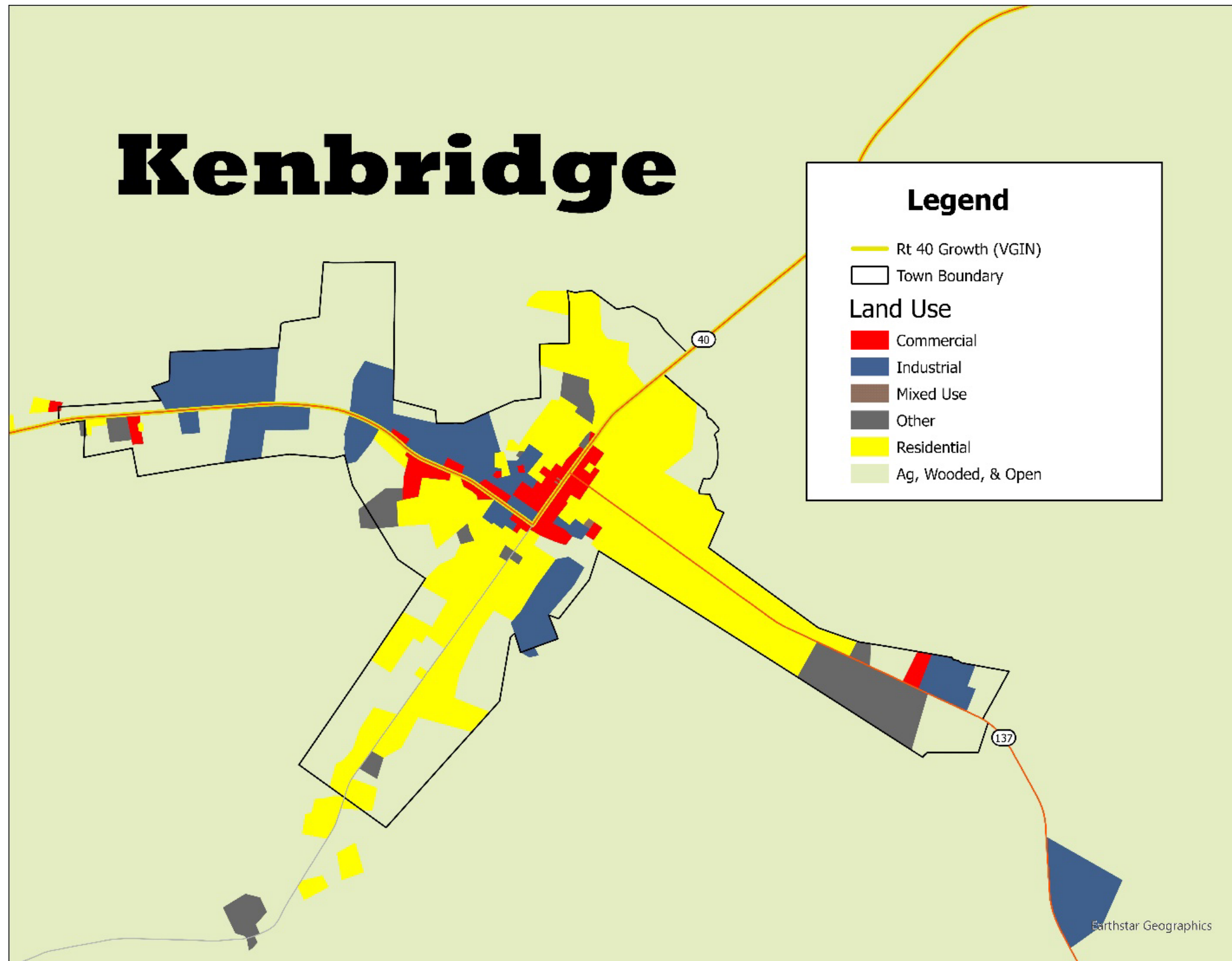
Town of Victoria Zoning Map



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Town of Kenbridge Zoning Map



Developed by: Commonwealth Regional Council & Southside Planning District Commission Sept. 2024



Chapter VI

Special Policy Areas

VI. Special Policy Areas

Introduction

This section outlines the special policy areas identified during the comprehensive planning process for Lunenburg County, the Town of Kenbridge, and the Town of Victoria. These areas were selected through community meetings, citizen surveys, and input from the comprehensive plan joint working committee. The objective is to provide guidelines for future growth and development while preserving the rural character and quality of life that are fundamental to these communities.

The special policy areas covered include:

1. Preserving Rural Character and Agricultural Heritage
2. Water Resource Protection and Environmental Stewardship
3. Zoning and Subdivision Ordinance Revisions for Smart Growth
4. Corridor Development and Infrastructure Enhancement
5. Village Center Areas and Community Development
6. Responsible Renewable Energy Development
7. Affordable Housing Development
8. Economic Development and Quality of Life
9. Addressing Population Trends and Community Vitality

Policy Area 1: Preserving Rural Character and Agricultural Heritage

Background:

Lunenburg County, Kenbridge, and Victoria are deeply rooted in its agricultural traditions and forested landscapes, which are central to the region's identity and way of life. The expansive agricultural lands, dense forests, and small, close-knit communities are not only defining characteristics but also crucial elements of the local economy, particularly through agriculture and forestry industries. These industries support a way of life that has been passed down through generations, shaping the cultural and economic fabric of the county.

The preservation of these lands could be considered essential for maintaining the rural charm and ecological health of the region. Agricultural lands produce a variety of crops and livestock, contributing significantly to the local economy while providing a scenic rural landscape that attracts visitors and new residents. The extensive forests in Lunenburg County offer economic benefits through timber production and recreational opportunities such as hunting, hiking, and wildlife observation. These forests also play a critical role in maintaining environmental health by providing habitat for wildlife, protecting water quality, and sequestering carbon, which could contribute to the county's overall sustainability efforts.

The open spaces, including meadows, wetlands, and natural preserves, enhance the scenic beauty of Lunenburg County, provide recreational spaces for residents, and support biodiversity. The

county's small communities and villages, which serve as social and economic hubs, contribute significantly to its rural charm. The spread-out nature of the population, with large tracts of undeveloped land between communities, helps maintain the rural feel that residents cherish and that attracts visitors seeking an escape from more urbanized areas.

However, Lunenburg County has been experiencing a population decline, which presents its own unique challenges. As the population decreases, there may be less immediate pressure to develop agricultural lands for residential or commercial uses, but this decline could also lead to reduced economic activity and diminished tax revenues, making it more difficult to maintain infrastructure and services. Furthermore, there is the possibility that one major industry or a few large-scale industries could disrupt the existing balance by either overburdening local resources or altering the rural landscape in ways that are not easily reversible. Balancing the need for economic development with the preservation of the county's rural character could be crucial to ensuring long-term sustainability and maintaining the quality of life that residents value.

Recommendations:

Strategic Conservation Efforts: To preserve the rural character and agricultural heritage of Lunenburg County, strategic conservation efforts are essential. The use of conservation easements, alongside programs like Purchase of Development Rights (PDR) and Transfer of Development Rights (TDR), can help protect key agricultural lands and open spaces. These tools help maintain large tracts of farmland and forest, preventing fragmentation and supporting the continued viability of agriculture and forestry. Proposed conservation easements will require Planning Commission review and acceptance to ensure they comply with Virginia Code § 10.1-1010 and align with the Comprehensive Plan's goals. Establishing a formal application process, including associated fees, will reduce ambiguity in the review process. Collaboration with state and federal programs to secure funding, and identifying specific target areas for conservation in consultation with landowners and other stakeholders, will further enhance these efforts.

Broadband Infrastructure Expansion: The expansion of broadband infrastructure could also play a role in preserving rural character by supporting modern agricultural operations, home-based businesses, and telecommuting. Prioritizing broadband development, particularly in rural areas, might help integrate technological advances into traditional agricultural practices, thereby enhancing efficiency without compromising the rural lifestyle. This expansion could be strategically linked with available state and federal funding opportunities aimed at supporting rural economies.

Comprehensive Rural Design Guidelines: Moreover, the development of comprehensive rural design guidelines might be key to ensuring that any new developments are harmoniously integrated into the existing landscape. These guidelines could support traditional land use patterns, such as clustered developments that preserve open space and discourage sprawl. They might include recommendations on appropriate building materials, landscaping, lighting, and signage that are consistent with the rural environment. Revising zoning ordinances to align with these guidelines could further support the goal of maintaining Lunenburg's rural character.

Community Education Initiatives: Community education initiatives could be an effective way to promote the benefits of land conservation and the preservation of rural character. Workshops and outreach programs might be developed to inform landowners about the opportunities available through conservation programs and sustainable agricultural practices. Additionally, promoting rural tourism might serve as a strategy to support the local economy while highlighting and preserving the county's unique rural character. In this regard, leveraging the county's growing trail network could be particularly impactful. Expanding and promoting the trails as part of a broader rural tourism initiative could attract visitors seeking outdoor recreation opportunities, encourage local spending, and connect visitors to the county's agritourism routes, historical sites, and local businesses. These trails could also serve as vital links between communities, enhancing connectivity while maintaining the county's rural integrity.

Coordination with Towns: Coordination with the towns of Kenbridge and Victoria could be important in managing growth areas to ensure that development is directed towards areas with adequate infrastructure, thereby protecting rural lands from unnecessary sprawl. Establishing mechanisms to resolve potential land use conflicts between town and county jurisdictions, especially in areas where urban and rural land uses intersect, might also be beneficial.

Policy Area 2: Water Resource Protection and Environmental Responsibility

Background:

Water resources in Lunenburg County, including its rivers, streams, wetlands, and groundwater, are vital for sustaining the region's natural environment and supporting the community's way of life. These resources are essential for local agriculture, which relies on a dependable water supply for crops and livestock. They also provide drinking water to residents, support recreational activities, and contribute to the ecological health of the area. The Meherrin River, along with numerous smaller streams and wetlands, plays a significant role in maintaining the county's agricultural productivity, biodiversity, and scenic beauty.

However, protecting these water resources is increasingly challenging due to development pressures, agricultural runoff, and industrial activities. Development near water bodies can lead to increased runoff and pollution if not carefully managed, while agricultural activities, though crucial to the local economy, can contribute to nutrient runoff and sedimentation. Industrial activities, particularly those involving large-scale extraction or production processes, pose additional risks to water quality through potential contamination or over-extraction of groundwater.

As Lunenburg County, along with the towns of Kenbridge and Victoria, seeks to maintain its rural character while accommodating necessary growth, it may be important to integrate best practices in water resource management. Protecting existing water sources and enhancing resilience against potential environmental changes, such as increased precipitation or drought, could be essential for ensuring that water resources remain viable for future generations.

Recommendations:

To preserve and enhance the water resources of Lunenburg County, Kenbridge, and Victoria, the county might consider focusing on strategies that integrate land use planning and regulatory measures into existing frameworks.

Vegetated Buffer Zones: Encouraging the establishment of vegetated buffer zones along rivers, streams, wetlands, and other water bodies could be a significant step in filtering pollutants, reducing runoff, and protecting water quality. The width of these buffer zones might vary depending on the intensity of nearby land uses, with wider buffers being particularly beneficial in agricultural or industrial areas. For example, a buffer zone could range from 50 to 200 feet, with native vegetation designed to stabilize soils, absorb nutrients, and provide habitat for wildlife. The county may consider updating existing land use regulations to incorporate flexible buffer guidelines, offering clear recommendations for landowners and developers. Additionally, fostering partnerships with the Natural Resources Conservation Service (NRCS) and the local Soil and Water Conservation District could support the establishment of these buffer zones, providing technical assistance and resources to landowners.

Public Education and Involvement: Public education and community involvement could be vital components of a successful water resource protection strategy. Engaging the community through public meetings, newsletters, social media, and local events could help raise awareness about water conservation and the importance of maintaining healthy water systems. The county might encourage volunteer activities such as stream cleanups, water quality monitoring, and the maintenance of buffer zones, fostering a sense of stewardship among residents.

Regional Coordination: Coordinating with regional planning efforts could offer additional opportunities for protecting water resources. By working with neighboring counties, state agencies, and non-profit organizations, Lunenburg County could participate in broader water management strategies that address shared challenges. This regional approach could provide access to additional resources, technical expertise, and funding opportunities, enhancing the county's ability to protect its water resources effectively.

Policy Area 3: Zoning and Subdivision Ordinance Revisions for Smart Growth

Background:

Zoning and subdivision ordinances are foundational tools for guiding development and land use in Lunenburg County and the towns of Kenbridge and Victoria. These ordinances play a critical role in shaping the community's long-term vision, ensuring that development aligns with the county's goals of preserving rural character, protecting natural resources, and promoting sustainable growth. By proactively updating these ordinances, the county can address emerging trends and future needs, ensuring that development continues to enhance the quality of life for residents.

Recent trends, such as the inclusion of manufactured housing as an affordable housing option and the rise of short-term rentals, present both challenges and opportunities. These trends have

the potential to contribute positively to the local economy and housing availability if managed thoughtfully. However, without careful regulation, they could also disrupt the existing character of neighborhoods and lead to issues such as housing shortages or community fragmentation.

Smart growth principles, which emphasize sustainable development, efficient land use, and the preservation of open space, should guide these updates. By encouraging development in areas with existing infrastructure and promoting mixed-use districts where appropriate, the county can ensure that future growth complements its rural charm and infrastructure capabilities. This approach also involves discouraging sprawl that could detract from the county's agricultural and natural landscapes.

Recommendations:

To ensure that zoning and subdivision ordinances effectively support the county's long-term vision, Lunenburg County might consider incorporating smart growth principles that align with its rural character and community goals.

Promoting Higher-Density Development: Updating zoning regulations to promote higher-density development in areas with existing infrastructure could help preserve rural areas for agriculture and open space. This strategy might include offering incentives for infill development, encouraging new housing and businesses within already developed areas, thereby reducing the need to expand into undeveloped rural land.

Creating Mixed-Use Districts: Exploring the creation of mixed-use districts in select areas could also be beneficial, allowing for a combination of residential, commercial, and public uses that support walkability and reduce reliance on automobiles.

Integrating Manufactured Housing: Integrating manufactured housing into a variety of residential districts could enhance affordable housing options while maintaining community character. Adjusting zoning regulations to allow for these homes in suitable areas, with design guidelines that ensure compatibility with existing housing, could help address housing needs without compromising the aesthetic and functional integrity of neighborhoods.

Regulating Short-Term Rentals: Developing specific regulations for short-term rentals could help balance the economic benefits of tourism with the need to preserve affordable housing and community stability. These regulations might include requirements for permitting, occupancy limits, and standards for maintaining neighborhood character. For example, limiting the concentration of short-term rentals in residential areas could help prevent potential disruptions to long-term housing availability and ensure that neighborhoods continue to serve their intended purpose.

Emphasizing Conservation in Subdivision Design: Adopting subdivision design standards that emphasize the conservation of natural features and the integration of green spaces could be crucial in maintaining the county's rural character while allowing for responsible development. These standards might include guidelines for clustering homes to preserve open spaces, reduce infrastructure costs, and create more walkable neighborhoods. Developments could be designed

to minimize land disturbance, protect existing trees and water features, and incorporate shared green spaces that enhance community interaction and environmental quality.

Reviewing Zoning Districts: A comprehensive review of zoning districts might be considered to ensure they align with current and anticipated land use needs. This review could include examining lot size and setback requirements to ensure they support the community’s goals of preserving open space and maintaining rural character. Any revisions should aim to promote sustainable growth while protecting valuable resources and preserving the unique character of Lunenburg County.

Fostering Partnerships: Finally, fostering partnerships among government, citizens, property owners, and developers could be vital for the successful implementation of these updates. Engaging stakeholders in the planning process might ensure that the revised ordinances are practical, widely supported, and effective in guiding future development in a way that benefits the entire community. Strengthening these partnerships could also help identify and leverage resources for ongoing planning and development efforts, ensuring that Lunenburg County and the towns of Victoria and Kenbridge remain resilient and vibrant in the years to come.

Policy Area 4: Corridor Development and Infrastructure Enhancement

Background:

The major transportation corridors in Lunenburg County, including U.S. Route 360 and several key state routes, are crucial for supporting connectivity, economic development, and the overall quality of life in the region. These corridors serve as vital arteries for the movement of people and goods, linking the county’s towns of Kenbridge and Victoria with neighboring regions and facilitating access to local businesses, services, and recreational opportunities. The strategic development of these corridors presents significant opportunities for attracting industries, such as renewable energy projects, manufacturing, and technology firms, which can leverage existing infrastructure while contributing to the county’s economic resilience.

Effective management of development along these corridors is essential to ensure that growth is orderly, sustainable, and beneficial to the community. This involves balancing the need for economic development with the preservation of scenic qualities, traffic safety, and environmental sustainability. Careful planning is required to prevent the negative impacts of uncontrolled development, such as traffic congestion, loss of rural character, and strain on existing infrastructure. By promoting strategic corridor planning, Lunenburg County can maximize the potential of these areas while safeguarding the community’s long-term interests.

Recommendations:

To guide the sustainable development of Lunenburg County’s transportation corridors, a multifaceted approach that integrates strategic planning, infrastructure enhancement, and environmental stewardship could be considered.

Identifying and Promoting Development Corridors: Identifying and promoting specific development corridors that are well-supported by existing infrastructure might be the first step. By concentrating growth in these areas, the county could optimize the use of public resources, enhance the efficiency of land use, and protect rural landscapes from the adverse effects of sprawl. This strategy could involve designating key corridors for industrial and commercial development, supported by detailed land use plans that align with the county’s long-term vision.

Implementing Access Management Policies: Implementing access management policies along these corridors could be another critical strategy for reducing traffic congestion and improving safety. These policies might include controlling the number and placement of access points and encouraging the development of frontage roads. Such measures could help maintain the capacity and safety of the transportation network while preserving the visual quality of the corridors. Additionally, establishing buffer zones along transportation routes could reduce noise, separate developments from the roadways, and maintain the scenic integrity of these areas, which are often the first impression visitors have of the county.

Leveraging the Enterprise Zone Program: To attract major industries, such as technology firms and renewable energy projects, to designated corridors, the county might consider leveraging its existing Enterprise Zone program, which offers a unique advantage for economic development. This program provides targeted incentives, including tax breaks, expedited permitting processes, and infrastructure improvements that are specifically designed to align with the needs of prospective industries. For instance, enhancing road access, expanding utility services, or upgrading telecommunications infrastructure within the Enterprise Zone could make these areas even more attractive to potential investors. Highlighting and promoting the benefits of the Enterprise Zone could significantly bolster the county’s efforts to support economic diversification and encourage sustainable growth.

Encouraging Mixed-Use Developments: In addition, encouraging mixed-use developments along key corridors could support the creation of vibrant, economically diverse communities. By combining residential, commercial, and industrial uses within designated nodes, the county could reduce the need for long commutes, enhance land use efficiency, and foster a stronger sense of place. This could involve developing detailed corridor plans that identify specific growth nodes, assess the suitability of various land uses, and address infrastructure needs, all while considering environmental impacts and community goals.

Prioritizing Infrastructure Investments: Lastly, prioritizing infrastructure investments in designated corridors could ensure that development is well-supported by necessary services. This might include road improvements, the expansion of public utilities, and the development of community facilities that enhance the quality of life for residents. By aligning infrastructure investments with the county’s growth strategy, Lunenburg County could manage growth sustainably while preserving its rural character and valuable environmental resources.

By integrating these strategies, Lunenburg County and the towns of Kenbridge and Victoria can effectively manage development along its transportation corridors, ensuring that growth is well-planned, sustainable, and aligned with the community’s vision. This comprehensive approach

could help the county remain a desirable place to live, work, and invest, fostering a prosperous and sustainable future for its residents.

Policy Area 5: Village Center Areas and Community Development

Background:

Village centers in Lunenburg County and the towns of Kenbridge and Victoria are vital to the community's social and economic fabric. These centers serve as hubs where residential, commercial, and public uses converge, creating spaces that foster a strong sense of community identity. Historically, these areas have been the focal points of local life, embodying the rural character and small-town charm that define the region. As the county and towns face new challenges such as population changes, economic shifts, and the growing demand for modern amenities, it is essential to strengthen these village centers by maximizing existing resources, seeking external funding, and encouraging private investments.

Enhancing village centers not only preserves their historical significance but also ensures they continue to serve as vibrant centers of community life. This approach includes leveraging opportunities to improve infrastructure, expand broadband access, enhance transportation connectivity, and develop recreational amenities. Trails, parks, and green spaces contribute to residents' health and well-being, attract tourism, and increase property values, while high-speed internet is essential for supporting local businesses, educational needs, and modern lifestyles. By focusing on these priorities, Lunenburg County and its towns can balance growth with the preservation of their rural character, creating sustainable communities that cater to the needs of current and future residents.

Recommendations:

To ensure the continued vitality and sustainability of village centers in Lunenburg County, Kenbridge, and Victoria, it is important to strategically prioritize efforts, focusing on centers with the greatest potential for growth and impact. This approach allows for the efficient use of limited resources and the creation of successful models that can be replicated elsewhere over time.

Infrastructure Enhancements: Infrastructure improvements should focus on enhancing roads, public utilities, and community facilities within village centers. These efforts will help attract new businesses and residents while supporting the needs of the current population. Partnerships with state and federal agencies, along with private investments, should be actively pursued to support these enhancements.

Development of Recreational Amenities: The development of recreational amenities, such as parks, trails, and public green spaces, should be considered to promote outdoor recreation, community engagement, and tourism. These spaces can serve multiple purposes, from enhancing residents' quality of life to attracting visitors, thereby contributing to the economic vitality of the centers.

Expanding Broadband Access: Expanding broadband access is crucial to ensuring that village centers remain competitive and attractive for businesses and residents. Collaborating with private providers and seeking state and federal funding will be key strategies in equipping these centers with high-speed internet, which is essential for supporting local businesses, educational institutions, and modern living.

Enhancing Transportation Connectivity: Transportation connectivity should also be a focus, with efforts to improve roadways, pedestrian paths, and bicycle lanes to enhance access to services and amenities. A well-connected transportation network will drive economic growth and ensure that residents can easily access essential services without relying solely on personal vehicles for short trips.

Supporting Local Enterprises: Supporting local enterprises within village centers is vital for fostering entrepreneurship and job creation. The county and towns should create an environment that encourages private investment in small businesses and start-ups. This effort could be strengthened by promoting partnerships with the Longwood Small Business Development Center, which can provide valuable resources, including information on available grants, low-interest loans, and other forms of financial and technical assistance. By leveraging these partnerships, the county can help create vibrant economic hubs within village centers that serve as anchors for the community.

Promoting Mixed-Use Development: Promoting mixed-use development in village centers will further enhance their viability and attractiveness. By integrating residential, commercial, and public uses within these centers, the county can create dynamic communities where residents can live, work, and play without needing to travel long distances.

Improving Aesthetic and Environmental Quality: Finally, efforts should be made to maintain and improve the aesthetic and environmental quality of village centers. Low-cost or grant-funded improvements, such as landscaping, facade enhancements, and the installation of street furniture, can create inviting spaces that attract both residents and visitors. Incorporating sustainable practices, such as energy-efficient buildings and environmentally friendly public spaces, will contribute to the long-term resilience and appeal of these centers.

By adopting a strategic approach and focusing on leveraging existing resources and external funding opportunities, Lunenburg County, along with the towns of Kenbridge and Victoria, can ensure that their village centers develop into vibrant, economically viable, and culturally significant areas. This strategy promotes a balanced approach to development that respects the county's rural heritage while embracing future growth.

Policy Area 6: Responsible Renewable Energy Development

Background:

Recent interest in solar energy in the region highlights the need for thoughtful planning and active community engagement. With abundant sunlight and available land, the area is well-positioned for solar energy projects. As these projects expand, it is essential to consider the long-

term impacts on land use, community benefits, and the environment. While solar developments can generate lease income for landowners and boost tax revenues, they also raise concerns about property values, wildlife, and water quality, which must be carefully addressed.

Virginia's legislative framework, including the Virginia Clean Economy Act, emphasizes the importance of environmental safeguards and comprehensive impact assessments in solar development. Local governments, including Lunenburg County and the towns of Kenbridge and Victoria, have the authority to regulate solar projects through planning, ordinances, and siting agreements to ensure alignment with community goals and environmental standards.

Recommendations:

Strategic Site Selection and Density Considerations: Identify specific areas within the county that are suitable for solar energy development, prioritizing sites on previously disturbed lands, such as brownfields and abandoned industrial sites, to minimize impacts on agricultural lands and natural habitats. Prioritize locations near existing transmission lines and infrastructure to reduce the need for new developments. Establish guidelines on the density of solar projects to prevent overconcentration in any one area, including potential caps on the size of individual projects or a maximum percentage of land that can be dedicated to solar energy. This strategic approach will help maintain our area's rural character while supporting renewable energy goals.

Environmental and Agricultural Protections: Require solar energy developments to undergo comprehensive environmental impact assessments to identify and mitigate potential effects on water resources, wildlife habitats, and soil quality. Encourage or require developers to maintain portions of the land for agricultural use or incorporate dual-use practices, such as agrivoltaics, where solar panels and agricultural activities coexist. Adhering to state and federal standards for the construction and maintenance of solar installations will prevent issues such as soil erosion and stormwater runoff, ensuring that these projects do not negatively impact the environment.

Battery Storage Integration and Safety: Consider the integration of battery storage systems with solar projects to enhance energy reliability and support grid stability. Develop regulations that ensure battery storage systems are safely integrated, with appropriate measures for fire prevention, emergency access, and environmental protection.

Regulatory Framework and Compliance: Solar energy facilities must adhere to a comprehensive regulatory framework to ensure that development is consistent with local, state, and federal requirements. The county's Code of Ordinances provide the necessary guidelines for developers to follow. Regular monitoring and enforcement of these guidelines will ensure that solar projects meet community standards and environmental protections.

Cumulative Impact Consideration: Address the cumulative impact of multiple solar projects, particularly in areas where agricultural land is prominent. This could involve setting a maximum percentage of land in any given area that can be dedicated to solar energy, ensuring that agricultural and other critical land uses are not disproportionately affected. Regular monitoring and enforcement of these guidelines will help manage the overall impact on the county's landscape and resources.

Education and Awareness: Implement educational programs to inform the community about the benefits and challenges of solar energy, fostering public support and promoting the adoption of solar technology. These programs should highlight the economic, environmental, and social benefits of solar energy, as well as the importance of responsible development practices.

By incorporating these strategies and adhering to a robust regulatory framework, Lunenburg County can ensure that solar energy development contributes positively to the local economy, environment, and community well-being, aligning with broader state and national renewable energy goals while preserving the area's rural character and natural resources.

Policy Area 7: Affordable Housing Development

Background:

Affordable housing is essential for sustaining a diverse and resilient community in Lunenburg County and its towns of Kenbridge and Victoria. It ensures that residents of all income levels can access safe, decent, and reliable homes. As the county navigates the challenges of maintaining community stability and long-term growth, increasing the availability of affordable housing is critical to supporting community stability and attracting new residents.

Affordable housing is typically defined as housing costs that do not exceed 30-35% of a household's gross income, including taxes, insurance, and sometimes utility costs. In Lunenburg County, the affordability of housing is closely linked to the economic well-being of the community. As housing markets evolve, it is important to ensure that housing remains accessible to low- and moderate-income families, seniors, and young individuals who contribute to the local economy and community life.

Lunenburg County's unique circumstances present challenges in maintaining a sufficient supply of affordable housing. Addressing these challenges is essential to ensure that housing options remain accessible and supportive of the community's long-term well-being. The aging housing stock in the county requires attention, particularly in terms of maintenance and rehabilitation, to ensure that existing homes remain safe and affordable. Additionally, fostering the development of new affordable housing is vital for encouraging economic growth and providing options for current and future residents.

Recommendations:

Evaluate and Revise Zoning Ordinances: Lunenburg County should assess and, where necessary, revise its zoning and subdivision ordinances to facilitate the development of affordable housing. This may include allowing for higher density residential development in areas with existing infrastructure, such as water and sewer services. Updating zoning regulations to support a mix of residential types, including manufactured homes and accessory dwelling units (ADUs), can provide more affordable options while preserving the rural character of the community.

Incentivize Affordable Housing Development: The county and towns should consider creating incentives for private developers and non-profit organizations to build affordable housing. These incentives could include density bonuses, expedited permitting, and reduced development fees for projects that allocate a portion of units as affordable. Additionally, leveraging state and federal funding programs, such as the Low-Income Housing Tax Credit (LIHTC), can attract developers to invest in affordable housing projects.

Rehabilitation of Existing Housing Stock: To maintain and expand affordable housing, the county should prioritize the rehabilitation of its aging housing stock. Establishing grant or loan programs to assist homeowners with repairs and upgrades, particularly for low- and moderate-income households, will help keep existing homes safe, energy-efficient, and affordable. Collaborations with non-profit organizations and state agencies can provide additional resources for these efforts, ensuring that existing homes meet modern standards and remain viable housing options.

Promote Diverse Housing Types: Encouraging the development of various housing types that cater to different needs and income levels is crucial. This includes supporting manufactured housing as a viable and affordable option, particularly in areas where traditional housing may be less feasible. Revising zoning regulations to allow for the placement of manufactured homes and exploring opportunities for mixed-use developments can create vibrant communities that offer both housing and economic opportunities.

Facilitate Land Acquisition for Affordable Housing: The county should explore opportunities to acquire land for affordable housing development. This might involve identifying underutilized or surplus public lands, partnering with land trusts, or encouraging land donations from private owners. Securing land in strategic locations will enable the county to develop affordable housing that is well-integrated into the community and accessible to jobs, services, and transportation.

Public-Private Partnerships: Developing affordable housing requires collaboration between the public and private sectors. Lunenburg County should actively pursue partnerships with private developers, non-profit organizations, and financial institutions to pool resources and expertise. These partnerships can facilitate the development of affordable housing projects that are both financially viable and aligned with community needs.

Community Education and Engagement: Building community support for affordable housing initiatives is essential. The county should implement education and outreach programs to inform residents about the benefits of affordable housing and address common concerns. Public meetings, workshops, and informational campaigns can engage the community, foster dialogue, and build consensus around affordable housing strategies.

Ongoing Monitoring and Adaptation: Establishing a system for ongoing monitoring of housing needs and affordability trends will allow the county to adapt its strategies over time. Regular assessments of the effectiveness of affordable housing policies and programs will enable the county to respond to changing conditions, such as shifts in demographics, economic factors, and housing market trends.

By implementing these strategies, Lunenburg County, along with the towns of Kenbridge and Victoria, can ensure that affordable housing is available to all residents, supporting the county's goals of economic resilience, community stability, and the preservation of its rural character. This balanced approach will help create a more inclusive and vibrant community, where residents of all income levels can thrive.

Policy Area 8: Economic Development and Quality of Life

Background:

Economic development in Lunenburg County and its towns is essential for improving the quality of life for residents. The county's strategic location, availability of land, and strong sense of community provide a foundation for sustainable growth. However, development must be carefully managed to preserve the rural character that residents value and address critical needs such as job creation, affordable housing, and improved infrastructure.

Community feedback highlights several priorities for economic development. Residents have expressed a desire for more local job opportunities, especially in industries that align with the county's strengths, such as agriculture, renewable energy, and small-scale manufacturing. There is also a significant demand for improved infrastructure, including transportation, broadband, and public utilities, to support both economic growth and the daily lives of residents. The community values the preservation of its natural and rural environment, and there is a strong emphasis on maintaining the county's agricultural heritage while promoting new opportunities for growth.

The rise of short-term rentals presents both opportunities and challenges for the local economy. While these rentals can boost tourism and provide additional income for property owners, they also risk exacerbating housing shortages and altering the character of residential neighborhoods if not properly managed.

Recommendations:

Tourism and Short-Term Rentals: Develop a regulatory framework for short-term rentals that balances the economic benefits of tourism with the need to protect local housing markets and neighborhood character. This framework should include requirements for registration, occupancy limits, and zoning restrictions to ensure that short-term rentals do not disproportionately impact the availability of long-term housing or alter the character of residential areas. Additionally, promoting tourism through well-managed short-term rentals can contribute to the local economy while preserving the county's rural charm.

Industry Attraction Incentives: Create targeted incentives to attract industries that align with Lunenburg County's strengths, such as renewable energy, agriculture, and small-scale manufacturing. These incentives could include tax abatements, infrastructure improvements, and workforce development programs tailored to the specific needs of these industries. Encouraging industries that are compatible with the county's rural character will help create jobs and stimulate economic growth without compromising the community's values and landscape.

Infrastructure Investment: Prioritize investments in critical infrastructure, including transportation networks, broadband expansion, and public utilities, to support economic growth and improve residents' quality of life. Pursuing state and federal grants, as well as public-private partnerships, will be essential to funding these initiatives. Improved infrastructure will not only attract new businesses but also enhance the daily lives of residents by providing better access to services, education, and employment opportunities.

Support for Small Businesses: Provide comprehensive resources and support for small businesses, including access to financing, technical assistance, and marketing support. Establishing business incubators and offering grant programs can help strengthen the local economy, create jobs, and enhance the vibrancy of village centers and rural areas alike. Additionally, fostering a supportive network for local entrepreneurs can help them thrive and contribute to the community's economic resilience.

Workforce Development: Invest in workforce development programs in collaboration with local educational institutions to ensure residents have the skills needed for future jobs. This includes offering training and certification programs in high-demand fields, enhancing vocational education, and creating apprenticeship opportunities to bridge the skills gap. Developing a skilled workforce will make Lunenburg County more attractive to potential employers and support long-term economic growth.

Promotion of Renewable Energy and Sustainability: Support the development of renewable energy projects, such as solar energy, as part of the county's economic development strategy. Encouraging the use of renewable energy can create jobs, generate lease income for landowners, and increase tax revenue. Developing guidelines and incentives for renewable energy projects will attract investment in this sector while promoting sustainability and energy independence.

Community and Economic Partnerships: Build strong partnerships with regional and state economic development organizations to leverage additional resources and expertise. Collaborating with neighboring counties, local chambers of commerce, and economic development agencies will enhance Lunenburg County's economic development efforts. Additionally, developing a comprehensive marketing strategy to promote Lunenburg County as a desirable place to live, work, and invest will attract new businesses and residents, showcasing the county's strengths, such as its natural beauty, quality of life, and economic opportunities.

Preservation of Rural Character: Ensure that economic development efforts are aligned with the preservation of Lunenburg County's rural character. This can be achieved by promoting industries that are compatible with the rural landscape, supporting agricultural and forestry sectors, and encouraging the development of rural tourism. By maintaining the county's distinctive identity, Lunenburg can attract residents and businesses that value its unique environment and community.

By incorporating these strategies, Lunenburg County can create a robust and diverse economy that supports the well-being of its residents and ensures sustainable growth. The county's approach to economic development should reflect its commitment to maintaining its rural

character while providing opportunities for economic prosperity and improved quality of life for all residents.

Policy Area 9: Addressing Population Trends and Community Vitality

Background:

Lunenburg County and its towns of Kenbridge and Victoria are facing the challenges associated with a declining population, a trend that has significant implications for the community's economic health, social structure, and overall vitality. Over the past two decades, the county has experienced a notable decrease in residents, with the population dropping from 13,146 in 2000 to 11,936 in 2020. Projections from the Weldon Cooper Center for Public Service indicate that this trend may continue, potentially reducing the population to 9,441 by 2050.

Several factors contribute to this trend, including an aging population, lower birth rates, and limited in-migration. The reallocation of incarcerated individuals in census counts, as required by Virginia law, further contributed to the population decline by removing those individuals from the county's official count. This change has also impacted the county's ability to secure federal funding. Despite recent improvements in broadband access, educational outcomes, and economic initiatives, the population is projected to shrink and age, posing challenges for maintaining a vibrant community.

To reverse these trends, Lunenburg County must implement strategies that enhance its appeal as a place to live, work, and raise a family. This requires not only improving economic opportunities and infrastructure but also creating a welcoming environment that encourages new residents to settle and stay.

Recommendations:

Economic Revitalization and Job Creation: Lunenburg County should prioritize economic revitalization efforts that create sustainable job opportunities and support local businesses. This includes promoting industries that align with the county's strengths, such as agriculture, renewable energy, and small-scale manufacturing. Recent successes, such as the Central Virginia Poultry Cooperative, highlight the potential for growth in these sectors. Establishing business incubators, providing incentives for start-ups, and investing in workforce development programs will help build a robust local economy that supports population growth.

Enhancing Quality of Life: Improving the quality of life for residents is crucial for addressing population decline. Lunenburg is making strides in expanding broadband infrastructure, which is essential for attracting businesses and supporting remote work opportunities. Further investments in transportation, public utilities, and recreational amenities will make the county more attractive to both current residents and potential newcomers. Enhancing educational outcomes and reducing chronic absenteeism in schools are also critical for attracting families and ensuring a strong future workforce.

Marketing and Promotion: Developing a comprehensive marketing strategy to highlight Lunenburg County's unique qualities is essential for attracting new residents. This strategy should emphasize the county's rural charm, affordability, and strong sense of community, as well as its improving infrastructure and proximity to larger urban centers. Collaborating with regional

and state tourism boards, real estate professionals, and local businesses will amplify these efforts and reach a broader audience.

Supporting Families and Youth: Retaining and attracting young families is key to reversing population decline. The county should enhance services that support families, such as expanding childcare options, improving access to quality education, and offering family-friendly recreational activities. Programs that engage youth, such as internships, apprenticeships, and leadership opportunities, can help keep young people invested in the community and more likely to remain in Lunenburg after completing their education.

Leveraging Remote Work Opportunities: The expansion of high-speed internet through initiatives like the Kinex project presents an opportunity for Lunenburg County to attract residents who seek a rural lifestyle but require connectivity to urban job markets. Developing co-working spaces or remote work hubs and promoting the county as an ideal location for remote workers, will contribute to population growth and economic resilience.

Community Building and Engagement: Strengthening community ties and fostering a sense of belonging are essential for maintaining population levels. The county should promote initiatives that encourage civic participation, volunteerism, and community involvement. These could include organizing local festivals, supporting neighborhood associations, and facilitating dialogue between residents and local government. A strong, supportive community can make residents feel more connected and less likely to leave.

Monitoring Population Trends: Establishing a system for ongoing monitoring of population trends and demographic changes will allow the county to adapt its strategies over time. Regular assessments of the effectiveness of initiatives aimed at addressing population decline will enable Lunenburg County to respond proactively to emerging challenges and opportunities, ensuring that the community remains vibrant and sustainable.

By implementing these strategies, Lunenburg County, along with the towns of Kenbridge and Victoria, can address the challenges of population decline and foster a thriving, resilient community. This comprehensive approach will help ensure that Lunenburg County remains an attractive place to live, work, and invest, preserving its unique character while embracing opportunities for growth and revitalization.



Chapter VII

Goals, Objectives, and Strategies

VII. Goals, Objectives, and Strategies



A. Introduction

The development of goals, objectives and strategies is necessary to produce a coordinated and consistent set of guidelines for future decision making. The following goals, objectives, and strategies should be considered guidelines toward plan implementation for the future development of Lunenburg County, the Town of Kenbridge and the Town of Victoria. They are intended to be flexible guidelines for management purposes.

A goal is a general statement signifying what the County and Towns intend to accomplish over a long period of time. For community planning, this period is normally twenty years. Goals are determined after the issues facing a community are identified.

Objectives are more specific statements of measurable steps that can be taken toward achieving a goal and are typically viewed as being applied over a much shorter time—say, one to five years.

A strategy is a definite course of action chosen from alternatives to guide present and future decisions in the accomplishment of objectives. Strategies should be considered as guidelines for the future, which may be changed and updated as circumstances warrant. New strategies could, and should, be added whenever the need becomes apparent that the direction of the County and Towns is changing.

The driving force toward goal accomplishment will be the political bodies of Lunenburg County, the Town of Kenbridge and the Town of Victoria. It is imperative that the Lunenburg Board of Supervisors, the Lunenburg Planning Commission, the Kenbridge Town Council, the Kenbridge Planning Commission, the Victoria Town Council and the Victoria Planning Commission remain aware of issues relating to safety, homeland security, job creation and retention, the encouragement of youth to remain in the locality, retirement goals for senior citizens, awareness of technology and its implementation, and other ongoing issues as they surface.

The goals and objectives listed in this section are based on the needs and desires of the County and Towns as determined in the inventory and analysis sections and citizens' ideas expressed in written opinion surveys and at public meetings. Adopted goals and objectives are intended to be flexible guides for the management of the County and the Towns. All parties need to consider how their actions will impact the surrounding areas, both immediately adjacent to the Towns and the County as a whole.

B. Economy and Employment

GOAL: Promote the expansion of a diversified economy.

Objective 1: Encourage quality industries to locate within the County and Towns.

Strategy 1: Maintain and promote the County and Towns' industrial parks.

Strategy 2: Work with interest groups to attract new industries to the locality. Encourage industries to locate in the industrial parks or in areas where they are compatible with adjacent uses.

Strategy 3: Promote new investment and commercial development in Kenbridge and Victoria and other industrial areas in Lunenburg County.

Objective 2: Provide adequate land and resources for commercial and industrial uses.

Strategy 1: Maintain and promote the County and Towns' industrial parks.

Strategy 2: Encourage the rehabilitation and use of existing vacant structures for commercial use as an alternative to building new structures.

Strategy 3: Support beautification and improvement programs in the downtown areas, such as general cleanup, joint advertising efforts, removal of unsightly outside advertisements and sign improvements in order to provide stable and attractive commercial locations.

Strategy 4: Research, determine suitability and encourage the use of all available State and Federal grant and incentive programs in economic development endeavors.

Strategy 5: Guide community and industrial uses into areas with adequate public utilities and transportation access.

Objective 3: Improve employment opportunities for all residents; capitalize on technology as a means to create high-paying, sustainable jobs.

Strategy 1: Liaise with local colleges/universities to encourage job training and educational opportunities, to include a workforce development center.

Strategy 2: Encourage the retention and expansion of existing businesses and industries.

GOAL: Encourage and promote tourism.

Objective 1: Develop, enhance and promote activities and attractions that will better utilize the tourism potential of the County and Towns.

Strategy 1: Develop and promote new facilities while continuing to enhance and promote existing attractions.

Strategy 2: Work to further advance information disbursement of the local historic areas, as well as locations of stops on educational and Civil War trails.

Strategy 3: Develop and implement a Tourism Strategic Plan.

C. Land Use

GOAL: Promote a balance of land uses that meet economic and demographic needs of Lunenburg County, the Town of Kenbridge and the Town of Victoria.

Objective 1: Provide land areas for orderly and efficient growth.

Strategy 1: Update County and Towns existing zoning regulations to designate areas best suited for residential, commercial, industrial, and other types of uses.

Strategy 2: Adopt zoning regulations designed to prevent disorderly development and guide desired growth.

Objective 2: Retain the single-family character of the County of Lunenburg, the Town of Kenbridge and the Town of Victoria while providing a variety of residential uses.

Strategy 1: Promote single-family development in those areas designated as low-density in the Towns of Kenbridge and Victoria.

Strategy 2: Encourage multi-family uses in designated medium density areas where access to major streets and community services and utilities are available.

Strategy 3: Buffer residential uses from commercial and industrial uses.

Strategy 4: Encourage commercial uses inside the downtown areas of the Towns, or on the main thoroughfares in the Towns.

Objective 3: Provide for stable and attractive downtown areas that meet the needs of the communities.

Strategy 1: Promote new investment and commercial development in downtown areas of the Town of Kenbridge and the Town of Victoria.

Strategy 2: Support beautification and improvement programs in the downtown areas, such as general cleanup, joint advertising efforts, removal of unsightly outside advertisements and sign improvements to provide stable and attractive commercial locations.

Strategy 3: Study the downtown business districts to determine what improvements are needed, such as adding parking, benches and repairing

buildings. This will make the downtown business district a more attractive and appealing location for shoppers.

Strategy 4: Encourage the placement of utilities in commercial areas either underground or along rear alleys.

Strategy 5: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Objective 4: Encourage quality industries to locate within the County and Towns.

Strategy 1: Encourage industries to locate in the County and Towns' industrial parks or in areas where they are compatible to adjacent uses.

Strategy 2: Guide community and industrial uses into areas with adequate public utilities and transportation access.

Strategy 3: Work with interest groups to attract new industries to the locality. Encourage industries to locate in the industrial parks or in areas where they are compatible to adjacent uses.

Strategy 4: Liaise with the Chamber of Commerce, and other parties, to promote the area to environmentally friendly industries.

Strategy 5: Promote new investment and commercial development in downtown Kenbridge and Victoria and other commercial areas.

Objective 5: Preserve historical sites in Lunenburg County, the Town of Kenbridge and the Town of Victoria.

Strategy 1: Identify all sites worthy of historical preservation.

Strategy 2: Encourage historical sites worthy of preservation be designated on the National Register for Historical Places to allow tax breaks for developers and property owners.

Strategy 3: Seek appropriate use of vacant buildings.

Strategy 4: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs in historical preservation.

Objective 6: Promote a clean-living environment.

Strategy 1: Eliminate litter in the County and Towns through enforcement and clean-up efforts.

Strategy 2: Work with the Chamber of Commerce to promote the area to environmentally friendly industries.

D. Housing

GOAL: Preserve the integrity of residential neighborhoods and encourage an adequate supply of good quality, affordable housing for all residents.

Objective 1: Encourage the rehabilitation of dilapidated housing; discourage housing neglect.

Strategy 1: Draft/adopt and enforce more stringent codes to address dilapidated housing and unsightly conditions.

Strategy 2: Provide incentives (tax breaks, etc.) for property owners to repair substandard houses in the Towns of Kenbridge and Victoria.

Strategy 3: Encourage the use of all available State and Federal grants and incentive programs.

Objective 2: Maintain suitable housing and improve substandard housing.

Strategy 1: Prepare and maintain a detailed inventory of housing types and conditions.

Strategy 2: Encourage the rehabilitation of deteriorated housing.

Strategy 3: Encourage that abandoned or dilapidated housing be dismantled.

Strategy 4: Ensure the building code is enforced to prevent unsafe or below standard structures from being built.

Strategy 5: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Objective 3: Promote the provision of adequate housing for low-income and elderly persons.

Strategy 1: Work with local, state and federal agencies to identify and obtain technical assistance and funding for housing activities.

Strategy 2: Encourage developers to construct new housing units to replace those unfit for human habitation.

Strategy 3: Restrict the encroachment of incompatible activities and uses or other blighting influences in residential neighborhoods.

Strategy 4: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Strategy 5: Support manufactured housing as a viable affordable housing option by preserving existing communities, identifying suitable locations for new developments and subdivisions, and leveraging available state and federal funding programs to maintain quality and affordability.

E. Transportation

GOAL: Strengthen and expand public transportation.

Objective 1: Improve access to public buses.

Strategy 1: Consider adding more routes, schedules and stops for the Town and County Bus System.

Strategy 2: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Objective 2: Promote and enhance public transportation for groups that need such services.

Strategy 1: Assist local charitable and social service agencies to provide and/or improve transportation services for the elderly and handicapped.

Strategy 2: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

GOAL: Improve traffic flow; provide better movement of vehicles through Lunenburg County, the Town of Kenbridge and the Town of Victoria.

Objective 1: Provide alternate routes through the Towns with better traffic control.

Strategy 1: Implement alternative traffic patterns, including new streets that are designed so through traffic will bypass present or future residential areas.

Strategy 2: Reprogram traffic signals where appropriate.

Strategy 3: Ensure ongoing studies of traffic and intersections; make recommendations for improving traffic flow and safety for the protection of residential areas.

Strategy 4: Encourage adequate off-street parking facilities for all new business and industry.

Strategy 5: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

GOAL: Provide a safe and adequate transportation system for the movement of people, goods and services within the County and Towns.

Objective 1: Provide and maintain adequate vehicular and pedestrian facilities.

Strategy 1: Work with the Virginia Department of Transportation (VDOT) to identify needed secondary road improvements for the County and Towns as part of the Six Year Highway Improvement Plan.

Strategy 2: Encourage that new streets are designed so through traffic will bypass present or future residential areas.

Strategy 3: Encourage off-street parking facilities for all new business and industry.

Strategy 4: Maintain, through VDOT, sidewalks, curbs and gutters throughout the Towns, assuring that they meet ADA requirements. Replace sidewalks, curbs and gutters that do not meet those guidelines.

Strategy 5: Maximize citizen participation in planning for transportation activities.

Strategy 6: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Objective 2: Promote alternative forms of transportation other than private automobiles.

Strategy 1: Encourage ride sharing, bussing and van pooling.

Strategy 2: Assist local charitable and social service agencies to provide transportation services for the elderly and handicapped.

Strategy 3: Encourage the development and use of pedestrian/bike/equestrian paths in the County and Towns. Seek grant funds for such projects.

Strategy 4: Adopt by reference, as part of this Joint Comprehensive Plan, the 2010 CRC Regional Bicycle Plan (adopted by Lunenburg County in September 2018; by the Town of Kenbridge in July 2018; and, by the Town of Victoria in

September 2018), specifically those portions that relate to bicycle routes within the County and Towns limits.

Strategy 5: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Objective 3: Encourage the development of the maximum potential of the Lunenburg County Airport.

Strategy 1: Pursue improvements including: the addition of more hanger space to accommodate more aircraft; and the development of emergency generators to serve the airport in times of power outage.

Strategy 2: Optimize available space to accommodate maximum usage, such as more efficient gate utilization or different types of technology.

Strategy 3: Seek grant funding from the Virginia Department of Aviation and the Federal Aviation Administration for needed airport improvements.

Strategy 4: Encourage the development of public infrastructure (water, sewer, telecommunications, electrical power, etc.) serving the Airport and surrounding grounds.

Strategy 5: Encourage the improvement of road facilities from major points of origin to the Airport (Town of Kenbridge, Town of Victoria, Lunenburg Courthouse area, and points beyond).

Strategy 6: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Strategy 7: Marketing and promotion strategies will target existing and future businesses at the airport.

F. Natural Resources

GOAL: Protect and preserve the natural resources of the community.

Objective 1: Prevent development in areas of critical environmental importance.

Strategy 1: Restrict development in flood plains, swamps and drainage ways.

Strategy 2: Restrict development on soils that will not adequately support structures.

Strategy 3: Determine where improvements are needed to the storm water drainage structures.

Strategy 4: Identify and protect all open spaces which have recreational potential, or which would enhance the environment in Lunenburg County, the Town of Kenbridge and the Town of Victoria.

Strategy 5: Promote the preservation and planting of trees, shrubs and other natural foliage.

Strategy 6: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

GOAL: Ensure residents have adequate recreational opportunities.

Objective 1: Encourage recreational opportunities for County and Town residents.

Strategy 1: Develop recreational facilities appropriate for and accessible to all citizens.

Strategy 2: Encourage participation and continuance of County and Town functions and activities.

Strategy 3: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

GOAL: Provide more activities for youth and teens.

Objective 1: Establish an indoor facility for youths and teens to use for recreational events.

Strategy 1: Locate space and secure funding for an indoor youth/teen facility.

Strategy 2: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

GOAL: Provide activities for senior citizens.

Objective 1: Establish a recreational facility for senior citizens.

Strategy 1: Locate space and secure funding for an indoor senior citizen facility.

Strategy 2: Liaise with local medical facilities, the Lunenburg County Health Department, and local community centers to develop activity centers.

Strategy 3: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

GOAL: Utilize the Nottoway River and the Meherrin River as a venue for recreational use, while protecting the watersheds.

Objective 1: Provide recreational opportunities related to the rivers for residents and visitors. Encourage efforts to preserve the rivers' habitat.

Strategy 1: Work with interested groups to develop and implement programs and activities such as tree plantings, river cleanups, and educational forums.

Strategy 2: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

G. Community Facilities and Services

GOAL: Provide community facilities and services consistent with citizen needs and orderly development.

Objective 1: Provide for the adequate, safe supply and distribution of public water.

Strategy 1: Require all new development in areas served by public water systems to be connected to that system.

Strategy 2: Require the user pay the cost of water line installations outside the Town Corporate limits.

Strategy 3: Work with interested parties to develop and access new sources of water to supplement the water systems and to provide emergency water during times of drought.

Strategy 4: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Objective 2: Provide for the adequate sewage collection and treatment for the Towns.

Strategy 1: Require all new development in areas served by public wastewater systems to be connected to that system.

Strategy 2: Reduce water infiltration by relining manholes and by replacing or repairing inadequate sewer lines.

Strategy 3: Require the costs of sewer system expansion within a development be borne by the developer.

Strategy 4: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Objective 3: Provide an adequate system of storm water drainage.

Strategy 1: Future development must comply with State Storm Water Regulations.

H. Emergency Services/Health Care

GOAL: Ensure the continued availability of emergency and health care services to Lunenburg County, Town of Kenbridge and Town of Victoria residents.

Objective 1: Maintain the existing high caliber of public safety services in Lunenburg County, the Town of Kenbridge and the Town of Victoria.

Strategy 1: Continue to provide police protection.

Strategy 2: Provide and maintain law enforcement patrol vehicles.

Strategy 3: Continue to provide financial support to the Emergency Medical Services located in Kenbridge, Victoria and Meherrin.

Strategy 4: Maintain an Emergency Operations Plan and adopt by reference as part of the Joint Comprehensive Plan.

Strategy 5: Continue to provide strong financial support to the fire departments located in Kenbridge, Victoria and Meherrin.

Strategy 6: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs through FEMA and Homeland Security.

Objective 2: Require local law enforcement to ensure that their personnel are trained to current standards.

Strategy 1: Support the Lunenburg County Sheriff Department, the Town of Kenbridge Police Department and the Town of Victoria Police Department financially, by policy and other means, to ensure that policies, equipment and training remain up to date.

Strategy 2: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs in the criminal justice system and Homeland Security.

GOAL: Support the Lunenburg Medical Center as the headquarters of the Southern Dominion Health System, Inc., which is a non-profit and FQHC (Federal Qualified Health Center), as the regional hub for healthcare while equally supporting several privately owned medical facilities located within the Towns of Kenbridge and Victoria.

Objective 1: Develop and promote new programs especially for the medically underserved.

Strategy 1: Develop and implement Health Programs (Dental, etc.) for the middle-and low-income senior citizens in the surrounding community.

Strategy 2: Develop and implement Health Programs (Dental, etc.) for the middle-and low-income children and adolescents in the surrounding community.

Objective 2: Assist in promoting the Lunenburg Medical Center and the programs and services it provides to the County, the Towns and the surrounding community.

Strategy 1: Work with the Lunenburg Medical Center Board and management to develop and implement public awareness programs.

Strategy 2: Research, determine suitability and encourage the use of all available State and Federal grants and incentive programs.

Strategy 3: Support Lunenburg Health Services, Inc. in their efforts to provide free assistance.

I. Education/Workforce Training

GOAL: Ensure residents have access to an educational system that will provide quality employment opportunities, training for advanced education, career technical education, and continuing intellectual growth and development for all segments and age groups of the population.

Objective 1: Improve employment opportunities for residents through workforce training.

Strategy 1: Work with local colleges/universities to encourage job training and educational opportunities, including a Workforce Development Center.

Objective 2: Ensure that school children have access to quality school facilities that are safe and enhance learning.

Strategy 1: Develop educational programs to ensure optimal results for school children to have the best possible learning opportunities.

Strategy 2: Support and promote, when possible and feasible, educational, cultural, and other programs sponsored by organizations in the area.

J. Other

GOAL: Promote the general safety of the County and Towns and their residents, and protect against unforeseen hazards, through preventive measures.

Objective 1: Reduce the effects of natural disasters on the community through the use of cost-effective structural projects, increased public awareness and education, improved data available to local officials, and other measures, where appropriate.

Strategy 1: Adopt by reference, as part of the Joint Comprehensive Plan, the updated CRC Regional Hazard Mitigation Plan (adopted by Resolution: Lunenburg County, March 14, 2024; Town of Kenbridge, March 19, 2024; Town of Victoria, March 12, 2024), specifically, those portions that affect Lunenburg County, the Town of Kenbridge, and the Town of Victoria (directly or indirectly).

GOAL: Ensure the Comprehensive Plan remains relevant and aligned with community needs.

Objective 1: Consider establishing a clear and transparent policy for Comprehensive Plan amendments.

Strategy 1: Seek to develop and adopt a policy for evaluating development proposals inconsistent with the Comprehensive Plan. This policy will provide clear guidelines for the development community, citizens, staff, and governing bodies, ensuring transparency and maintaining community trust.



Chapter VIII

Implementation Plan

VIII. Implementation Plan

A. Introduction

The adoption of the Lunenburg, Kenbridge, and Victoria Joint Comprehensive Plan is not the conclusion of the planning process but the beginning of a continuous cycle of review, adaptation, and action. This section identifies key measures, timelines, and responsible entities for achieving the plan's vision, ensuring a coordinated approach to growth and development.

B. Ordinance Revisions

Consider revising the zoning and subdivision ordinances for Lunenburg County, Town of Kenbridge, and Town of Victoria to better align them with the updated Comprehensive Plan. The Zoning Ordinance is a principal tool for implementing the Comprehensive Plan. Its purpose is to protect the health, safety, and general welfare of the public by addressing issues such as traffic, public facilities, types of land uses, density, water supplies, wastewater treatment, and environmental protection. The ordinance establishes the regulations needed to reflect and implement the land use plan effectively.

Renewable Energy (including solar):

As Lunenburg County, Kenbridge, and Victoria amend their ordinances, renewable energy development, particularly solar facilities, should be addressed and reviewed to stay in compliance with state and federal regulations. Regulations governing renewable energy should:

- Balance the development of renewable energy sources with the protection of natural resources, including agricultural and forested lands, and the overall welfare of the community.
- Include measures to ensure that construction activities associated with renewable energy facilities do not compromise local roads. Coordination with VDOT (and CRC as needed) should be prioritized to address road maintenance and repairs resulting from heavy truck traffic.
- Facilitate planning for future secondary road projects by working with VDOT (and CRC as needed), incorporating considerations for anticipated developments and construction activities.

Timeline: Initiate revisions within six months of plan adoption; complete updates within 12 months.

Responsibility: Board of Supervisors, Town Councils, with input from Planning Commissions and legal counsel.

C. Capital Improvement Program

Adopt a Capital Improvement Program (CIP).

The CIP will be an important planning document for Lunenburg County, Town of Kenbridge, and Town of Victoria, as it will help these localities focus on and plan for improvements to and maintenance of public facilities. Planning for needed improvements and maintenance will help ensure that public facilities are well-maintained, efficient, and functionally appropriate to meet community needs. Continued coordination between the towns and the county will be essential to ensure alignment and consistency in planning efforts. Once finalized and adopted, the CIP should be reviewed and updated annually as part of the budget process.

Secure/Identify Funding for Capital Improvements:

There are several state and federal grant and loan programs available to fund capital projects, including those from the Virginia Department of Transportation (VDOT), U.S. Department of Agriculture Rural Development Program, Virginia Department of Health, and Virginia Department of Housing and Community Development. In addition, localities should explore foundation grants, set aside funding for planned projects, and consider establishing new revenue streams to support these efforts.

Timeline: Develop the initial CIP within two years of plan adoption and update it annually.

Responsibility: County Administration and Town Councils, with support from financial advisors.

D. Planning Commission/Board of Supervisors/Town Councils

Establish periodic Comprehensive Plan review sessions between the Planning Commission, Board of Supervisors, and Town Councils.

As discussed earlier, planning is an ongoing process. The Comprehensive Plan is not designed to be taken off the shelf every five years, revised, and placed back on the shelf. The plan is a guide for everyday land use decisions. To ensure consistent engagement with the plan, the Planning Commission, Board of Supervisors, and Town Councils should periodically meet to review its content and implementation. These review sessions will facilitate continuous dialogue among the groups and provide a better framework for evaluating the plan's effectiveness. Input from the public should also be included during these sessions to reflect community priorities.

Timeline: Conduct annual review sessions and comprehensive reviews every five years.

Responsibility: Planning Commissions, Boards of Supervisors, and Town Councils.

E. Strategic Planning

Consider establishing a strategic planning process for Lunenburg County, Town of Kenbridge, and Town of Victoria. Seek grant funding opportunities for development and implementation of strategic planning.

Strategic planning is a systematic way of managing change and creating the best possible future. Unlike comprehensive planning, which focuses on broad goals and objectives, strategic planning allocates resources to address critical issues. This process helps identify specific, actionable initiatives to complement comprehensive planning efforts.

The localities should implement a strategic planning process to foster collaboration among public and private stakeholders, including chambers of commerce, local businesses, and community organizations. This collaboration will ensure that initiatives align with the region's priorities and resources.

Timeline: Consider establishing the strategic planning process within two years of plan adoption and update it periodically.

Responsibility: County Administration Office, Planning Commissions, Town Councils, Board of Supervisors, and local stakeholders.

F. Summary

- Consider revising the zoning and subdivision ordinances for Lunenburg County, Town of Kenbridge, and Town of Victoria to better align with the updated Comprehensive Plan.
 - Address renewable energy development by balancing the protection of natural resources with community welfare.
 - Work with VDOT (and CRC as needed) to plan for future secondary road projects, incorporating considerations for anticipated developments and construction activities.
- Develop and update a Capital Improvements Program (CIP) annually to plan for the maintenance and improvement of public facilities and secure funding from available state, federal, and local resources.
- Establish periodic Comprehensive Plan review sessions involving the Joint Comprehensive Plan Working Committee to ensure consistent engagement with and evaluation of the plan's implementation.
- Consider establishing a Strategic Planning Process to address critical issues, allocate resources effectively, and foster public-private collaboration to align initiatives with regional priorities.

Appendix A

Lunenburg County Citizen Survey

Welcome to the Lunenburg/Kenbridge/Victoria Joint Comprehensive Plan survey! We're glad you're here to share your thoughts and ideas about the future of our community.

The Lunenburg County Planning Commission, Town of Kenbridge Planning Commission, and Town of Victoria Planning Commission are committed to creating a comprehensive plan that reflects the needs and goals of all our citizens. That's why we're seeking input from everyone in the County and Towns regarding short- and long-term goals for community development.

Your suggestions and comments are invaluable to us, and we encourage you to share your thoughts openly and honestly. Please note that all responses will remain confidential, and you do not need to provide your name or any identifying information unless you choose to do so.

This survey should take approximately 8-10 minutes to complete. Please submit your responses by July 1st to ensure that your feedback is considered in the planning process.

You can submit your completed questionnaire online, or you can drop it off at any of the following locations:

- Lunenburg County Administrator's office
- Kenbridge Town office
- Victoria Town office
- Ripberger Public Library
- Victoria Public Library

Thank you for taking the time to participate in this important process. We look forward to hearing your ideas and working together to build a stronger, more vibrant community.

* Indicates required question

1. Do you: *

Check all that apply.

- Live in Lunenburg County
- Work in Lunenburg County
- Own a business in Lunenburg County
- Own property in Lunenburg County
- I don't live, work, own a business, or own property in Lunenburg County

2. How many years have you lived in Lunenburg County?

Mark only one oval.

- Less than a year *Skip to question 4*
- 1-2 years *Skip to question 4*
- 3-5 years *Skip to question 4*
- 6-10 years *Skip to question 4*
- 11-20 years *Skip to question 4*
- Over 20 years *Skip to question 4*
- I do not live here *Skip to question 3*

3. Do you plan on moving here in the future?

Mark only one oval.

- Yes
- No
- Undecided

4. Which age group do you belong to?

Mark only one oval.

Under 18

18-24

25-34

35-44

45-54

55-64

65+

5. Which of the following best describes your ethnicity? (Please select all that apply)

Check all that apply.

Asian or Asian American

Black or African American

Hispanic, Latino/Latina, or Spanish origin

Middle Eastern or North African

Native American or Indigenous

Pacific Islander or Native Hawaiian

White or Caucasian

Other: _____

6. What is your gender?

Mark only one oval.

Female

Male

Prefer not to say

7. What kind of housing do you live in?

Mark only one oval.

Single family home

Apartment/Condo

Duplex/Triplex

Mobile home

Other: _____

8. Do you own or rent?

Mark only one oval.

Own

Rent

Other: _____

9. How many individuals live in your household?

Mark only one oval.

1

2-3

4-5

6-7

8-9

10+

10. What is your employment status?

Mark only one oval.

- Full-time employee
- Part-time employee
- Self-employed
- Retired
- Unemployed (Actively seeking employment)
- Unemployed (Not seeking employment)
- Student (Full-time)
- Student (Part-Time)
- Homemaker
- Disabled

11. If employed, where is the location of your employment? (Town/County, State)

12. What would likely cause you to leave Lunenburg County?



Check all that apply.

- Lack of recreational opportunities
- Lack of broadband, internet, or cell service
- Lack of job opportunities
- Tax rates
- Inadequate public services, including emergency services
- Inadequate access to medical care
- Lack of educational opportunities
- Lack of business (retail, grocery, etc.) to support my needs
- Other: _____

13. What are the things you like best about living in Lunenburg County?

Check all that apply.

- Strong sense of community
- Beautiful natural scenery
- Quiet and peaceful atmosphere
- Friendly and welcoming residents
- Affordability of housing
- Cost of living
- Safe and secure environment
- Abundance of recreational activities
- Strong network of local businesses
- Excellent schools and educational opportunities
- The unique character and charm of Lunenburg County that can't be found elsewhere
- Other: _____

14. What types of land development does Lunenburg County need in the future?

Check all that apply.

- Residential
- Commercial
- Industrial
- Agricultural
- Solar
- Recreational/Open space
- None/Preserve undeveloped land

15. What type of residential development is needed most for the future of Lunenburg County?

Mark only one oval.

- Single-family homes
- Apartments
- Senior housing
- Duplex/Triplex
- Affordable housing (Housing options for low-income individuals and families)
- Workforce housing (Affordable housing for working individuals and families)
- Rental housing
- None

16. Are there specific areas in Lunenburg County that you believe should be developed? If so, where?

17. Are there specific areas in Lunenburg County that you believe should be preserved? If so, where?

18. How do you feel about the amount of solar facilities in Lunenburg County?

Mark only one oval.

- There are too many already
- There are enough
- More are needed
- No opinion/need more information

19. Are you in favor of data centers (i.e. large facilities housing computer systems and servers) being built in Lunenburg County?

Mark only one oval.

- Yes
- No
- Unsure/No opinion

20. How important are each of the following issues considering future growth and development of Lunenburg County?

Mark only one oval per row.

	Unimportant	Somewhat important	Important	Very important	Extremely important
Improving employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Keeping taxes affordable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Working in the community in which you live	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encouraging business growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promoting Lunenburg County as a tourist destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving housing availability/affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing more public playgrounds/parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing public safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preserving historic sites and structures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protecting natural resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implementing a County-wide recycling program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

21. How important are each of the following issues considering future growth and development of Lunenburg County?

Mark only one oval per row.

	Unimportant	Somewhat important	Important	Very important	Extremely important
Addressing vacant/blighted structures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of more retail choices, including grocery stores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The availability of more services, including medical facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Broadband	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cell phone service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

22. Should Lunenburg County add:

Mark only one oval per row.

	Yes	No
Walking trails for pedestrians	<input type="radio"/>	<input type="radio"/>
Bicycle trails for cyclists	<input type="radio"/>	<input type="radio"/>
Public transportation options	<input type="radio"/>	<input type="radio"/>

23. How would you rate:

Mark only one oval per row.

	Poor	Fair	Good	Excellent
The overall quality of water in Lunenburg County	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The overall quality of air in Lunenburg County	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

24. How important do you feel agriculture is in Lunenburg County?

Mark only one oval.

- Not important
- Somewhat important
- Important
- Very important

25. How would you describe the availability and accessibility of healthy food options in Lunenburg County?

Mark only one oval.

- Extremely accessible and easy to find
- Often accessible and relatively easy to find
- Sometimes accessible and requires some effort to find
- Rarely accessible and difficult to find
- Never accessible and very difficult to find

26. How often do you make purchases:

Mark only one oval per row.

	Daily	Weekly	Monthly	Rarely	Never
Outside of Lunenburg County (In-store)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outside of Lunenburg County (Online)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In Lunenburg County (In-store)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
From Lunenburg County business (Online)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

28. Please rate Lunenburg County on each of the following community aspects:

Mark only one oval per row.

	Poor	Fair	Good	Excellent
Economic development (Job creation)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic development (Existing business)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks and recreation facilities/services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public library services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Affordable housing options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Natural environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preservation of historic structures/areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Solid waste disposal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
School facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Education (K-12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local law enforcement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

29. Please rate Lunenburg County on each of the following community aspects:

Mark only one oval per row.

	Poor	Fair	Good	Excellent
Local fire departments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Medical facilities and services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall services provided by Lunenburg County	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Arts (Music, Theater, Dance, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
County Administration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
County Website	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of County roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
County landfill/convenience sites	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

30. What type of economic/commercial development does Lunenburg County need in the future?

Check all that apply.

- Retail (specialty shops, clothing stores, etc.)
- Food and beverage (restaurants, grocery stores, cafes, fast food, etc.)
- Professional services (accountants, attorneys, etc.)
- Healthcare (physicians, dentists, specialists, etc.)
- Personal services (salon, barbershops, etc.)
- Skilled trades/contractors (Repair shops, electricians, welders, etc.)
- Self service storage units
- Factories/industrial facilities
- None
- Other: _____

31. What types of events would bring the Lunenburg County community closer together?

Check all that apply.

- Arts & Culture (concerts, art exhibits, etc.)
- Community engagement (volunteering, candidate forums, etc.)
- Family-friendly events (children activities, movie nights, etc.)
- Health & Wellness events (5k races, farmers market, cooking classes, etc.)
- Seasonal events (holiday celebrations, festivals, etc.)
- Other: _____

32. Please rate the following services provided by the Town of Kenbridge:



Mark only one oval per row.

	Poor	Fair	Good	Excellent	No opinion
Police protection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fire protection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rescue services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local government	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trash collection/disposal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Library	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Streets and sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Town website	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

33. Please rate the following services provided by the Town of Victoria:



Mark only one oval per row.

	Poor	Fair	Good	Excellent	No opinion
Police protection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fire protection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rescue services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local government	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trash collection/disposal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Library	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Streets and sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Town website	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Thank you for participating!

Thank you for taking the time to participate in this important survey for the Comprehensive Plan Update for Lunenburg County, Virginia. Your input is invaluable to us as we work to create a plan that reflects the needs and priorities of our community.

Your feedback will help us to identify the strengths and weaknesses of our current plan, and to develop strategies for addressing the challenges and opportunities facing our county. We appreciate your willingness to share your thoughts and ideas with us, and we look forward to continuing to work together to build a brighter future for Lunenburg County.

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Google Forms

Appendix B

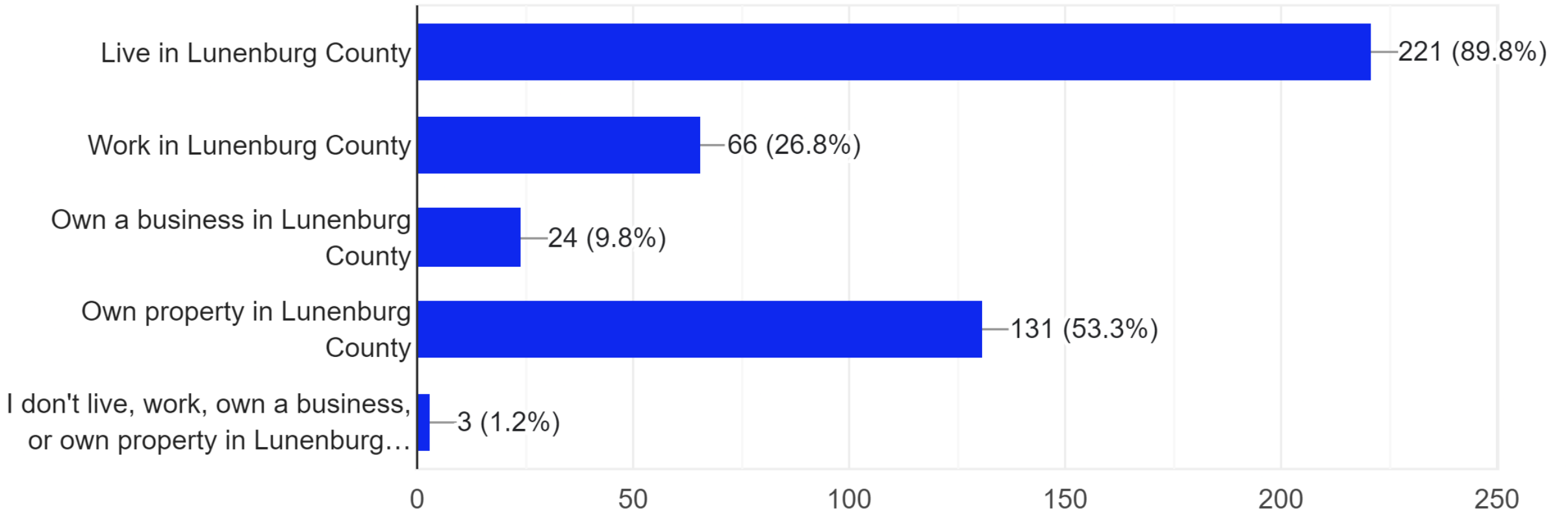
Lunenburg County and Towns of Kenbridge and Victoria

Citizen Survey Results Quick Summary

Commonwealth Regional Council

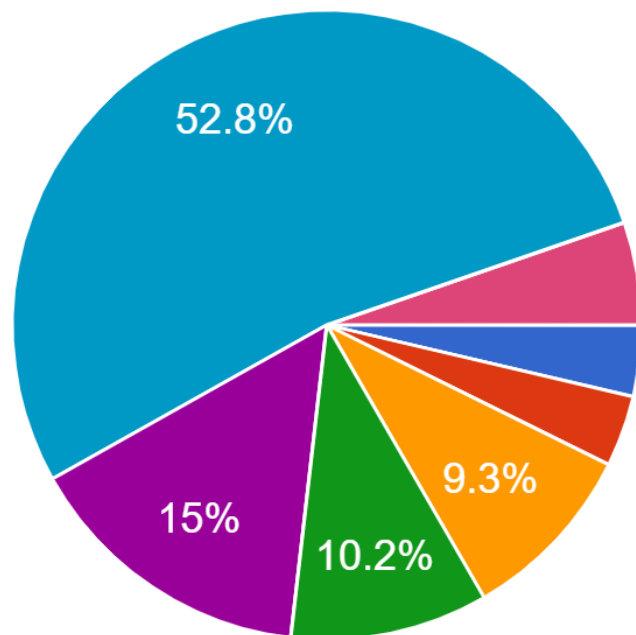
Do you:

246 responses



How many years have you lived in Lunenburg County?

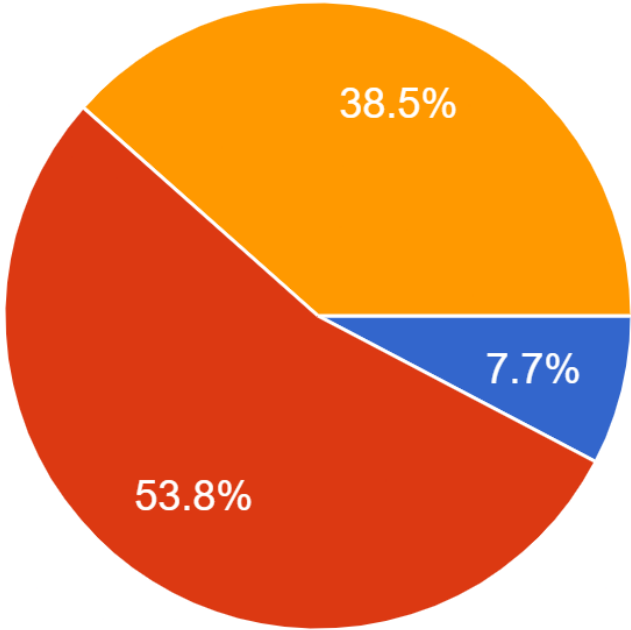
246 responses



- Less than a year
- 1-2 years
- 3-5 years
- 6-10 years
- 11-20 years
- Over 20 years
- I do not live here

Do you plan on moving here in the future?

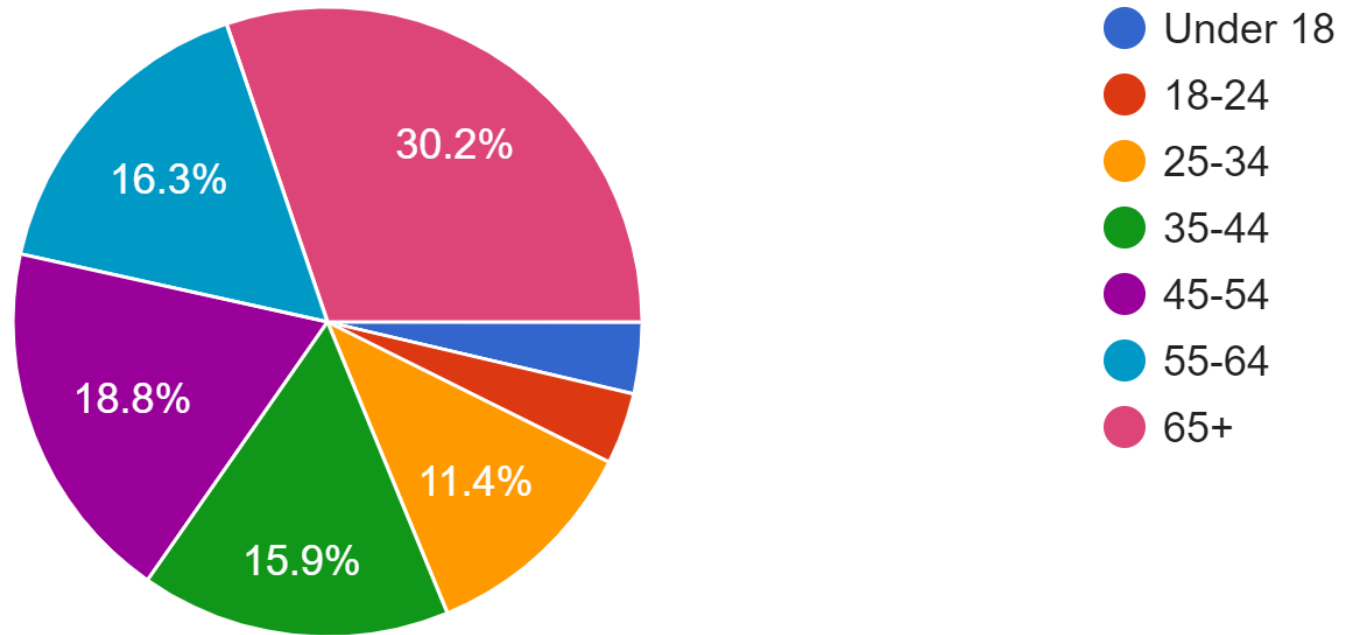
13 responses



- Yes
- No
- Undecided

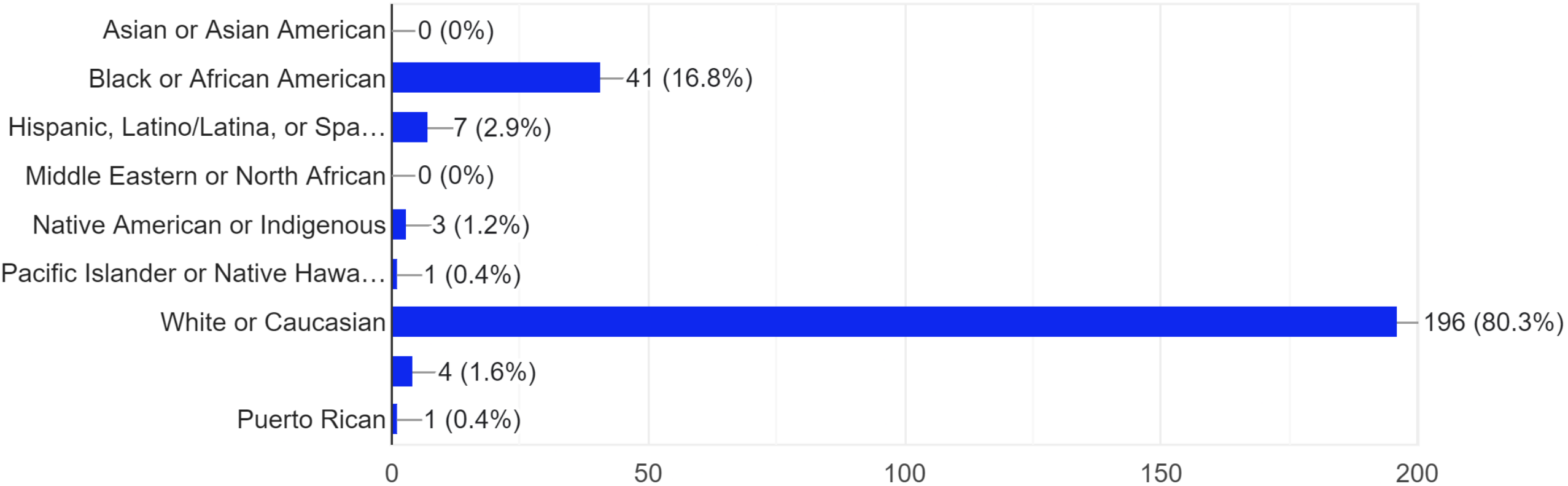
Which age group do you belong to?

245 responses



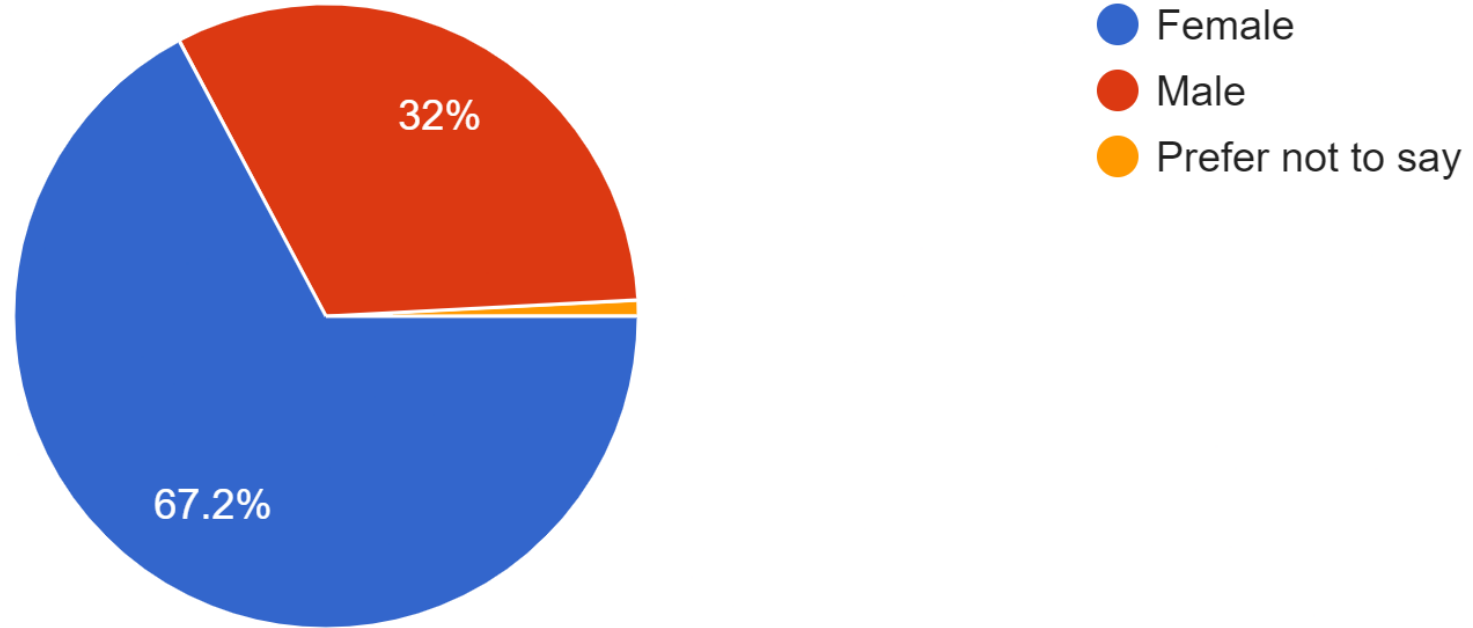
Which of the following best describes your ethnicity? (Please select all that apply)

244 responses



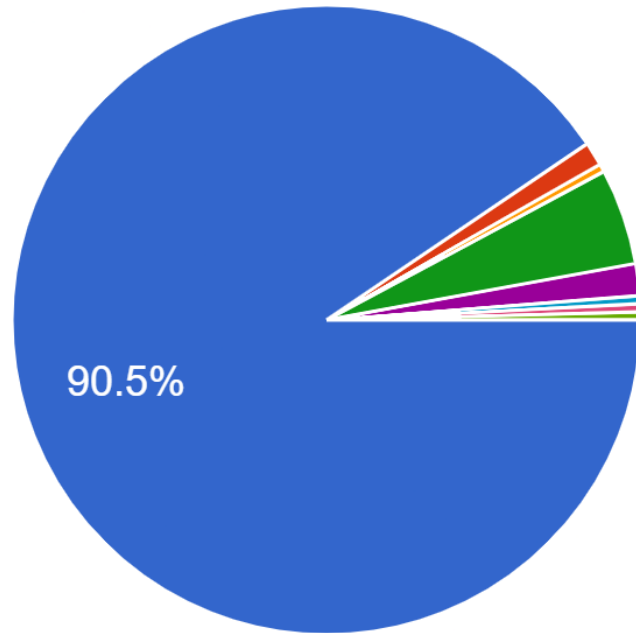
What is your gender?

244 responses



What kind of housing do you live in?

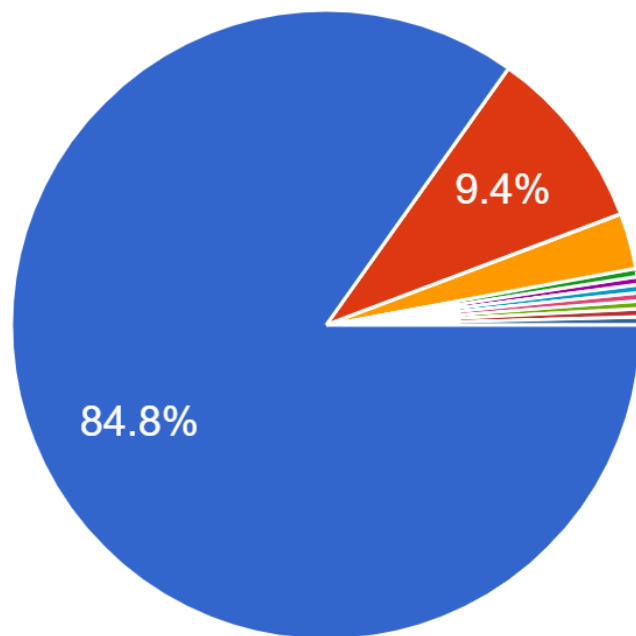
243 responses



- Single family home
- Apartment/Condo
- Duplex/Triplex
- Mobile home
- Trailer
- Double wide
- Double wide
- manufactured home

Do you own or rent?

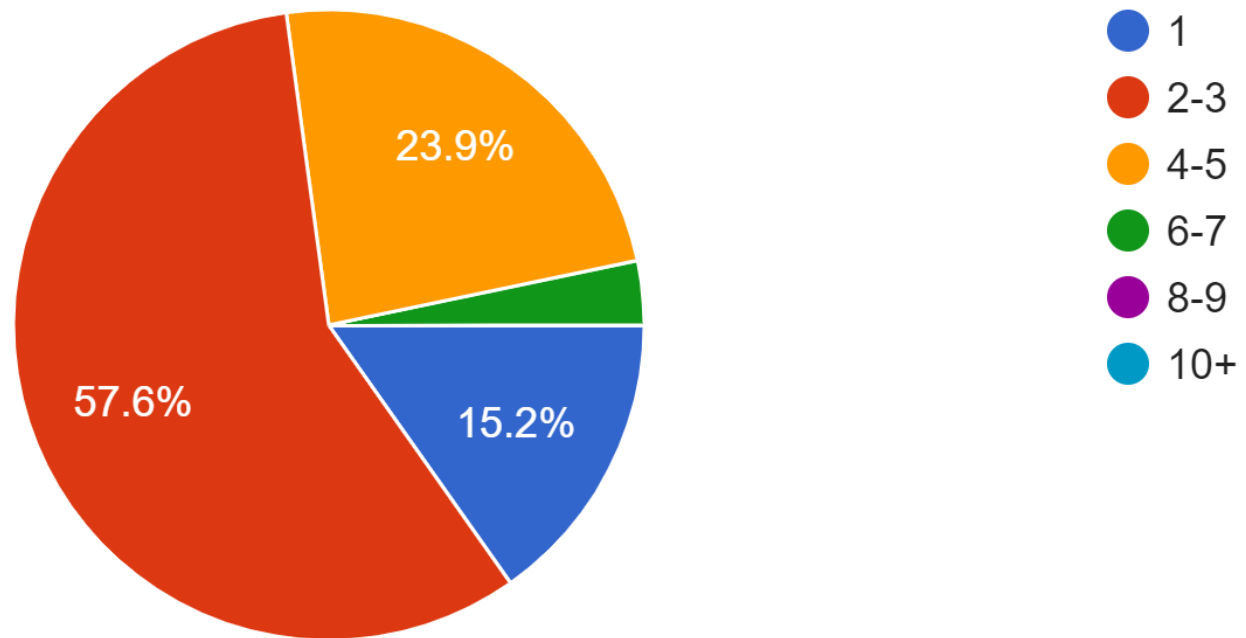
244 responses



- Own
 - Rent
 - cohabitation
 - nothing
 - Rent to own
 - Neither
 - Life rights
- ▲ 1/2 ▼

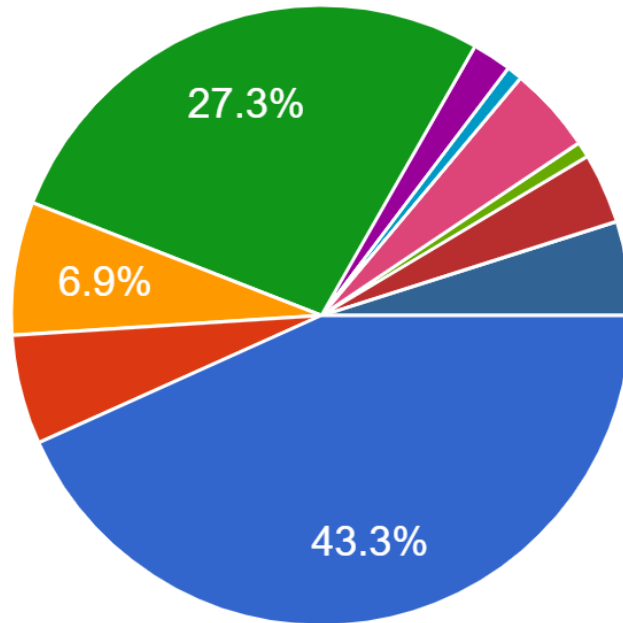
How many individuals live in your household?

243 responses



What is your employment status?

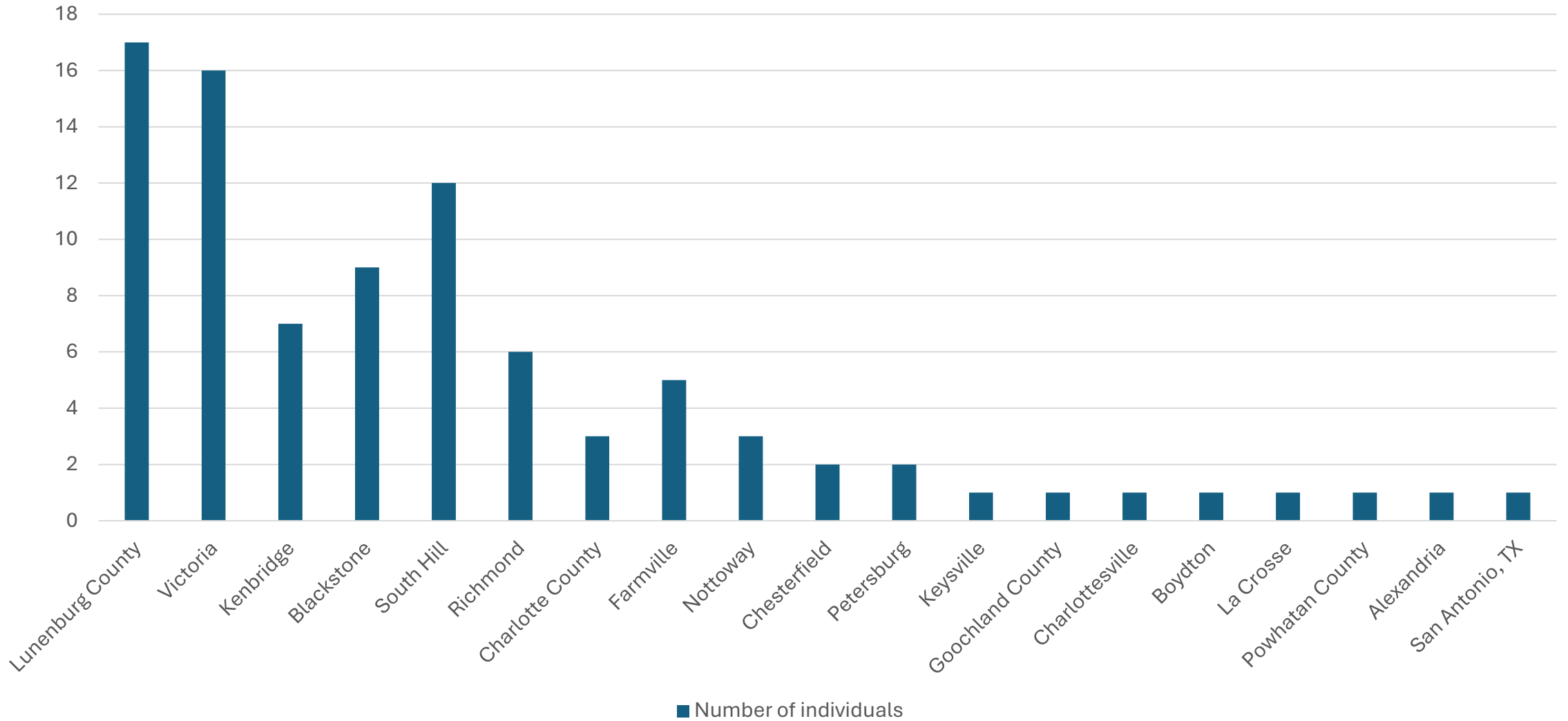
245 responses



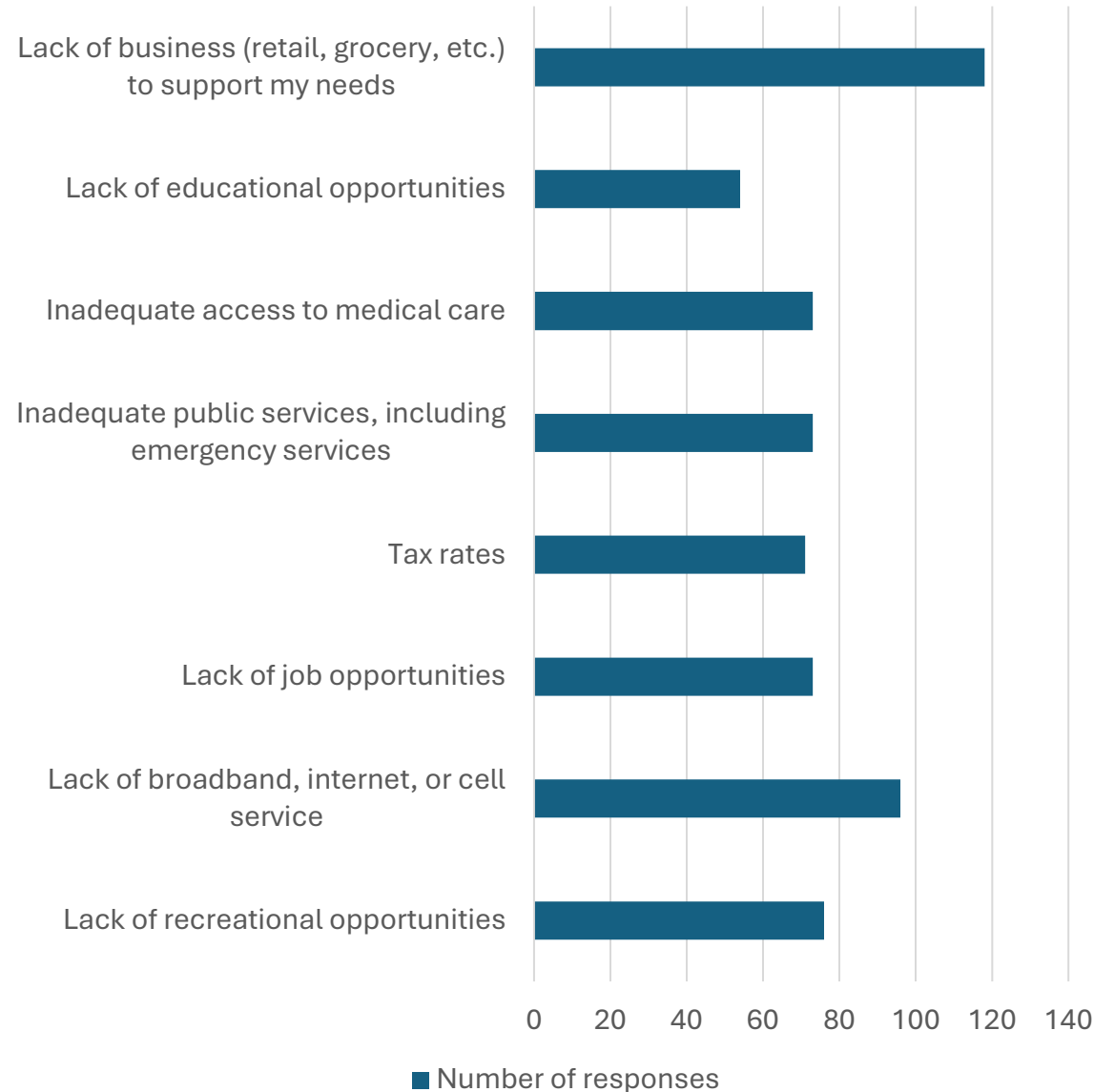
- Full-time employee
- Part-time employee
- Self-employed
- Retired
- Unemployed (Actively seeking employ...)
- Unemployed (Not seeking employment)
- Student (Full-time)
- Student (Part-Time)

▲ 1/2 ▼

If employed, where is the location of your employment?



What would likely cause you to leave Lunenburg County?



“Other” responses

•Environmental Concerns: (3 responses)

•Some respondents are worried about overdevelopment, including the proliferation of solar farms and data centers, as well as the depletion of natural resources. These environmental concerns could drive them to leave the county.

•Governance and Community Issues: (5 responses)

•Issues with how police and town administrators conduct themselves, rising crime rates, and perceptions of unfairness and racism are significant concerns for some residents. Additionally, a lack of effective economic development efforts contributes to dissatisfaction with the community.

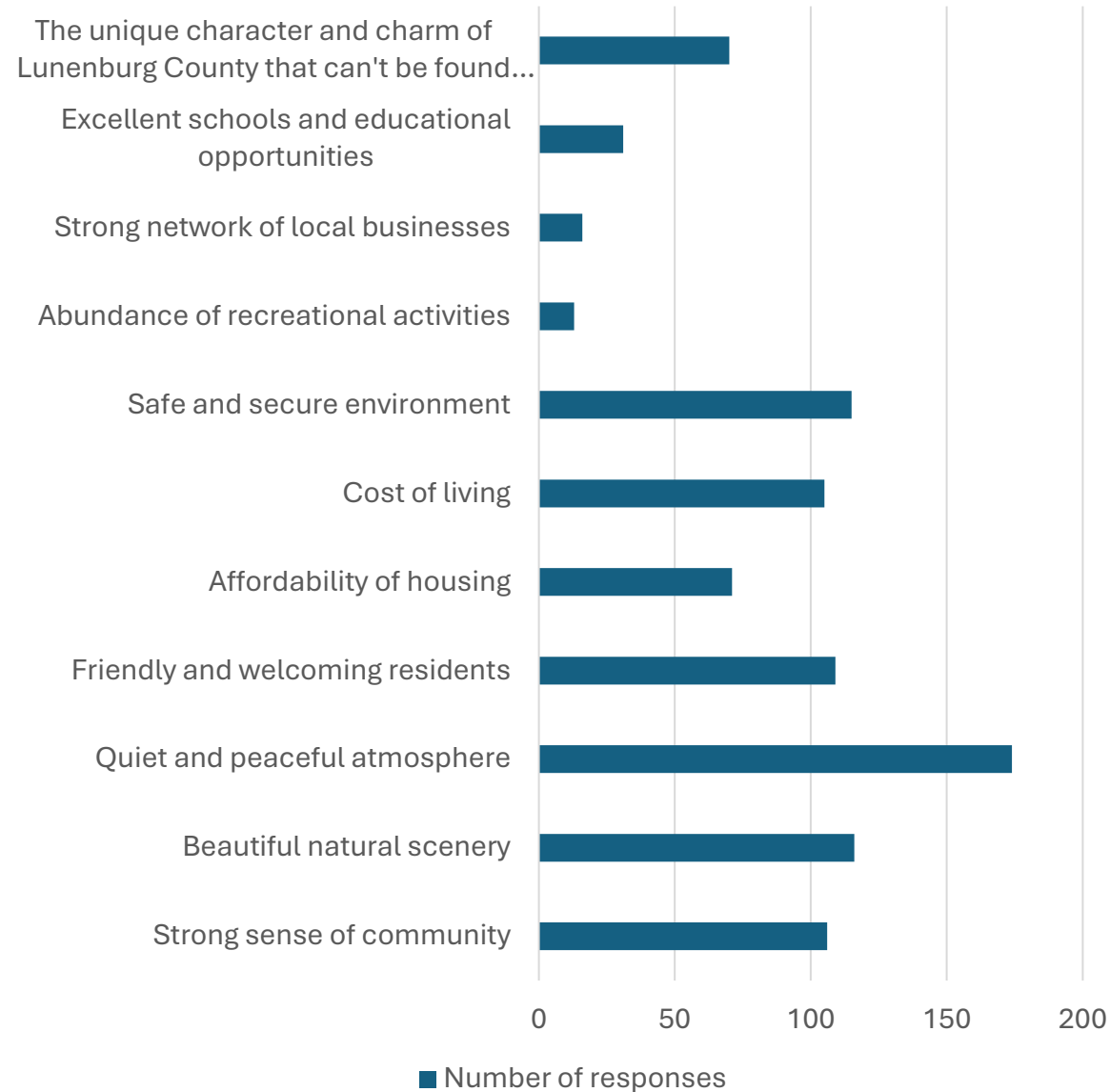
•Personal and Financial Concerns: (4 responses)

•Personal reasons for considering leaving include a desire to relocate, health and retirement needs, and inadequate salaries. The high cost of housing, particularly rentals, is also a significant factor.

•Quality of Life Issues: (6 responses)

•Quality of life concerns, such as the presence of eyesore properties, the closing of churches, or loss of friends due to aging, affect some residents' decisions. Some respondents expressed contentment, stating that nothing would make them leave and that they plan to stay until death.

What are the things you like best about living in Lunenburg County?

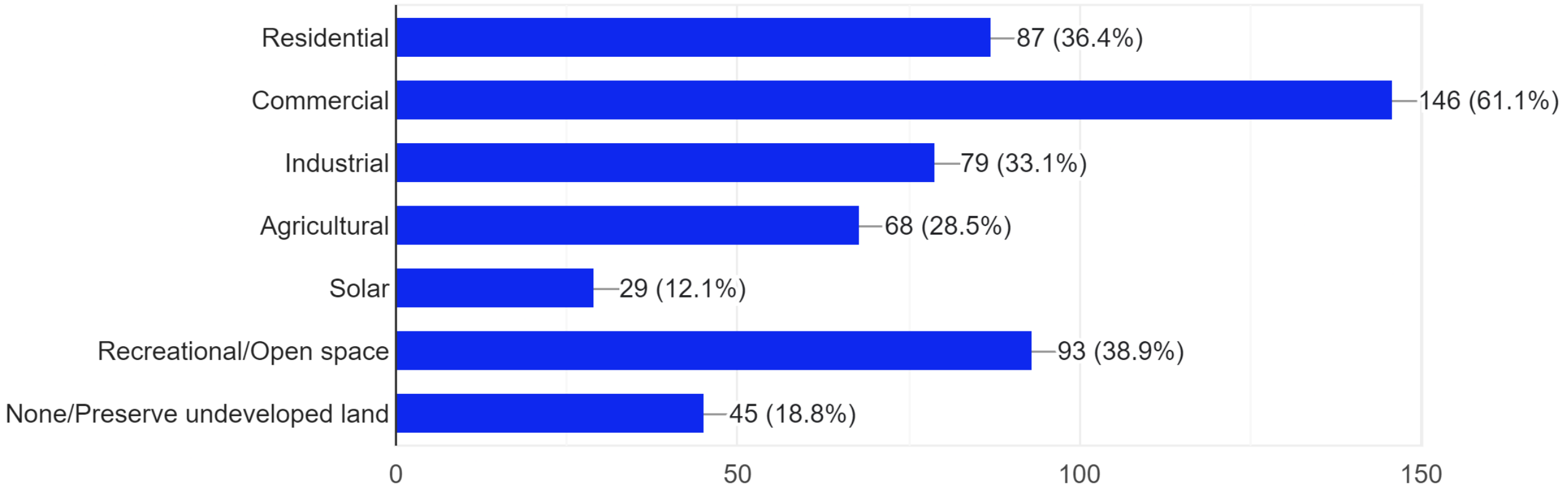


“Other” responses

- **Rural and Natural Environment:** (3)
 - Respondents appreciate the rural lifestyle, the presence of clean air and water, and the availability of outdoor activities such as hunting and fishing. These aspects contribute to the overall enjoyment of living in Lunenburg County.
- **Economic Factors:** (3)
 - Economic benefits, including low taxes and affordability, are significant factors that residents like about living in the county. Even though one respondent mentioned not being happy but unable to afford to leave, it highlights economic considerations in their decision to stay.
- **Family and Community Connections:** (1)
 - Proximity to family and community ties are valued by residents, contributing to their positive feelings about living in Lunenburg County.

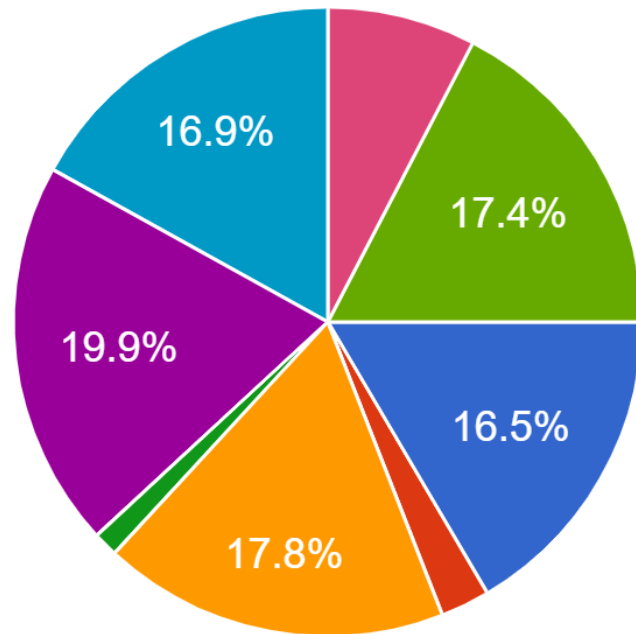
What types of land development does Lunenburg County need in the future? (Please select all that apply)

239 responses



What type of residential development is needed most for the future of Lunenburg County?

236 responses



- Single-family homes
- Apartments
- Senior housing
- Duplex/Triplex
- Affordable housing (Housing options for low-income individuals and families)
- Workforce housing (Affordable housing for working individuals and families)
- Rental housing
- None

Are there specific areas in Lunenburg County that you believe should be developed? If so, where?

•**Revitalization and Use of Existing Structures:** (13)

- Many respondents emphasized the need to revitalize vacant buildings and old structures, particularly in Victoria and Kenbridge. Suggestions included developing old school buildings and industrial parks into usable spaces like apartments and commercial areas.

•**Community and Recreational Development:** (10)

- There is a significant demand for community resources and recreational facilities. Suggestions included developing parks, boat ramps, community education centers, senior activity centers, and job-creating initiatives.

•**Commercial and Industrial Development:** (16)

- Respondents highlighted the need for more commercial and retail businesses in Victoria and Kenbridge. There were also calls for industrial development to attract more jobs and businesses to the area.

•**Housing Development:** (3)

- Affordable housing is a notable concern, with multiple suggestions for developing old buildings into housing projects to accommodate low-income families and individuals seeking apartments.

•**General Development Suggestions:** (10)

- Some respondents did not have specific areas in mind or opposed development altogether to preserve the rural character of the county. Others simply suggested that any development would be beneficial if it brought growth and improvement to the area.

Are there specific areas in Lunenburg County that you believe should be preserved? If so, where?

•**Farmland Preservation:** (6)

- Many respondents emphasized the importance of preserving farmland, family farms, and agricultural lands to maintain the county's agricultural heritage and prevent non-agricultural developments.

•**Historic and Cultural Preservation:** (8)

- There is a significant demand to preserve historical sites and buildings, including specific mentions of the 5th Ave. Historic District in Kenbridge, Courthouse Square, and old school buildings. This reflects the community's desire to maintain its cultural heritage.

•**Natural Areas Preservation:** (8)

- Respondents highlighted the need to preserve natural areas such as forests, waterways, parks, and specific natural sites like Nutbush and Nottoway Falls. These areas are valued for their ecological and recreational benefits.

•**Rural Character Preservation:** (9)

- Maintaining the rural character and peacefulness of the county is a priority for many respondents. They emphasized preserving large tracts of undeveloped land and ensuring new developments do not disrupt the rural lifestyle.

•**Specific Preservation Locations:** (9)

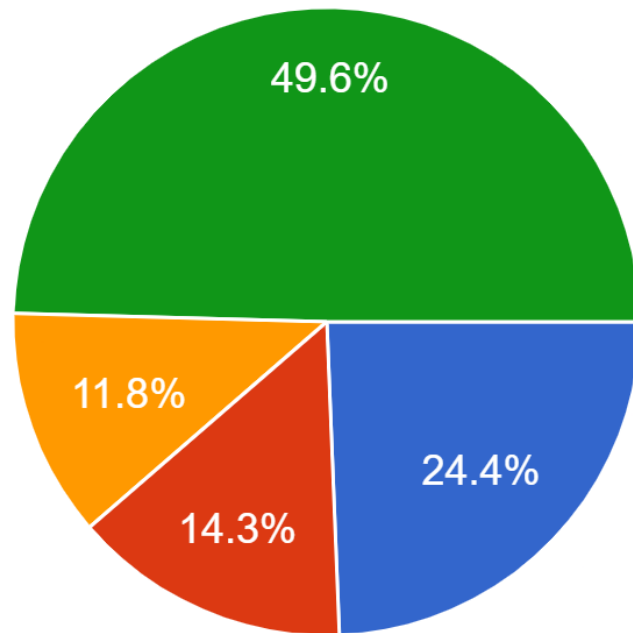
- Specific locations mentioned for preservation include Nutbush, 5th Ave. Historic District, Nottoway Falls, Courthouse Square, and Main Street areas in Victoria and Kenbridge. These areas hold particular significance for the community.

•**General Preservation Suggestions:** (10)

- Some respondents provided general suggestions for preservation without specifying particular areas, indicating a broad desire to preserve as much of the county as possible.

How do you feel about the amount of solar facilities in Lunenburg County?

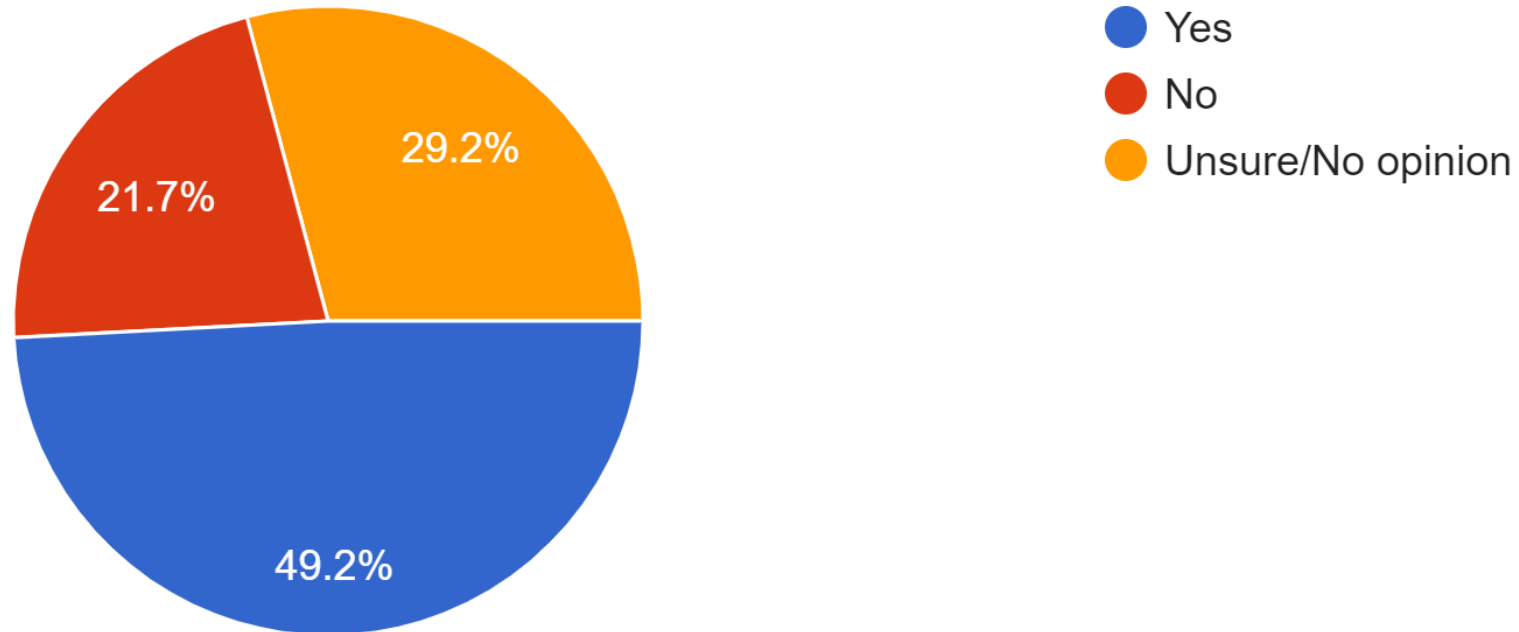
238 responses



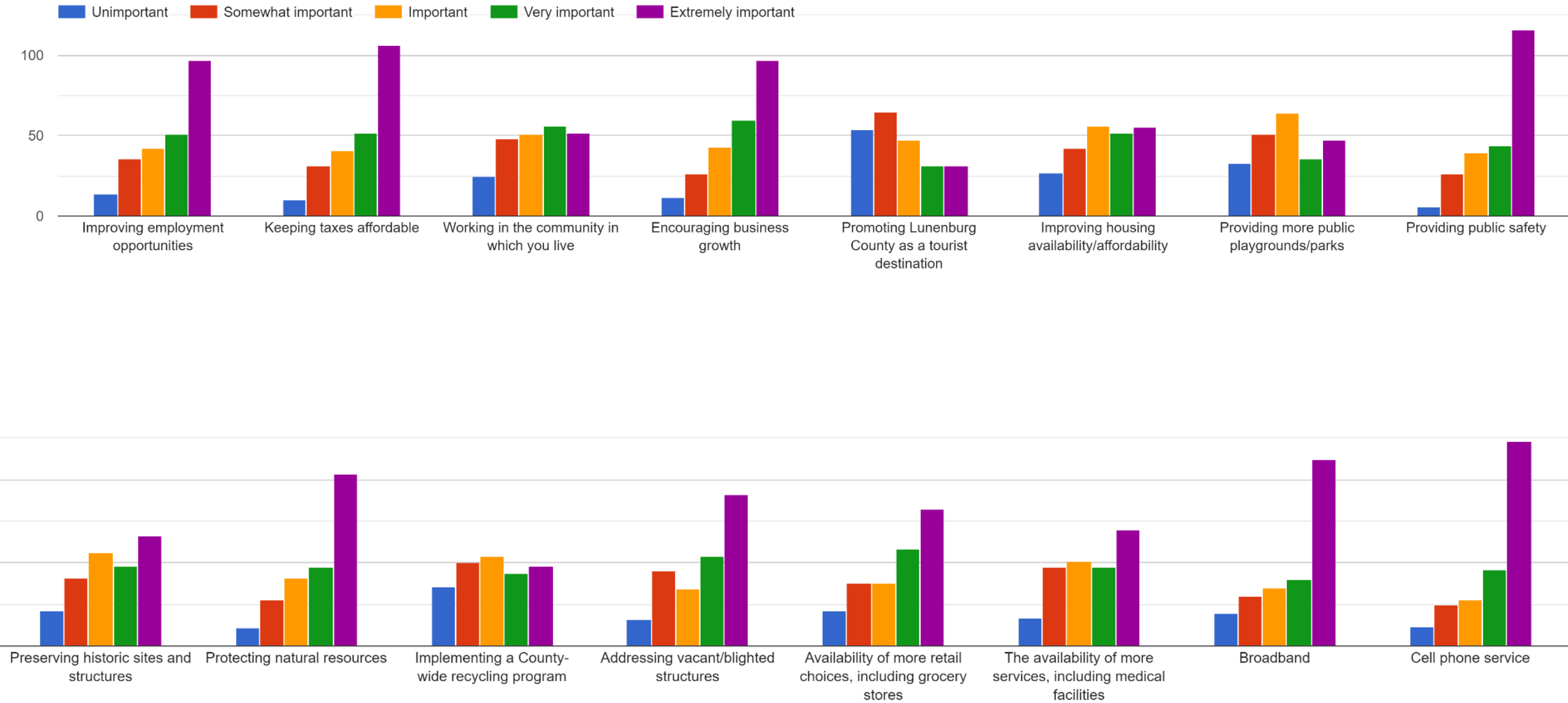
- There are too many already
- There are enough
- More are needed
- No opinion/need more information

Are you in favor of data centers (i.e. large facilities housing computer systems and servers) being built in Lunenburg County?

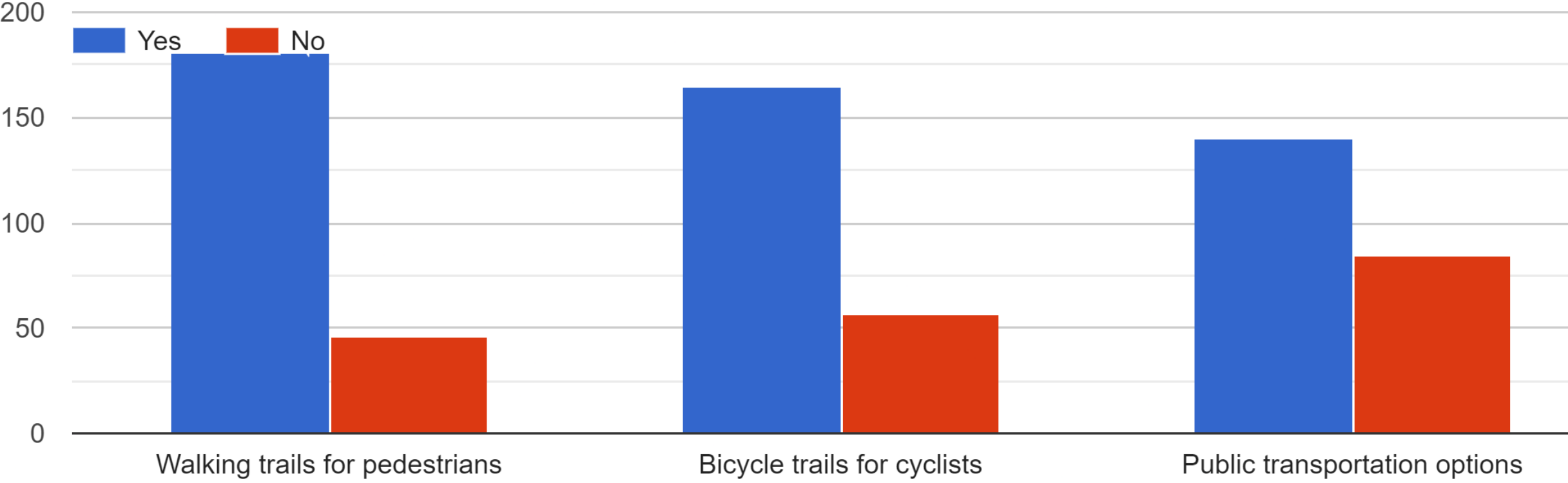
240 responses



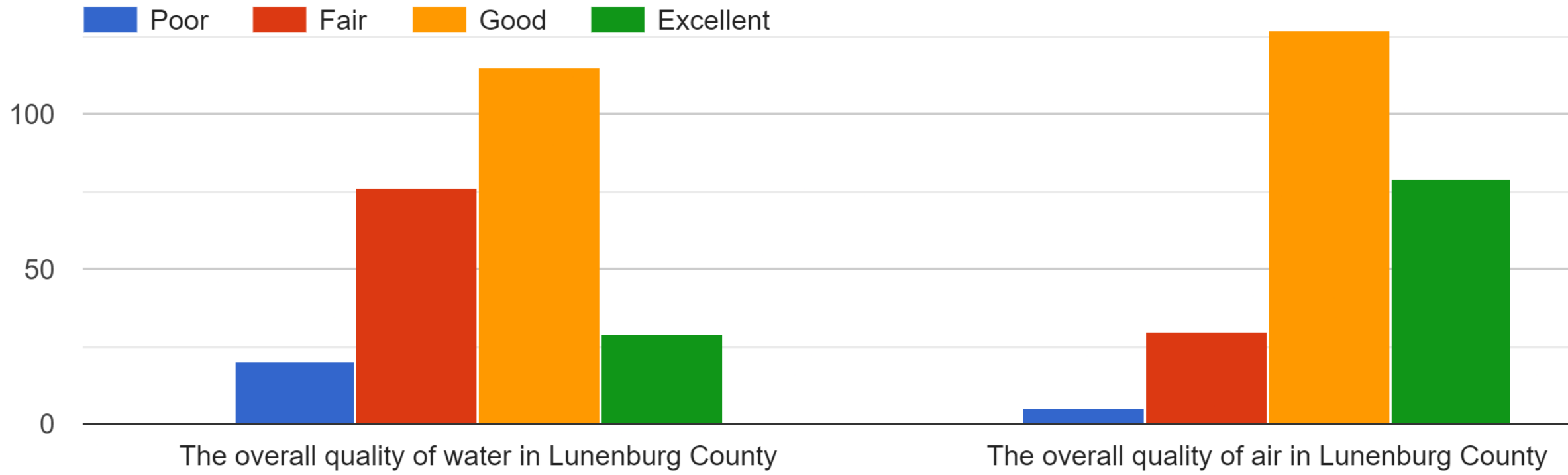
How important are each of the following issues considering future growth and development of Lunenburg County?



Should Lunenburg County add:

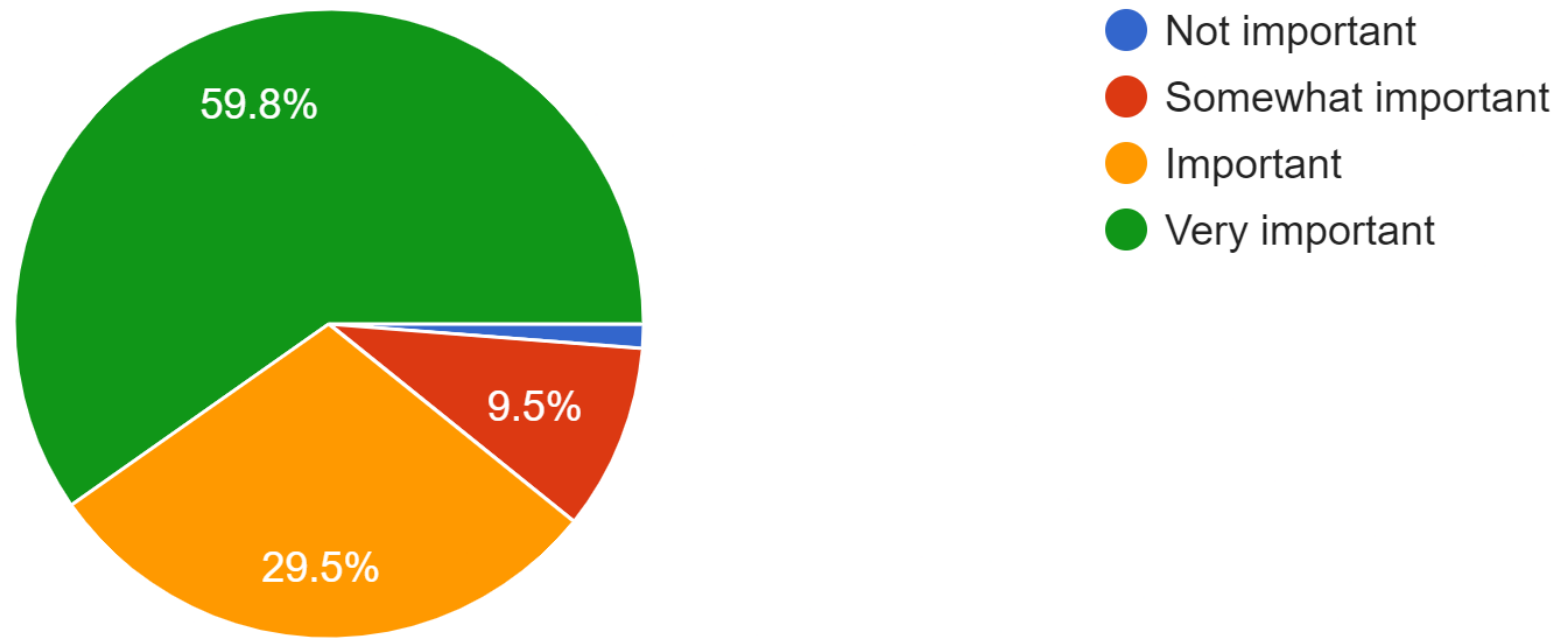


How would you rate:



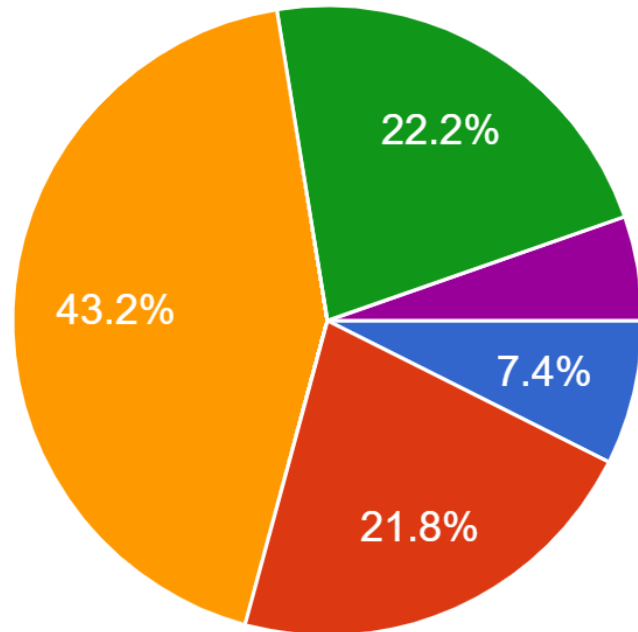
How important do you feel agriculture is in Lunenburg County?

241 responses



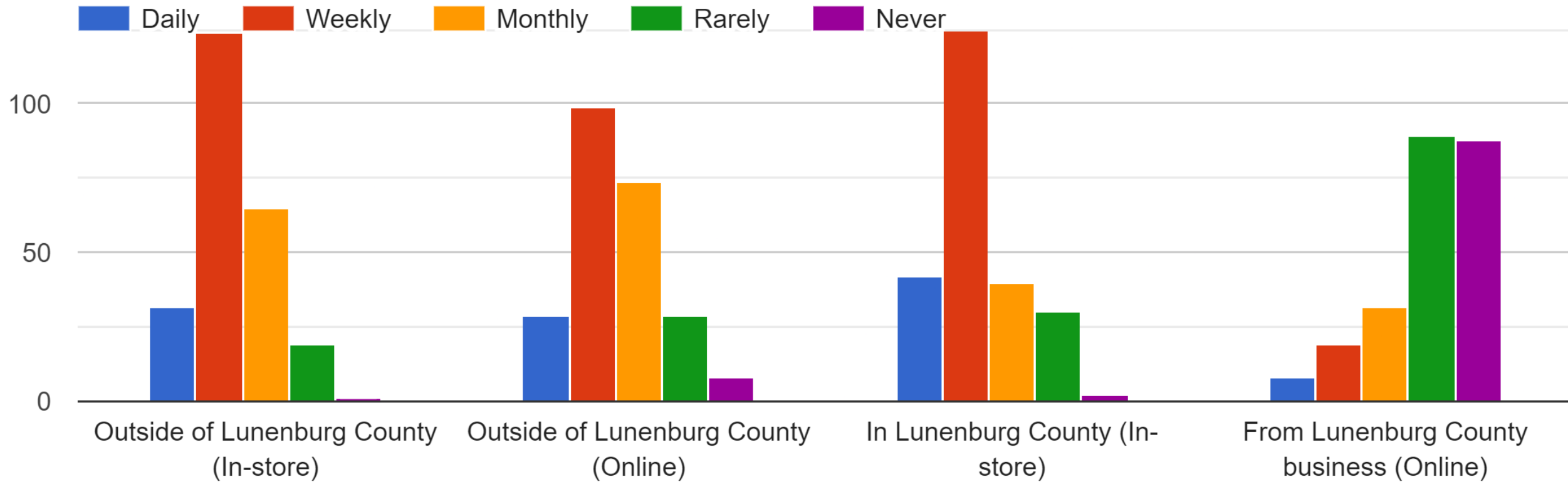
How would you describe the availability and accessibility of healthy food options in Lunenburg County?

243 responses

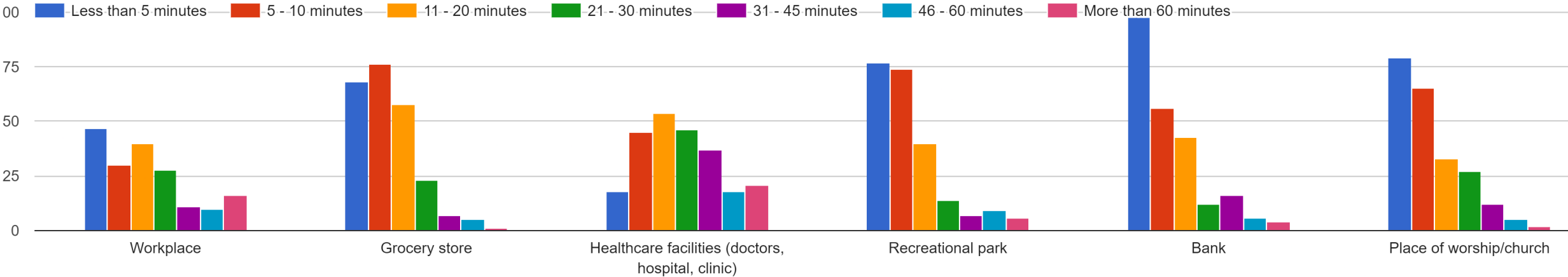


- Extremely accessible and easy to find
- Often accessible and relatively easy to find
- Sometimes accessible and requires some effort to find
- Rarely accessible and difficult to find
- Never accessible and very difficult to find

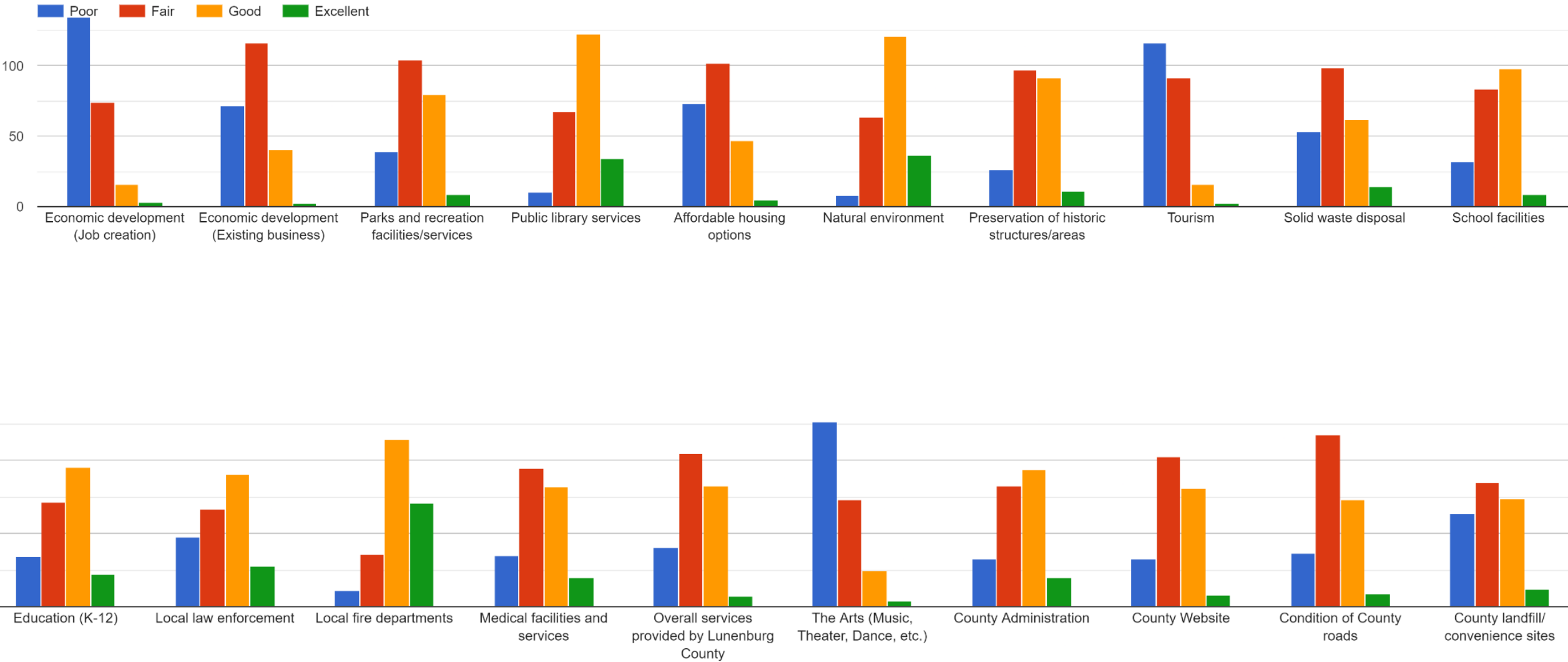
How often do you make purchases:



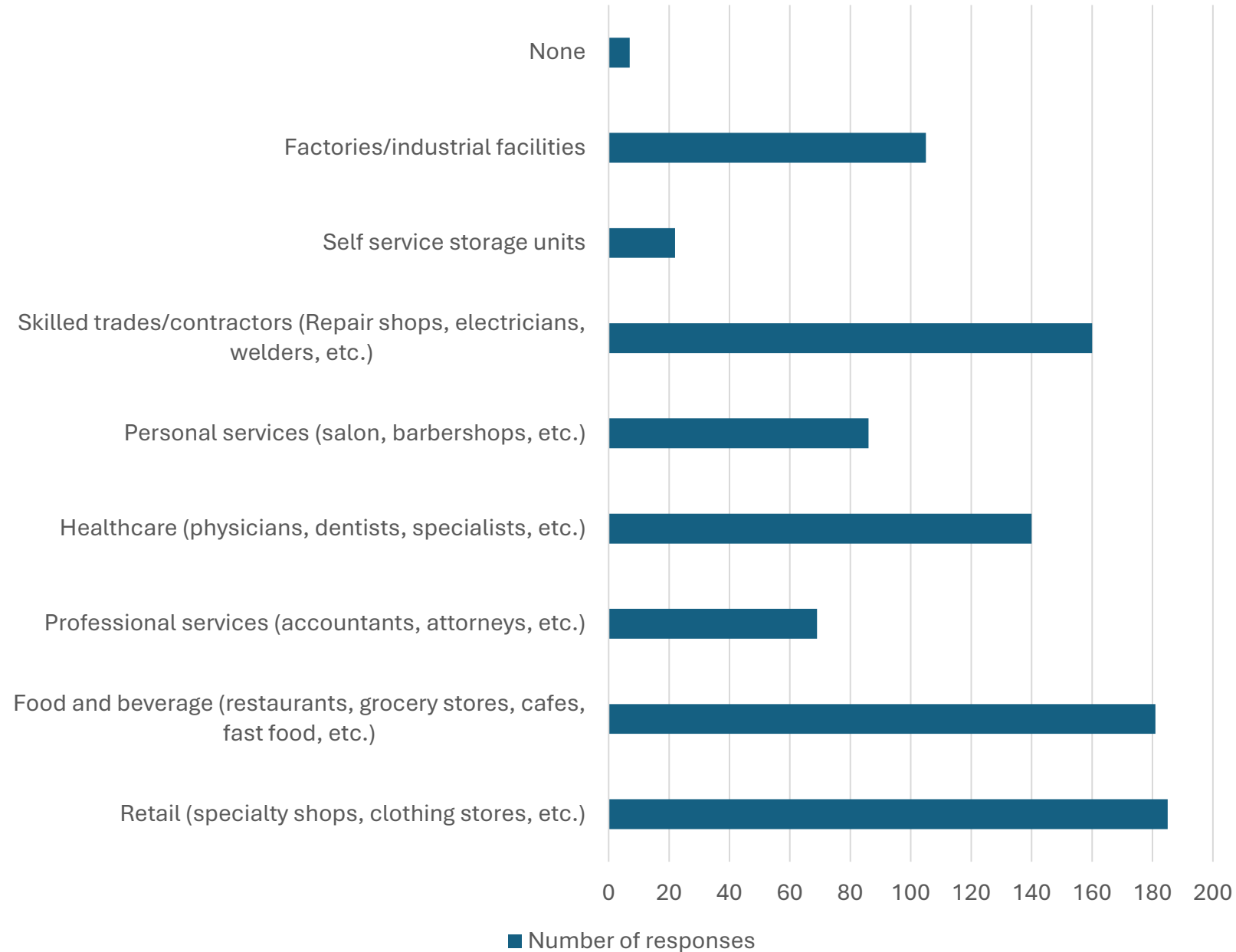
On average, how long does it take you to get to:



Please rate Lunenburg County on each of the following community aspects:



What type of economic/commercial development does Lunenburg County need in the future?



“Other” responses

- **Healthcare and Social Services: (4)**
 - Respondents expressed a need for healthcare infrastructure, including nursing homes and daycare facilities, and community resource centers to support the poor and needy. Additionally, there is a call for a new CRS Food Pantry facility to provide comprehensive services to the rural community.
- **Recreational and Community Facilities: (6)**
 - There is a strong desire for enhanced recreational facilities, particularly for youth and sports enthusiasts. Suggestions include updated pools, sports complexes, campgrounds, and promoting tourism through accessible fishing spots.
- **Retail and Services: (8)**
 - Respondents highlighted the need for various retail and service establishments to meet daily needs and support local businesses. This includes modern drive-through car washes, coffee/donut shops, auto parts stores, and hardware stores. Additionally, there were suggestions for professional services like seamstress/tailor and shared workspaces to foster business development.
- **Sustainable Development: (2)**
 - A few respondents suggested implementing solar developments to ensure sustainable growth and potentially reduce tax burdens, reflecting a concern for environmentally friendly and cost-effective energy solutions.

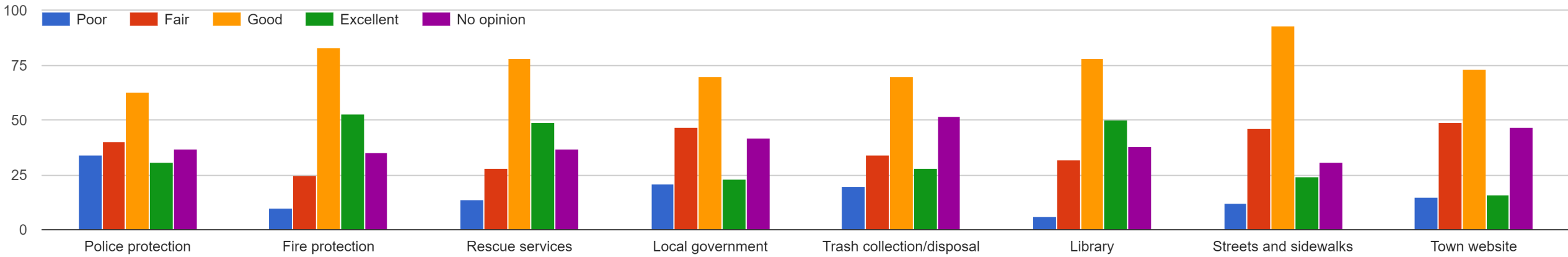
What types of events would bring the Lunenburg County community closer together? (Please select all that apply)



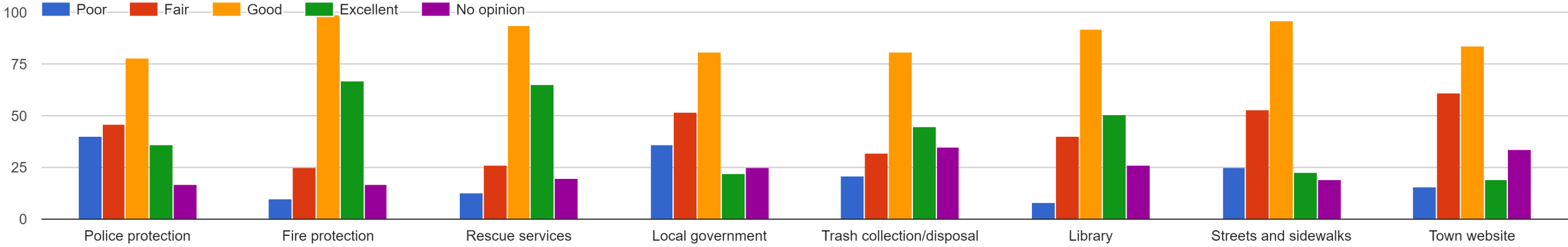
“Other” responses

- **Specific Local Festivals: (2)**
 - Respondents expressed a desire to bring back beloved local festivals. The Strawberry Festival and Cowboy Day, with suggestions for the latter to be held in cooler weather, were particularly mentioned. There is also a call for more seasonal events and festivals to celebrate various times of the year.
- **Additional Recreational Activities: (2)**
 - There is a strong interest in enhancing recreational facilities and opportunities. Suggestions included adding campgrounds for outdoor activities, updating local pools to make them more appealing for families, and organizing town-wide yard sales to bring the community together and foster neighborhood interactions.
- **Community Services: (2)**
 - Respondents highlighted the need for improved community services. There is a call for a new building for Community Resource Services (CRS) that would serve as a hub for various community needs such as a food pantry, nutrition and cooking classes, immunizations, and assistance with medical insurance. Senior citizen activities, such as congregate meal sites and holiday festivals, were also suggested.
- **Historical and Cultural Preservation: (1)**
 - A respondent suggested preserving local history and culture by establishing a museum dedicated to Victoria’s railroad history. This would not only preserve the local heritage but also serve as an educational and cultural attraction for the community.
- **Unique Local Suggestions: (2)**
 - There were several unique suggestions aimed at fostering community spirit and engagement. These included organizing deer hunting events with dogs, which is a local tradition, and diversifying the types of community events to cater to a wider range of interests and demographics.

Please rate the following services provided by the Town of Kenbridge:



Please rate the following services provided by the Town of Victoria:



Appendix C

**Lunenburg/Kenbridge/Victoria Comprehensive Plan Update
Community Meeting
Break Out Groups – Discussion/Input**

Lunenburg Vision – PARK Exercise

P – Preserve

- What do you like about Lunenburg County, Town of Kenbridge, and Town of Victoria and want to see preserved?
- Example: Natural features, safe neighborhoods, small community atmosphere, farmland, etc.

A – Add

- What do you think is missing in Lunenburg County, the Town of Kenbridge, and the Town of Victoria and should be added?
- Example: More diversity in shopping choices and restaurants, comprehensive economic development strategy, high-speed telecommunications, tie-in to regional attractions, etc.

R – Remove

- What do you want to see removed from Lunenburg County, the Town of Kenbridge, and the Town of Victoria?
- Example: Blight, vacant buildings, obstacles to independent business development, etc.

K – Keep out

- What do you want to see kept out of Lunenburg County, the Town of Kenbridge, and the Town of Victoria?
- Examples: Crime, drugs, undesirable business uses, etc.

Lunenburg/Victoria/Kenbridge Mapping Exercise

1. Establish Target Growth Areas:

Target growth areas are areas of the county where new development should be most heavily concentrated. Establishing growth areas allows the county to better focus future infrastructure investments and can free up the county's forests and farmland from development pressure.

*Use **red marker** to designate areas on maps that should be centers for future growth and development.*

2. Establish target geographical areas for location of facilities

The list of items below represents some of our top responses from the community survey of facilities citizens would like to see in the county. We would like to know which facilities you would like to see in this region of the county.

*Use **stickers** and **blue marker** to designate areas on the map for location of facilities and label each feature with the letters below.*

B	business and job centers
C	community center, youth center, senior center, recreational facilities, etc.
G	grocery store
R	restaurants & retail
T	multipurpose trails for biking, walking, horseback, ATV, etc.
I	industry and manufacturing facilities
S	streetscape improvements, sidewalks, aesthetic improvements to buildings
P	preservation of natural features or farms
O	other (please specify)

3. What activities or policies can the county adopt to encourage desired growth? How can the county attract businesses to these areas?

Appendix D

Lunenburg County and Towns of Kenbridge and Victoria

Community Meetings Feedback Summary

Commonwealth Regional Council

Background

- Introduction
 - This summary highlights the key findings from two recent community meetings (one in Victoria and one in Kenbridge), where residents shared their thoughts and ideas on how to improve Lunenburg County, the Town of Kenbridge and the Town of Victoria.
 - The feedback gathered reflects the participants' priorities and vision for the future of the County and Towns.
- Methods
 - Participants engaged in the P.A.R.K. exercise, which stands for Preserve, Add, Remove, and Keep Out.
 - This structured approach allowed community members to provide detailed input on what they value most, what they believe needs to be introduced or improved, what should be eliminated, and what elements they prefer to keep out of the community.
 - After collecting the input, we conducted a thematic analysis to identify common themes and patterns in the feedback. This process involved categorizing the comments into relevant groups and summarizing the main points within each category.

Preserve



The community members expressed a desire to maintain and enhance key aspects that contribute to their quality of life and the character of the region.



This includes ensuring community safety and a friendly atmosphere, preserving natural features and the environment, and making continuous infrastructure improvements.

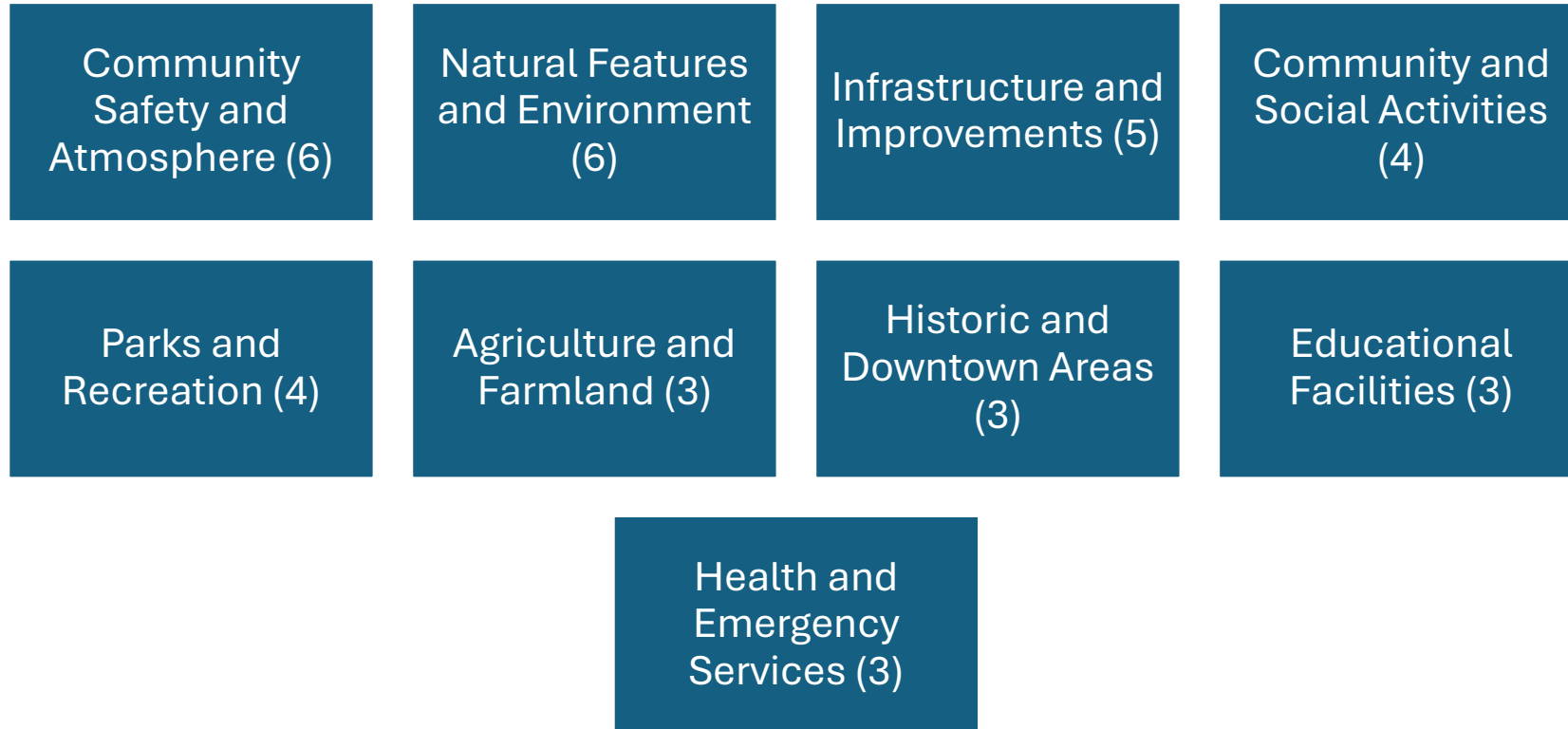


They also value community and social activities, maintaining parks and recreation areas, and preserving agricultural lands and historical downtown areas.



Educational facilities and health and emergency services are also considered vital for preservation.

Preserve



Add



Participants identified several enhancements to improve the community's livability and attract more residents and visitors.



These suggestions include expanding recreational activities and community events, increasing the number of retail and food establishments, and improving housing, infrastructure, and utility services.



The community also emphasized the need for better community services and communication, cultural and historical preservation initiatives, and more employment and educational opportunities.

Add



Recreational Activities
and Community
Events (19)



Retail and Food
Establishments (17)



Housing,
Infrastructure, and
Utilities (16)



Community Services
and Communication
(15)



Employment and
Education
Opportunities (5)



Cultural and Historical
Preservation (4)

Remove

Community members highlighted the need to address and remove elements that negatively impact the area.

Key concerns include addressing blighted houses and vacant retail buildings, reducing crime and drug-related issues, and limiting certain economic and regulatory practices such as double town tax and excessive consignment shops.

There is a call for specific site redevelopment, such as the old nursery in Victoria, to revitalize and repurpose unused spaces for the benefit of the community.

Remove

Addressing Blight
and Vacant
Properties (7)

Crime and Safety
Concerns (3)

Economic and
Regulatory Issues
(2)

Specific Site (1)

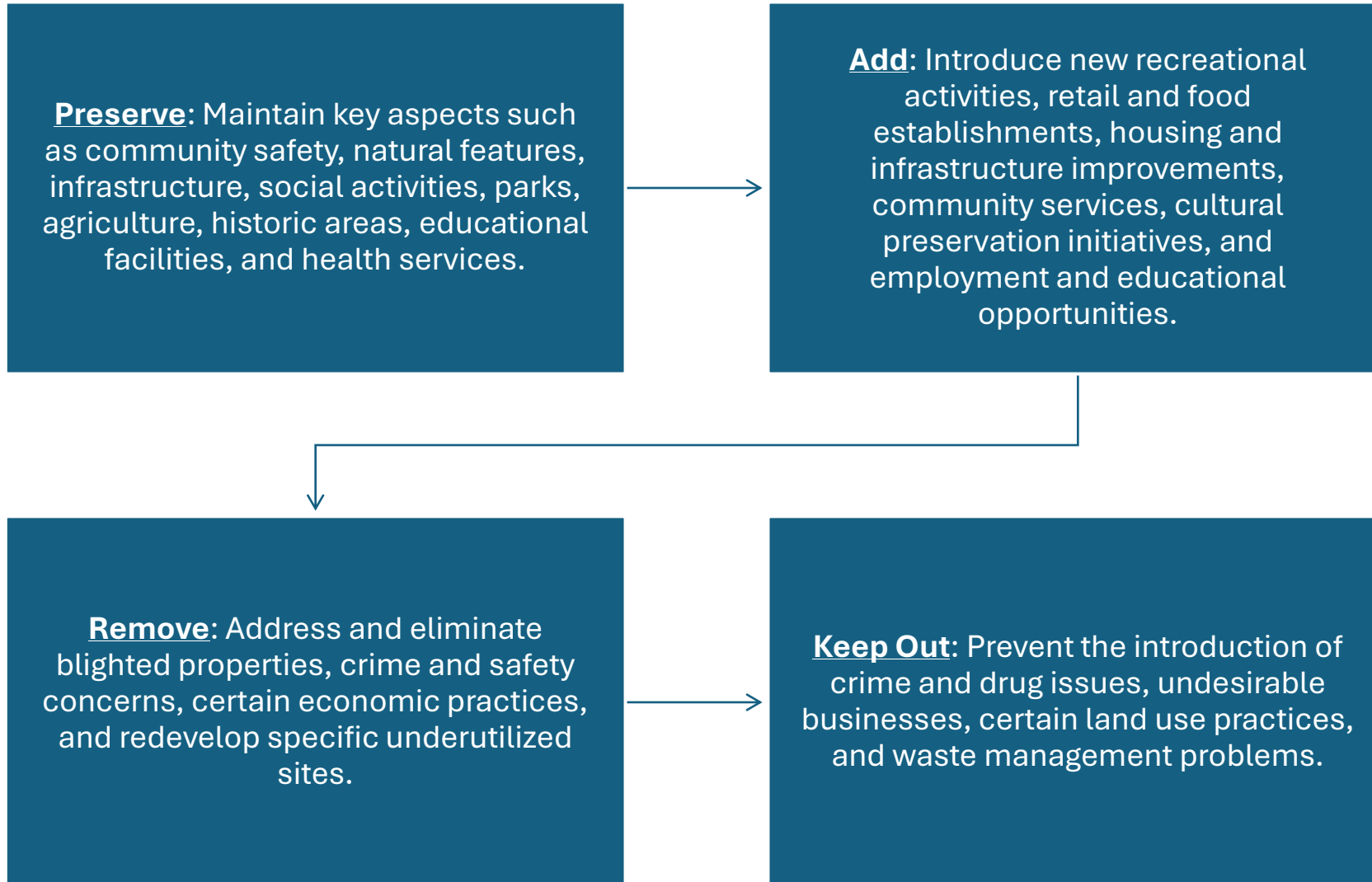
Keep Out

- Residents expressed a preference for preventing certain elements from entering or increasing in their community to maintain the area's quality of life.
- Concerns include issues related to crime and drugs, undesirable businesses such as pot stores and casinos, and certain business practices like self-checkouts and plastic bag fees.
- There are also concerns about land use and environmental impacts, such as large solar farms, hog farms, and international land investments.
- Waste management issues like trash trucks and littering are considered important to keep out to protect the community's environment and aesthetics.

Keep Out



Summary



Conclusion



Limitations

Representation: The input may not fully represent the entire community's views, as participation in the meetings may have been limited to certain groups.

Subjectivity: The feedback reflects personal opinions and preferences, which may vary widely among different residents.

Scope: The comments gathered during the meetings might not cover all possible areas of concern or opportunity within the community.



Moving Forward

By addressing the identified priorities and considering the limitations, we can develop a strategic plan that aligns with the community's vision and enhances the overall quality of life.

Continuous engagement and feedback is encouraged to ensure the plan remains relevant and effective.

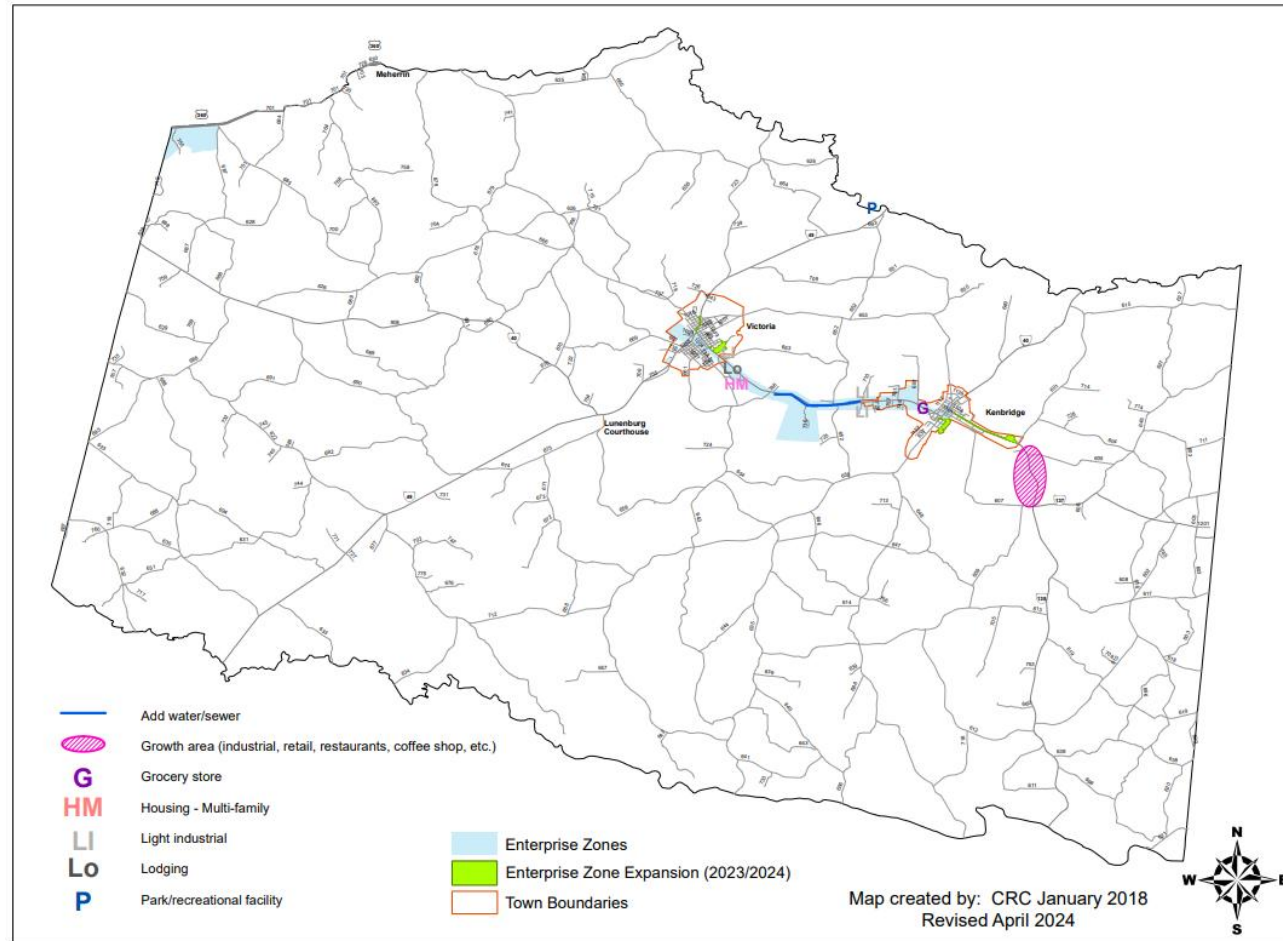
Appendix E

Lunenburg County and Towns of Kenbridge and Victoria

Mapping Exercise Results

Commonwealth Regional Council

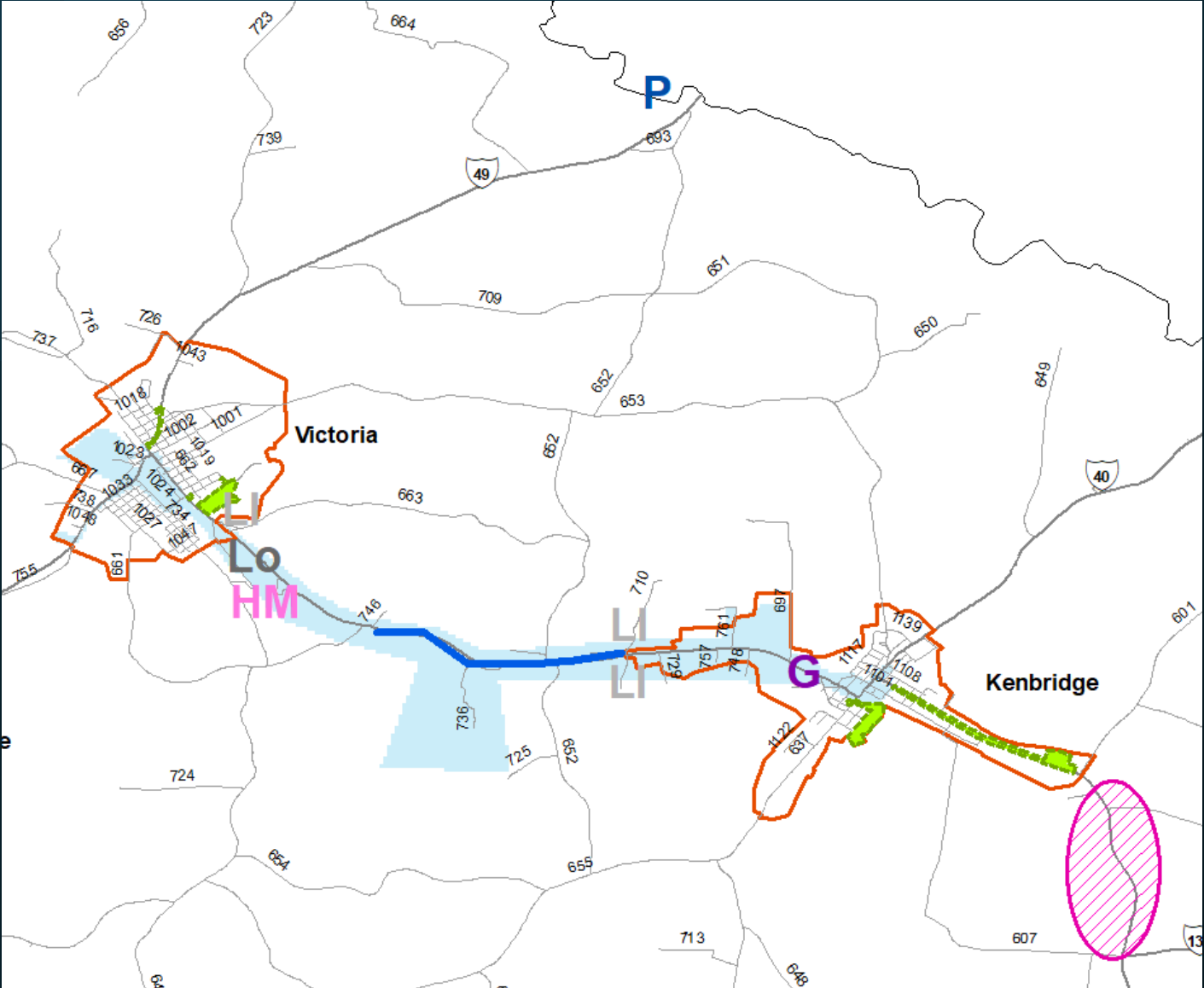
Kenbridge Meeting Map



Town of Kenbridge



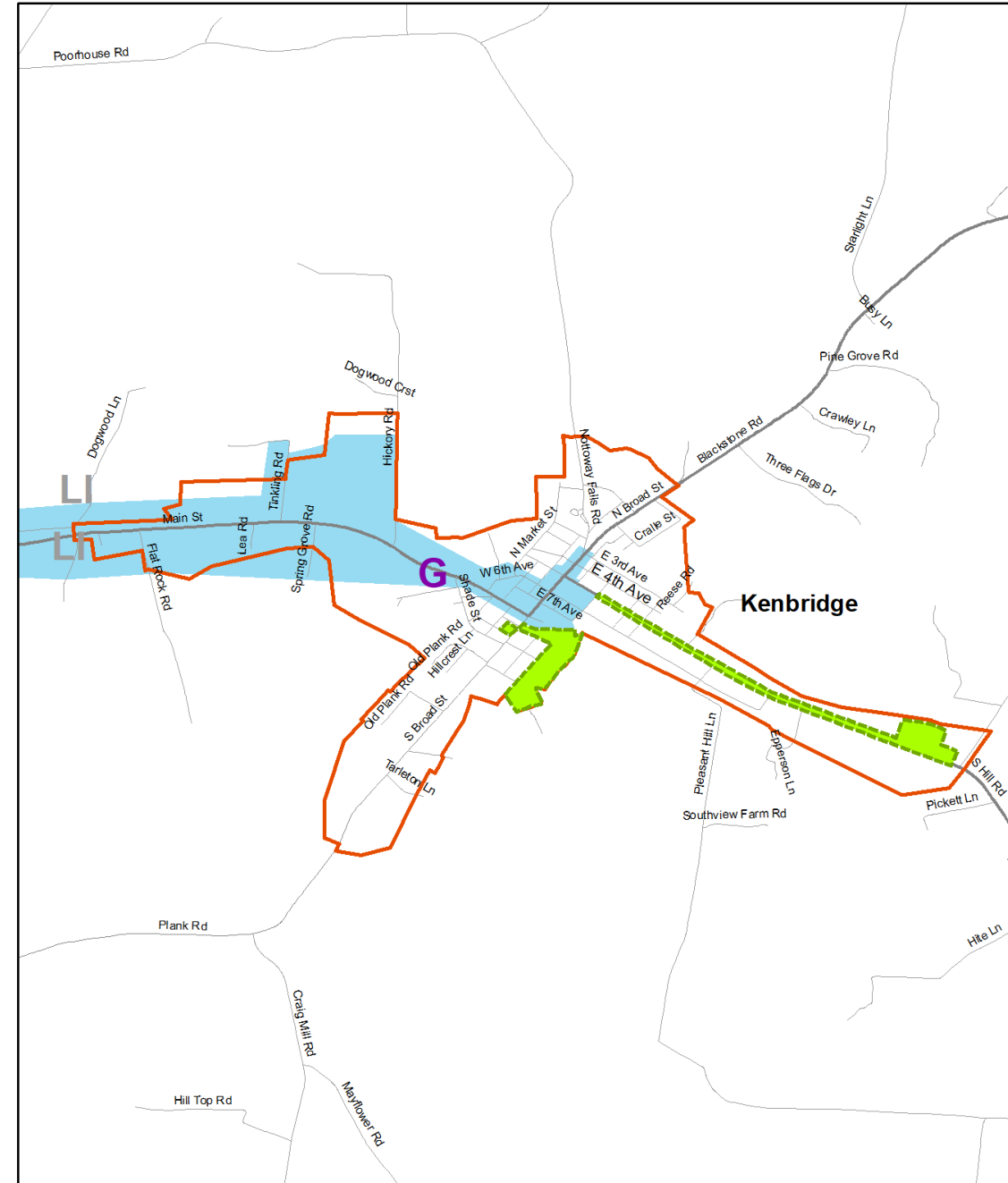
Kenbridge Meeting Map



Kenbridge Meeting Map

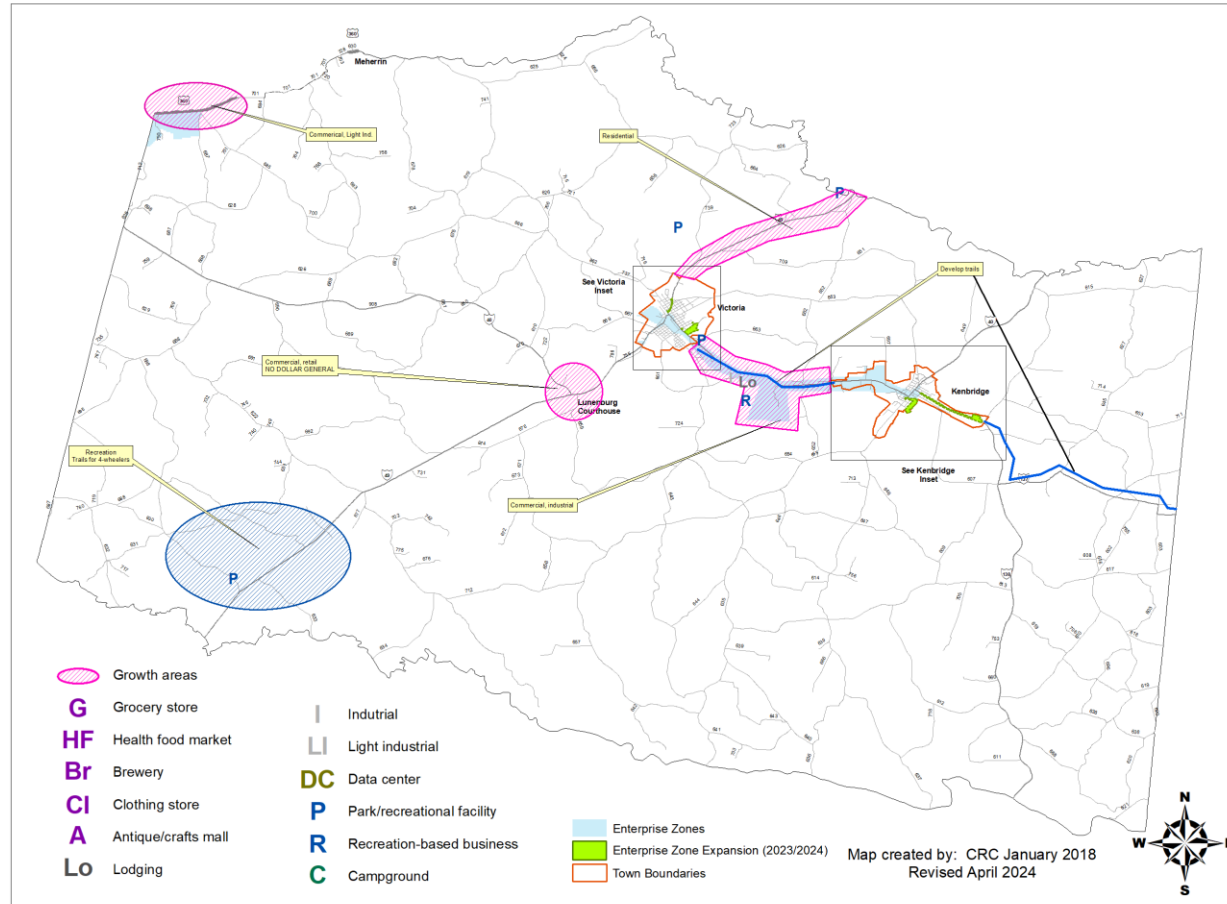
Town of Kenbridge Map Results

-  Add water/sewer
-  Growth area (industrial, retail, restaurants, coffee shop, etc.)
-  Grocery store
-  Housing - Multi-family
-  Light industrial
-  Lodging
-  Park/recreational facility
-  Enterprise Zones
-  Enterprise Zone Expansion (2023/2024)
-  Town Boundaries

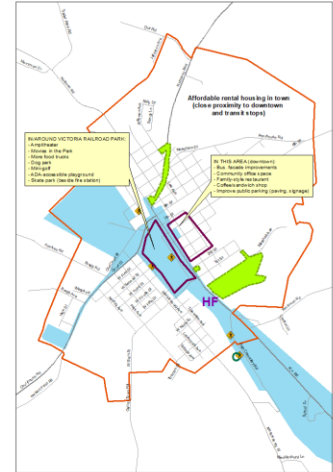


Victoria Meeting Map

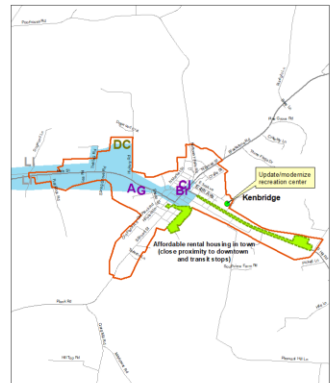
Lunenburg/Kenbridge/Victoria Comprehensive Plan Update Community Meeting Mapping Exercise - Results from Victoria Meeting (April 22)



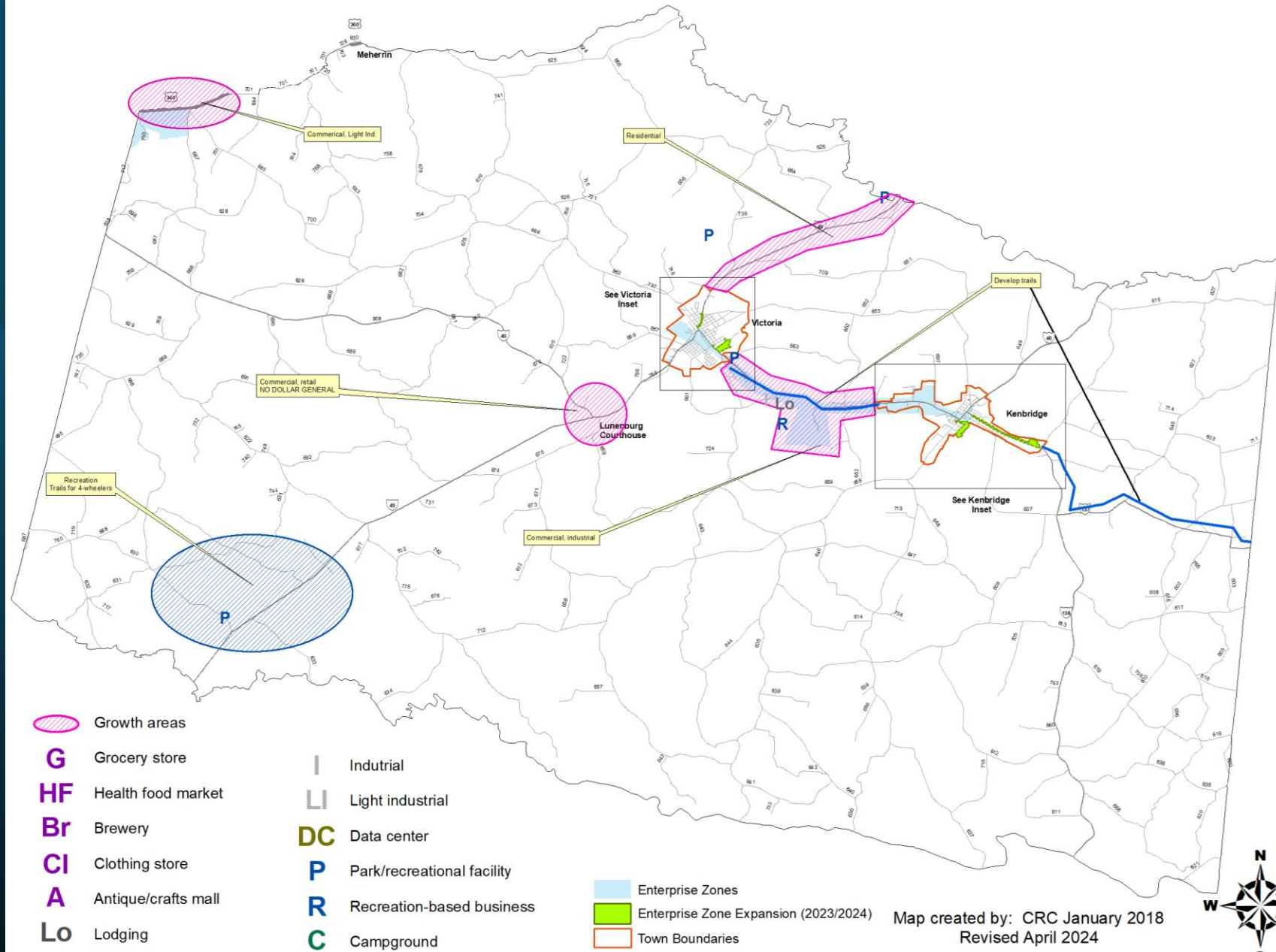
Town of Victoria



Town of Kenbridge




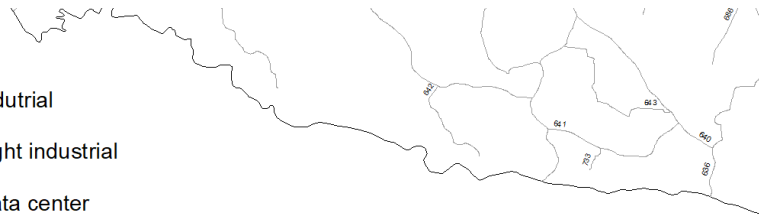
Victoria Meeting Map






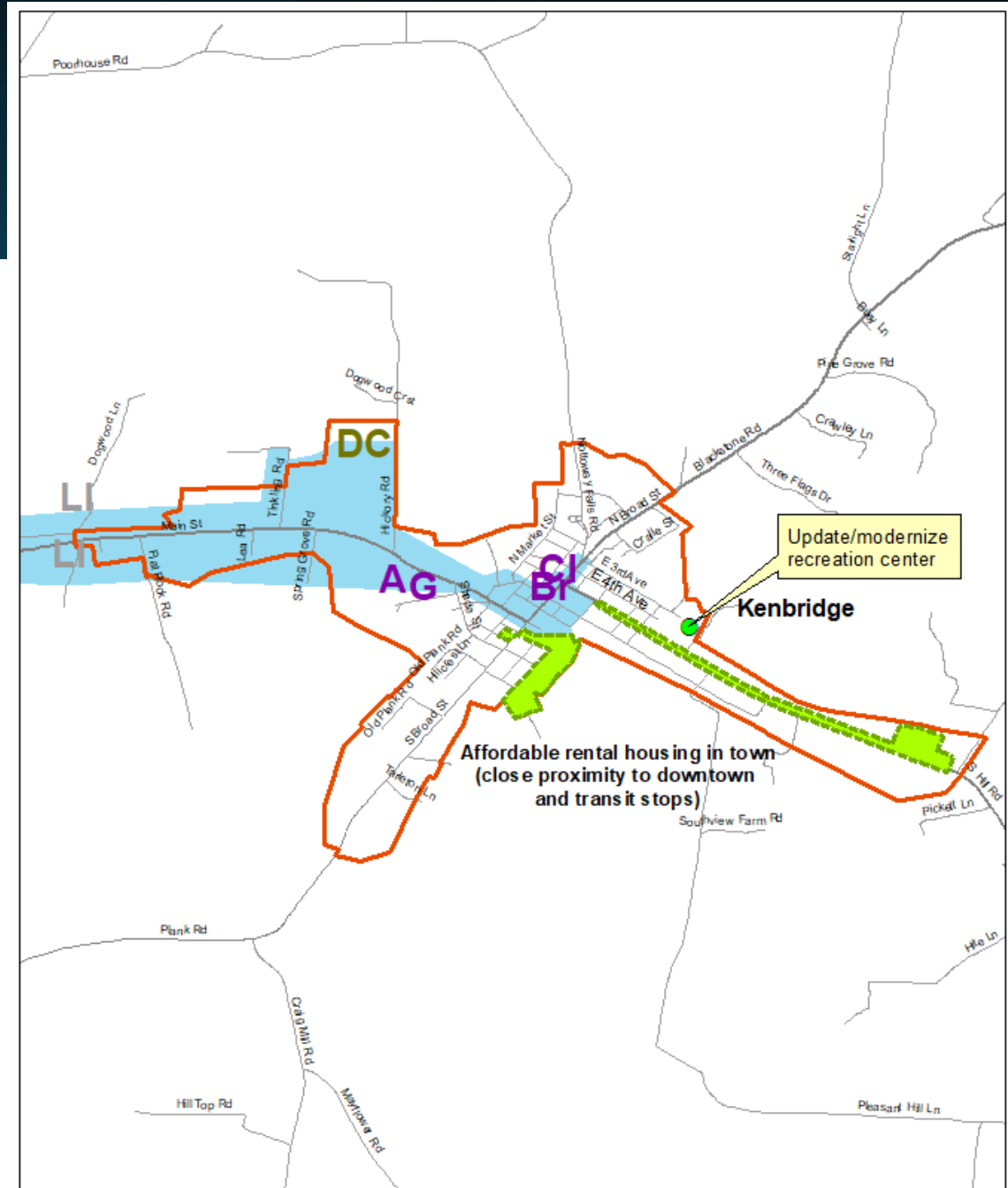
Victoria Meeting Map

Town of Kenbridge Map Results

-  Growth areas
- G** Grocery store
- HF** Health food market
- Br** Brewery
- CI** Clothing store
- A** Antique/crafts mall
- Lo** Lodging
- I** Industrial
- LI** Light industrial
- DC** Data center
- P** Park/recreational facility
- R** Recreation-based business
- C** Campground




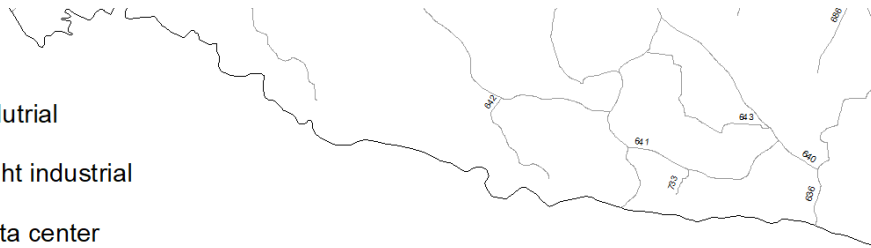
-  Enterprise Zones
-  Enterprise Zone Expansion (2023/2024)
-  Town Boundaries






Victoria Meeting Map

Town of Victoria Map Results

-  Growth areas
- G** Grocery store
- HF** Health food market
- Br** Brewery
- CI** Clothing store
- A** Antique/crafts mall
- Lo** Lodging
- I** Industrial
- LI** Light industrial
- DC** Data center
- P** Park/recreational facility
- R** Recreation-based business
- C** Campground



-  Enterprise Zones
-  Enterprise Zone Expansion (2023/2024)
-  Town Boundaries

