



Town of Farmville

Planning Commission

May 20, 2026 at 7:00 PM
Council Chamber of the Town Hall
116 North Main Street, Farmville, VA

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. Consideration of Minutes**
 - a. April 15, 2026 - Regular Meeting
- 5. Public Comment Period - Please Limit Comments to Three Minutes**
- 6. Presentation by VDOT on Designated Growth Area (DGA)**
- 7. Old Business**
 - a. Comprehensive Plan Review - Designated Growth Area and Future Land Use Map
 - b. Comprehensive Plan Review - Transportation
 - c. Comprehensive Plan Review - Implementation
- 8. New Business**
- 9. Staff Updates**
 - a. CUP26-002 - Update
- 10. Adjournment**



Town of Farmville

Agenda Item Summary

MEETING DATE: May 20, 2026

ITEM NUMBER: 4.a. – April 15, 2026 - Regular Meeting

BACKGROUND: Minutes from the regular Planning Commission meeting held on Wednesday, April 15, 2026.

RECOMMENDATION: I make a motion to approve the minutes of the April 15, 2026 regular meeting as presented.

FISCAL IMPACT:

ATTACHMENTS:

1. 4-15-2026 DRAFT Planning Commission meeting minutes

MOTION: _____

SECONDED: _____

Commissioner	Yes	No
O'Connor		
Weiss		
French		
Patterson		
Crute		
Miller		
Fraley		

**Town of Farmville Planning Commission
Town Council Chamber of the Town Hall
116 North Main Street, Farmville, VA 23901
Wednesday, April 15, 2026**

Planning Commission Members Present: Chairperson John Miller, Patrick Crute, Cameron Patterson, Abigail O'Connor, and Sydney French.

Planning Commission Members Absent: Rhett Weiss and Jennifer Fraley

Staff Present: Director of Community Development Ashley Atkins-Austin, Administrative Assistant II Michelle Watkins, CPT, Robert Dvorak, Town Planner.

CALL TO ORDER

Chairperson Miller called the Planning Commission meeting to order at 7:00 PM.

APPROVAL OF AGENDA

Chairperson Miller noted the agenda was distributed. On a motion by Mr. Patterson, seconded by Mr. Crute, and with all present members voting "aye", the agenda was adopted as presented.

CONSIDERATION OF MINUTES

Minutes of Regular Planning Commission Meeting – March 18, 2026

Chairperson Miller noted that the minutes had been distributed and asked if there were any corrections or revisions. On a motion by Mr. Patterson, seconded by Ms. O'Connor, and with all present members voting "aye," the minutes from March 18, 2026, were approved as presented.

PUBLIC COMMENT PERIOD

Ms. Watkins reported that there was no one signed up for public participation.

PUBLIC HEARING CUP26-002

The applicant requests a conditional use permit to operate an outdoor display of sheds to be retailed. The site is at 1006 West Third Street, parcel ID: 0023A03(0A)00-010, and consists of 0.971 acres. Outdoor display as a use is only allowed in the B-2 and B-3 Zoning Districts by conditional use permit.

Chairperson Miller set forth case CUP26-002 to the Commissioners.

On a motion by Mr. Crute, seconded by Ms. O'Connor, and with all present members voting "aye", Public Hearing CUP26-002 was opened.

Mr. Dvorak provided a brief overview with supporting slides. The case originated from a zoning violation for outdoor display without a permit. Outdoor display is allowed in B-2 and B-3 only with a CUP. Required standards (Section 29-35 D.14) include:

- Display area ≤ 5% of lot area
- Not located in front of or on top of building
- Proper grading/drainage

- Asphalt or concrete walkways for customer access
- Opaque 6–8 ft fence screening the display
- Display height cannot exceed fence height

Comprehensive Plan Considerations:

- Area designated **General Commercial**.
- Emphasis on **high-quality design** along major entrance corridors.
- Staff noted the town has invested heavily in nearby public facilities (park, firehouse).

Environmental Concerns were:

- Property lies within both the **Special Flood Hazard Area (100-year floodplain)** and the **Regulatory Floodway**.
- Federal regulations prohibit encroachment in the floodway **without hydrologic & hydraulic studies** proving **no rise in flood levels**.
- No such studies were provided.

Staff Recommended denial of request due to lack of required hydrologic/hydraulic analysis, Uncertainty of environmental impacts, Potential negative aesthetic and safety impacts, and Noncompliance with required display standards.

On a motion by Mr. Crute, seconded by Mr. Patterson, and with all present members voting “aye”, Public Hearing CUP26-002 was closed.

During Deliberation, several Commissioners felt that aesthetics alone were not a strong basis for denial, mentioning the other nearby businesses have outdoor display (e.g., Pro Auto and Talor Forbes). They also mentioned that the existing sheds were attractive and not visually disruptive. Some of their main concerns were:

Flood Safety:

- Large sheds becoming **buoyant hazards** during flooding
- Potential property damage or roadway obstruction
- Commissioners discussed anchoring requirements and fence limitations.

Regulatory Requirements:

- Federal law requires hydrologic/hydraulic studies before allowing development in a floodway.
- Staff estimated study cost: **\$5,000–\$15,000**.
- Applicant had been informed but provided no plans or drawings demonstrating compliance.

Fairness & Precedent

- Concern about setting precedent by ignoring federal requirements.
- Discussion about whether to deny outright or table the application to allow the applicant time to complete required studies.

On a motion by Mr. Crute, seconded by Ms. French and with three present members voting “aye”, and two present members voting “nay”, a motion was passed to defer CUP26-002 until applicant’s completion of hydrology study and submission of required drawings. Staff were directed not to bring case back until items are provided.

OLD BUSINESS

Comprehensive Plan Review- Community Facilities

Chairperson Miller opened the floor for discussion of Community Facilities. There was a brief discussion and minor revisions to the language.

Comprehensive Plan Review-Land Use

Chairperson Miller opened the floor for discussion of Land Use. There was a brief discussion and minor revisions to the language.

NEW BUSINESS

There was no new business

STAFF UPDATES

Next scheduled Planning Commission Meeting is Wednesday, May 20, 2026, at 7:00 P.M. Next segments of Comprehensive Plan review are Transportation and Implementation. Staff has invited Carson Eckhardt with VDOT to do a presentation on the designated growth area; which will be added to the transportation segment of the Comprehensive Plan.

Chairperson Miller mentioned that he had attended Town Council’s work session. He shared that there was largely positive feedback from the majority of Council that spoke on the draft sidewalk ordinance.

ADJOURMENT

With no further business, Chairperson Miller called for a motion to adjourn the meeting. On a motion by Mr. Crute, seconded by O’Connor and with all present members voting “aye”, the meeting was adjourned at 8:10 PM.

Respectfully submitted by Michelle D. Watkins, CPT, Administrative Assistant II

John Miller, Chairperson

Abigail O’Connor, Secretary



Town of Farmville

Agenda Item Summary

MEETING DATE: May 20, 2026

ITEM NUMBER: 7.a. – Comprehensive Plan Review - Designated Growth Area and Future Land Use Map

BACKGROUND: Proposed language and future land use map for the Designated Growth (DGA) area to be included in the amended Comprehensive Plan.

RECOMMENDATION: Discussion only

FISCAL IMPACT:

ATTACHMENTS:

1. DGA Language
2. FLUM - DGA Matched to TL
3. FLUM - Hatched DGA

MOTION: _____

SECONDED: _____

Commissioner	Yes	No
O'Connor		
Weiss		
French		
Patterson		
Crute		
Miller		
Fraley		

DESIGNATED GROWTH AREA

As defined by the Code of Virginia in Sec. 15.2-2223.1, a Designated Growth Area (DGA) is an area designated by a locality that is “(i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area, and (ii) to the extent feasible, to be used for redevelopment or infill development.”

Designated Growth Areas are areas that may be appropriate for a density of at least four single-family residences, six townhouses, or 12 apartment-style units per acre. The designated areas may be sufficient to meet projected residential and commercial growth in the locality for ensuing period of at least 10 but not more than 20 years. They shall incorporate principles of Traditional Neighborhood Design. The Traditional Neighborhood Design includes characteristics such as pedestrian-friendly road design, interconnected streets, diversity of land uses, and reduction of front and side yard setbacks.

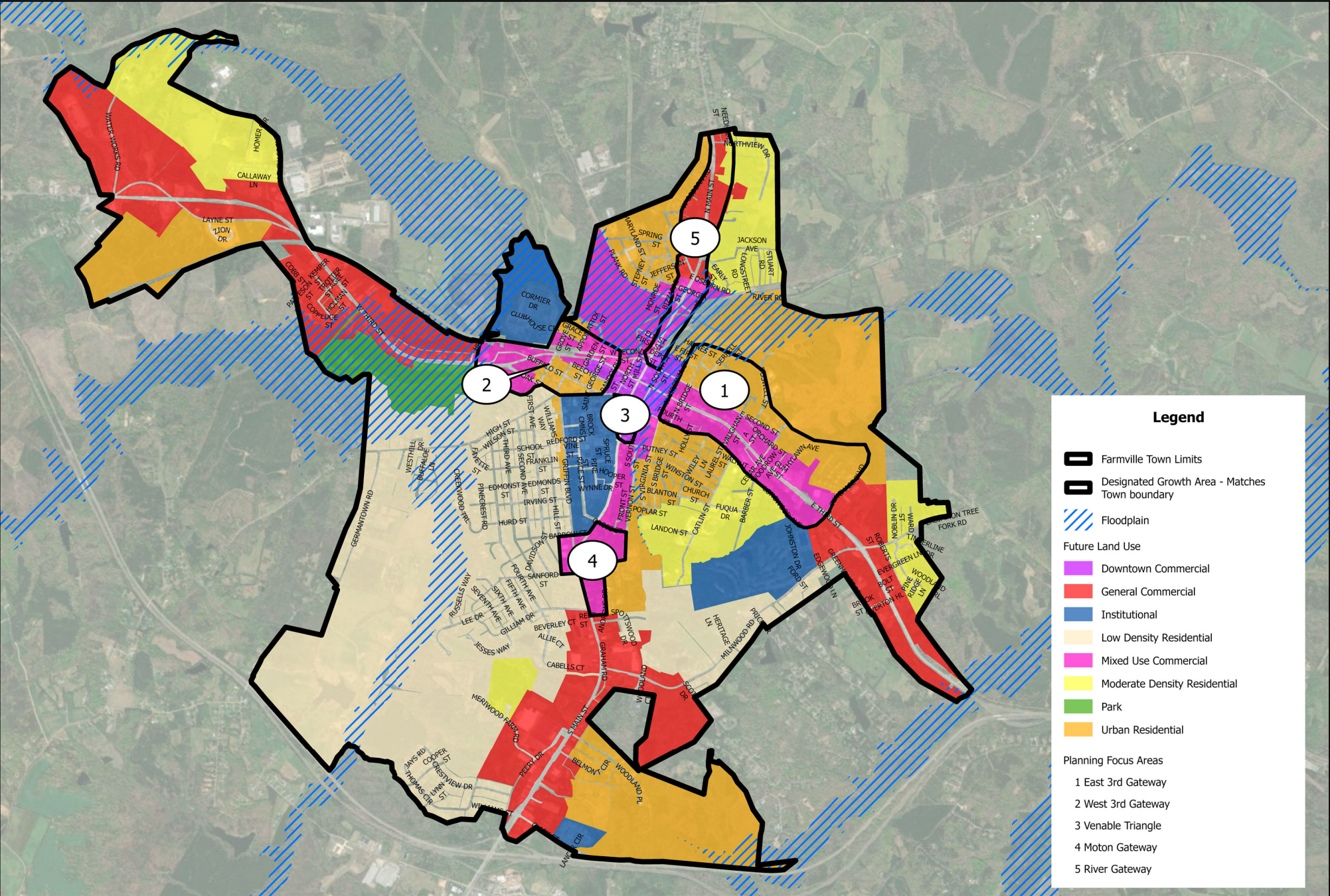
A Designating Growth Area opens new opportunities for the Town to obtain additional grant funding that supports transportation improvements with the area’s boundaries. All transportation improvements in these areas are required to be consistent with the DGA Needs Assessment contained in VTrans and qualify for consideration in the SMART SCALE statewide prioritization process for project funding.

By including in this Plan, the Town of Farmville hereby acknowledges and creates the following Designated Growth Area in accordance with Sec. 15.2-2223.1.

Town of Farmville Designated Growth Area

The Town of Farmville Designated Growth Area boundary, designed by VDOT, follows the Town of Farmville corporate limits.

Future Land Use



Legend

- Farmville Town Limits
- Designated Growth Area - Matches Town boundary
- Floodplain

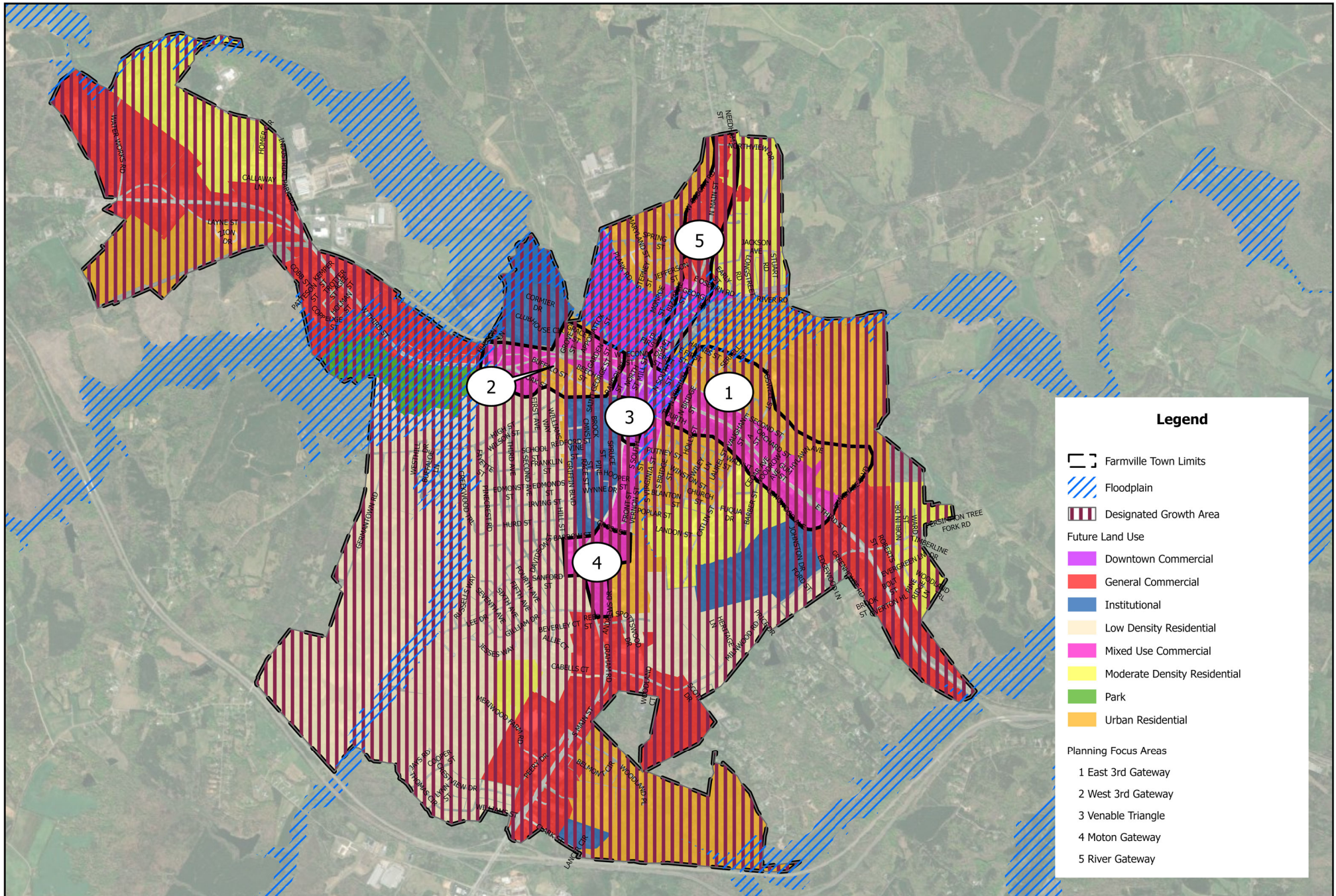
Future Land Use

- Downtown Commercial
- General Commercial
- Institutional
- Low Density Residential
- Mixed Use Commercial
- Moderate Density Residential
- Park
- Urban Residential

Planning Focus Areas

- 1 East 3rd Gateway
- 2 West 3rd Gateway
- 3 Venable Triangle
- 4 Moton Gateway
- 5 River Gateway

Future Land Use





Town of Farmville

Agenda Item Summary

MEETING DATE: May 20, 2026

ITEM NUMBER: 7.b. – Comprehensive Plan Review - Transportation

BACKGROUND:

RECOMMENDATION: Discussion only

FISCAL IMPACT:

ATTACHMENTS:

1. Transportation - Comp Plan Review 2026

MOTION: _____

SECONDED: _____

Commissioner	Yes	No
O'Connor		
Weiss		
French		
Patterson		
Crute		
Miller		
Fraley		

TRANSPORTATION



GOALS & STRATEGIES

Provide a safe, efficient, and attractive system of town-scaled streets that welcome pedestrians, bicycles, and automobile traffic.

1. Work with state and regional partners to construct a full interchange at East Third (E. 3rd) Street and US 460 Bypass.
2. Continue to build a connected, off-street trail network.
3. Construct streetscape improvements along Griffin Boulevard and South Main Street providing landscaping and high-quality pedestrian space.
4. Assess, identify, and improve the Town's busiest intersections to organize traffic and increase pedestrian safety.
5. Conduct a pedestrian and bicycle master plan to study and prioritize necessary non-automobile connections.
6. Continually review the need for new or expanded public transportation services.
7. Work with state and regional partners to construct a bypass to mitigate tractor trailer traffic down Main Street.
8. Implement wayfinding signage and other improvements to enhance parking accessibility and use.



EXISTING CONDITIONS & INITIATIVES

In August 2008, the Town of Farmville worked with the Virginia Department of Transportation (VDOT) to study and evaluate existing and future transportation demands for the Town of Farmville. The result of that evaluation is the Town of Farmville 2035 Transportation Plan. This plan recommends a series of transportation improvements that are divided into three phases. The phases include improvements to be completed by 2010, 2020 and 2035. The Farmville 2035 Transportation Plan remains relevant and due to time and monetary constraints has not been fully implemented. Many of the projects suggested within this Plan parallel those recommended in the 2035 Plan.

A critical relationship lies between transportation planning and land use planning. The town desires growth through economic development and tourism but prioritizes safe, efficient, and attractive streets for all modes of travel. Population growth, land uses, citizen comments, and the Virginia Department of Transportation (VDOT) data sets and reports, including the VTrans2040 Transportation Plan, have all been considered for this chapter. The VTrans Needs Assessment identifies Route 460 as a Corridor of Significance with “redundancy, mode choice, safety and reliability needs.” The recommendations in this plan integrate with and support solutions to these identified needs.



EXISTING CONDITIONS & INITIATIVES

STREET CLASSIFICATIONS

The Virginia Department of Transportation (VDOT) utilizes a standardized functional classification system. The system classifies streets and highways according to the character of service they are intended to provide, based on types of trips, expected volume, and highway connections. The functional classification will determine road design features, eligibility for funds for road development, improvement and/or maintenance, access management features, and eligibility for traffic calming measures. The classifications within Farmville are:

Principal Arterials

Principal Arterials serve corridor movements of statewide or interstate travel and provide an integrated network without dead ends. They also tend to carry a significant amount of intra-area travel and serve demand between business and outlying residential.

Minor Arterials

These roadways link cities and large towns, along with other major traffic generators, and form an integrated network providing interstate and inter-county service. They serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials and distribute traffic to smaller geographic areas.

Major Collector

Major collectors collect traffic from local streets and channel it to the arterial system. These streets are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher average traffic volumes; and may have more travel lanes than minor collectors.

Minor Collector

These streets serve both land access and traffic circulation in lower density residential and commercial/industrial areas. Typically, they include lower speeds and fewer signalized intersections. Minor Collectors penetrate residential neighborhoods, but only for a short distance.

Local Streets

These facilities account for the largest percentage of all roadways in terms of mileage. They provide service to travel over relatively short distances. All facilities not classified on one of the higher systems are typically considered as Local Streets.

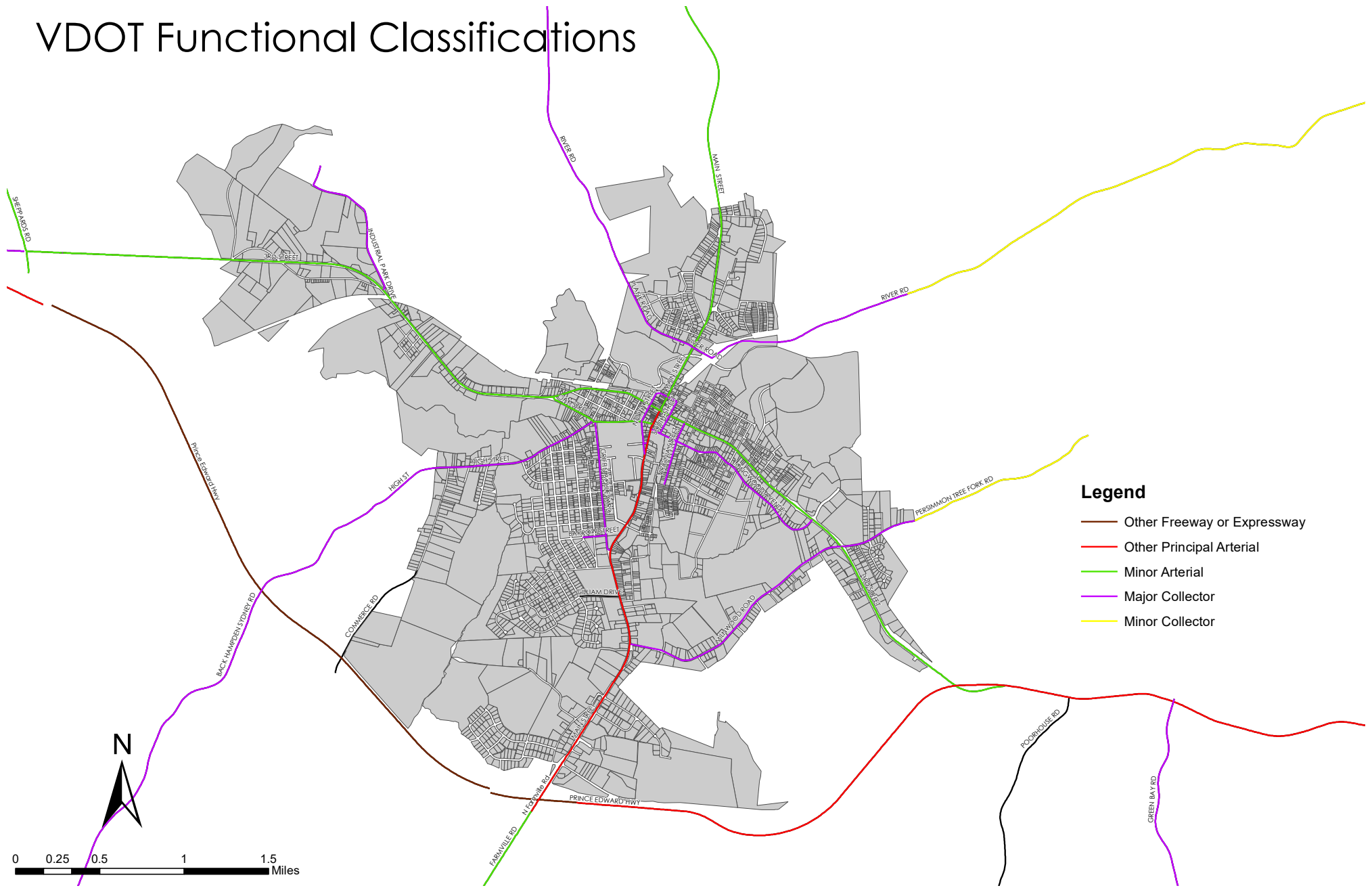
Functional Classification	Miles
Other Principal Arterial	3.74
Minor Arterial	6.76
Major Collector	8.43
Local	39.99
TOTAL	58.92

BRIDGES AND STRUCTURAL STATUS

As a river-front community with a large portion of the town located in Floodplain, the location and structural status of bridges is an important element in assessing community transportation conditions.

A complete inventory of Farmville's transportation network bridges and their structural status is located in the appendix of this document.

VDOT Functional Classifications



EXISTING CONDITIONS & INITIATIVES

TRAFFIC VOLUMES

Traffic volumes vary across Farmville's road system. For example, US Route 460 Business and US Business Route 15 see considerable amounts of traffic with upwards of 20,000 Annual Average Daily Traffic (AADT). These routes as well as Virginia Route 45 connect the Town of Farmville to Appomattox, Blackstone, Cumberland, Dillwyn, and other more urban areas, including Charlottesville and Lynchburg. However, there are also streets with much lower traffic volumes, such as High Street that passes by Longwood University and has an AADT of 4,700 or Longwood Avenue that has 2,300 AADT. Traffic is generally manageable but must be continually assessed. Business development and growth of both Longwood University and Hampden-Sydney College could lead to increased volume, especially during peak travel times and during specific events. The Town must consider necessary upgrades that will help the Town function as a home to residents, destination for visitors, and an economic hub for its region.

Detailed maps showing Level of Service and Traffic Volumes are located in the appendix of this document.

Road Classification	Road Name	Annual Average Daily Traffic (AADT) 2018
Other Principal Arterials		
	Prince Edward Hwy – US 460	10,000
	S. Main Street – US BR 15	20,000
Minor Arterials		
	N. Main Street – SR 45	10,000
	W. 3 rd Street	10,000
	E. 3 rd Street	9,000
	Oak Street	6,800
	High Street	4,700
Major Collectors		
	River Road	850
	Venable Street	1,300
	North Street	2,100
	E. 2 nd Street (near Main Street)	2,100
	South Street	1,700
	4 th Street	2,000
	S. Virginia Street	2,700
	Longwood Avenue	2,300
	Milnwood Road	5,700
	Griffin Boulevard	7,500
	Barrow Street	590
	High Street	2,500
	Industrial Park Road	1,800
Minor Collectors		
	E. 2 nd Street (remainder)	-
	Sunchase Boulevard	-
	Madison Street	-

EXISTING CONDITIONS & INITIATIVES

SAFETY

An important aspect of transportation in Farmville is the safety of streets for vehicles, bicyclists, and pedestrians. Considering the volume of traffic, Farmville is a very safe town. In 2018, there were a total of 102 reported crashes, with four of these involving pedestrians. While crashes are mostly dispersed throughout the town, there are a few areas or intersections with multiple crashes.

High Traffic Crashes

- Eight (8) crashes along E. 2nd Street occurring at the intersections of N. Main Street and then N. Virginia Street. These crashes included 5 with injuries.
- Oak Street and W. 3rd Street had three (3) crashes and two of those had injuries
- On S. Main Street from the intersection of Gilliam Street to Milnwood Road there were 22 crashes with 10 crashes occurring between Spottswood Drive and the last entrance for the College Plaza Shopping Center.

Pedestrian Crashes

- Intersection of Putney Street and Main Street
- Putney Street between S. Bridge Street and S. Virginia Street
- Intersection of Buffalo Street and Saint George Street
- Intersection of 2nd Street and Main Street

Many of these areas with multiple crashes have been identified in the Farmville 2035 Transportation Plan and include recommended improvements and cost analysis. The improvements range from installing signal warnings at an estimated cost of \$16,000 to adding turn

lanes for an estimated cost of \$330,000. The Town must continue to assess and improve its major intersections to make them safer for all modes, but especially for pedestrians.

Another area that is growing and the probability it is tending towards a need for additional safety measures is the East US 460 Bypass Interchange. This interchange is also listed in the 2035 Transportation Plan. It is suggested as a long-term improvement that would be completed in four phases and cost an estimated \$45,000,000 in 2008. Considering inflation, this is currently projected to cost \$59,850,00. This interchange is sought to open economic development in that area and to reduce congestion at N. Main Street and E. 3rd Street.

Detailed maps identifying safety issues, including PSI locations, are located in the appendix of this document.



EXISTING CONDITIONS & INITIATIVES

PARKING

Adequate and conveniently located parking is an important aspect of a viable transportation network. A sufficient supply of parking along with proper location and accessibility plays an important role in economic viability – particularly in the downtown urban core. The Town's Zoning Ordinance regulates parking requirements for development and redevelopment. The 2006 Transportation Study and 2008 Transportation Plan for Farmville both outline that there should be re-striping to the Municipal Parking lot between South and Virginia Street to maximize the number of parking spaces, additional signage that leads to downtown parking, expanded streetscape improvements to promote pedestrian travel, and that new businesses should be encouraged to provide parking per the B1 and B2 zoning district requirements.

The Town currently has six free public parking lots concentrated in the downtown area. They are located at:

- Main and Elm Street
- Main and First Street
- South and Depot Street
- South and Second Street
- North and Second Street
- Community Marketplace on North Street

There is one metered parking lot off South Street behind the Town Hall and Prince Edward Courthouse. Along with these are several streets with on-street metered parking.

Longwood University's Master Plan has identified 2,763 campus spaces and suggest a shortfall of approximately 250 spaces. The Plan elaborates that this shortfall is for daily use and does not consider events and other special circumstances. The University conducted a Pedestrian and Parking Study with a final report published in June 2019. This study recommends reallocation of parking for better distribution and correction of shortfall in specific categories.

As Farmville and Longwood University continue to grow, parking should continue to be studied and all options for adding parking and encouraging pedestrian mobility should be explored.



EXISTING CONDITIONS & INITIATIVES

PUBLIC TRANSPORTATION

The Town of Farmville and Longwood University, along with a grant from the Virginia Department of Rail and Public Transportation, sponsor the Farmville Area Bus (FAB). There are currently four routes that travel within the Town and/or Longwood University. All routes operate Monday through Friday with some operating seven days a week. The fare is free for children under 6, senior citizens 60 and over, and Longwood students showing their student I.D. All other riders pay 25 cents. The FAB had a ridership of 172,051 in fiscal year 2019. This is an increase of over 8% since 2018.

In addition to the Farmville routes, the FAB also operates transit known as PERT, the Prince Edward County Transit, which serves Meherrin/Green Bay and Prospect/Pamplin with a fare of \$1.00 each way.

Public transportation reduces the volume of traffic on roadways and need for parking while boosting the economy through shopping and employment and serving residents with mobility challenges such as senior citizens. These advantages should encourage Farmville to consider expansion into other neighboring areas where there is a lack of services for residents who desire or need Farmville for entertainment, employment, shopping, and healthcare.

AIRPORT

The Farmville Regional Airport (FVX) is located just five miles northwest of Town. The airport is a single runway that is 4,400 feet long. Fuel is available 24/7 with “pay at the pump”. Some of the other offerings at the airport are aircraft parking, flight instruction, courtesy transportation, and medical flight exams. The Town has successfully obtained funds from the Federal and State Aviation Administrations for upgrades and should continue to pursue those. Having an airport opens Farmville to resources that otherwise would not be reached and can also serve as an economic asset for the community.



EXISTING CONDITIONS & INITIATIVES

PEDESTRIAN AND BIKE FACILITIES

The 2006 Town of Farmville Downtown Study, the 2008 Farmville Transportation Plan, and the 2010 Regional Bicycle Plan* identify many recommendations for improving pedestrian and bicycle circulation. Some of these recommendations have been implemented and others still need to be accomplished.

While Farmville has many streets that include sidewalks and many of the sidewalks are handicap accessible, barriers remain for both pedestrians and cyclists. One of the major barriers is the connectivity and flow from the Longwood University Campus to downtown and other portions of Farmville. The following areas would benefit from enhanced pedestrian/bicycle facilities:

- New sidewalks along Venable Street with connections to Main Street would provide much-needed connectivity between Longwood University's campus and shopping/entertainment destinations. The Longwood University Master Plan identifies this as a focus area for improvements.
- The intersection of High Street and Griffin Boulevard, continuing the length of Griffin Boulevard, is another area that lacks safe transitions from campus to Town. Both the Farmville Transportation Plan and the Longwood University Master Plan recommend bicycle and/or pedestrian accommodations for this corridor.
- A second area identified for improved pedestrian connectivity is along South Main Street towards the Moton Museum – a National Historic Landmark and museum considered the birthplace of America's Civil Rights revolution. Reducing the number of vehicle lanes and providing a tree-lined street with

bicycle lanes and a sidewalk will provide a much-needed transition from the historic downtown to the more modern shopping centers. This type of transition will be aesthetically pleasing, promoting the historic landmark and encouraging students to walk and bike between campus and shopping in Farmville.

As stated in previous studies, the downtown area has limited rights-of-ways and an urban street character that does not lend itself to bike lanes. However, bicyclists can be accommodated with lower speeds, shared road signage and on street pavement markings, known as sharrows, and widening of the outside lane of specific streets. This type of connectivity encourages students at Longwood University to utilize all that Farmville has to offer. All new streets, new developments, and improvements should consider and promote pedestrian and bicycle traffic.

** The CRC Regional Bicycle Plan Map is located in the Appendix of the document.*

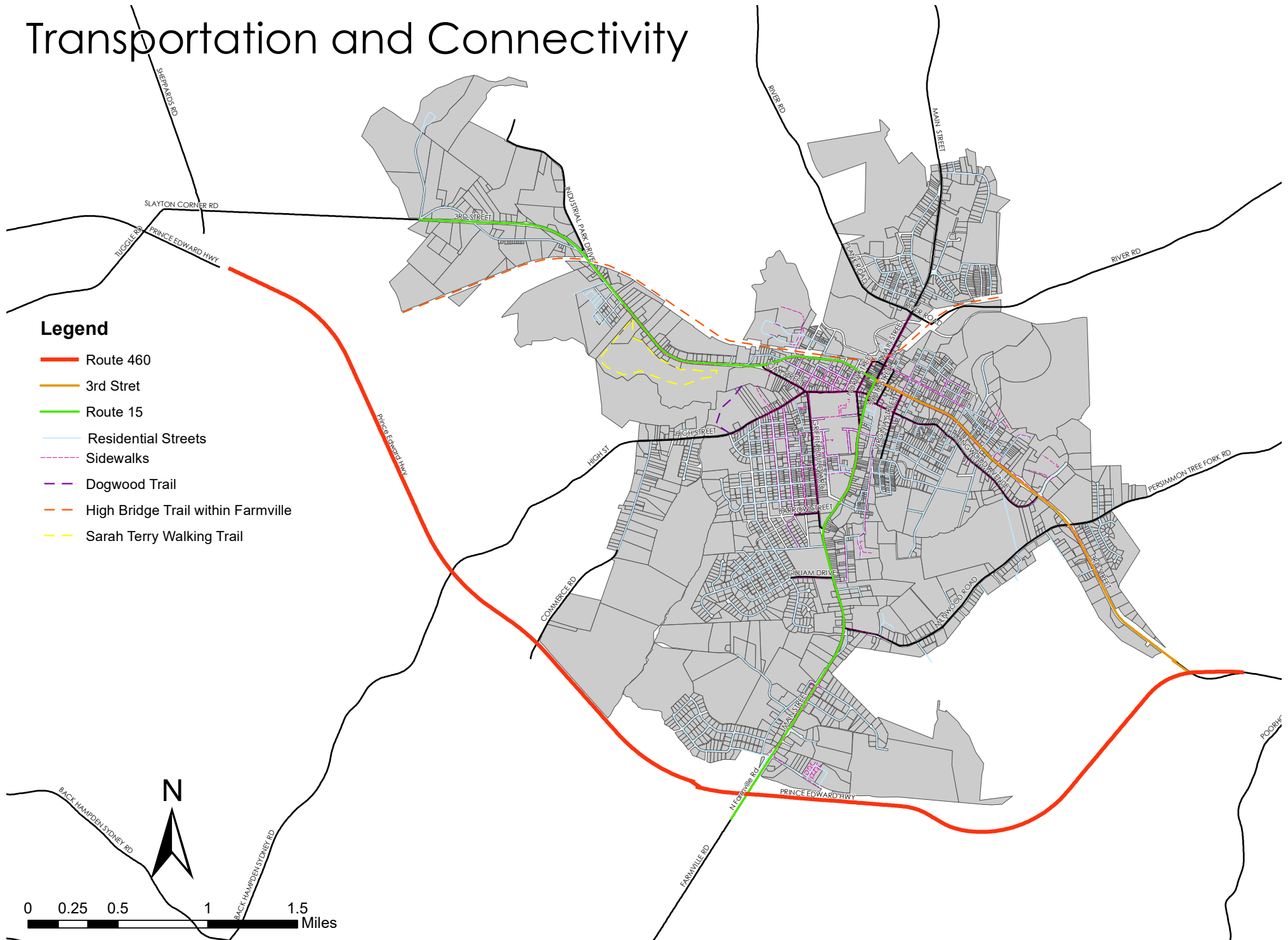
EXISTING CONDITIONS & INITIATIVES

TRAILS

Farmville has three walking trails and one blueway trail. The Sarah Terry Walking Trail is a scenic route around Wilck's Lake. The Dogwood Trail is a paved wooded walk located just off High Street. The High Bridge Trail is a Virginia State Park that travels through three counties and five towns. It is a total of 31 miles long with a bridge that is 2,400 feet long and 125 feet above the Appomattox River. The High Bridge Trail welcomes hikers, bikers, and equestrians. The trail can be accessed from Camp Paradise Road, River Road, or the Main Street Plaza parking lot. The Lee Woodruff Blueway is a paddle trail great for canoeing and kayaking. The four-mile water trail can be done in its entirety or in two stages. Each stage takes about an hour and a half depending on water level. All of these trails are a great recreational way to explore Farmville.



Transportation and Connectivity



PRIORITY PROJECTS

FUNDING FOR MAINTENANCE AND CONSTRUCTION PROJECTS

In the Commonwealth of Virginia, all cities and towns with a population of 3,500 or greater are responsible for maintaining their public streets and rights of ways. The Town receives funding through VDOT's Highway Maintenance Account on a quarterly basis. Any funding for a new construction project is appropriated through a competitive application process, known as SmartScale. Once appropriated, projects funnel into VDOT's Six Year Improvement Program (SYIP) which is the state's capital program for transportation investments.

Currently, Farmville has three projects listed in the SYIP. They include:

- Business 15 – Construct Left Turn Lane at Milwood Road – estimated at \$2,534,000*
- Business 15 – Resurfacing (South Farmville Road) – estimated at \$101,000
- Townwide – Traffic Signal Upgrades – estimated at \$510,000

In addition to the SmartScale Program, VDOT has a variety of other funding programs such as: Revenue Sharing, HSIP, TAP, etc. Detailed information about these funding programs is located in the Appendix of this document.

*FY2018 SmartScale Funded Project

TRANSPORTATION IMPROVEMENTS

Based on the traffic volumes, crash data, potential growth, transportation studies, and future land uses, a list of transportation improvements has been developed. This list must be continuously evaluated, and the Town must consider its prioritization. When evaluating, the Town should consider any new developments, both commercial and from secondary sources, such as Longwood University.

PRIORITY PROJECTS

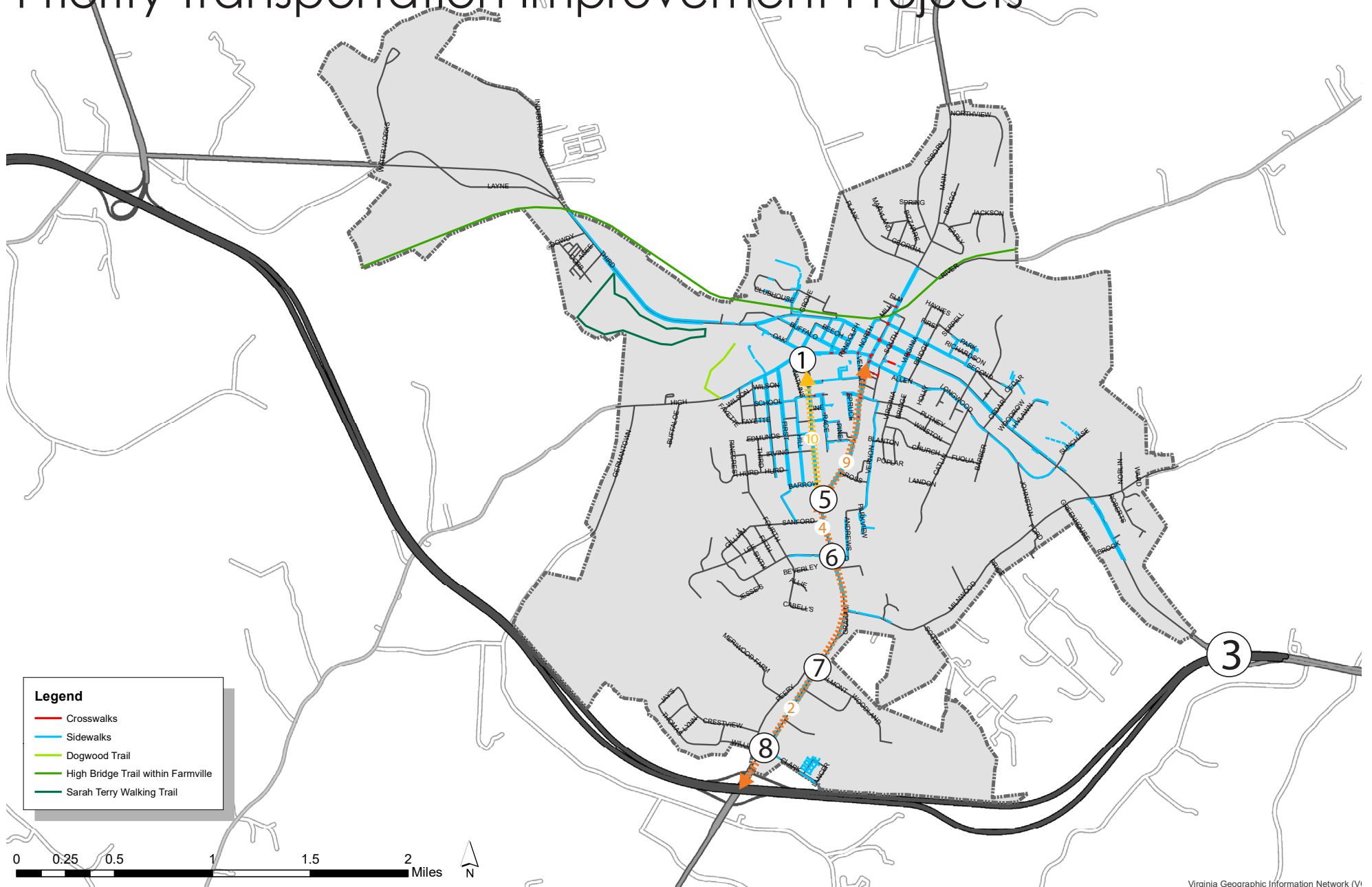
PRIORITY TRANSPORTATION IMPROVEMENT PROJECTS

Map Key	Location	Description	2019 Estimated Cost**
Projects from the Farmville 2035 Transportation Plan			
1	Oak Street/High Street/Griffin Blvd Roundabout	Construct a roundabout to improve traffic flow and accommodate pedestrian/bicycle improvements	\$3,800,000
2	Main Street from Griffin to SCL Farmville	Modify and consolidate entrance ways	\$2,261,000
3	US Route 460 Interchange*	Construct a fully functional interchange	\$59,850,000
Projects from the 2018 STARS VDOT Corridor Study			
4	S. Main Street from US 460 to Griffin Boulevard	Convert Griffin Boulevard intersection to a continuous Green-T layout, addition of lanes, changed lane configuration, optimize traffic signal	\$3,823,198
5	Main Street & Griffin Boulevard	Convert intersection to a continuous Green-T, convert northbound left+thru to left only lane, add southbound exclusive right-turn, improve existing sidewalk to ADA standards	\$1,670,600
6	S. Main Street & Gilliam Drive and Reed Street.	Signals operated by one signal control, relocate fixed objects off the sidewalk, upgrade sidewalk to ADA standards, retrofit signal heads with high visibility back plates	\$929,011
7	S. Main Street & Belmont Circle & Peery Drive intersection	Change lane configurations for eastbound and westbound, change all left turns to protected only phasing, retrofit signal heads with high visibility back plates	\$282,089
8	S. Main Street & Williams Street & Clark Street intersection	Extend the existing grass median, change the northbound and southbound left turn types to protected only phasing, install missing sidewalk along southbound approach, retrofit signal heads with high visibility back plates	\$52,844
9	S. Main Street corridor-wide	Construct missing sidewalk connections, retrofit existing signal heads with high visibility black plates, optimize signal timings, refurbish faded pavement markings, construct grass median along Route 15 north of Clark St to north of Peery Drive to replace existing two-way left-turn lane	\$888,654

Other Recommended Transportation Projects

*FY20 Unfunded SmartScale Project

Priority Transportation Improvement Projects





Town of Farmville

Agenda Item Summary

MEETING DATE: May 20, 2026

ITEM NUMBER: 7.c. – Comprehensive Plan Review - Implementation

BACKGROUND:

RECOMMENDATION: Discussion only

FISCAL IMPACT:

ATTACHMENTS:

1. Implementation - Comp Plan Review 2026

MOTION: _____

SECONDED: _____

Commissioner	Yes	No
O'Connor		
Weiss		
French		
Patterson		
Crute		
Miller		
Fraley		

IMPLEMENTATION

USING THE PLAN

The Comprehensive Plan is intended to be a dynamic document – evolving and changing to reflect the needs of the community. The Planning Commission and Town Council should refer to the Comprehensive Plan and consider its vision prior to making recommendations and decisions. Code of Virginia § 15.2-2232 states that the Comprehensive Plan “shall control the general or approximate location, character, and extent of each feature shown in the plan.” Consistently measuring each land use application and budgetary decision to the long-range vision of the Comprehensive Plan ensures proper implementation.

To assess the Plan's effectiveness, the Town should strive to review and monitor specific issues that impact the goals and strategies outlined within this document. Where prudent and necessary, the Plan should be amended periodically. It is incumbent upon Town Council to carefully consider whether specific amendments are congruent with the Plan's overarching vision. Any modification or amendment should be considered with long-term policy implications.

Annual Review

Department directors should provide to the Planning Commission an annual review of comprehensive plan related activities in conjunction with the Capital Improvement Program (CIP) process. Reviewing the plan regularly helps measure success in achieving plan goals. It also provides an opportunity to propose and integrate strategic initiatives and policy changes that can be incorporated into the annual budget process, if necessary. It is encouraged that department directors explain any implementation challenges, and the impact of plan goal's on service provision, expansion, or adjustment. This annual review helps set budgetary priorities that are consistent with the community's vision.



USING THE PLAN

Tools for Implementation

Tools that can be utilized for plan implementation include adoption of a Capital Improvement Plan (CIP); updating the zoning ordinance, subdivision ordinance, and other ordinances that establish use and design standards; creating design guidelines; and developing targeted master plans. These tools enable Farmville's long-range vision to become a reality. The following tools are the most vital to ensuring the successful implementation of this plan.

- **Annual Budget:** The Town Council and staff should keep the recommendations of the Comprehensive Plan in mind when preparing the town's annual budget. The budget works hand-in-hand with the Comprehensive Plan and Capital Improvement Plan to move the town toward a thriving, resilient future.
- **Capital Improvement Plan:** A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities. CIPs are typically designed to consider both immediate and long-term capital assets and infrastructure needs. Public and private investors and relationships are needed for a robust CIP. The community benefits and the long-range vision is achieved when the

priorities of the CIP and updates to ordinances align with the Comprehensive Plan.

- **Land Use Regulations:** The process for development approvals, including rezoning and subdivision plats, are a central means of implementing the Comprehensive Plan. The zoning ordinance; subdivision regulations; landscaping, parking, and signage standards; and other land use and development standards and procedures are at the forefront in implementing the Comprehensive Plan. The town's land use regulations are the primary plan implementation tool and, therefore, should be kept up to date along with the plan as conditions and circumstances warrant.

Review and Update

Finally, continuous review and progress monitoring holds everyone accountable to the town's long-range vision. The Code of Virginia § 15.2-2230 requires that Comprehensive Plans be reviewed every five years. However, annual reviews and revisions of ordinances and plans is considered a best practice. Annual review allows for new engagement, continued partnering, and any course corrections that may be necessary to successfully reach the established goals. While the plan should change and grow with the community, changes to the Future Land Use Map, policies, and strategies should not be taken lightly or without meaningful citizen input.

IMPLEMENTATION STRATEGY MATRIX

STRATEGY

TIMEFRAME

ECONOMY

1	Develop appropriate stormwater and environmental standards for all new developments that protect local environmental resources.	Short Term
2	Maximize the use of river and stream corridors for tourism and other recreation use by building and promoting trails and blueways.	On-Going
3	Increase landscaping and urban tree canopy for stormwater and aesthetic benefits.	Long Term
4	Explore enrollment in the National Flood Insurance Program's Community Rating System to reduce the cost of flood insurance for residents.	Short Term

CULTURAL RESOURCES

5	Encourage the listing of eligible historic buildings on state and national historic registers.	Short Term
6	Enhance Farmville's gateways with appropriate signage and features that establish the Town's unique identity.	Short Term
7	Promote the Town's civil rights history with signage and other tourism outreach.	On-Going
8	Promote the Town's history of higher education and its historic campuses.	On-Going

POPULATION & HOUSING

9	Encourage multi-family residential uses in designated areas where access to major streets and other services are in place.	On-Going
10	Support the work of Habitat for Humanity and other organizations that increase affordable housing in Farmville.	On-Going
11	Promote downtown adaptive reuse and the provision of housing above commercial uses.	Short Term
12	Use the Town's development regulations to ensure that housing features benefit senior citizens, including universal design, independent living apartments, and small assisted living projects designed and constructed in keeping with Farmville's character.	Short Term
13	Promote the development of condominium and town house residences that serve the needs of young professionals.	On-Going

ECONOMY

14	Create a coordinated system of wayfinding signs directing visitors to attractions, parking, and other points of interest.	Long Term
15	Work with regional partners to locate a Heartland Workforce Development Center in the Town.	Short Term
16	Partner with Prince Edward and Cumberland Counties to actively recruit desirable businesses to the Town and surrounding areas.	Short Term
17	Consider the Town's need for a dedicated economic development officer.	Long Term
18	Actively market Farmville as a tourist destination within Virginia and nationally.	Short Term

COMMUNITY FACILITIES

19	Pursue a town-wide Utilities Master Plan to establish the growth capacities of the Town's water and sewer systems.	Short Term
20	Ensure that the cost of any future water or sewer system expansions are funded incrementally and appropriately by applicable developments.	On-Going
21	Continually review the need for new or expanded public services, including public safety, recreation, and administration, to maintain adequate service ratios as the Town grows.	On-Going
22	Expand the number and variety of parks and recreation facilities to include indoor and outdoor opportunities for residents of all ages.	Long Term
23	Support continued improvements in local education, including Prince Edward County Schools, Fuqua School, and pre-school programs, to benefit Farmville residents.	On-Going
24	Coordinate with recreation providers, including the Southside Virginia YMCA and Prince Edward-Farmville Youth Association, to offer and promote top-quality programs that do not compete or overlap.	Long Term

LAND USE

25	Develop Venable Triangle as a bridge between Town and University, including public gathering space.	Long Term
26	Encourage mixed-use in the downtown, including residential units on upper floors of commercial buildings.	On-Going
27	Allow for a wider mix of residential types, including accessory dwellings and live/work units.	Short Term
28	Reduce minimum lot sizes to encourage more compact, efficient, and affordable residential development.	Short Term
29	Allow for higher density development in select downtown and university areas.	Short Term
30	Promote infill and redevelopment in appropriate areas of existing development rather than growing the Town outward.	On-Going

TRANSPORTATION

31	Work with state and regional partners to construct a full interchange at East Third (E. 3rd) Street and US 460 Bypass.	Short Term
32	Continue to build a connected, off-street trail network.	On-Going
33	Construct streetscape improvements along Griffin Boulevard and South Main Street providing landscaping and high-quality pedestrian space.	Long Term
34	Assess, identify, and improve the Town's busiest intersections to organize traffic and increase pedestrian safety.	Short Term
35	Conduct a pedestrian and bicycle master plan to study and prioritize necessary non-automobile connections.	Long Term
36	Continually review the need for new or expanded public transportation services.	On-Going
37	Work with state and regional partners to construct a bypass to mitigate tractor trailer traffic down Main Street.	Short Term
38	Implement wayfinding signage and other improvements to enhance parking accessibility and use.	Short-Term



Town of Farmville

Agenda Item Summary

MEETING DATE: May 20, 2026

ITEM NUMBER: 9.a. – CUP26-002 - Update

BACKGROUND: CUP26-002 will be advertised for public hearing for the June 17, 2026 Planning Commission meeting.

RECOMMENDATION: Update only

FISCAL IMPACT:

ATTACHMENTS: None

MOTION: _____

SECONDED: _____

Commissioner	Yes	No
O'Connor		
Weiss		
French		
Patterson		
Crute		
Miller		
Fraley		