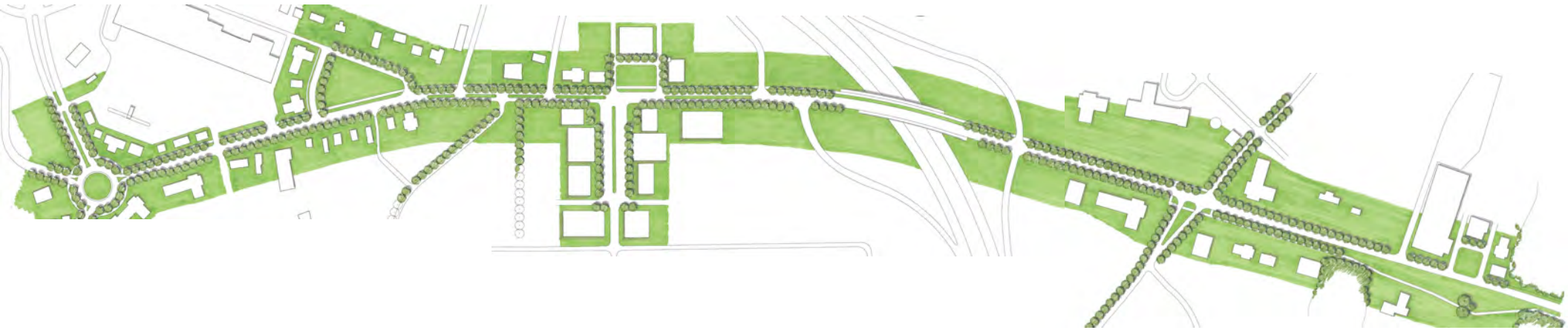


Old Courthouse Road Corridor Study Appomattox, VA



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for:
Region 2000 Local Government Council & Central Virginia
Metropolitan Planning Organization

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I. Introduction

The Old Courthouse Road (Routes 131 and 24) corridor study area is generally defined as beginning on the south at Confederate Boulevard (Business 460) and extending to the north to the Appomattox Court House National Historical Park. The corridor links the Town of Appomattox to the National Park and the newly constructed Museum of the Confederacy.

The purpose of this study is to describe the process and findings leading to a “vision” for the future of the corridor. The study effort included examining opportunities for improving multimodal connections along the corridor to better link the Town to the major tourism destinations on the north end of the study area. At present, there are no bicycle or pedestrian facilities along the corridor. However, through previous planning efforts there are pre-existing recommendations for multimodal improvements in and around the study corridor. This study builds on the previous study effort recommendations.

At present, there is no distinct character to the corridor that reflects the local heritage and significant historical events that make the Appomattox National Park a nationally recognized destination that brings in a reported hundreds of thousands of visitors each year. As was gleaned from public input, tourists visit the National Park and the Museum of the Confederacy, and then depart the area for hotel or restaurant opportunities in other cities via the Route 460 Bypass. This is due, in large part, to the general lack of lodging and dining opportunities in the area. The Old Courthouse Road corridor, as it currently exists, does not “attract” tourists further to the south and into the Town of Appomattox where they would find additional tourism destinations and dining opportunities.

Given that the tourism industry is one of the largest economic drivers in the state and for numerous localities throughout the state, current conditions result in a loss of opportunity to capture tourism related revenue. A recent economic feasibility study for the area concluded that due to the draw of the civil war and heritage tourism destinations in the County and Town, there appears to be an opportunity to attract a major hotel chain and conference center to the area. This realization, coupled with the expressed desire of the project stakeholders to better capitalize on the tourism industry, leads to a conclusion that having a clearly stated and actionable vision for the Old Courthouse Road corridor is a key opportunity that will be useful for attracting new development to the area. Therefore, it is important to create a corridor plan that documents the community’s vision for how the corridor should function and look in the future.

This corridor plan articulates through graphics and text a shared vision that will be invaluable towards attracting new development, while regulating the appearance and design of newly constructed, and reconstructed buildings in the corridor. The plan provides a summary of the elements that should be present in the future, including an inviting walking and bicycling environment, landscaping, mix of tourism supportive commercial uses, and overall appearance of the corridor. The plan also provides an overview of potential funding sources and policy related actions that could help to facilitate implementation of the communities shared vision for the corridor.

2. Existing Land Use and Traffic Conditions

Character of Existing Development

Old Courthouse Road (Route 131 and 24) begins at Business US 460 on the south and traverses northeast into Appomattox County. To the south, through Business US 460, US 460 and Old Courthouse Road are connected to the Town of Appomattox. To the northeast, Old Courthouse Road leads directly to Appomattox Court House National Historical Park and its neighbor, Museum of the Confederacy - Appomattox. **Figure 01** illustrates the location of Old Courthouse Road and the study area corridor.

Old Courthouse Road generally runs along a ridge that divides two watersheds. Old Courthouse Road is generally flat and straight throughout the study limits, with the exception of a curve that occurs on the southern end of the corridor around Triangle Plaza Shopping Center.

The study area corridor is on the north side of the Town of Appomattox. Existing land use consists primarily of residential, commercial and light industrial uses. The southern area of US 460, close to the Town, consists mainly of commercial developments on varied parcel sizes. Light industrial developments and residential developments exist along side streets and parallel corridors, and at the northern area near US 460.

The Museum of the Confederacy – Appomattox exemplifies a style of architecture that represents a modern yet classic Virginia look. This is the tone the Town of Appomattox would like to set for new developments along the study area corridor.

Across from the museum is open space, along with a trailer/mobile home park. Land use on the east side of Old Courthouse Road is light industrial and relatively generic looking butler buildings. Moving to the south, along the east side of the study area corridor, a mix of what appear to be formerly residential uses are now small commercial uses. Along the west side of the corridor are a convenience mart and a shopping center. In sum, at present there is no consistent architectural look and feel to the existing land uses. The commercial uses are not similar in character and design to the Museum of the Confederacy – Appomattox, and are not consistent with a historic tourism area.

Figure 01 Study Area Corridor



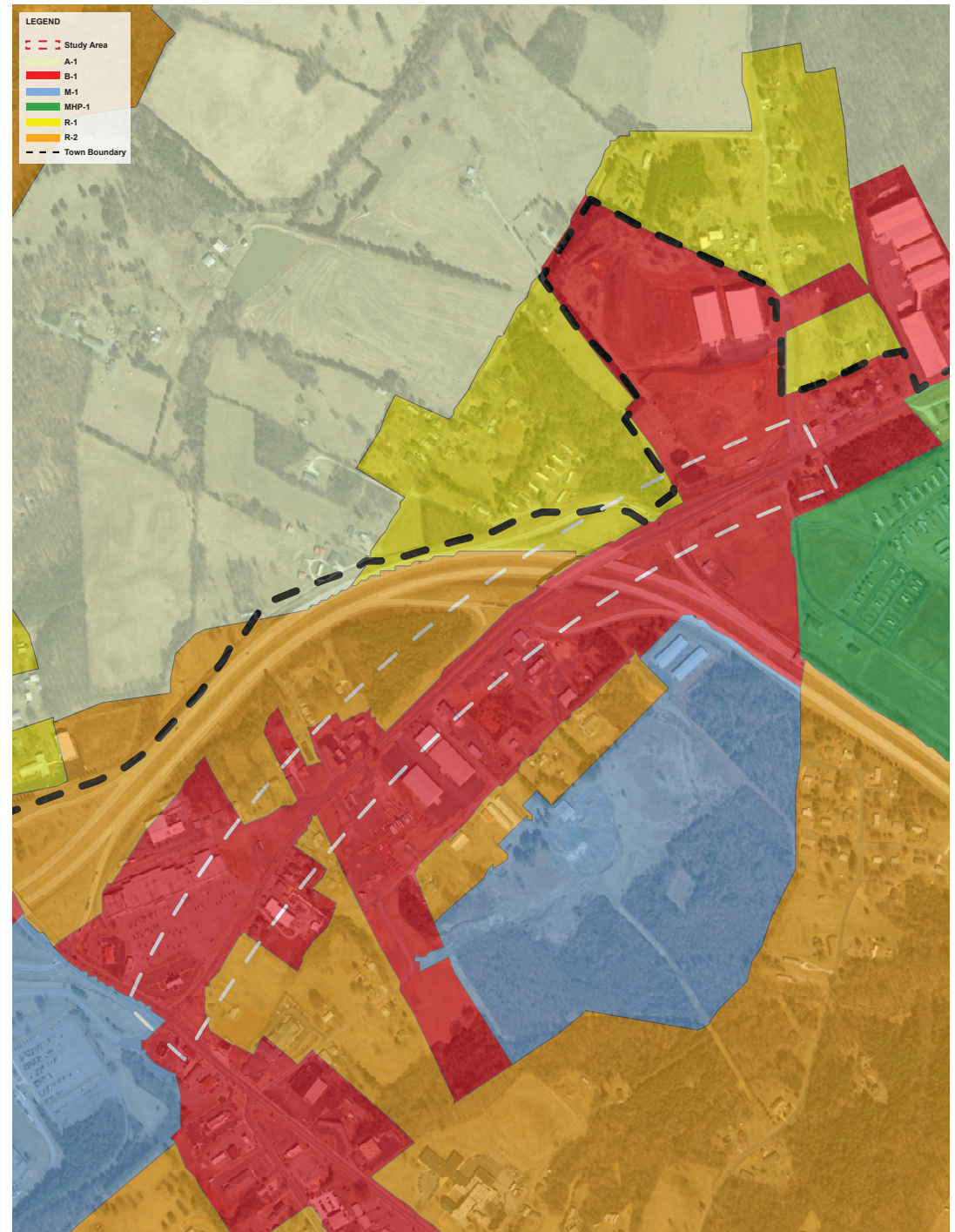
Zoning

In the study area corridor, there are three existing zoning classifications (**Figure 02**): R-1 Low-Density Residential District (only to the north of US 460), R-2 Med-Density Residential District (to the south of US 460), and B-1 Commercial District (along the study area corridor). **Table 01** describes the current site development regulations for these three classifications.

Table 01 Site Development Regulations

Development District	Maximum Lot Coverage	Maximum Building Coverage	Maximum Height
R-1 Low-Density Residential District	35%	15%	35'
R-2 Med-Density Residential District	50%	35%	35'
B-1 Commercial District	90%	50%	45'

Figure 02 Zoning



Historical Features

The study area corridor along Old Courthouse Road, with the historic downtown area of Appomattox to its immediate south and Appomattox Court House National Historical Park at the extended area on its east, has a rich history and numerous historical resources with the corridor.

To the east of the study area corridor lays the famous Appomattox Court House National Historical Park, the site of Confederate General Robert E. Lee's surrender to Union General Ulysses S. Grant on April 9, 1865. To the immediate south of the study area corridor lays the historical site of the Battle of Appomattox Station which happened on April 8, 1865. The historic downtown area of Appomattox is also to the south. Numerous historic buildings dot the downtown area, some of which have been developed as specialty shopping, while others remain in service to their original uses.

Other important cultural resources near the study area corridor include the historic structures in the Town of Pamplin, the registered historic sites around Appomattox County, and scenic and recreational areas with both historic and natural significance such as the James River Protection Area and the Appomattox-Buckingham State Forest/Appomattox River Protection Area.

Existing Traffic Volumes

Old Courthouse Road is designated as Route 131 south of US 460 and is classified as a rural major collector in the VDOT Functional Classification system. North of US 460, Old Courthouse Road is designated as Route 24 and is classified as a rural minor arterial. The posted speed limit on Old Courthouse Road transitions from 35 mph south of US 460, to 45 mph through the interchange, and then 55 mph north of US 460 as it enters the national park.

The VDOT access management criteria is shown in **Figure 03**, which requires that, in the 35 mph section, the desired spacing of the full access entrances should be 335', in the 45 mph section northeast of US 460, the spacing should be 470', and in the 55 mph section further to the northeast, the desired full access commercial entrance spacing should be 555'. Presently there are numerous commercial entrances throughout the study area corridor that do not have spacing distances that meet the current design criteria.

Much of the traffic destined for the Appomattox Court House National Historical Park is now carried by US 460, bypassing the Old Courthouse Road in the study area corridor. Some of that traffic may potentially be diverted into the study area corridor through the use of signage. The existing traffic volumes on Old Courthouse Road are moderate to low, with an AADT volume of 6,900 south of the US 460 Bypass and 3,400 north of the Bypass. The highest bidirectional peak hour volume is approximately 330 vehicles per hour south of the US 460 Bypass and 450 vehicles per hour north of the Bypass. The Level of Service (LOS), which is a measure of congestion ranging from A (Good) to F (Failing), along the study area corridor is very good, with LOS A or LOS B for all movements at the intersection of Old Courthouse Road at Triangle Plaza Shopping Center and the intersections of Old Courthouse Road and the US 460 exit and entrance ramps.

At the south end of the corridor, Old Courthouse Road intersects with Business US 460 (Confederate Boulevard). The LOS for movements going out of the study area corridor at this intersection is LOS C. For the movements coming into the study area corridor a rating of LOS A from Oakville Road, LOS B from Confederate Boulevard, and LOS D from Founders Lane are documented.

Figure 04 illustrates the existing traffic volumes and levels of service by movement at intersections in the study area corridor.

At present, there are no sidewalks, trails, or on-street bicycle accommodations in the study area corridor. However, Appomattox County, the Town of Appomattox, and the Central Virginia Metropolitan Planning Organization (MPO) have been actively planning over the past five or more years for new multimodal connections. **Figure 05** illustrates elements of past and ongoing planning studies that have recommended an extensive network of multimodal connections in and around the study area corridor.

Figure 03 Minimum Spacing Standards for Commercial Entrances, Intersections, and Crossovers -VDOT Access Management Criteria

Highway Functional Classification	Legal Speed Limit (mph) ^①	Centerline to Centerline Spacing in Feet			
		Signalized Intersections/ Crossovers ^②	Unsignalized Intersections/ Crossovers ^③	Full Access Entrances ^④	Partial Access One or Two Way Entrances ^⑤
Principal Arterial	≤ 30 mph	1,050	880	440	250
	35 to 45 mph	1,320	1,050	565	305
	≥ 50 mph	2,640	1,320	750	495
Minor Arterial	≤ 30 mph	880	660	355	200
	35 to 45 mph	1,050	660	470	250
	≥ 50 mph	1,320	1,050	555	425
Collector	≤ 30 mph	660	440	225	200
	35 to 45 mph	660	440	335	250
	≥ 50 mph	1,050	660	445	360
Local Street ^⑥	Commercial entrance spacing: See Figure 4-11.				

North of US 460

South of US 460

TABLE 2-2 MINIMUM SPACING STANDARDS FOR COMMERCIAL ENTRANCES, INTERSECTIONS AND CROSSOVERS ⑦

Notes: **A. Divided/undivided highway** - Spacing distances apply to both divided and undivided highways.

B. Crossovers - A proposed intersection that will require a new or closing an existing crossover on a divided highway must also be approved in accordance with the Crossover Location Approval Process Section.

C. Relationship between spacing standards - Signalized intersection spacing applies to other signals. The unsignalized intersection spacing is the minimum distance between such intersections and between unsignalized and signalized intersections. The partial entrance spacing separates such entrances from each other and from intersections.

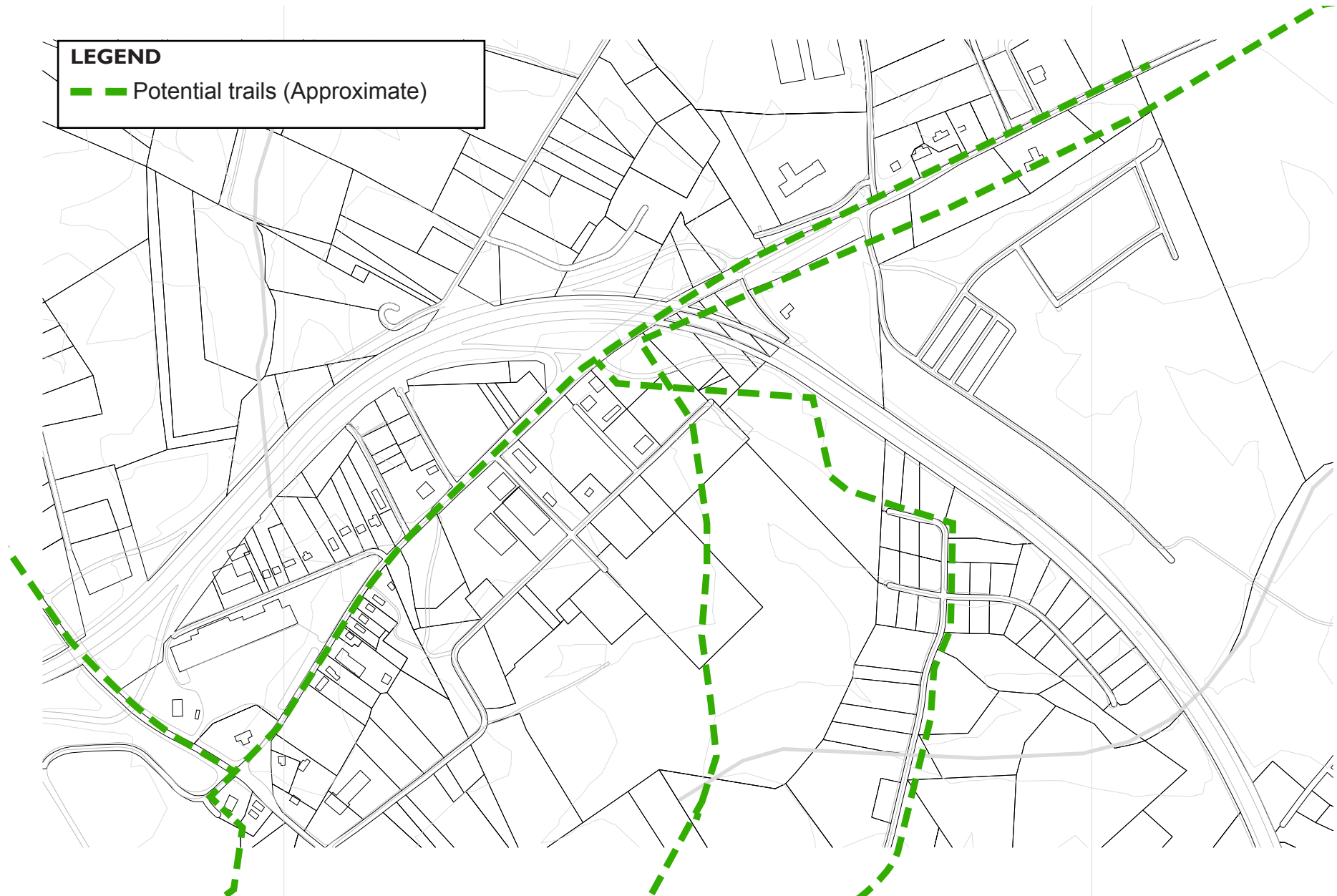
D. Roundabouts - Roundabouts are separated from other intersections by the unsignalized intersection spacing standard; from other roundabouts by the partial access entrance spacing.

E. Spacing standards exceptions - See "exceptions to the spacing standards" presented later in this section.

F. Right Turn Lanes - When a right turn lane will be installed at an entrance, the length of the turn lane needs to be considered when locating the entrance.

Figure 04 Existing Traffic Volumes and Levels of Service by Movement



Figure 05 Potential Trails in the Future (As Shown in Previous Planning Studies)

Crash Summary

Crash data in the study area corridor and also in the extended area near the Appomattox Court House National Historical Park from 2008 to 2012 were summarized and mapped. **Figures 06A and 06B** illustrate the data and lead to the following findings:

- 1) most of the crashes outside the national park area occurred at intersections and were crashes between cars (i.e. not with pedestrians, deer, or run off road crashes);
- 2) most of the crashes within the national park area occurred along the road and involved hitting animals or fixed objects;
- 3) there are three areas where more than one crash occurred in five years; the intersection of Route 656 and Route 24, the entrance/exit area of the Galilee Baptist Church, and the entrance/exit area of the parking lot next to the Cemetery of the 15 Who Fell at Appomattox.

Figure 06A Crash History A

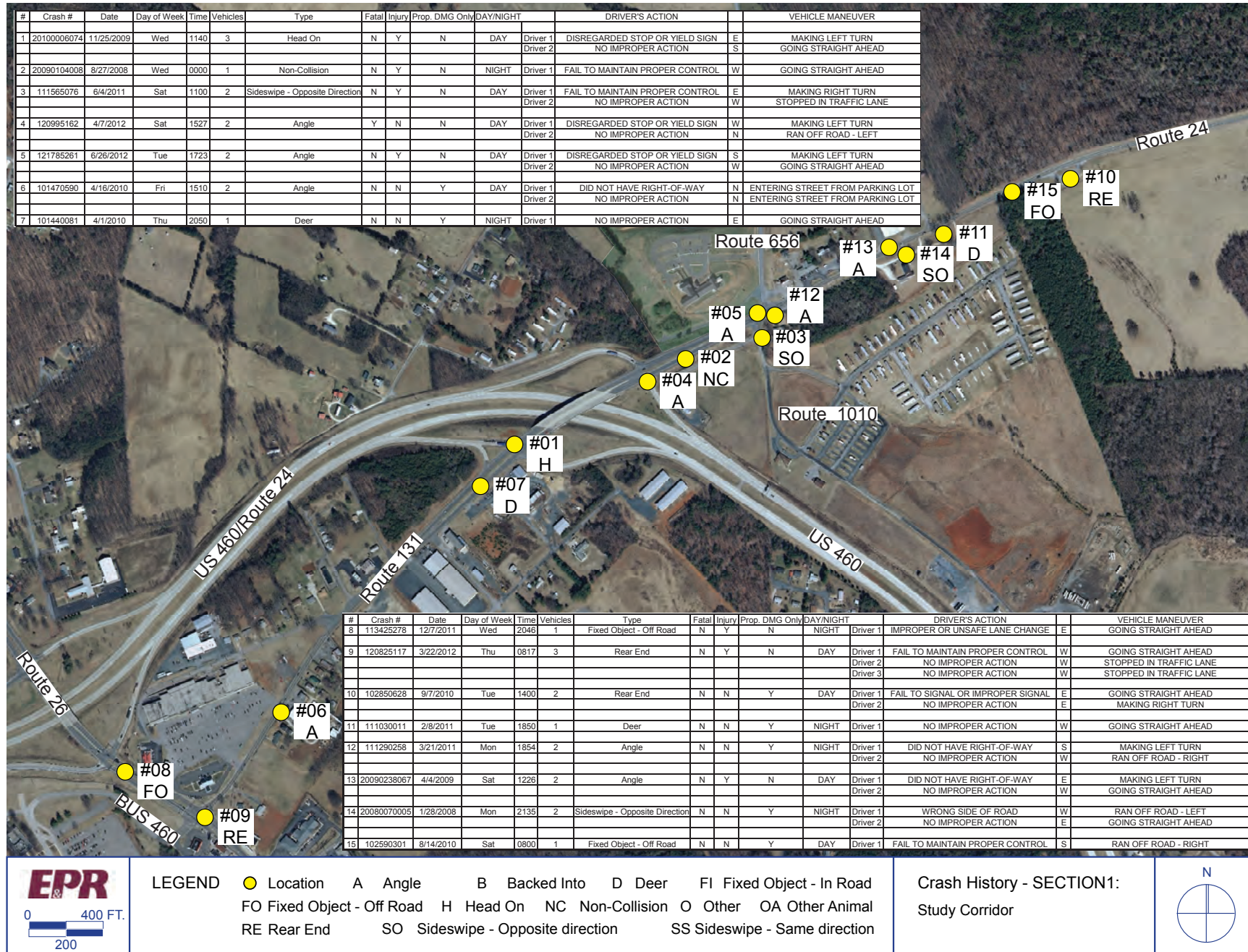
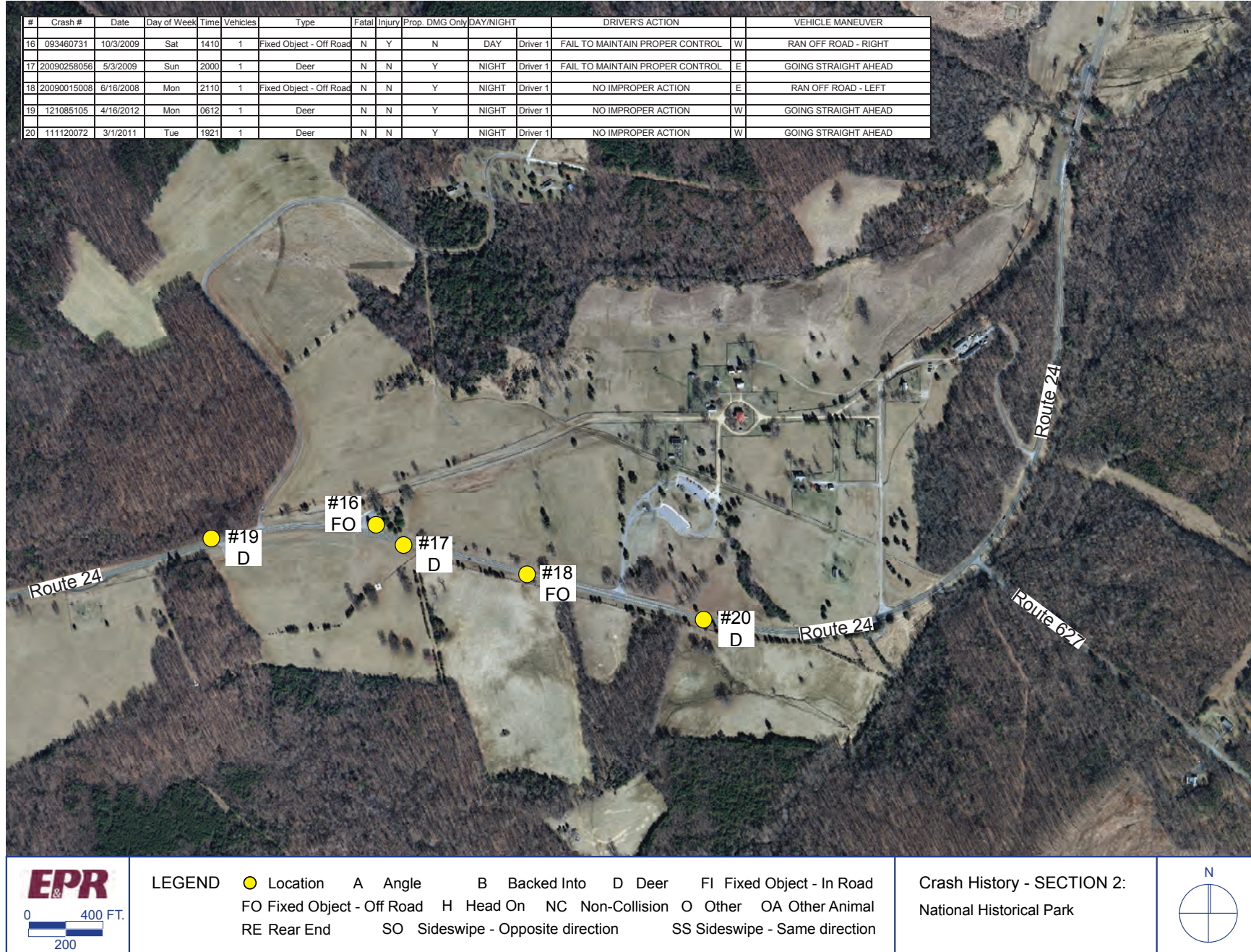


Figure 06B Crash History B



3. Prior Planning Initiatives

The following provides a brief overview of the planning initiatives related to the study area corridor at the state, regional, county/town, and local levels and documents activities that have direct or indirect bearing on the study area corridor along Old Courthouse Road.

State Level

- Virginia Outdoor Plan

Regional Level

- Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan
- Region 2000 Greenways, Blueways, and Trails Plan
- Region 2000 Bike Plan

County/Town Level

- Appomattox Community Development Plan
- County Zoning Classifications
- Appomattox Greenways Master Plan – A Vision for Your Future
- Town of Appomattox Pedestrian and Bicycle Plan
- Appomattox Heritage Recreational Trail Plan

Local Level

- Appomattox Court House National Historical Park
- Appomattox Station Battle Field Resource and Management Plan

Virginia Outdoor Plan

The Virginia Outdoor Plan is the Commonwealth's official conservation, outdoor recreation, and open space plan. Revised every five years, the plan provides guidance on meeting the conservation and open space and outdoor recreational needs of the state to all levels of government and the private sector. The Virginia Outdoor Plan also provides specific recommendations for each planning district.

The 2007 Virginia Outdoor Plan, the latest version available, identifies “walking for pleasure” and “visiting historic sites” as the two highest ranked leisure activities out of 39 activities surveyed. In accordance with this result, the plan focuses specifically on these two issues and provides detailed recommendations for each planning district. The following recommendations listed in the 2007 Virginia Outdoor Plan can be applied to the project study area corridor:

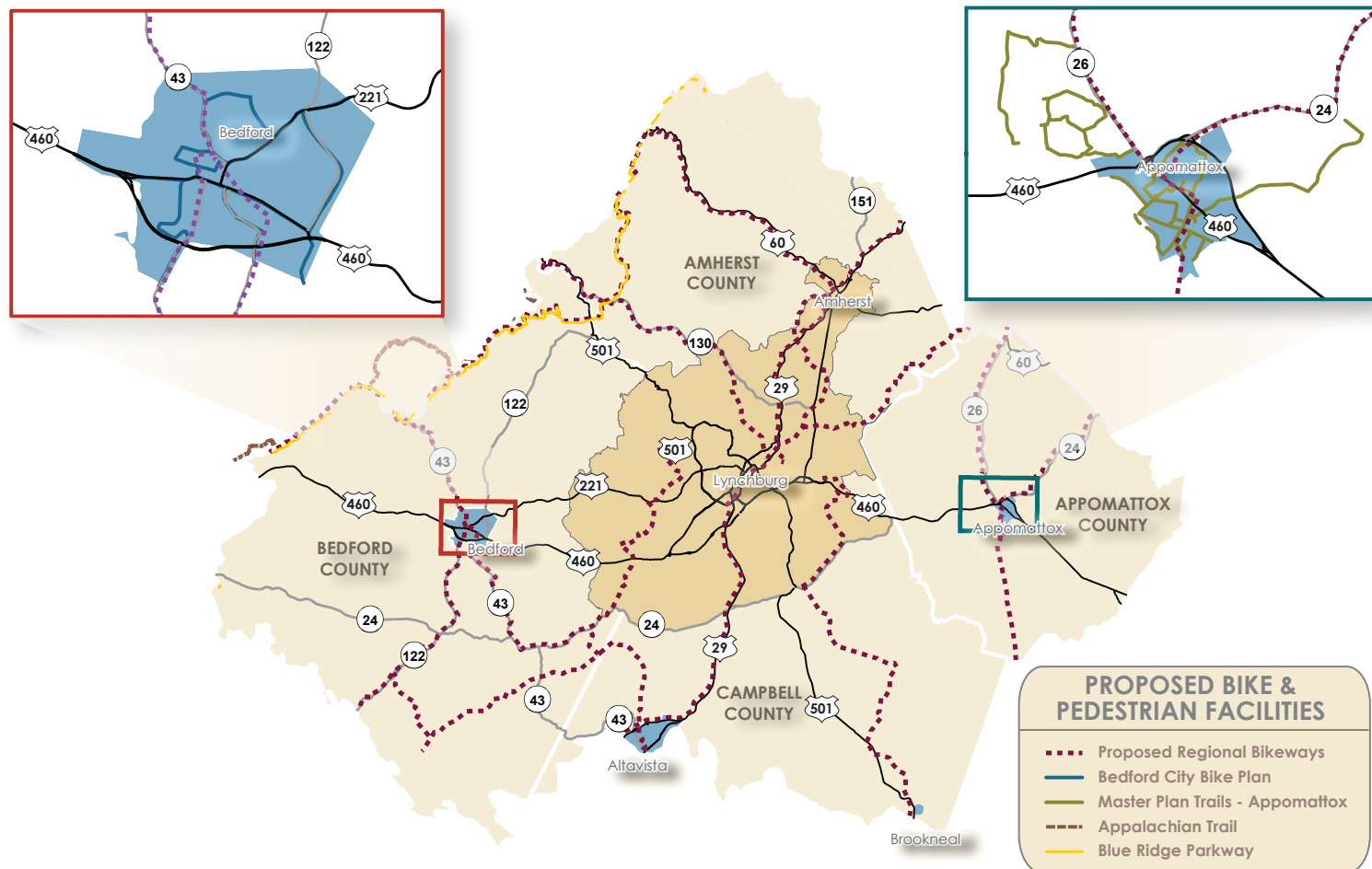
- Evaluate utility easements and private trails for public use;
- Connect trail facilities located in the adjacent counties;
- Consider using abandoned railroad corridors and private lands;
- Develop the Appomattox Heritage Recreational Trail, a trail system that would link the historic resources, enhance tourism opportunities, and provide for improved wellness and quality of life benefits for area residents;
- Support the implementation of the Region 2000 – Greenways, Blueways, and Trails Plan;
- Identify historic and archaeological resources that can be used for tourism, recreation and education;
- Support the creation of other heritage area programs to promote tourism and preservation.

Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan

Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan, as a part of Virginia's 2035 Surface Transportation Plan, was developed through the collaboration among VDOT, Virginia's Planning District Commissions, and local governments to create regional multi-modal long range transportation plans for the rural and small urban areas in the Counties of Amherst, Appomattox, Bedford, Campbell, the Cities of Bedford and Lynchburg, and the Towns of Altavista, Amherst, Appomattox and Brookneal.

In this plan, existing regional bike and pedestrian facilities were identified and then specific roadway improvement recommendations and a proposed bike and pedestrian facilities plan were developed. **Figure 07** illustrates the bike and pedestrian facilities that would be proposed in Appomattox.

Figure 07 Proposed Bike & Pedestrian Facilities - Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan



Region 2000 Greenways, Blueways, and Trails Plan

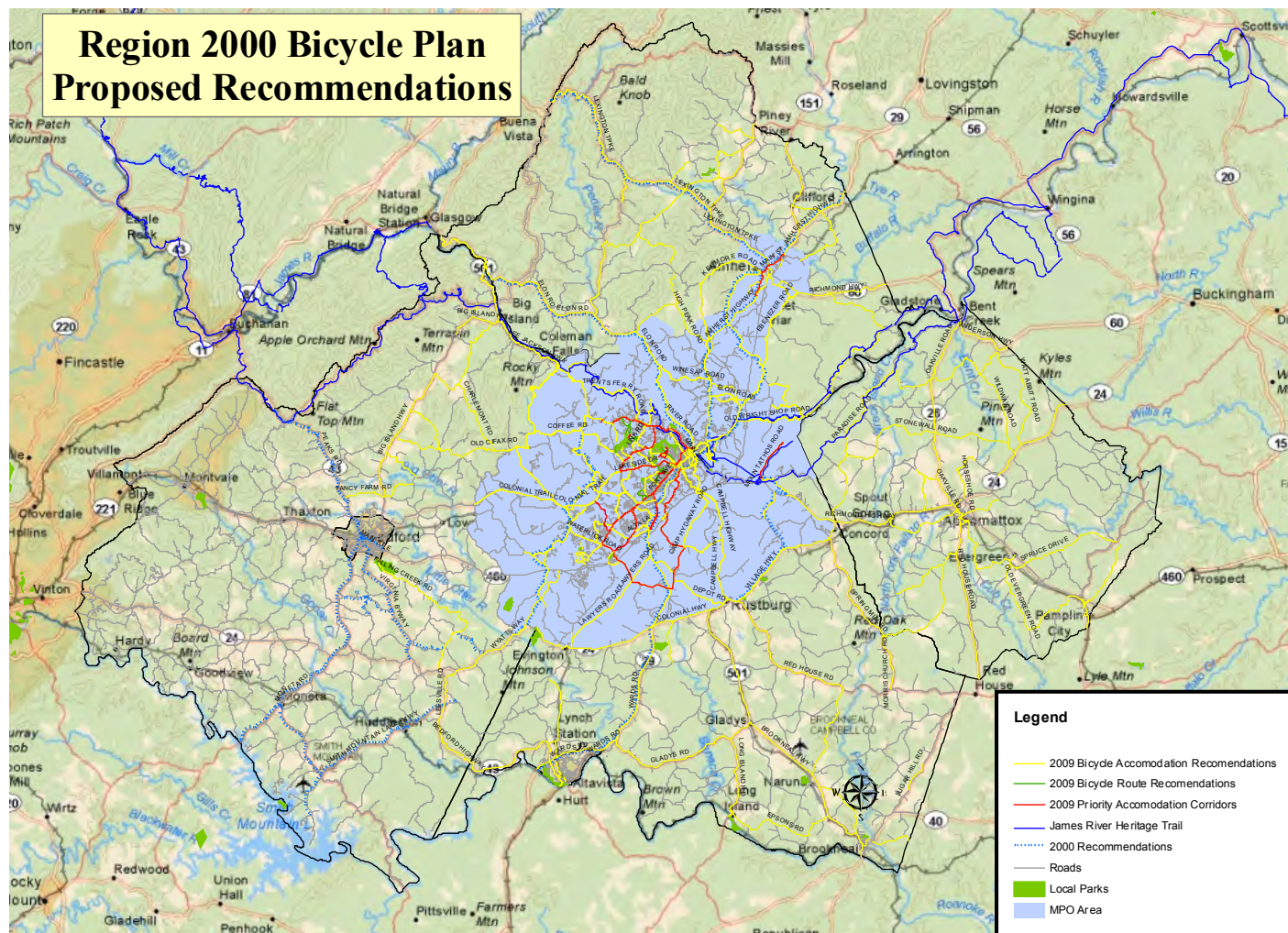
The Region 2000 Greenways, Blueways, and Trails Plan serves as the guiding document for the creation of a region-wide, linked network of on and off-road trails, parks, and rivers that connect and highlight the cultural, historical, and natural attractions within the region. The plan was completed in 2003 and updated in 2012.

The 2003 version of the Region 2000 Greenways, Blueways, and Trails Plan emphasized the connectivity within the region, linkages between destinations, opportunities for protecting and appreciating natural areas, and increasing access to recreation and exercises. The 2012 update focuses on making small-scale connections, incorporating transportation corridor priorities and identifying priority projects. The plan recommends two priority trails in Appomattox that might intersect the study area corridor: Downtown Appomattox/County Park Loop Trail and Appomattox Heritage Recreational Trail.

Region 2000 Bike Plan

The Region 2000 Bike Plan serves as guidance to the development of bicycle accommodations. It encourages and facilitates the utilization of bicycles as a healthy and viable transportation mode to access community resources throughout the Region 2000 area. The plan was developed through a public input process that included area staff, local government officials, citizens, and cycling enthusiasts to achieve its goal to provide area citizens with a safe and efficient bike network. It also aims to establish bicycle accommodation projects, promote educational and outreach programs on bike use, and facilitate institutional and programmatic support. The plan proposed a bike network in the area (**Figure 08**), identified specific bike route improvements and provided recommendations on creating facilities.

Figure 08 Region 2000 Bike Plan



Appomattox Community Development Plan

The Appomattox Community Development Plan is Appomattox County's most important document regarding growth, development and visioning. It serves as the guidance for public and private activities as they relate to land use and resource utilization. At the core of the plan is the Future Land Use Map, which is a visual depiction of the growth pattern desired by the County. It represents a twenty year outlook and guide to new development, both commercial and residential. Land use decisions should be based on the goals depicted in the Future Land Use section. **Figure 09** illustrates the future land use around the study area corridor.

In the Appomattox Community Development Plan, US 460, Route 24, Route 26, and Route 131 are the most important highways in the County. Many important places of interest, recreational opportunities, and historic structures in the County are connected through this transportation system. See **Figure 10** for details of these resources.

Figure 09 Future Land Use Map

Appomattox County Future Land Use Map

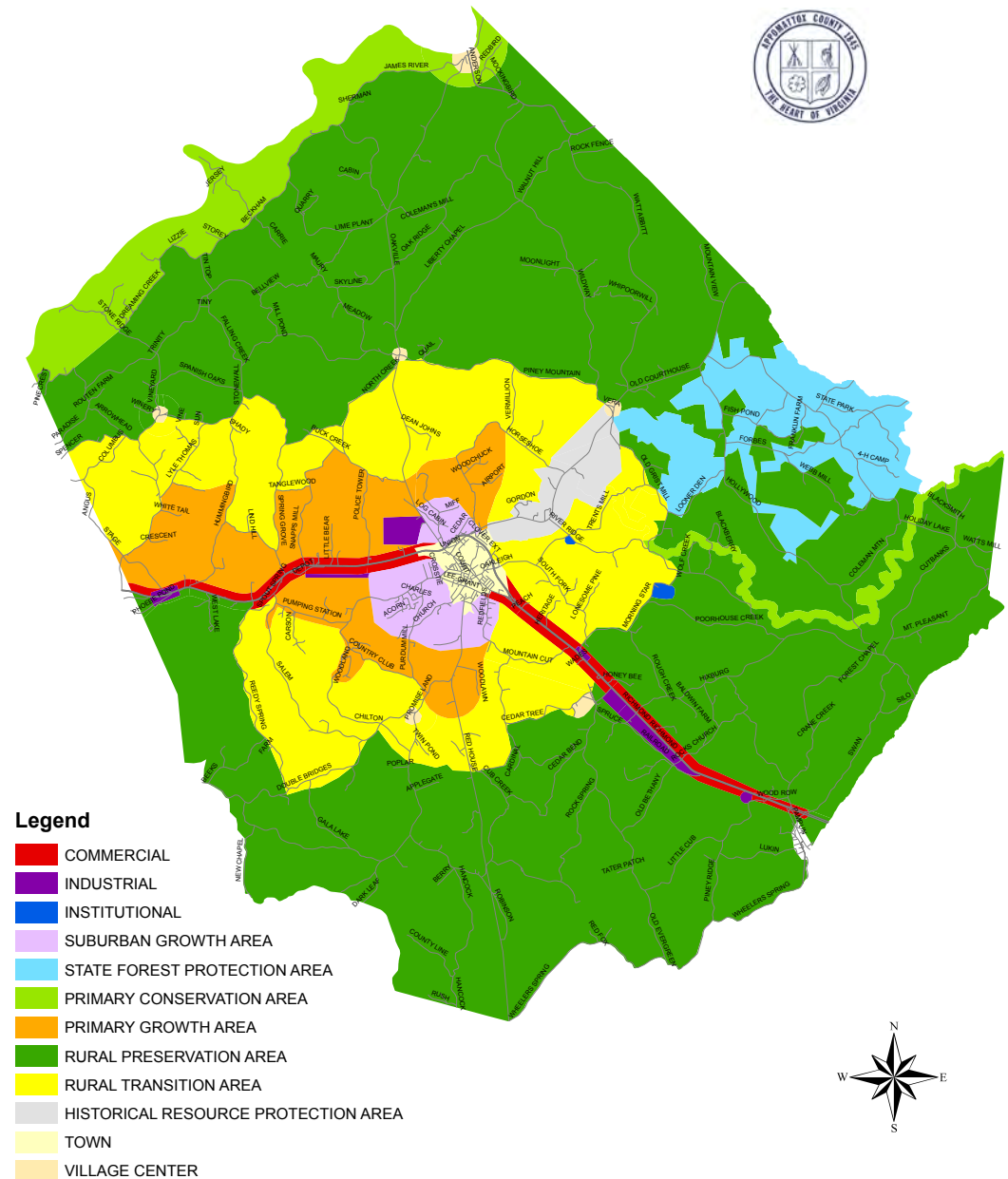
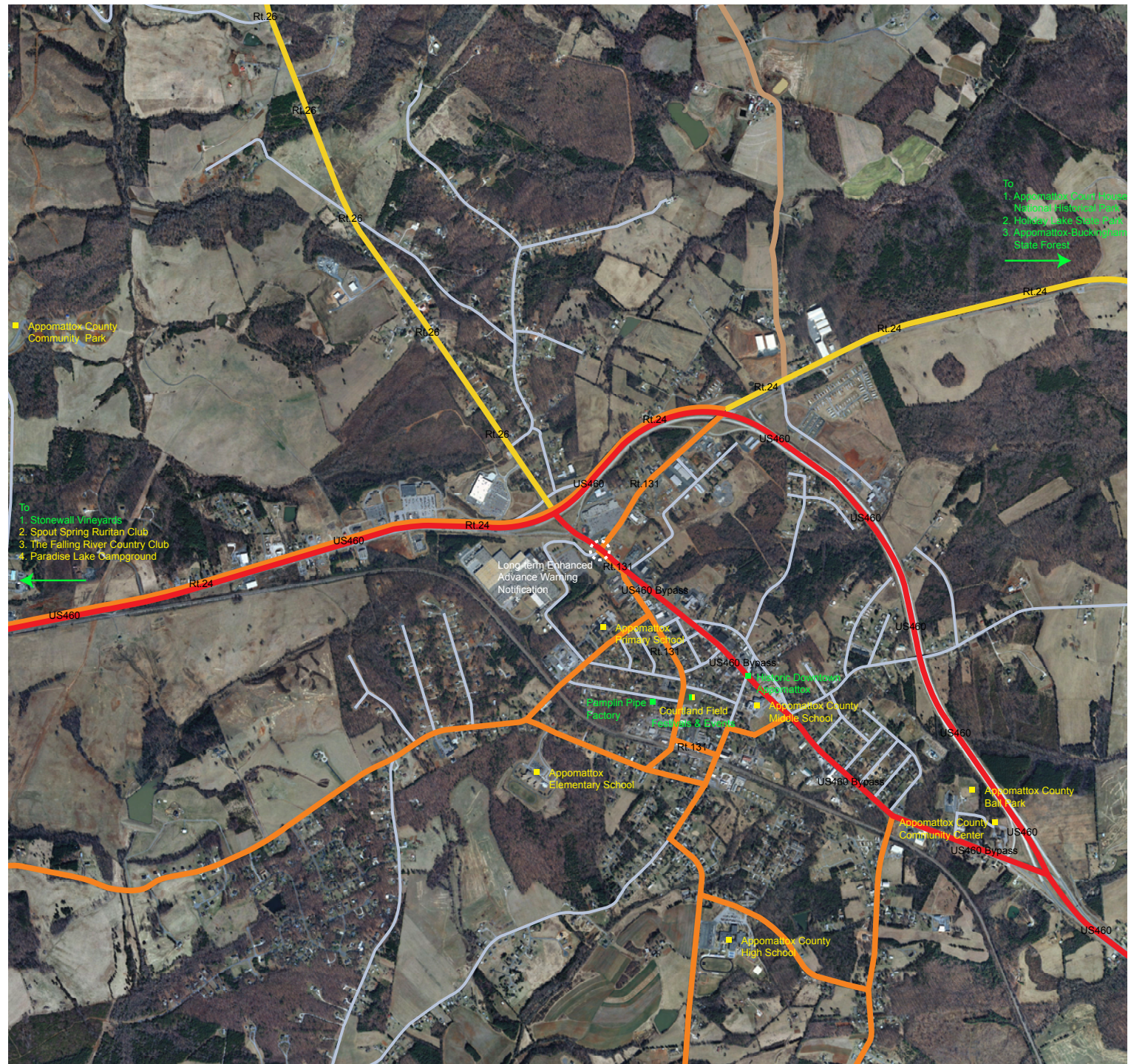


Figure 10 Resources Map



County Zoning Classifications

Appomattox County consists of several different zoning districts:

- Agricultural District (A-1);
- Commercial District (B-1);
- Historic District (H-1);
- Industrial District (M-1);
- Residential District (R-1);
- Residential District (R-2);
- Village Center (V-1).

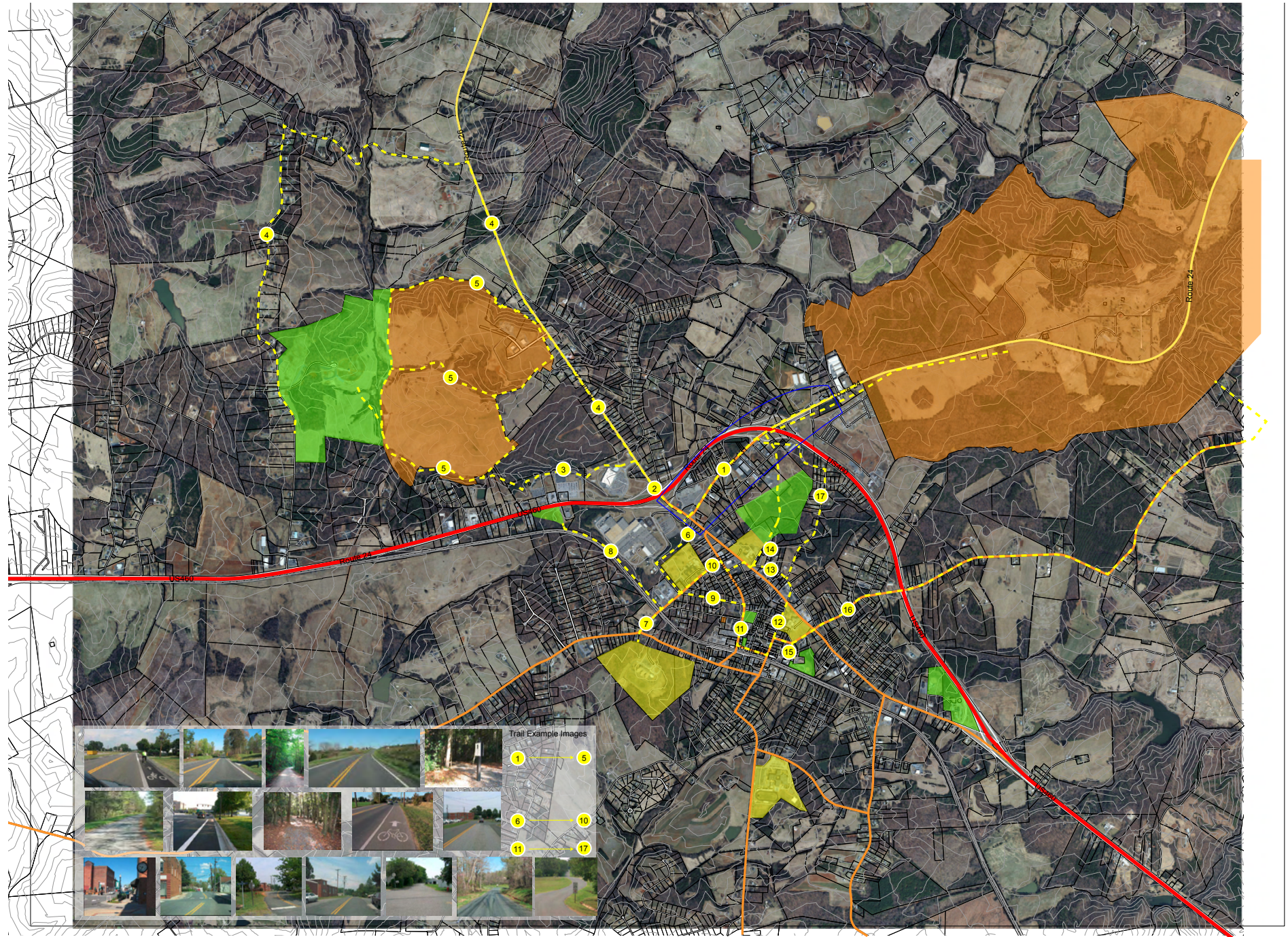
In the study area corridor, there are three existing zoning classifications (**Figure 02** at Page 07): R-1 Low-Density Residential District, R-2 Med-Density Residential District, and B-1 Commercial District.

Appomattox Greenways Master Plan – A Vision for Your Future

The Appomattox Greenways Master Plan, prepared in 2007, through the collaboration of the American Society of Landscape Architects, the National Park Service, Region 2000 Local Government Council, the County and Town of Appomattox, and designforum inc. serves as a guiding document to facilitate connections within the Appomattox community. The plan communicates the benefits and needs for greenways (both on and off-road), provides an overview of the different types of pedestrian connections, provides an inventory of assets, details connection opportunities, and outlines goals and objectives to assist in creating an alternative transportation network.

This plan included a detailed map of the potential links to key destinations within the Town and County of Appomattox and provided examples for each section within this network. **Figure 11** illustrates the greenway links, open space and the example graphics proposed in the Appomattox Greenways Master Plan.

Figure 11 Greenway Links and Example Graphics



Town of Appomattox Pedestrian and Bicycle Plan

The Town of Appomattox Pedestrian and Bicycle Plan, developed in 2009, provides an overview and makes recommendations for improving pedestrian and bicycle connections between community resources through land use, transportation, and development opportunities to incorporate pedestrian access as an integral Appomattox Town standard and community service amenity.

This plan studied the pedestrian and bicycle facility types from other areas, reviewed in detail the existing condition of facilities in the Town, and provided recommendations for the future. **Figure 12** and **Figure 13** illustrate the existing conditions and proposed future improvements of pedestrian and bicycle traffic in the Town of Appomattox.

Figure 12 Existing Town Bike Plan

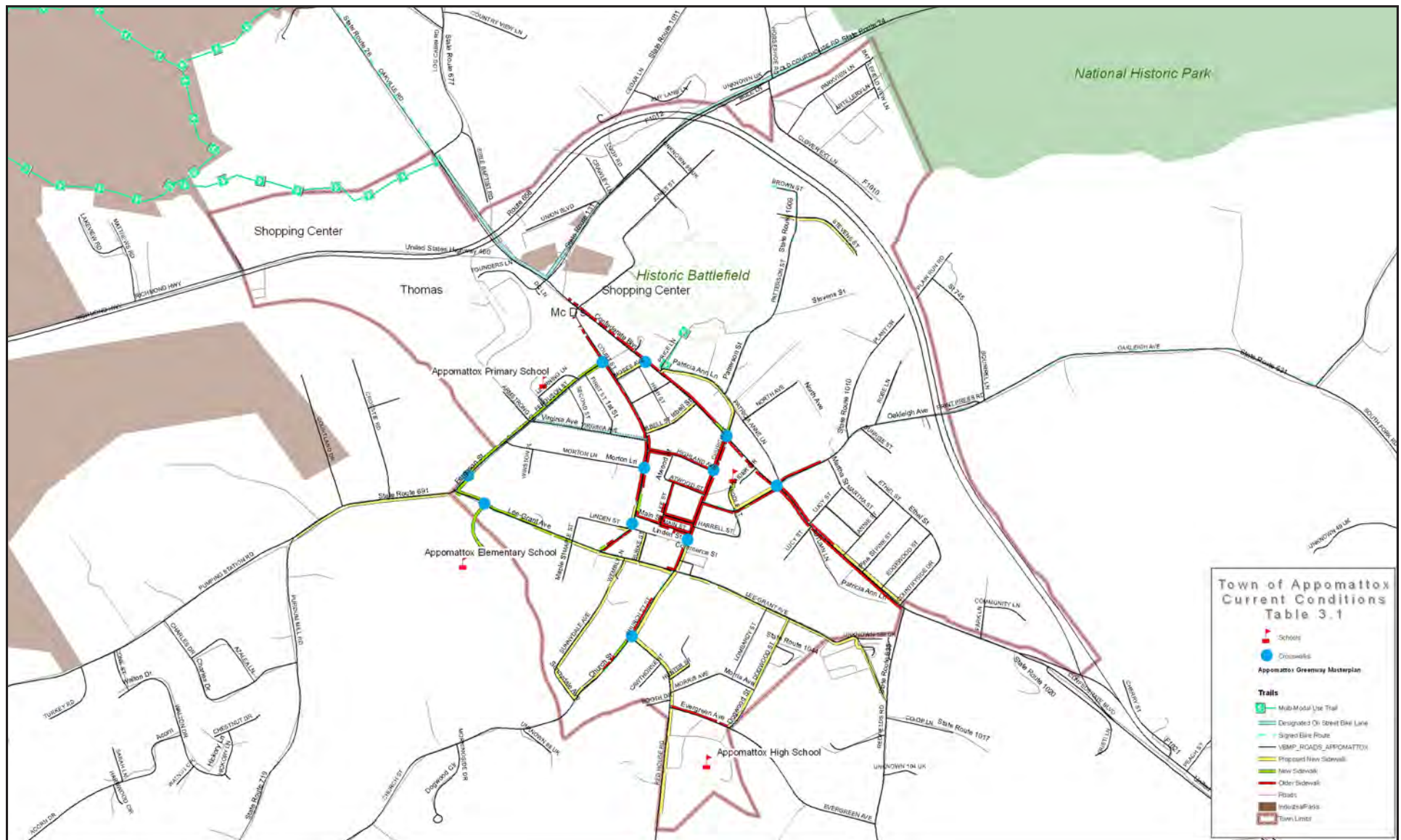
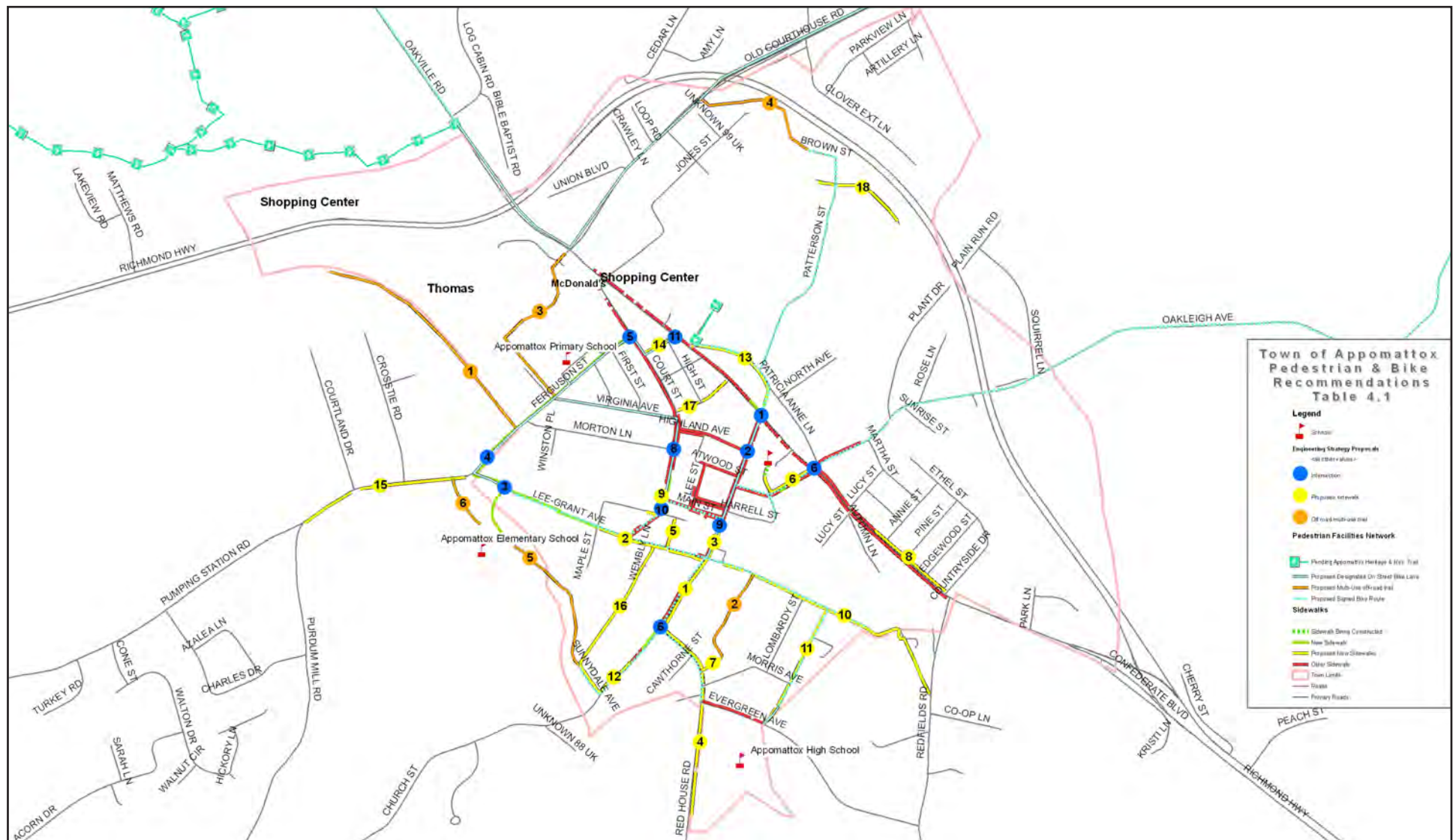


Figure 13 Future Town Bike Plan



Appomattox Heritage Recreational Trail Plan

The Appomattox Heritage Recreational Trail Plan is a cooperative effort between the Town and County of Appomattox and the Appomattox Court House National Historical Park. This plan serves as the guiding document for the development of a network of on and off-road trails that highlight key resources within and around central Appomattox County per the recommendations in Region 2000 Greenways, Blueways, and Trails Plan. The plan presents an overview of resources, an overview of trail benefits, and highlights corridor opportunities in Appomattox.

Appomattox Court House National Historical Park

In 2001 Appomattox Court House National Historical Park began the development of its General Management Plan, a long-range plan that articulates a vision for the park that centers on expanding the historical experience for park visitors. The General Management Plan serves as the road map for the management, operation, and development of the park, while also providing suggestions to connect the Park with the Town, the County and surrounding communities. In 2004, traffic calming concepts were proposed in this plan for Route 24. The study recommends two different typical road sections (**Figure 14**) for the study area corridor.

Appomattox Station Battle Field Resource and Management Plan

The Appomattox Station Battle Field Resource and Management Plan studies the property south of the Old Courthouse Road and north of the historic Carver Price School to verify the land's role in the Civil War and its relation with Appomattox Court House National Historical Park. Results of this Plan could provide and help develop another key historical, cultural, and land connection resource within the study area corridor.

Figure 14 Proposed Typical Road Sections



4. Stakeholder Involvement Summary

There have been three public meeting efforts during the study process. The first round, held on February 12th, was structured as a series of four stakeholder meetings, which included meeting sessions as following:

1. Local government staff, council, planning commission members;
2. National Park Service and historical groups;
3. Business leaders, key property owners;
4. Other stakeholders (i.e. catchall meeting for other interested parties or those who couldn't attend any of the first three sessions).

There were approximately 45 attendees throughout these four meetings. The goal of this meeting was to introduce the project and receive feedback about the goals, interests, issues, and opportunities in the corridor. This was largely of a listening session. After this meeting, the consultant team developed three alternative corridor concepts that reflected background planning data and information gleaned from the stakeholder meetings.

A second meeting was held as a general public meeting on March 12th at the Carver Price Cultural Center. The meeting convened at the end of the planning commission meeting. At this meeting, there were approximately 25 citizens present. The attendees represented a mix of citizens who had attended the first meeting and also those who were seeing this for the first time. The goal of this meeting was to receive feedback on the three alternative corridor concepts.

Overall in both sessions there was solid and consistent support for the project. There was intense interest in seeing that this corridor is successful for future commercial development that would be supportive of the tourism industry. Some of the key takeaway points included:

- Support for new development within the corridor. In particular, hotel, conference center, and restaurant uses were discussed.
- Planning for a multimodal corridor that provides for the ability to safely walk and bicycle along the Old Courthouse Road corridor.
- Identifying grant and funding opportunities that will fund implementation of the study recommendations. Creating design guidelines that could help to regulate the architecture of future buildings constructed in the corridor to match the historical context of the area.
- Landscaping should be an important consideration. (unifying theme, beautification)
- Wayfinding and tourism/destination signage should be provided at the entrances to the Town and between various potential tourist destinations.
- Identification of short term strategies that can be implemented quickly, as well as the longer term vision for the corridor.
- Provide guidance on funding opportunities for implementation

A public presentation was made to the Appomattox Town Council on Monday May 13th, 2013. The presentation provided a brief overview of the study effort, and then presented the final concept for consideration by Town Council and the public.

5. Alternative Corridor Design Concepts

Analysis

After collecting and studying the background data and analyzing the recommendations from the public process, alternative design concepts were generated. Previously shown **Figure 04**, **Figure 05**, and following **Figure 15** and **Figure 16** illustrate the important analysis factors considered in the design.

The following pages present a brief overview of the initial alternative concepts. Each of the three concepts is based on a certain theme, though there are some common elements between the concepts.

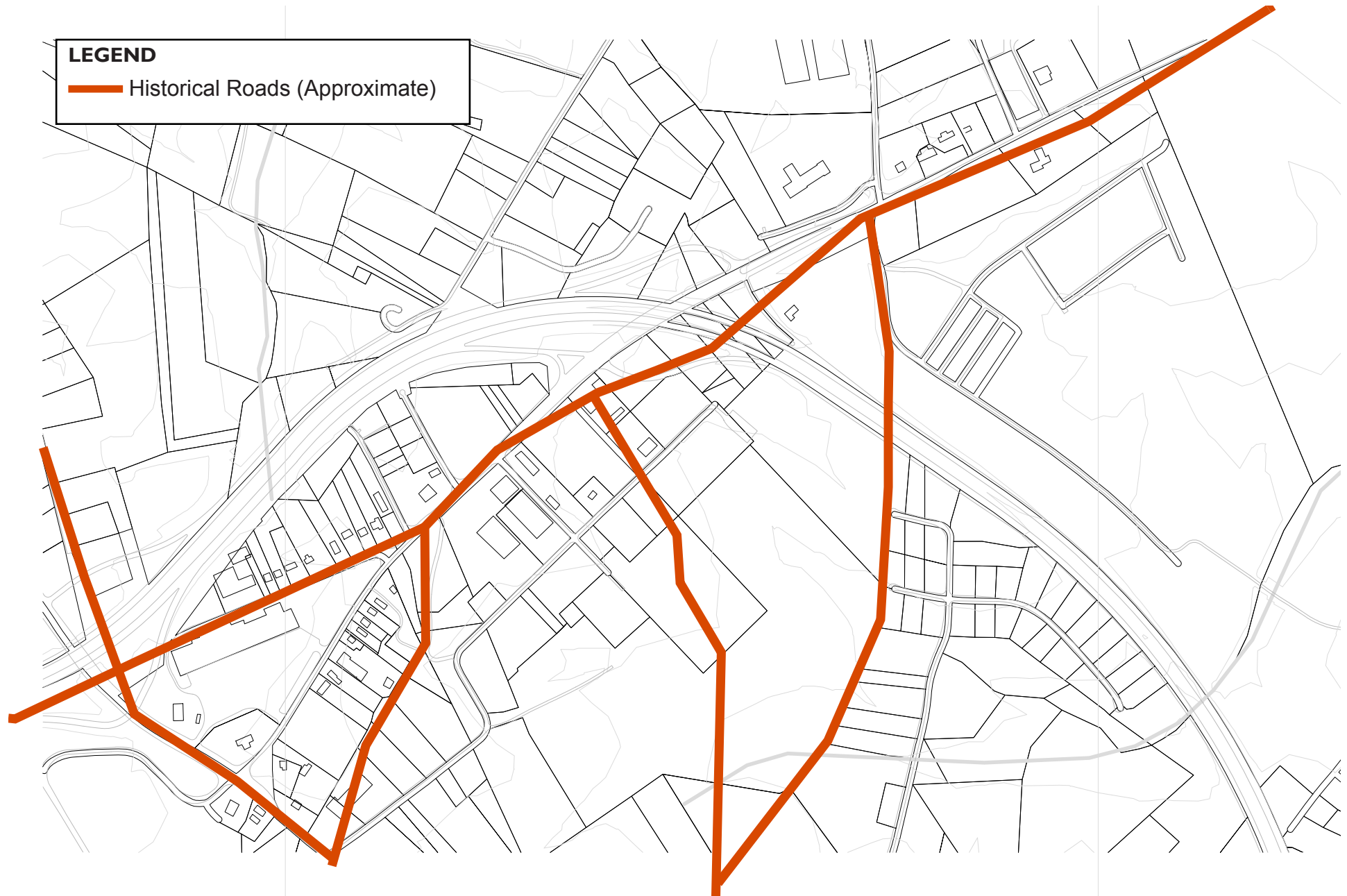
Figure 15 Historic Roads in Study Area Corridor (Used for Analysis)

Figure 16 Open Space in the Study Area Corridor (Used for Analysis)

Alternative I – Gateways

Alternative 1 focuses on creating gateway districts at each end of the study corridor.

At the southern end, a new roundabout at the intersection of Old Courthouse Road and Confederate Boulevard will help create a gateway to historic downtown. The roundabout will help modulate traffic flow, and create a sense of arrival. The district would encourage redevelopment focused on the roundabout, in an architectural style in keeping with an upgraded bank building.

At the northern end, the gateway district in the areas surrounding the Museum of the Confederacy will create an enhanced link to the historic park. Redevelopment will be focused on tourism-related uses, such as a hotel/conference center, restaurants and related retail. The district will take design clues from the new museum building, as well as visual elements from the park itself, notably the judicious use of split rail fencing along the road.

Multimodal accommodations would be constructed for the length of the corridor thereby making it safe and comfortable to walk and bicycle the length of the corridor. This begins to form a strong multimodal connection between the Town and the national park. Landscaping along the study area corridor would create a unifying theme to strengthen the connection, visually, between the Museum of the Confederacy – Appomattox and Town to the south of the study area corridor.

Figure 17 Alternative 1 Site Plan

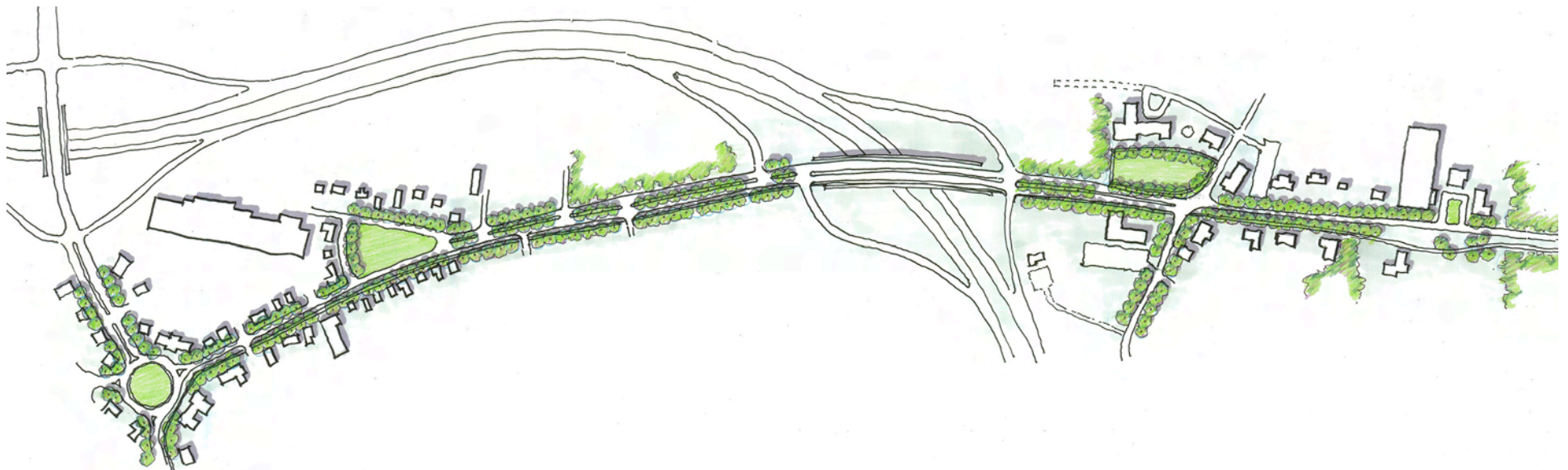


Figure 18 Alternative 1 Typical Section

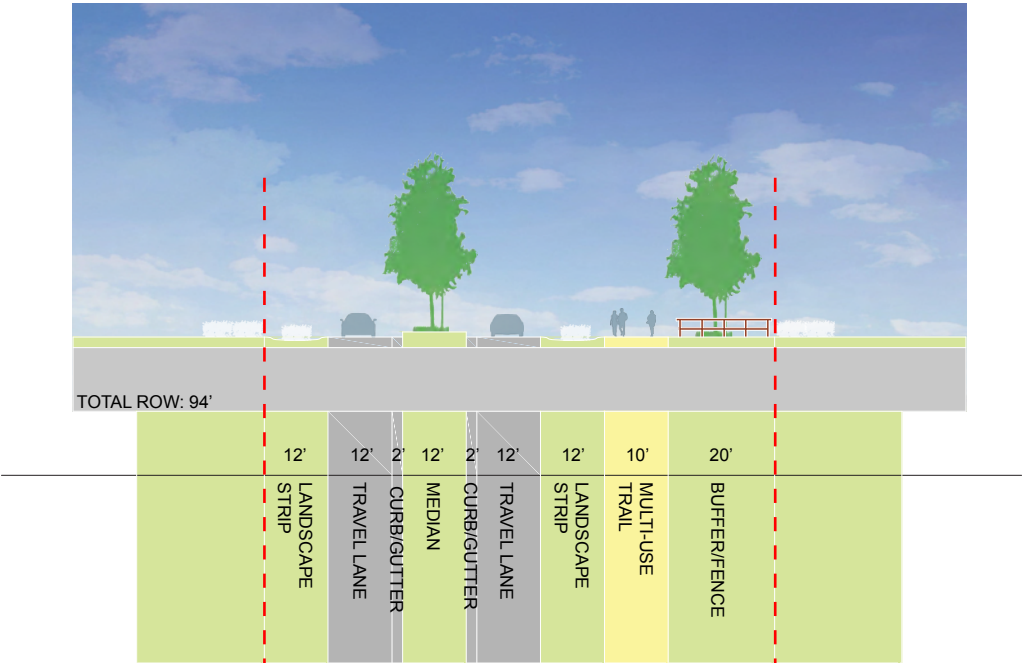
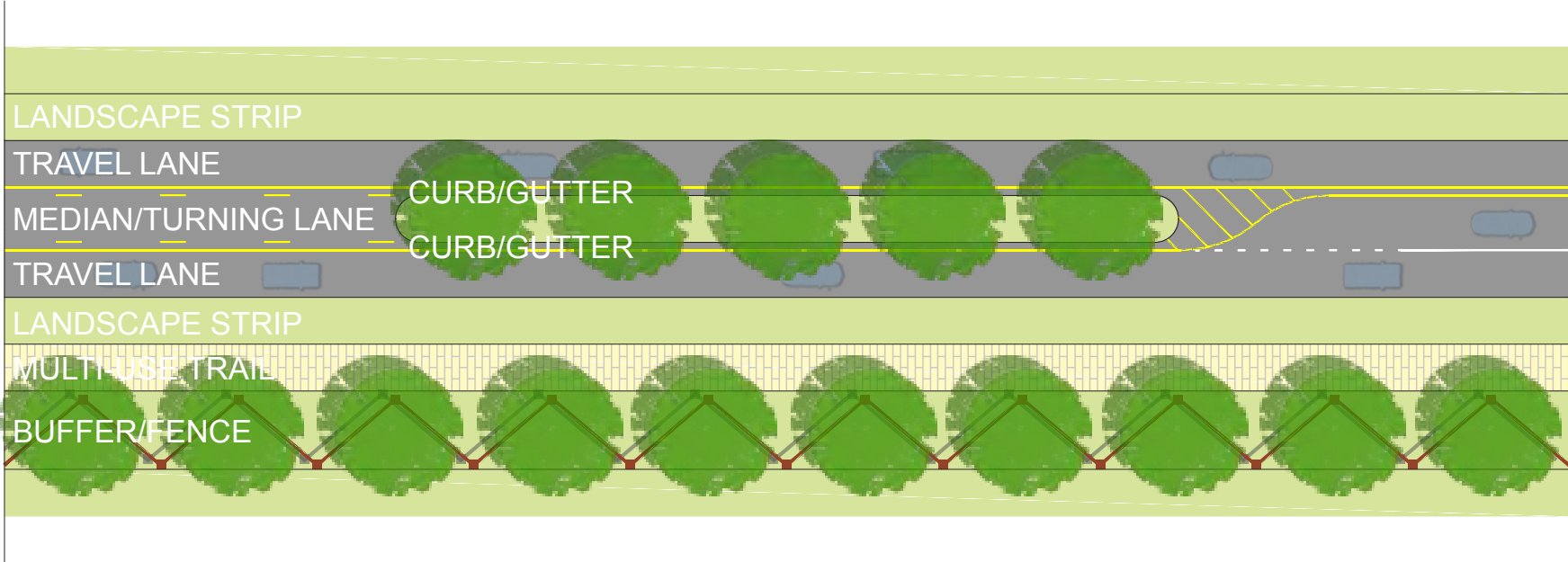


Figure 19 Alternative 1 Town Gateway District

Existing



Phase I



Phase 2

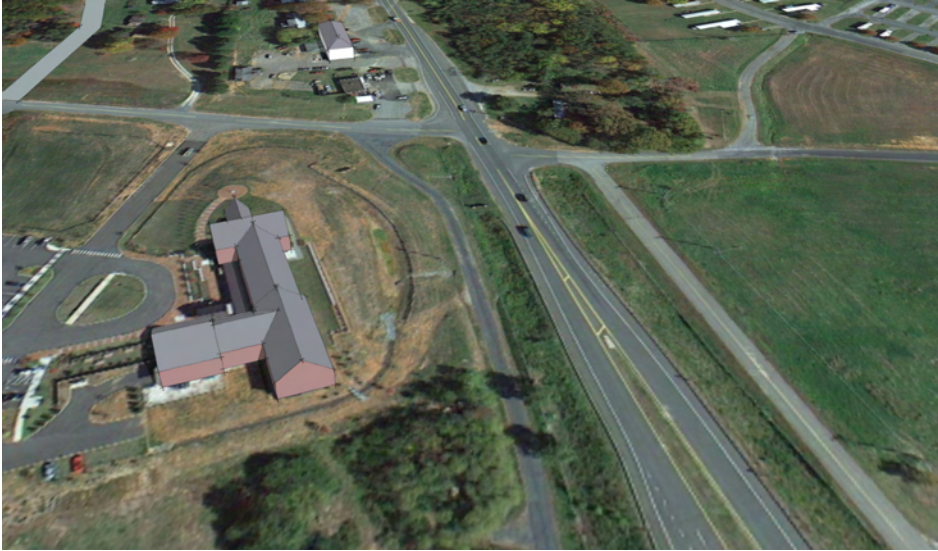


Phase 3

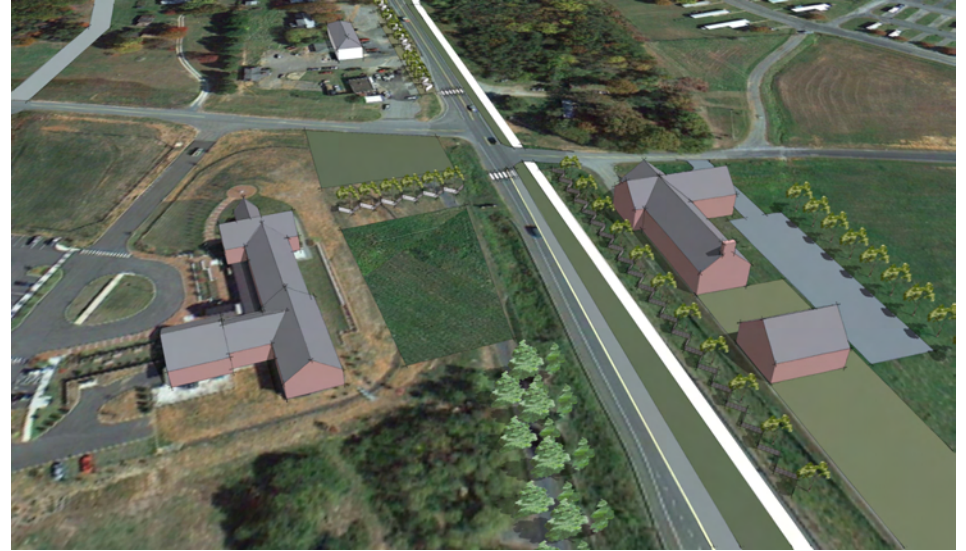


Figure 20 Alternative 1 Park Gateway District

Existing



Phase 1



Phase 2



Alternative 2 – Neighborhood Greens

In this concept, future growth is concentrated in discrete nodes along the corridor, creating the focal points for future neighborhood development. In addition to the two nodes indicated in Alternative 1, additional nodes can be developed. Each green space can have a unique character, reflecting the variety of existing conditions and different development parameters.

Similar to Alternative 1, landscaping along the study area corridor provides a unifying theme that will attract visitors to and through the corridor to connect the national park to the Town. Old Courthouse Road is largely left as a two lane typical section, except where left or right turn lanes are required. A trail system is constructed adjacent to the road along with a consistent unifying landscaping theme.

Figure 21 Alternative 2 Site Plan

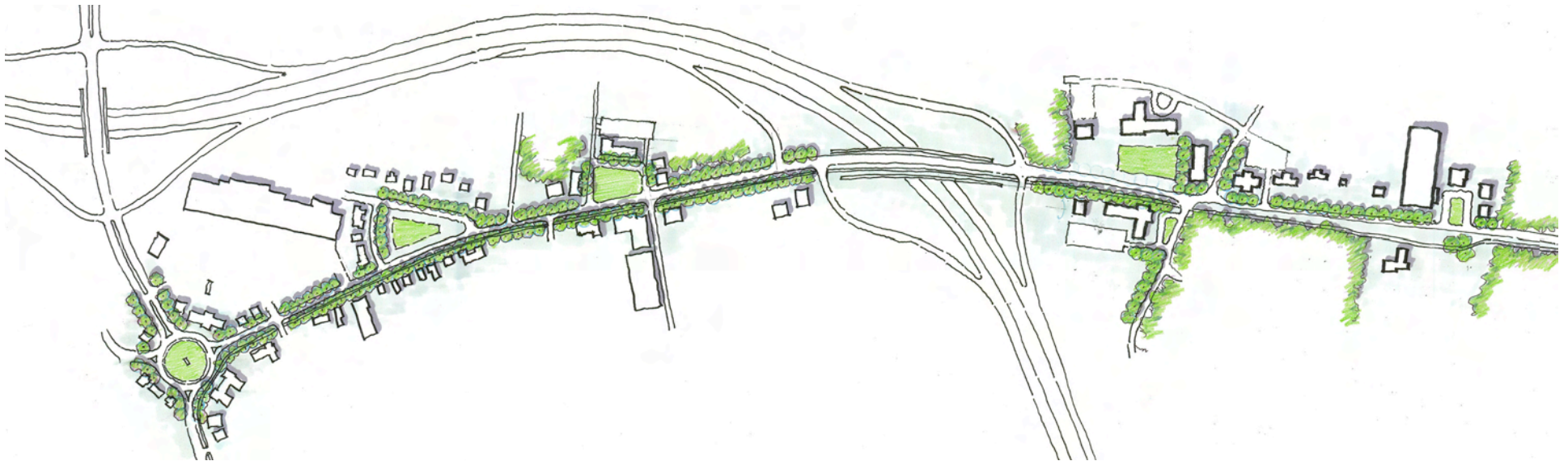


Figure 22 Alternative 2 Typical Section

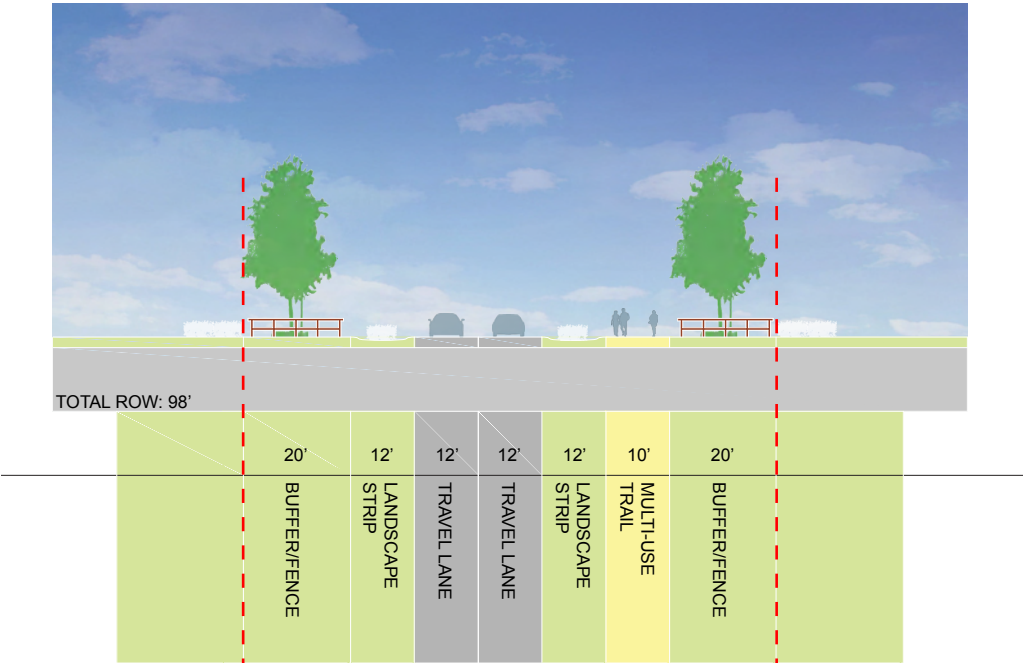
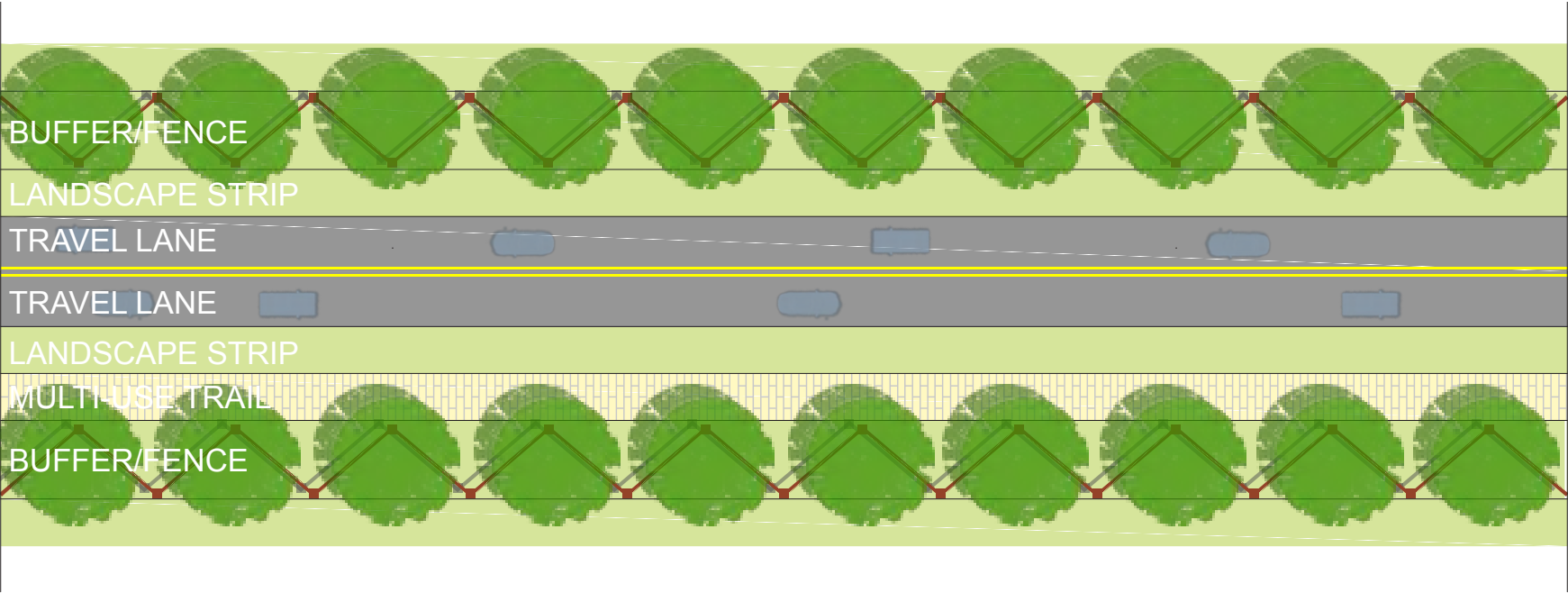


Figure 23 Alternative 2 Triangle Node

Existing



Phase 1



Phase 2



Phase 3



Figure 24 Alternative 2 Baptist Church Node

Existing



Phase 1



Alternative 3 – Historic Villages

This concept focuses on the events of April 1865 as a way of linking together the current and future historic assets of the area. An analysis of the historic roads in the area (**Figure 15**) suggests that Clover Lane (opposite the Museum of the Confederacy) and the unimproved roadway at the north end of Jones St were the original routes linking the old courthouse with the station, and could be redeveloped as part of the future development efforts for the battlefield site.

The scheme suggests developing the field opposite the Museum of the Confederacy and the area around Jones St (currently used for trailer parking) as open space, creating visual links to the battlefield area from Old Courthouse Road. The Jones St area might in turn be used as an alternative entrance to the Battlefield site.

Similar to the Alternative 2, Old Courthouse Road remains as a two lane roadway except where turn lanes are required. The multiuse trail would be constructed along the east side of the roadway, and a unifying landscaping theme would be present along the length of the corridor.

Figure 25 Alternative 3 Site Plan

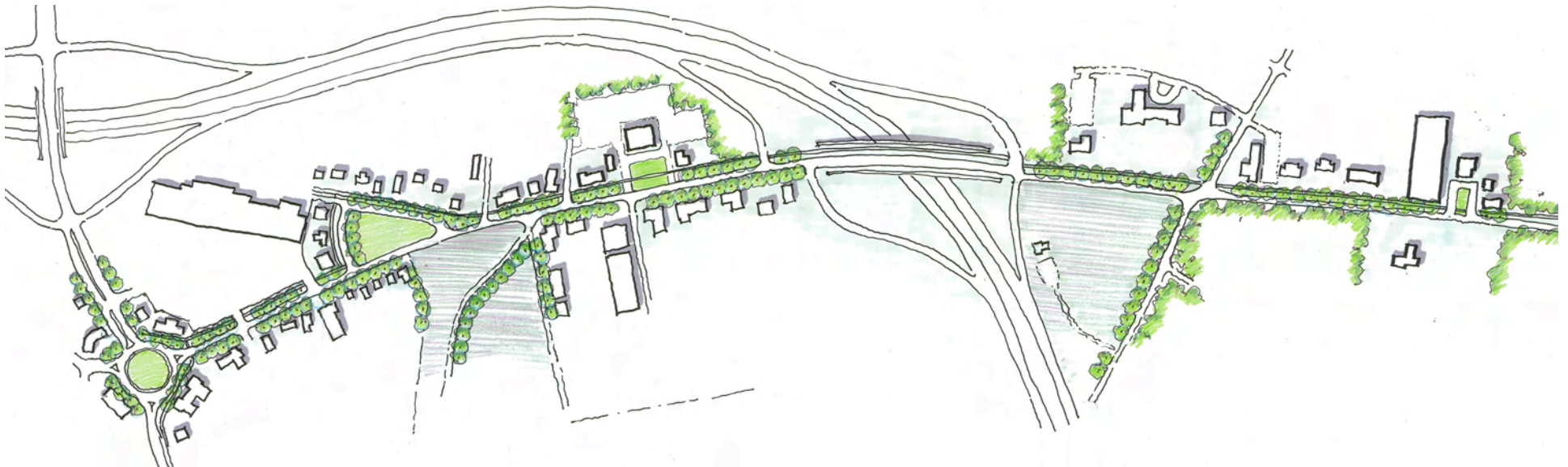


Figure 26 Alternative 3 Typical Section

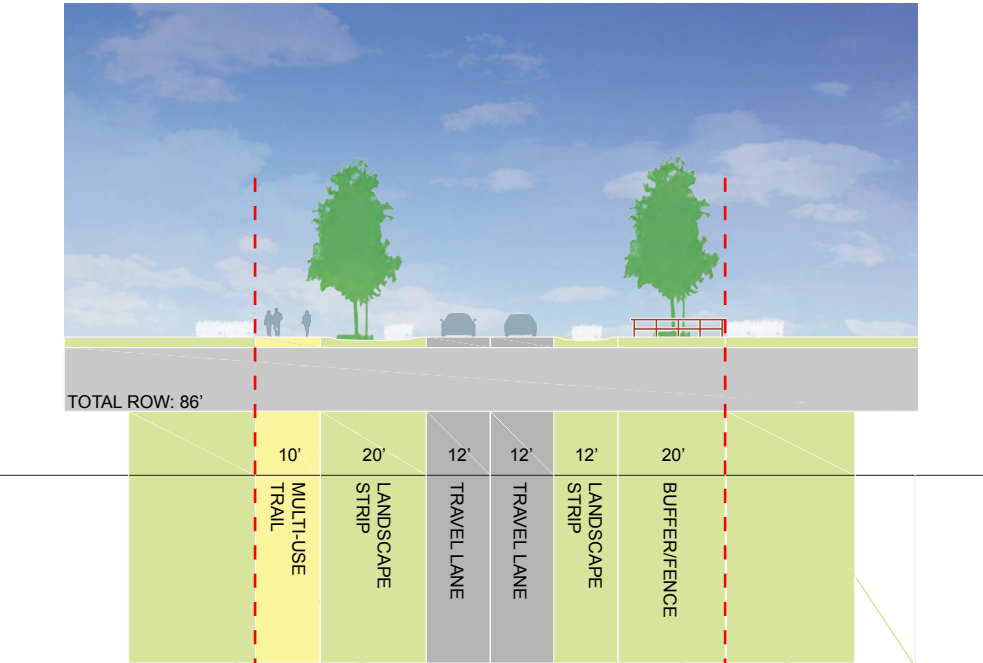
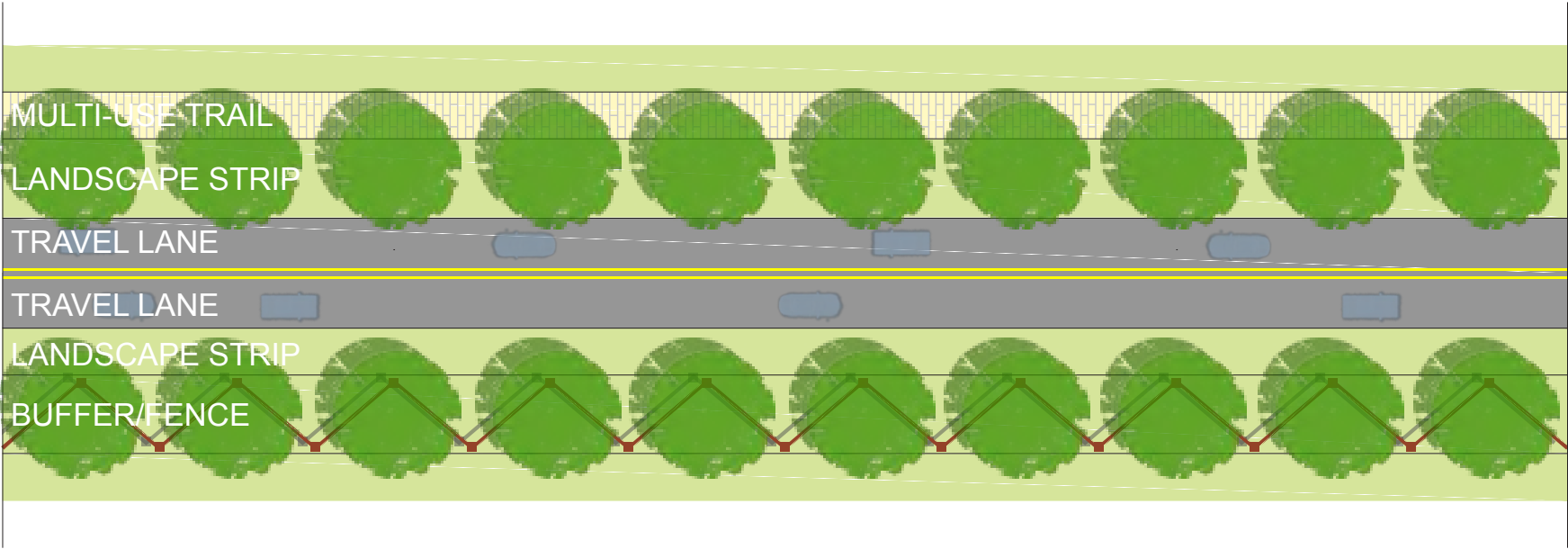


Figure 27 Alternative 3 East Village**Existing****Phase 1****Phase 2**

Figure 28 Alternative 3 West Village**Existing****Phase 1****Phase 2**

Figure 29 Bridge Improvement (Common to All Three Initial Alternatives)



6. Final Design Concept

The Final Concept incorporates elements from all three of the initial concepts. It divides the corridor into three sections, each of which can be phased and implemented independently of the others. The final result is a corridor marked by distinct nodes, with a gateway district at each end.

The Southern Section

The southern section includes the new traffic circle, which helps to form a gateway at the intersection of Old Courthouse Road and Confederate Boulevard. The second phase consists of the redevelopment of the intersection of Old Courthouse Road and Union Boulevard into a neighborhood green.

Figure 30 The Southern Section Site Plan



Figure 31 The Southern Section Typical Section

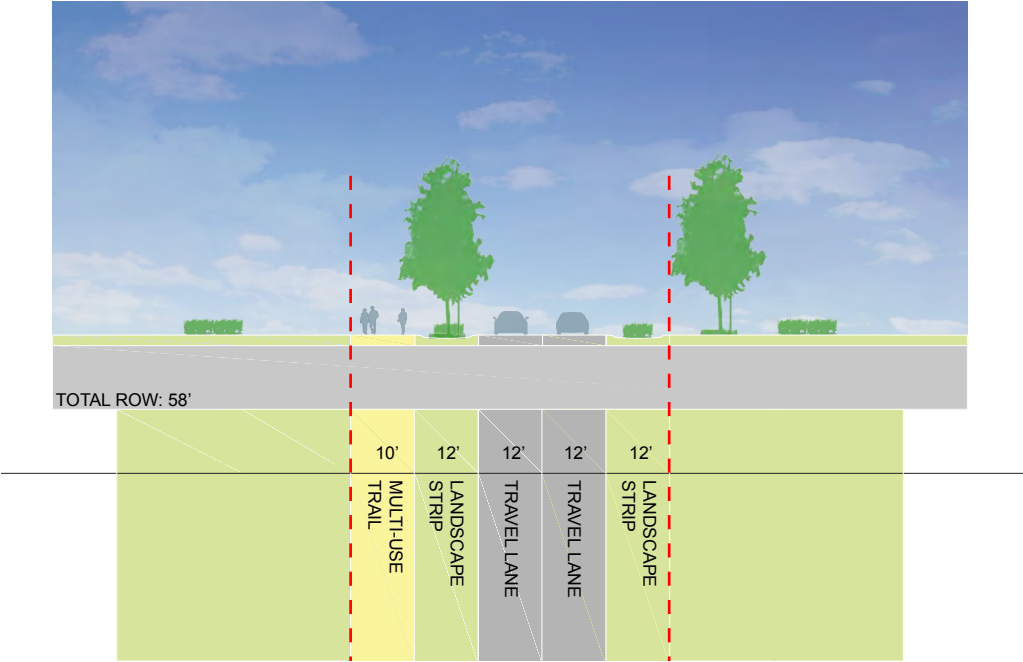
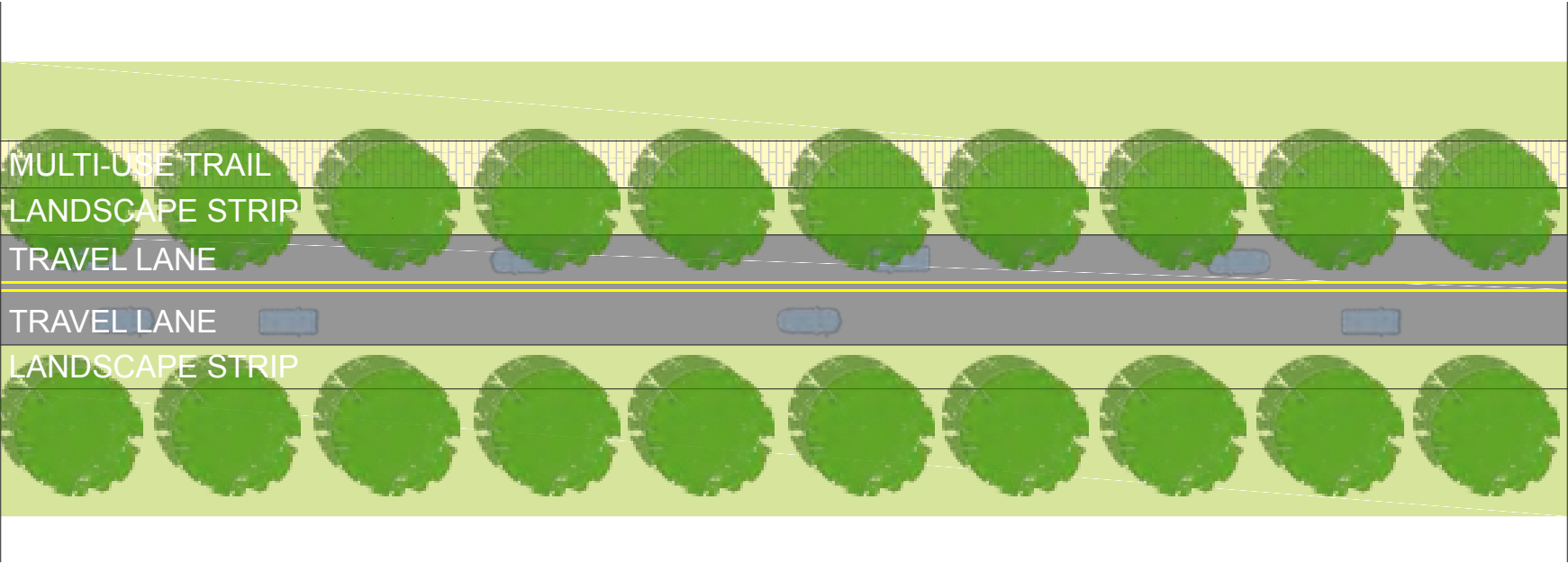


Figure 32 The Gateway at the Intersection of Old Courthouse Road and Confederate Boulevard**Existing****Phase 1****Phase 2****Phase 3**

Figure 33 The Neighborhood Green at the Intersection of Old Courthouse Road and Union Boulevard**Existing****Phase 1****Phase 2****Phase 3**

The Northern Section

The northern section encompasses the sections of Old Courthouse Road from the 460 bypass to the Park boundary. The first phase is the redesign of the streetscape in the immediate vicinity of the Museum of the Confederacy, and sympathetic infill. A future phase consists of the redevelopment of the area across from the Canaan Baptist Church adjacent to the park.

Figure 34 The Northern Section Site Plan



Figure 35 The Northern Section Typical Section

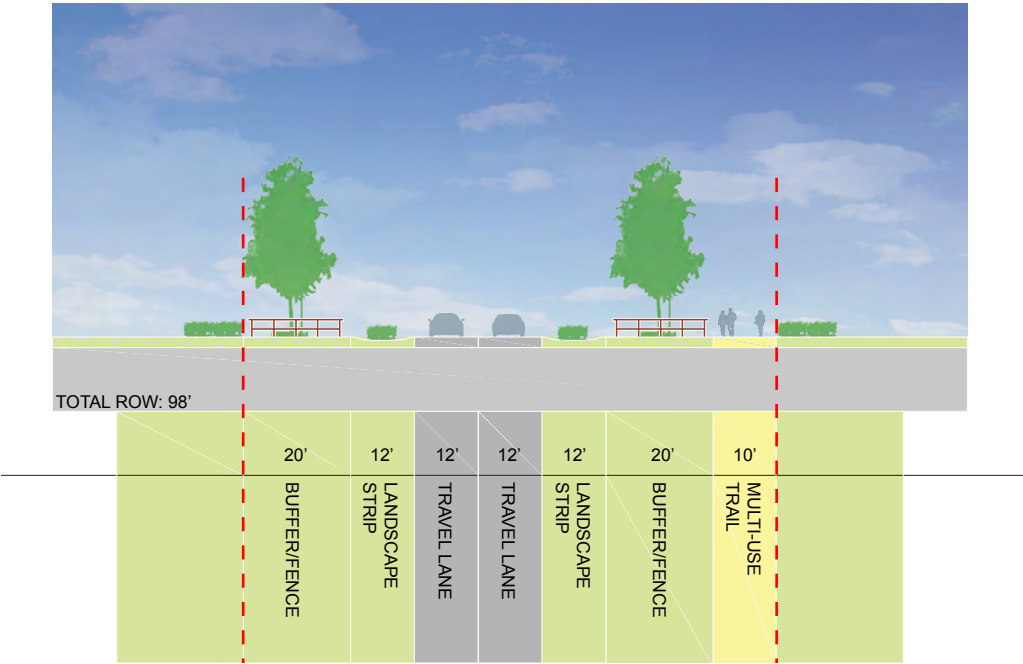
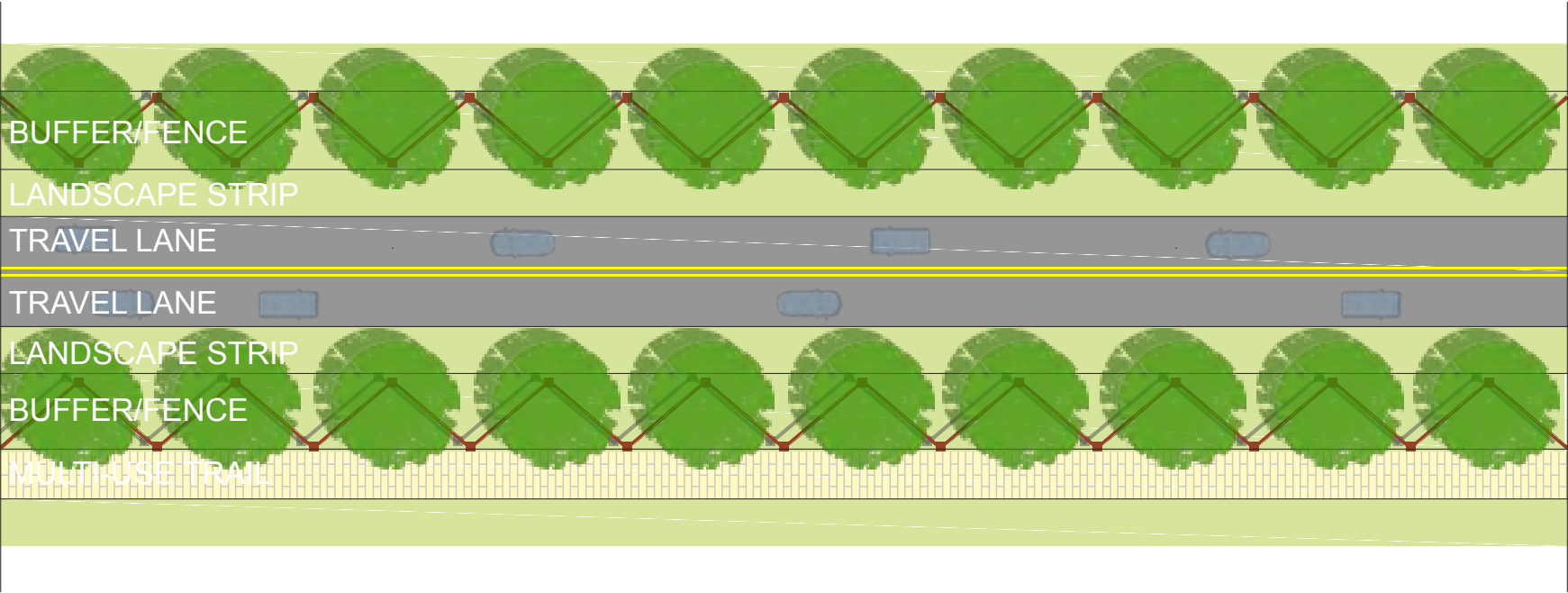


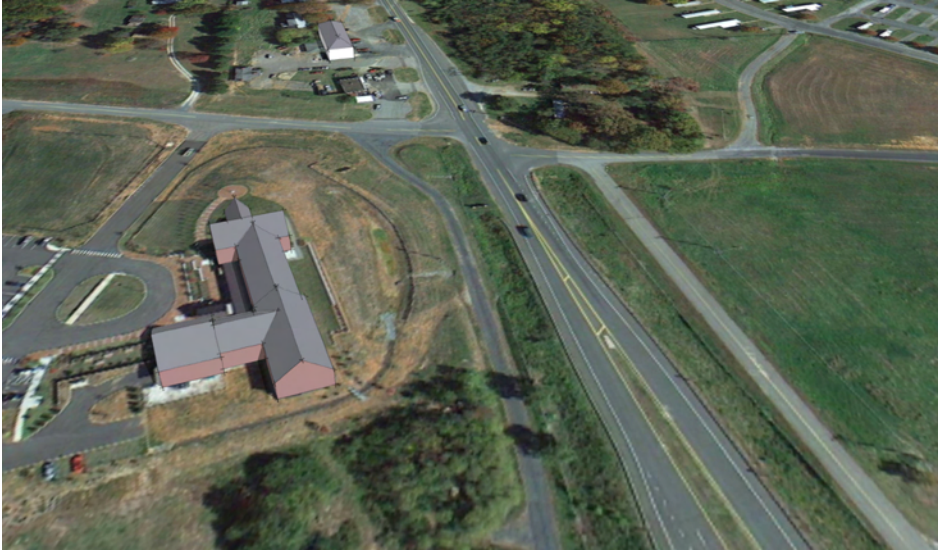
Figure 36 The Vicinity of the Museum of the Confederacy**Existing****Phase 1****Phase 2****Phase 3**

Figure 37 The Area across from the Canaan Baptist Church**Existing****Phase 1**

The Middle Section

Between the two, a middle section consists of the development of the vacant parcels between Old Courthouse Road and the US 460 Bypass, arranging typical highway-oriented businesses around a shared village green. A future phase consists of the re-development of the industrial buildings on the east side of Old Courthouse Road, possibly into a large-scale regional shopping center such as an outlet mall. This phase may also include the creation of a new entrance to the battlefield area, either via a redesigned Jamerson Lane, or via the vacant land currently used for trailer storage around the northern end of Jones St.

Figure 38 The Middle Section Site Plan

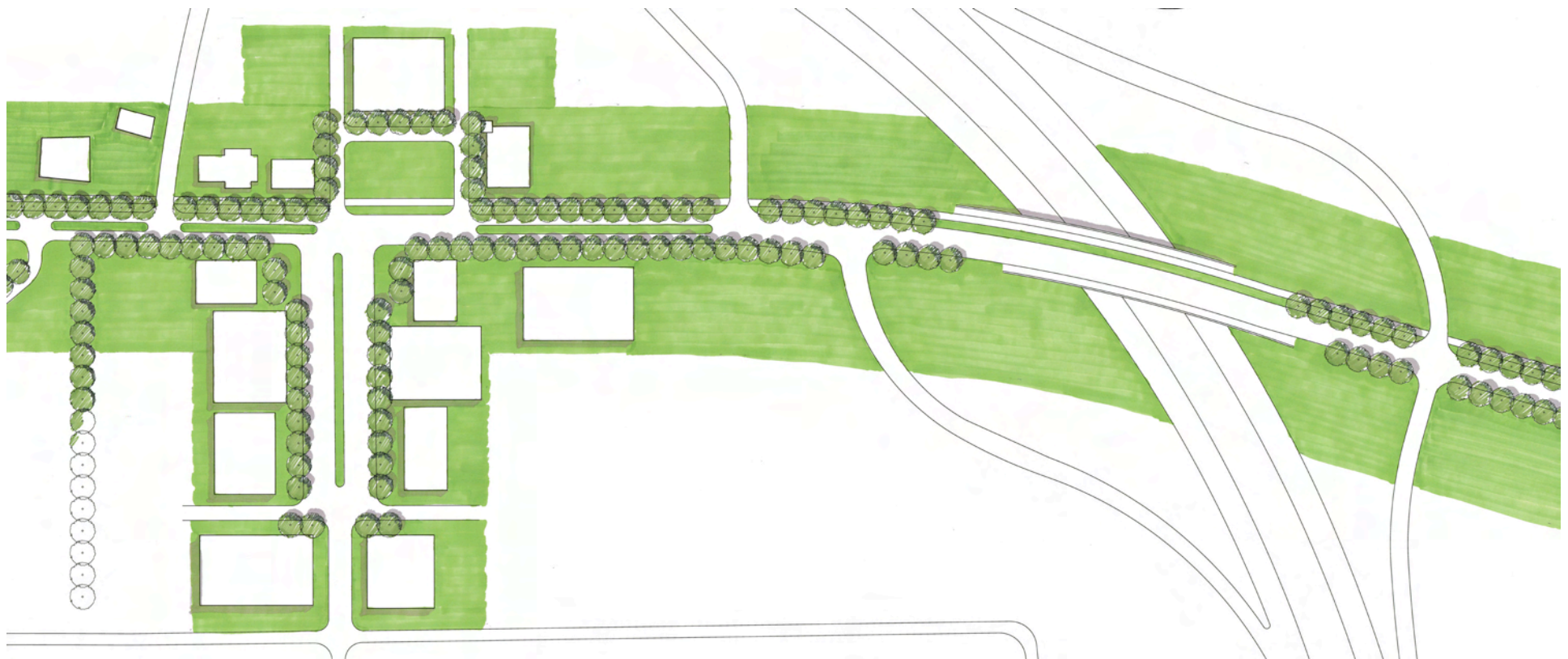


Figure 39 The Middle Section Typical Section

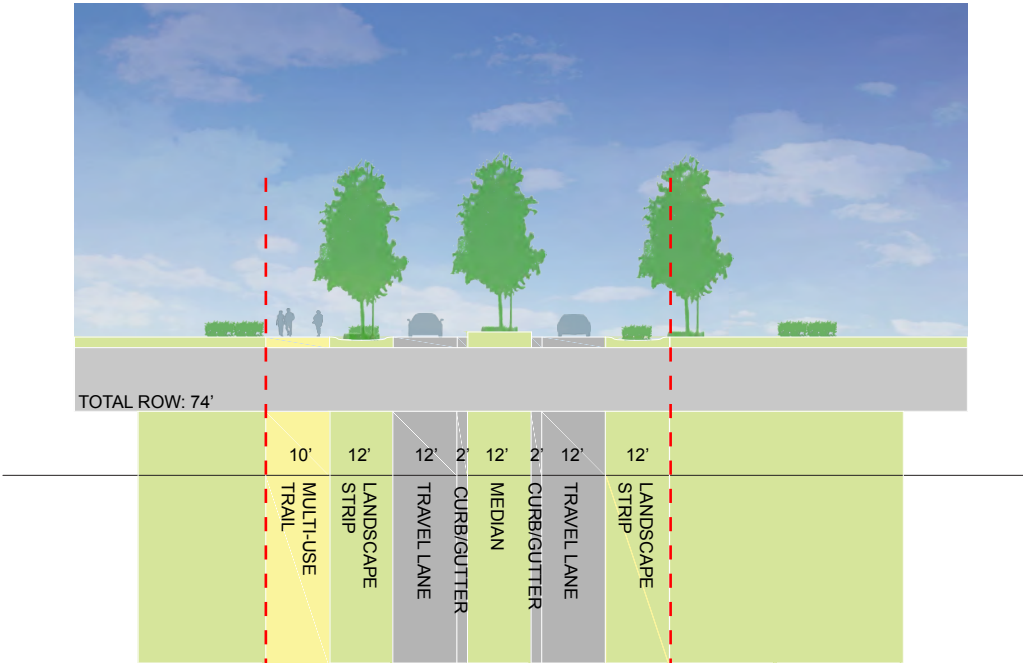
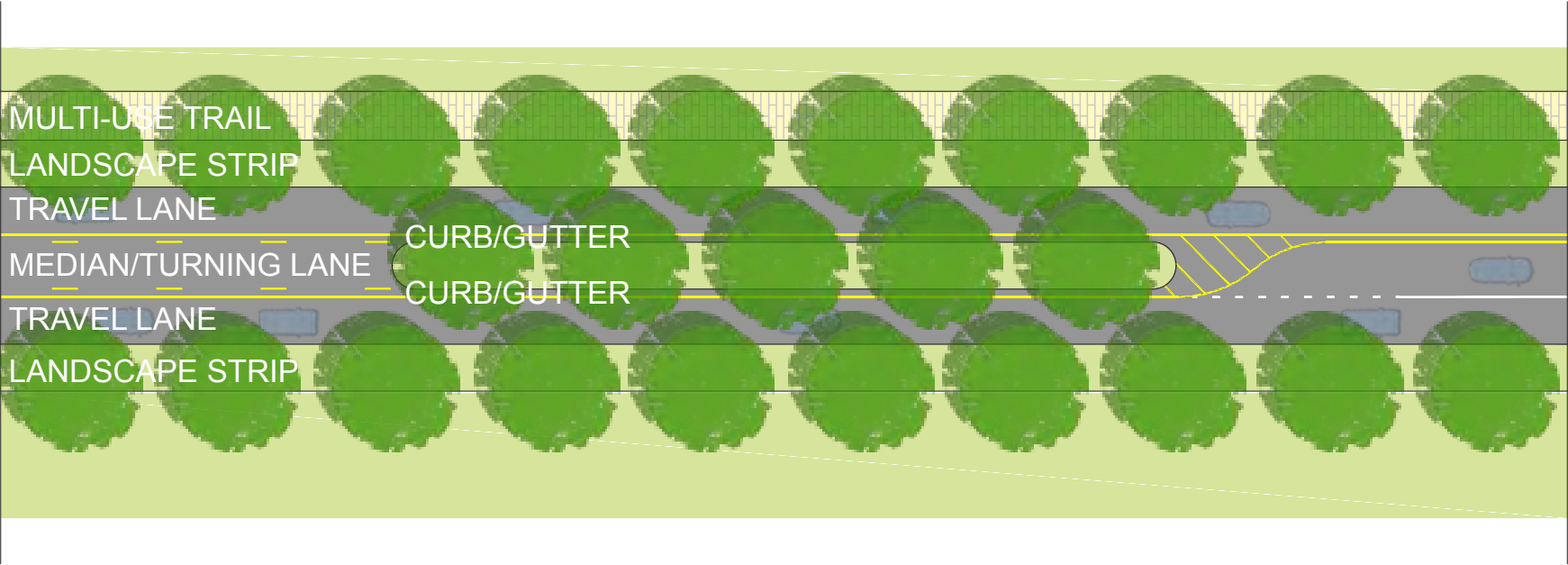


Figure 40 The Mid-block Development**Existing****Phase 1****Phase 2****Phase 3**

Figure 41 Bridge Improvement



7. Future Traffic Conditions

Future Traffic Volumes

Historically, traffic growth has been very slow, nearly negligible in the project corridor. Looking to the future, for planning purposes a background (regional) traffic growth rate of 0.5% per year has been assumed. Based on the vision for this corridor, additional traffic volumes associated with potential future uses such as a hotel, restaurants, shopping, and specialty retail uses were considered. The **Table 02** below shows calculations for future development related traffic growth relative to the assumed future uses that may occur in the 20 year planning horizon.

Table 02 The Future Related Traffic Growth (Year 2033)

North of Interchange				AM		PM	
Use Description	ITE	Qty	Daily	in	out	in	out
Hotel (room)	310	120	1,070	36	44	41	43
Shopping - Specialty Retail (k s.f.)	826	10	443	0	0	11	16
	total		1,513	36	44	52	59
internal capture			0	0	0	0	0
Peak Hour Trips After Reductions (driveway trips)			1,513	36	44	52	59
Pass-by Trips			151	4	4	5	6
Total New Trips			1,362	32	40	47	53
	total peak		1,362	72		100	

South of Interchange				AM		PM	
Use Description	ITE	Qty	Daily	in	out	in	out
Shopping - Specialty Retail (k s.f.)	826	10	443	0	0	11	16
Restaurants (k s.f.) (two 10k s.f. sit-down restaurant)	932	20	2,544	118	98	118	80
Shopping Center (k s.f.)	820	50	4,328	63	39	180	197
	total		7,315	181	137	309	293
internal capture			0	0	0	0	0
Peak Hour Trips After Reductions (driveway trips)			7,315	181	137	309	293
Pass-by Trips			732	18	14	31	29
Total New Trips			6,584	163	123	278	264
	total peak		6,584	286		542	

In the future, per the traffic analysis, there will be sufficient capacity at the existing intersections to handle the new traffic. All of the four study intersections will function at Level of Service C or better. However, overall corridor volumes will be higher thus further reinforcing the need for well thought out commercial access management, and the use of turn lanes were needed.

Through the study process, as part of the overall gateway concept, a roundabout concept was identified on the southern end of the corridor. The roundabout provide benefits for signaling an arrival into the historic area while providing an opportunity to achieve the desired design vision. The roundabout also provides benefits in terms of traffic operations and safety. Roundabouts are statistically safer intersection configurations and they can also provide sufficient capacity to reduce queues and congestion while keeping the traffic moving. Based on the projected future traffic volumes, a capacity analysis was performed to verify that the roundabout would function satisfactorily in the future. The results of the analysis indicate that all movements approaching the roundabout will function at acceptable levels of service (i.e. LOS C or above) with minimal queuing occurring in the peak hours of the day.

The following **Figure 42** illustrates the future projected volumes along with the calculated levels of service by movement. Based on these projections, it appears that the existing two lane Old Courthouse Road will provide sufficient travel capacity well into the future. However, with new growth will come new commercial access points. These new access points will likely require turn lanes. Also, it will be important to minimize the number of new access points and use access management techniques such as shared driveways. This will help to minimize the overall number of potential vehicle/pedestrian conflict points where the commercial entrances cross the new multiuse path while also helping to preserve the throughput and optimize vehicular safety along Old Courthouse Road.

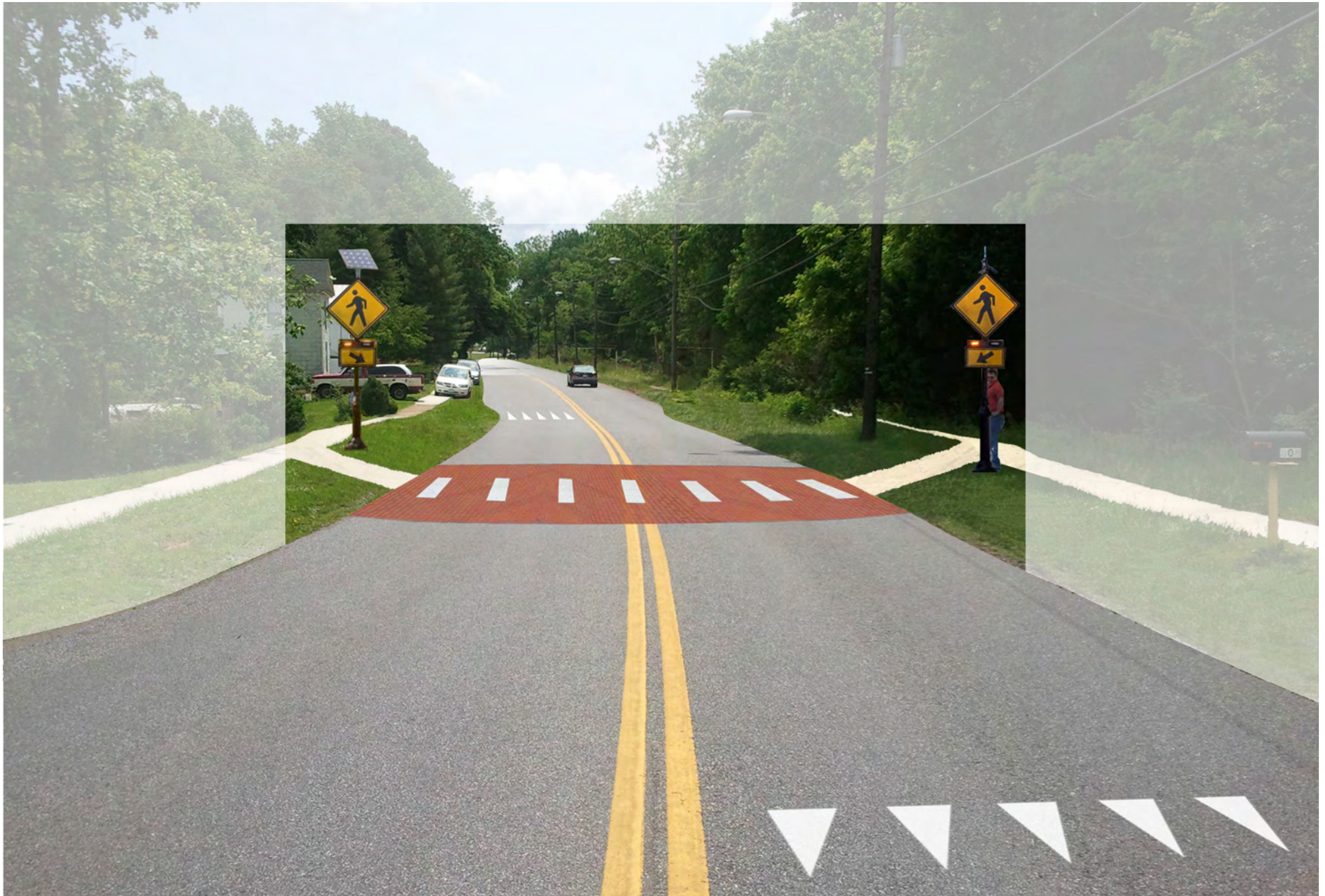
Figure 42 Future Traffic Volumes and Levels of Service by Movement



Pedestrian Crossing Features

The pedestrian crossing design for Route 24 by the Museum of the Confederacy – Appomattox will need to give careful consideration for safety given the potential for vehicle-pedestrian conflicts and the prevailing speeds. For these situations treatments such as curb extensions to narrow the road and shorten the pedestrian crossing while providing a visual queue to motorists to expect pedestrians may be appropriate. Also, pedestrian flashing beacons such as the rapid flash beacon technology may be appropriate. The specific design will need to be carefully assembled, and in the future, once additional development has occurred and pedestrians are present, it could be appropriate to request a re-evaluation of the posted speeds from VDOT to reduce the posting to 35 mph.

The following **Figure 43** shows an illustration of a typical rapid flash beacon installation in a rural environment.

Figure 43 Typical Rapid Flash Beacon Installation

8. Recommendations and Implementation Strategies

Design Guidelines

- a. **Desired Outcomes.** As previously stated, there have been three public meeting efforts made during the study process. Given the corridor's proximity to the Appomattox Court House National Historical Park to the east, the site of the Battle of Appomattox Station to the south and the historic downtown of Appomattox, also to the south, attendees saw any future commercial development along this corridor as being supportive of an already growing tourism industry. Key take-aways included support for new land uses, signage and way-finding strategies, but also guidelines that would ensure;
 - i. Public streets safe for walking and bicycling along Old Courthouse Road,
 - ii. Site development and architecture compatible with the historical context and
 - iii. Landscape features that beautify and unify the corridor.
- b. **Vision and Current Zoning Alignment and Zoning District Options.** All three alternatives as well as the preferred plan, consistently illustrated strategies for pedestrian-oriented public streets, contextual site development and architecture and distinctive landscape features.
 - i. **Public Streets.** In all cases, the public right of way was re-imagined to include ample sidewalks, multi-use paths, bike lanes and planting strips for street trees. Roads internal to development centers along the corridor were depicted with on-street parking, ample sidewalks and street trees to ensure a comfortable, safe pedestrian environment.
 - ii. **Site Development.** All scenarios followed historic patterns of building placement and scale evident in Appomattox. Buildings front the street, thereby relegating parking to the rear. Front setbacks from the edge of the sidewalk (or public right of way) typically range from 10-20'. Buildings not immediately adjacent to the corridor often fronted on a square or green, thereby creating a focal point that could serve as a civic space for social gatherings.
 - iii. **Architectural Design Guidelines.** Three-dimensional massing studies for all of the scenarios, depicted small footprint, Georgian-inspired buildings in keeping with the architectural scale and style of the Appomattox Court House. New infill buildings were no more than three stories and existing buildings were shown with modifications that broke down the scale and varied the roof line through the introduction of more entry porticos and cupolas.
 - iv. **Landscape Guidelines.** In all cases, historically inspired fencing was placed in strategic locations along the corridor to signal entrances to key destinations such as the Museum of the Confederacy. Signage scaled to the pedestrian (as opposed to motorists,) distinctive paving patterns and banners can all contribute to the corridor's distinctiveness.

- v. **Alignment with Current Zoning and District Options.** The predominant existing zoning classifications in the study area were found to be R-1 Low Density Residential, R-2 Medium Density Residential and B-1 Commercial. According to Table 2 of the zoning code none of these existing zoning classifications would ensure site development, architectural or landscape characteristics compatible with the historic areas of Appomattox or any traditional Virginia town such as Scottsville, VA (**Figure 44**)

Figure 44 Historic Areas Appomattox, Scottsville, and Williamsburg VA



- c. **Near and Long Term Strategies: Guidelines, Form-based Codes and Overlay Districts.** Communities throughout Virginia have developed entrance corridor overlay districts. Such overlays however, typically deal with architectural style, building materials and color and landscape features such as signage and plantings. Entrance Corridor Districts are usually subject to a Board of Architectural Review. By not addressing building placement however, resulting environments can become compromised and confused. Buildings may have architectural details reflective of a colonial Virginia, but be surrounded by parking lot. An example of this kind of compromised outcome is the Toys R Us building along Route 29 in Albemarle County. Lessons learned from successful commercial districts that capitalize on adjacent historic places, such as Merchant's Square, are that in order to look and feel authentic, new development must be designed for the pedestrian. As with places like Merchant's Square or Duke of Gloucester Street and more recently New Town, all in Williamsburg (**Figure 44**), buildings front on a public space or street (appointed with trees, benches, trash receptacles and bike racks, excellent paving details) and parking is relegated to the rear of buildings.

A second alternative would be to create a set of entrance corridor site design guidelines that address building placement, scale

and the detailing of the public right of way (inclusive of setbacks, sidewalks, planting treatments, on-street parking, bike and vehicular travel lanes.) Guidelines are typically not mandatory however, and they are typically tied to a special overlay district.

A third alternative would be to move towards a more precise set of standards known as a form-based code. Because form-based code standards are more precise and comprehensive, subjective, discretionary review time by an appointed board or commission is significantly reduced. The following definitions and elements common to a Form-Based Code are as followed (as per the Form-Based Code Institute.)

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

Form-based codes commonly include the following elements:

- Regulating Plan. A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.
- Public Space Standards. Specifications for the elements within the public right of way (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- Building Form Standards. Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- Administration. A clearly defined application and project review process.
- Definitions. A glossary to ensure the precise use of technical terms.

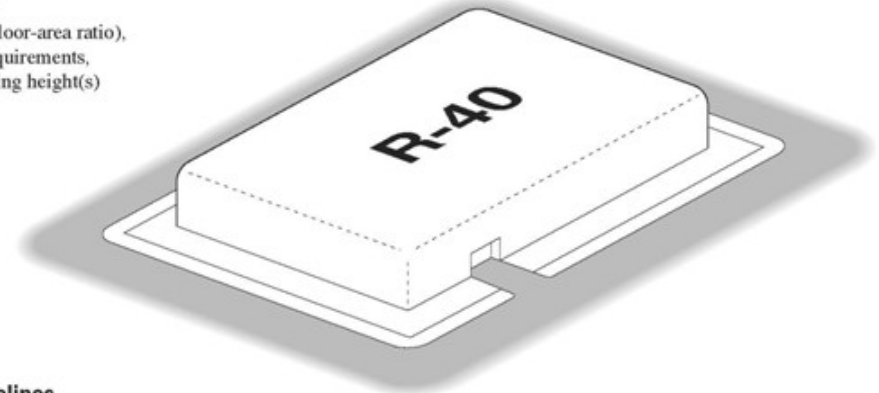
Form-based codes may also include:

- Architectural Standards. Regulations controlling external architectural materials and quality.
- Landscaping Standards. Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, ensuring unobstructed pedestrian movement, etc.).
- Signage Standards. Regulations controlling allowable signage sizes, materials, illumination, and placement.
- Environmental Resource Standards. Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- Annotation. Text and illustrations explaining the intentions of specific code provisions.

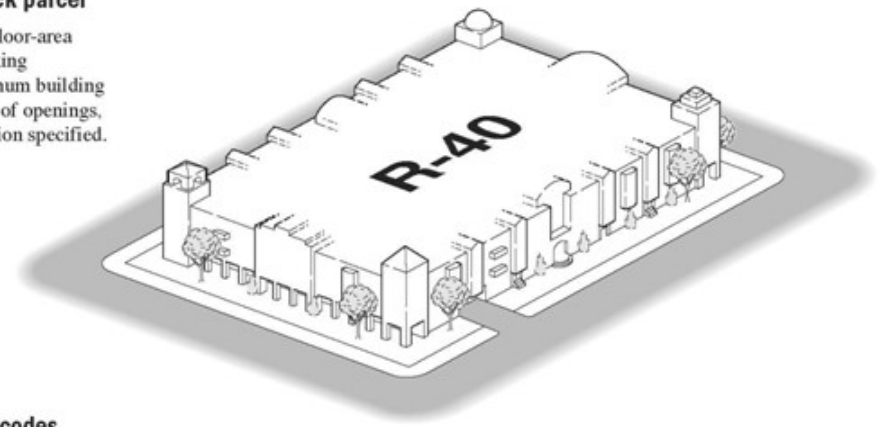
Places in Virginia that have adopted a form-based code include Columbia Pike in Arlington County, VA and Uptown North Orange in the Town of Orange, VA. The following illustration, depicting the difference between conventional zoning, design guidelines and form-based codes is provided courtesy of the Form-Based Code Institute.

Figure 45 Diagram of Recommendation**How zoning defines a one-block parcel**

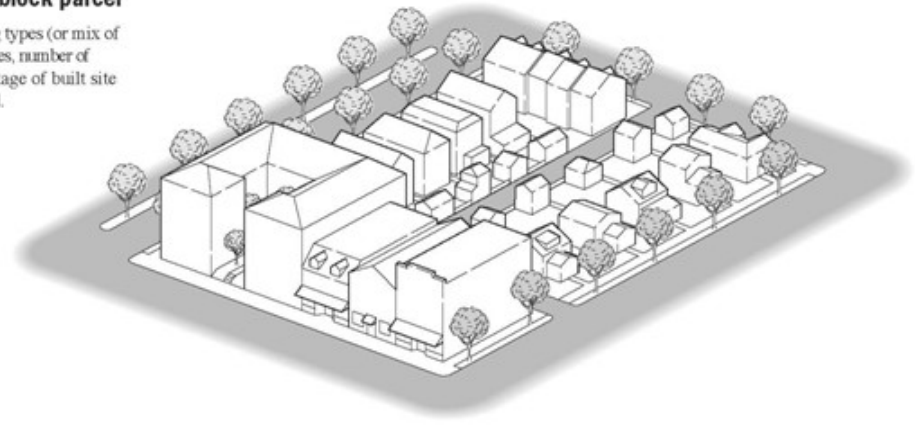
Density, use, FAR (floor-area ratio), setbacks, parking requirements, and maximum building height(s) specified.

**How design guidelines define a one-block parcel**

Density, use, FAR (floor-area ratio), setbacks, parking requirements, maximum building height(s), frequency of openings, and surface articulation specified.

**How form-based codes define a one-block parcel**

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



Funding Opportunities

Implementation of this plan will require multiple funding sources. Appomattox County and Town will need to be resourceful in working with potential funding agencies, land owners, the development community and VDOT to facilitate funding opportunities.

The following **Tables 03 - 14** provide a summary, for references purposes, of several funding and grant opportunities for consideration.

Table 03 Six-Year Improvement Program

Six-Year Improvement Program (SYIP)	
Purpose	This program is overseen by Commonwealth Transportation Board's (CTB) for allocating funding for rail, public transportation, commuter assistance, bicycle, pedestrian, interstate and primary highway transportation projects over the next six years.
Funding	<ul style="list-style-type: none"> • Allocations are applied to projects in the SYIP based on the type of funding.
Eligible Projects	<ul style="list-style-type: none"> • Local governments work with citizens and Virginia's transportation agencies to develop a plan that anticipates land use changes and travel patterns more than two decades into the future.
Eligible Applicants	<ul style="list-style-type: none"> • Local Governments, Metropolitan Planning Organizations (MPO).
Evaluation Criteria	<ul style="list-style-type: none"> • Statewide and regional plans that identify transportation needs and projects required to serve future travel demands over a 20- to 25-year period. • An analysis of projected traffic volumes and population, as well as business and residential growth. • An evaluation of the priorities for implementation of the transportation plan. • Citizen and community participation meetings to receive input on the transportation priorities. • Residents' input on transportation priorities at the SYIP public hearings is important in determining which projects to add to the program.
Contact	Virginia Department of Transportation (VDOT): http://www.virginiadot.org/projects/syp-faq.asp

Table 04 Highway Safety Improvements Program

Highway Safety Improvements Program (HSIP)	
Purpose	This program is structured and funded to make significant progress in reducing highway fatalities and injuries on all public roadways and streets.
Funding	<ul style="list-style-type: none"> • Up to 90% of a project can be financed with VDOT funds. A local match of 10%, from other public or private sources, is required • If the final project cost is higher than what was originally submitted, the project manager will be responsible for identifying sources for funding over those estimates.
Eligible Projects	<ul style="list-style-type: none"> • Projects involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects.
Eligible Applicants	<ul style="list-style-type: none"> • Local Governments, railroad companies, and VDOT Districts and Regional staff.
Evaluation Criteria	<ul style="list-style-type: none"> • Evaluated on a statewide basis rather than on a local or district basis. • Locations or corridors where a known "substantive safety" problem exists as indicated by location-specific data on severe crashes, and where it is determined that the specific project action can with confidence produce a measurable and significant reduction in the number and/or consequences of severe crashes. • To achieve the maximum benefit, the focus of the program is on cost effective use of the funds allocated for safety improvements. • Priority will be given to projects having higher total number of deaths and serious injuries affected.
Contact	Virginia Department of Transportation (VDOT): HSIPProgram@VirginiaDOT.org

Table 05 Safe Routes to Schools Program

Safe Routes to Schools Program (SRTS)	
Purpose	This program provides funding for engineering, education, enforcement and encouragement projects that are aimed at making it safer and more appealing for children to walk and bicycle to school.
Funding	<ul style="list-style-type: none"> All the cost of the program can be financed with Federal funds (This is a reimbursable program).
Eligible Projects	<ul style="list-style-type: none"> Engineering projects such as traffic calming, sidewalk installation, intersection. Improvements, warning signage and crosswalks markings, among others education programs such as pedestrian and bicycle safety classes, bike rodeos, and motorist education programs. Encouragement programs such as Walking School Buses, Bike Trains, Walk to School Day, and other incentives to encourage children and their parents to walk and bicycle to school.
Eligible Applicants	<ul style="list-style-type: none"> Any local government, state agency, or non-profit may apply to the program.
Evaluation Criteria	<ul style="list-style-type: none"> Reduce fatalities and injuries, as well as reduce risk associated with walking and bicycling to school. Affect the behavior shift of students and motorist. The number of new partnerships created as a result of the program, and the number of students and/or schools reached through the program. Measurements of student health, air quality, congestion, and other metrics, and improvements to the built environment that benefit the ability to walk and bicycle to and from schools.
Contact	Local Program Coordinator: Robert Williams Virginia Department of Transportation (VDOT): http://www.saferoutesinfo.org/program-tools/find-state-contacts/virginia

Table 06 Transportation Enhancement Program

Transportation Enhancement Program	
Purpose	This program is an initiative to focus on enhancing the travel experience and fostering the quality of life in American communities.
Funding	<ul style="list-style-type: none"> Up to 80% of a project can be financed with federal funds. A local match of at least 20%, from other public or private sources, is required. Local matches may be in-kind contributions including tangible property professional services and volunteer labor (This is a reimbursable program).
Eligible Projects	<ul style="list-style-type: none"> Pedestrian and bicycle facilities such as sidewalks, bike lanes and shared use paths . Pedestrian and bicycle safety and educational activities such as classroom projects, safety handouts and directional signage for trails . Preservation of abandoned railway corridors such as the development of a rails-to-trails facility.
Eligible Applicants	<ul style="list-style-type: none"> Any local government, state agency, group or individual may apply to the program. All projects need to be formally endorsed by a local jurisdiction or public agency.
Evaluation Criteria	<ul style="list-style-type: none"> Number of federal enhancement categories. Inclusion in a state, regional, or local plan. Public/private venture-cooperation (multijurisdictional). Total cost and matching funds in excess of minimum. Demonstrable need, community improvement . Community support and public accessibility. Compatibility with adjacent land use. Environmental and ecological benefits. Historical criteria met, significant aesthetic value to be achieved and visibility from a public right of way. Economic impact and effect on tourism.
Contact	VDOT district offices – www.VirginiaDOT.org

**Table 07 Community Development Block Grant
- Community Improvement Grants**

Community Development Block Grant - Community Improvement Grants	
Purpose	Provides funding to local governments to support business district revitalization efforts to improve economic and physical conditions in the community.
Funding	<ul style="list-style-type: none"> No local match indicated in program description.
Eligible Projects	<ul style="list-style-type: none"> Comprehensive Community Development. Economic Development, including business district revitalization, job creation and retention. Community Facilities, including street improvements.
Eligible Applicants	<ul style="list-style-type: none"> Units of local government in non-entitlement localities.
Evaluation Criteria	<ul style="list-style-type: none"> Local Government Fiscal Stress. Alignment with regional priorities. Project Needs and Outcomes. Costs and Commitment. Project Group Readiness and Capacity. Impact. Fulfillment of National Objectives.
Contact	Chris Thompson: chris.thompson@dhcd.virginia.gov

Table 08 Virginia Main Street Program

Virginia Main Street Program	
Purpose	A preservation-based economic and community development program that offers services and assistance to communities interested in downtown revitalization.
Funding	<ul style="list-style-type: none"> Preference given to applicants with a demonstrated financial commitment to extend beyond the 3-5 year project period.
Eligible Projects	<ul style="list-style-type: none"> Development of local public and private organizations. Marketing and promotion activities. Town and architectural design. Economic restructuring to strengthen existing businesses and attract new businesses.
Eligible Applicants	<ul style="list-style-type: none"> Towns and cities with a population of no more than 75,000 with at least 50 commercial enterprises and 70 commercial structures in a proposed Main Street district.
Evaluation Criteria	<ul style="list-style-type: none"> Fulfillment of site eligibility. Demonstrated organizational. Financial commitment to revitalization.
Contact	mainstreet@dhcd.virginia.edu www.dhcd.virginia.gov/mainstreet

Table 09 DCR Recreational Trails Program Award

DCR Recreational Trails Program Award	
Purpose	Providing and maintaining recreational and trails-related facilities that are open to the public.
Funding	<ul style="list-style-type: none"> Grants are usually made for between \$25,000 and \$100,000.
Eligible Projects	<ul style="list-style-type: none"> Urban trail linkages. Construction of new trails. Construction of new trails on urban lands. Easement acquisition and development.
Eligible Applicants	<ul style="list-style-type: none"> Private organizations, some city, town, and county governments, other governmental entities.
Evaluation Criteria	<ul style="list-style-type: none"> Project need. Project innovation. Design parameters. Population served. Support of project. Provisions for continuing existence.
Contact	http://www.dcr.virginia.gov/recreational_planning/trailfnd.shtml Synthia Waymack: synthia.waymack@dcr.virginia.gov

Table 10 National Park Service - Preserve America Grant Program

National Park Service - Preserve America Grant Program	
Purpose	Supporting preservation efforts through heritage tourism, education, and historic preservation planning.
Funding	<ul style="list-style-type: none"> Federal funds must be matched by nonfederal funding (state, local, etc.).
Eligible Projects	<ul style="list-style-type: none"> Research and documentation. Education and interpretation (such as wayfinding signs). Planning. Marketing. Training.
Eligible Applicants	<ul style="list-style-type: none"> Preserve America Communities and Neighborhoods (separate application process).
Evaluation Criteria	<ul style="list-style-type: none"> Creativity. Preservation of community cultural resources. Public-private partnerships.
Contact	Preservation_Grants_Info@nps.gov

**Table 11 Virginia Tobacco Indemnification:
Economic Development Program**

Virginia Tobacco Indemnification: Economic Development Program	
Purpose	To build regional economic development capacity in Southside Virginia in order to diversify the economic base through the creation or improvement of sites, buildings and utility infrastructure, workforce training facilities, tourism infrastructure, etc.
Funding	<ul style="list-style-type: none"> Total balance available in Appomattox County as of 1/21/2013: \$88,870.
Eligible Projects	<ul style="list-style-type: none"> Those generating substantial new economic activity in a region that will directly affect economic revitalization.
Eligible Applicants	<ul style="list-style-type: none"> Organizations operating in southside and southwest Virginia.
Evaluation Criteria	<ul style="list-style-type: none"> Funding not available from other state or federal funds, non-recurring costs, replicable, operational sustainability, leveraging of other financing, regional priority.
Contact	(804) 225-2027

Table 12 TEA-21 Transportation Enhancement Program

TEA-21 Transportation Enhancement Program	
Purpose	Federal Discretionary Funding for Surface Transportation Improvements.
Funding	<ul style="list-style-type: none"> 20% local match (money, labor, materials, etc) required.
Eligible Projects	<ul style="list-style-type: none"> Planning, Design, and construction of on and off road non-motorized transportation facilities.
Eligible Applicants	<ul style="list-style-type: none"> Local governments, non-profit organizations, federal agencies, planning district commissions, state agencies, private citizens.
Evaluation Criteria	<ul style="list-style-type: none"> Relationship to surface transportation. Applicability to local plans. Demonstrable need and community improvement. Community support. Public accessibility. Compatibility with adjacent land use. Impact on community economy and tourism. Historic value. Strategy for maintenance, etc.
Contact	VDOT Enhancement Program: 800-444-7832

Table 13 TEA-21 Public Lands Highway Program

TEA-21 Public Lands Highway Program	
Purpose	To improve access to and within the nation's federal lands.
Funding	<ul style="list-style-type: none"> 100% federal share.
Eligible Projects	<ul style="list-style-type: none"> Any transportation project improving access to federal lands that are served by public highways.
Eligible Applicants	<ul style="list-style-type: none"> Localities, federal agencies, state agencies, others.
Evaluation Criteria	<ul style="list-style-type: none"> Leveraging of private or other public funding. Expeditious completion of project. Amount of money requested. Identified state priorities. Special federal public lands transportation needs. Congressional direction or guidance.
Contact	VDOT Secondary Roads Division (804)786-2744

Table 14 TEA-21 Transportation and Community Systems Preservation Program

TEA-21 Transportation and Community Systems Preservation Program	
Purpose	To encourage governments to integrate transportation services with community needs such as community development, environmental protection, preservation of green space, and access to jobs and services.
Funding	<ul style="list-style-type: none"> 100% federal share.
Eligible Projects	<ul style="list-style-type: none"> Improvements to the efficiency of transportation systems. Reductions of environmental impact. Reductions of the need for costly future infrastructure investments. Provision of better access to jobs, services, and trade centers.
Eligible Applicants	<ul style="list-style-type: none"> State agencies, local governments, metropolitan planning organizations.
Evaluation Criteria	<ul style="list-style-type: none"> Meeting program goals. Demonstrated commitment of non-federal resources. Effectiveness of proposal's project evaluation component. Equitable distribution of grants. Proposed involvement of non-traditional partners.
Contact	FHWA Division Office: (804) 775-3320