

COMPREHENSIVE PLAN



Prepared by

Town of Clarksville Planning Commission

Adopted by

Clarksville Town Council

On

May 5, 2009

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PLANNING PRINCIPLES & VALUES

BACKGROUND

The Clarksville Comprehensive Plan was first adopted in 1992 and was used by Town officials to guide growth and development until 2007. As a result of changing conditions and the desire to undertake a more thorough analysis of Town needs, the Clarksville Town Council initiated an update of the 1992 Plan. In 2008, the Planning Commission updated the 1992 plan, which is the current Comprehensive Plan.

The Comprehensive Plan’s objective is to create a framework within which to make decisions regarding the physical, social, economic and environmental development of the community. These elements are interdependent and maintain the balance between them is crucial to a vibrant, healthy and sustainable community.

The Comprehensive Plan should be viewed as comprehensive, general, action-oriented and long range:

- Comprehensive: The Plan is comprehensive in that it looks at all geographical areas within the Town as defined by current Town boundaries as well as areas outside the Town that may be influenced by, or have influence on, the development of Clarksville.
- General: The Plan is “general” in that it establishes policies that anticipate the future through general guidelines. It does not contain specific details concerning every problem, issue, use or location that will be addressed in coming years.
- Action: The Plan is also oriented toward taking action by providing guidance to citizens and public officials on decisions of local governance.
- Long-Range: The Plan is “long-range” in that it is based on a time frame that extends beyond the present and anticipates future problems and opportunities.

AUTHORITY TO PLAN

Article 3 of Chapter 22 of Title 15.2 of the Code of Virginia, 1950 (as amended) outlines requirements and objectives concerning comprehensive planning by local jurisdictions. Every local government is required by state law to adopt a comprehensive plan. The Town of Clarksville Planning Commission is charged with preparing a comprehensive plan for the physical development of the Town for consideration and adoption by the Town Council.

State law requires the Commission to review the plan every five years to evaluate the need to amend the plan; however, the Comprehensive Plan must be in agreement with the Zoning Ordinances and should be revised as often as is necessary. The Commission is required to evaluate existing conditions

and growth trends and determine probable future requirements for future growth and land development.

SCOPE & PURPOSE

The purpose of the plan is to guide and accomplish a "coordinated, adjusted and harmonious development which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity, and general welfare of the inhabitants." The plan must consider such items as the characteristics of existing developments and use of land, natural resources and conditions, population, employment and economic factors including future requirements, existing public facilities and utilities, housing needs, and other matters relating to the purposes of the comprehensive plan. The plan also is required to examine and recommend methods for implementing plan goals, objectives, and recommendations.

State law requires that the comprehensive plan be general in nature, designating "the general or approximate location, character, and extent of each feature shown on the plan" and indicating "where existing lands or facilities are proposed" to be altered or changed in use. The law requires that long-range recommendations be formulated for the general development of the areas covered by the plan. The law further states that these recommendations may include, but are not limited to:

- The designation of areas of various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, conservation, recreation, public service, floodplain and drainage, and other areas.
- The designation of a system of transportation facilities.
- The designation of a system of community service facilities such as parks, forests, schools, playgrounds, public buildings and institutions, hospitals, community centers, waterworks, sewage disposal and waste disposal areas, and the like.
- The designation of historical areas.
- An official map, a capital improvements program, a subdivision ordinance, a zoning ordinance, and zoning district map.

The law requires that the plan "designate the general or approximate location, character and extent of each feature shown on the plan" and that development and subdivision requests must be "substantially in accord with the adopted comprehensive plan."

State law also provides for the study and inclusion of adjacent unincorporated territory within a municipal comprehensive plan.

In addition to meeting the legal requirements for community planning outlined in the Code of Virginia, major purposes of the comprehensive planning process include:

- Encouraging citizens to develop a collective vision for the future that promotes the interests of the entire community rather than those of individuals or special interest groups.
- Identifying, protecting, and preserving important features of the built and natural environment that collectively define the character of the community.
- Establishing guidelines and standards for new development and redevelopment to facilitate the creation of a convenient, attractive, and harmonious community.
- Establishing policies and procedures for evaluating short-term actions within the context of long-range community goals and objectives.
- Creating a framework for providing an efficient and coordinated system of public services, facilities, and utilities to the community.

Planning is a dynamic process of formulating goals, objectives, and standards to guide community growth and development. Planning also is a means of identifying strategies and techniques for achieving goals and objectives. The comprehensive plan provides guidance in balancing the long-term best public interest of the overall community with the rights of private property owners. The comprehensive plan can help prevent uncoordinated individual actions that may produce undesirable cumulative effects.

USING THE COMPREHENSIVE PLAN

The Clarksville Comprehensive Plan reflects the input and collective best judgment of Town residents, elected and appointed officials, and Town staff. The Town Plan provides a framework for achieving long-term community goals, but it is also designed to be flexible enough to respond to changing conditions or unexpected events. The Plan should be reviewed by Town officials and citizens on a periodic basis to ensure that the policies it contains reflect the current needs of the community.

Once the Plan has been approved and adopted by the Town Council it becomes the official public document used to guide decisions on future development. The Town Council and Planning Commission use the Plan to evaluate rezoning and subdivision requests, review development proposals, determine road and public facility locations, and to develop capital improvement programs and budget recommendations. All policy decisions considered by the Town Council should be evaluated within the context of the Plan.

The various policy maps contained in the Plan illustrate the goals, objectives, and policies of the Plan text. Maps and other graphics illustrate the approximate locations considered most desirable for public facilities.

The Future Land Use map provides a guide for determining the desirable location for and relationships between various types of activities such as residential, commercial, and industrial uses.

The Comprehensive Plan and policy maps are general in nature and are for community planning purposes only; in some instances individual parcels or lots may not be clearly delineated and consequently may not be properly represented within general land use categories. The Planning Commission and Town Council have the responsibility of interpreting the policies and standards contained in the Plan to determine specific location decisions for land uses, public facilities and utilities, and roadways. Analysis and recommendations prepared by Town staff, and sometimes officials of state or federal agencies, assist the Town Council in reaching decisions.

The Comprehensive Plan guides the Town Council and Planning Commission in establishing or modifying techniques used to implement planning goals and objectives. Zoning and subdivision regulations are methods typically used to carry out the policies of the Plan. These ordinances determine where various types of land uses may occur and establish standards for development. A Capital Improvements Program (CIP) is another tool used to implement the Town Plan. Since the CIP determines the location and timing of capital projects such as roads and utilities, it is an effective mechanism to guide the direction and rate of future growth.

No street or connection to an existing street, park or other public area, public building or public structure, public utility facility or public service corporation facility (other than a railroad facility), whether publicly or privately owned, shall be constructed, established or authorized until its location has been approved by the Planning Commission as being substantially in accordance with the Comprehensive Plan.

The governing body, by majority vote, may overrule the Planning Commission, except for certain exceptions that are noted in Article 3 of Chapter 22 of Title 15.2 of the Code of Virginia.

PRINCIPLES & VALUES

The Comprehensive Plan is founded on a series of “Planning Principles and Values”. These are statements of fundamental belief held by the Clarksville Community that were identified through various public processes. These concepts form the foundation for the principles described in each of the elements of the Comprehensive Plan and serve as a guide to citizens and elected officials in evaluating and planning for the future. The Planning Principles and Values are not a divergence from the historical desires of the Community, but rather an update and refinement of these desires in the effort to address existing and future challenges.

The planning horizon extends 10 years to the year 2018 and beyond. Following a 10-year planning horizon, the Town will continue to look into the future with a long-term perspective towards Comprehensive planning and land use issues.

The Comprehensive Plan is broad in scope and focuses primarily on the Town as defined by the current Town limits but, where appropriate, it addresses larger geographic areas. In cooperation with our neighbors, residents will consider the larger region that is visually and physically interconnected with the Town, including Occoneechee State Park and Mecklenburg County. Other issues that are addressed within the Comprehensive Plan but involve larger geographical areas include, but are not limited to, land use patterns surrounding the Town and regional recreational uses.

COMMUNITY PROFILE

LOCATION

The purpose of this section is to place the Town of Clarksville in physical, historical, political perspective. A brief discussion of the Town's location, a review of its historical development, an inventory and analysis of its historic resources, and a description of its governmental structure will be presented.

Near the Virginia-North Carolina state border, the Town of Clarksville is in the southwest corner of Mecklenburg County, Virginia (see Map 1). It is the only town situated on the banks of the Bugg's Island Lake/Kerr Reservoir, a 50,000-acre body of water that is the most commanding geographical feature of the area. U.S. Highway 58, a major east-west link in southern Virginia, passes through the Town. Within one hundred (100) miles of Clarksville is Danville, Lynchburg and Richmond, Virginia; Raleigh, Durham and Greensboro, North Carolina.

Regional Location

Due to the Town's proximity to several Virginia and North Carolina cities, the trade area that could be served from Clarksville may be attractive to certain businesses.

U.S. Highway 58

As the Town's major transportation link, this road is of great importance in terms of accessibility and the local economy. The Highway 58 Improvement Project, which upgraded Highway 58 to a four-lane highway with major a bypass south of Town, has been accomplished and has resulted in increased east to west traffic. The John Tisdale Bridge, as part of this improvement provides for an increased traffic flow in the area and offers an upgraded transportation system to accommodate development in the area.

Bugg's Island Lake/Kerr Reservoir

Because Clarksville is the only town in Virginia located on a lake, this advantage should be maximized. The lake is 50,000 acres in size with 800 miles of shoreline and is owned and managed by the U.S. Army Corps of Engineers for the purpose of flood storage, power generation, and public recreation. In addition, the Lake provides some of the best bass and crappie fishing in the country and attracts thousands of fishermen each year.

CLIMATE

Climate is the long-term average of weather in an area. The Clarksville area has a continental climate characterized by mild winters and warm summers. It has no distinct dry season. The average annual temperature is 57.8 degrees Fahrenheit, ranging from 47 degrees in January to 90 in July. Precipitation averages 45 inches of rain per year and 6 inches of snow.

Clarksville climate, then, is conducive to agricultural operations in terms of its frost-free season and rainfall. The average temperature makes the Town a pleasant place to live. The climate reinforces the Town's attractiveness to recreational vacationers as well as those seeking to move to the area.

WATERSHEDS

Clarksville withdraws water from Bugg's Island Lake/Kerr Reservoir through an intake located on the Business 58 Bridge. The Town has no limit on the amount of water it can withdraw through the existing intake structure. The abundance of available water is a very valuable resource.

Local ground water supplies are generally sufficient in terms of quality for wells serving farm and domestic needs. Because Clarksville utilizes the Bugg's Island Lake/Kerr Reservoir as its source for its centralized water system, the characteristics of the ground water have little bearing on future water needs. It is very important to the Town that the reservoir's water quality and availability be safeguarded so that future generations will not be adversely affected.

HISTORY

Several hundred years before Sir Walter Raleigh's "Lost Colony" arrived in Albemarle Sound in 1587, a tribe known as the Occoneechi settled in the area where the rivers now called the Dan and the Staunton merge to become the Roanoke, near the present Town of Clarksville. Living on the three islands at this point in the Roanoke, they built forts and planted orchards. Their island home, situated at the crossroads of several important Indian paths, the Occoneechi were a nation of great traders. However, as the English frontier advanced further into Virginia, relations between the settlers and Indians became strained. Finally, in 1676, Nathaniel Bacon, in a power struggle with the Royal Governor, led a group whose mission was to kill or drive away as many Indians as possible. He hoped to gain political favor with anti-Indian Colonists and confiscate the Occoneechi valuables. The Occoneechi, damaged to the point that their power and importance as a nation was gone, left the Clarksville area for North Carolina.

In the same area inhabited by the Occoneechi for centuries, more specifically on the south side of the Roanoke just below Occoneechee Island, the Town of Clarksville was formed in 1818. It was laid out on a one hundred acre tract of Clark Royster's adjoining Blue Creek at a ferry landing at this point of the Roanoke. Royster had petitioned the Virginia General Assembly in December 1817 for the establishment of the Town. Although no name was presented on the petition, on the motion of Delegate Mark Alexander, the bill passed the House with a name for the Town attached: Roanoke. However, when the bill establishing the Town had finally passed both Houses on January 1, 1818, the Town's name had been changed to Clarksville, honoring Clark Royster, the landowner.

By March 1818, Royster was advertising to sell the lots from a plat of the one hundred acres in the "Petersburg Republican", describing the new town as:

“This town will be situated on a high ridge, within two hundred yards of the river, running down to Blue Creek, the mouth of which will be an excellent harbor for boats in high water, and the land is well watered with fine and excellent springs. The advantages which this town possesses above all others are obvious, being surrounded with a most extensive back country, and a large public road, in the heart of the richest tobacco country in the state of Virginia, and at the junction of two large rivers that are now navigable, and the Roanoke navigation is fast progressing. . .”

The sale of the lots occurred on April 24, 1818 and was successful. The following year, a post office was established and by 1871, a bill passed the General Assembly permitting its incorporation. Of the many towns founded along the Roanoke River during this era – Springfield, Haskington, Tazewell, Whitby – only Clarksville has survived.

Clarksville not only survived, but also prospered. The tobacco industry and the Roanoke navigation business stimulated growth in Clarksville’s population and economy. By 1834, there were fourteen houses, nine stores, and a shoe manufacturer in the Town. The Clarksville Manufacturing Company was incorporated by the General Assembly in 1837 and produced cotton, wool, hemp, flax and silk. By the 1850’s there were two coach and one-farm wagon factories in Clarksville. Various newspapers serving the county operated out of Clarksville over the years, the earliest being the “Clarksville Herald” begun in 1846. Tobacco production grew rapidly. Two tobacco factories (Robert H. Moss’ and Charles Geoghegan’s) and two tobacco warehouses (Royster’s and Venable’s) operated in Clarksville in the 1840’s and 1850’s, ranking the Town as one of the five largest tobacco inspection towns in the state. Consequently, Clarksville became the largest town in Mecklenburg in 1845, having grown from two hundred people in 1834 to one thousand in 1845.

With the advent of the Civil War, the tobacco industry, along with other non-essential industries, closed down. Various companies were organized by Clarksville residents to fight for the confederacy. Yet, Clarksville was still active economically. A leather shop was operated in the Town during the war, as were ordnance shops that manufactured cannon balls.

After the Civil War, the tobacco industry in Clarksville slowly revived. The industry’s product changed from packed tobacco to loose-leaf tobacco and, eventually, flue-cured tobacco. Several warehouses opened in the community. Although a fire in April of 1893 destroyed much of the downtown area, Clarksville has maintained the longest continuous flue-cured tobacco market in history.

The most important event to affect the community in recent history was the damming of the Roanoke River, creating the John H. Bugg’s Island Lake/Kerr Reservoir. The primary reason for the dam was to control the river’s frequent, severe flooding. Historically, the Roanoke has been subject to flooding. The Indians named it Moratuc or “River of Death”. After its worst flood in recorded history in 1940, action was taken towards dam construction, with the John H. Kerr Dam being completed in 1952. An important by-product of the dam has been its generation of hydroelectric power. Covering approximately fifteen (15) percent of Mecklenburg County (including most of Clarksville below 2nd Street and all of Occoneechi Island), Bugg’s Island Lake/Kerr Reservoir has become a major recreational asset, particularly to the Clarksville community.

(Primary source: *Life by the Roaring Roanoke*, 1977, by Susan Bracey)

Further information provided in the Virginia Department of Historic Resources application (VDHR ID No. 192-0121 – see Appendix B) that established the Clarksville Historic District reads as follows:

“The town of Clarksville was laid out in 1818 as a standard series of 21 blocks organized around an orthogonal grid of streets. Each square block contained eight, half-acre lots. The town’s main thoroughfare, Virginia Street, as it was originally named, was laid out to be 80 feet wide, while the five streets that run parallel to Virginia (East, Commerce, Caroline, Market and West) were each laid out to be 60-feet wide, and each of the numbered streets (1st, 2nd, 3rd, 4th and 5th) that ran north-south were 45 feet wide. In the late 19th century, when the town expanded, four additional numbered streets, 6th through 9th, were laid out; they were each made 60 feet wide. The town has retained most of its original block pattern along with the last-19th century expansion blocks. However, Clarksville’s topography prevented the town from fully extending several of its streets. The historic district includes the western portion of the original town grid (much of the eastern half was inundated when the reservoir was filled), along with large portions of its western extension that were made in the late 19th century. In addition, the district includes an area north of the original town grid along 3rd, 4th and 5th Streets and Rose Hill Avenue. Starting in the 1840s, this area developed into an exclusive residential district.”

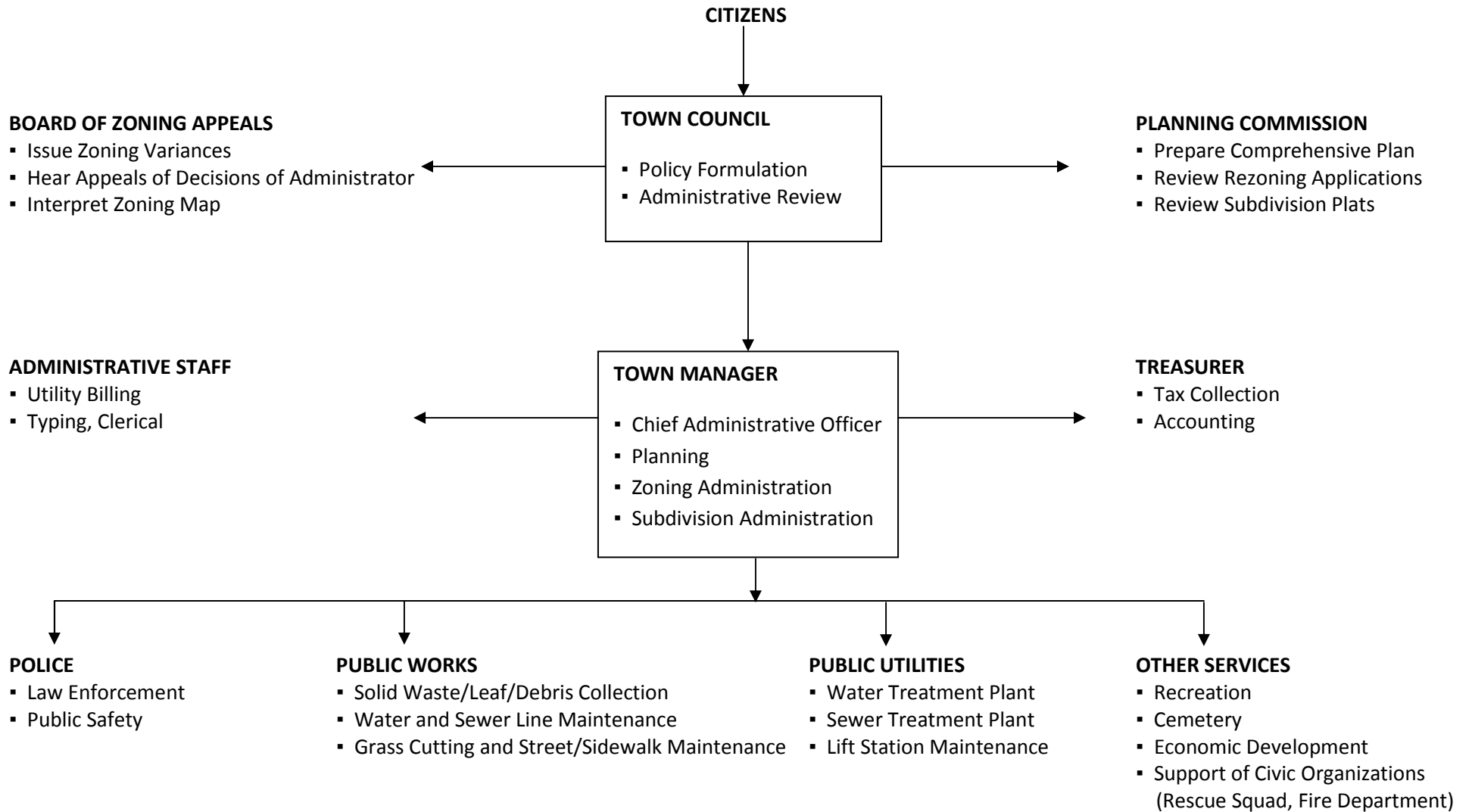
TOWN GOVERNMENT

Because the Town’s provision of basic services is dependent on local taxes, efficiency and effectiveness are crucial to the maintenance of existing levels of service and current tax rates. A detailed assessment of community facilities and services should be a practical component of any plan. Since Town residents also pay county taxes, Clarksville’s relationship with Mecklenburg County, particularly in terms of county services provided, should be reviewed frequently. Unlike cities, which are separate governmental entities, a town is part of the county. Town residents pay county taxes and as a result receive county services. Town residents benefit from public schools, health services, assistance from Sheriff’s department, and solid waste removal.

The Town of Clarksville is one of six incorporated towns in Mecklenburg County. The government of Clarksville is under the direction of a mayor and a six member Town council elected by the Town voters. The Mayor is elected for a two-year term of office and the other members are elected for overlapping four-year terms. A Vice-Mayor is selected by vote of Council from one of the six members of Council.

Clarksville operates under the Town Manager form of government. The council appoints a Town Manager who assumes administrative authority for Town operations. The Town Manager supervises the provision of the Town’s basic services: law enforcement, garbage collection, water supply and treatment, sewage collection and treatment, street maintenance, and recreation. The Town Manager also has specific duties such as zoning, subdivision, budget and personnel administration. Figure 1, on the following page, represents a schematic representation of Clarksville’s government structure.

Figure 1 – Town Governmental Structure



SIGNIFICANCE FOR PLANNING

The development of a comprehensive plan begins by placing the community within the context of time, setting, and structure. This brief profile of Clarksville's location, history, historic resources, and governmental organization serves as an introduction to the community. Within this section, several issues of importance to Clarksville's future direction are revealed. These factors should be emphasized so that they can be addressed during the formulation of goals and objectives, and the plan itself.

In order to guide future development, the community's past, present and expected future must be examined and evaluated. The first step in the development of a comprehensive plan, therefore, is to assemble the significant facts in a form convenient for review on maps, in tables, and described in text. Socioeconomic data, as well as the major physical characteristics of the community, must be surveyed. The analysis of these facts, and the trends which they do, or do not, indicate will lead to a comprehensive understanding of the community and provide the basis for the plan's policies and proposals.

To assure that the plan is responsive to actual needs, the local problems, opportunities and issues must be identified. Evaluating the characteristics of the community will tend to reveal such information. An assessment of citizen viewpoints will provide additional insights to community needs.

Consequently, this background section will marshal the relevant information available to the Town of Clarksville and the surrounding area in order to describe the community in terms which are useful for planning.

HISTORIC RESOURCES & PRESERVATION

BACKGROUND

Clarksville has a rich heritage and an array of historic resources. Preservation of these resources will produce cultural, educational, and economic benefits. The goals of a preservation program, including adaptive reuse of old downtown buildings, restoration for tourism promotion, and conservation to maintain property values have been and will continue to be considered.

Historic resources within a community are assets too often ignored. In an aesthetic sense, such resources lend variety, scale and dignity to the landscape. A feeling of continuity and permanence in the environment is promoted. Historic resources are of educational value. They encourage an appreciation of local heritage by serving as physical reminders of past events, people and styles. Economically, there is the potential benefit of a community's historic resources stimulating tourism. As historic structures are maintained and improved, property values and tax returns expand.

This does not mean that any building must be saved simply because it is old. Nor does it mean that a site must be preserved simply because it is vaguely associated with some minor historic event. Instead, the community should identify those historic resources of significance. These include sites or structures where important historic event occurred (landmarks) or buildings which are either architecturally unique or significant in local traditions. Once recognized, and their value appreciated, a program for their protection and appropriate use can be considered.

Clarksville identifies with her past; the historic buildings serve as reminders of the people who first settled and worked in the area. In this sense, the buildings are a physical link to the cultural and social heritage of Clarksville.

The structures also serve as records of building technologies and styles of earlier times. They contribute to the unique visual character of Clarksville and provide a sense of identity to visitors and residents. Preservation of this connection to the Town's history is a priority for citizens in the community.

INVENTORY & ANALYSIS

Since the Comprehensive Plan is based on an inventory and analysis of the community's past, present, and probable future, local historic resources should be included. Thus, information regarding historic resources in Clarksville is available from the Virginia Department of Historic Resources (web links included in Appendix B). All are buildings, ranging from those of distinct architectural merit to those less significant architecturally, but associated with a notable person or event. Of particular importance is Prestwold, near the Town, which is on the National Register of Historic Places.

In 2002, the Clarksville Historic District was established on the National Register of Historic Places by the Virginia Department of Historic Resources under VDHR ID No. 192-0121 (Appendix B). The application reads in part as follows:

“The district encompasses approximately 109 acres of the Town’s historic core. There are 195 buildings located within the district boundaries. Approximately 150 of these are dwellings; the rest are commercial or institutional in nature. Of these, 171 contribute to the historic and architectural significance of the historic district, and 24 do not. Two residential properties are currently listed as individual properties on the National Register of Historic Places. In addition, the district incorporates two contributing archaeological sites and one contributing structure. All three are located on the National Register listed Clark Royster House property. The Town’s main street, Virginia Avenue, exhibits a representative collection of late 19th century and early 20th century commercial styles. Clarksville’s residential buildings also display a well-preserved and diverse compilation of building forms, construction materials, and architectural styles that include examples of the early founding of the Town to the end of the period of significance in 1952. The Town’s domestic architecture includes excellent examples of several popular national styles, along with many examples of local, vernacular building forms.”

Clarksville, then, has a variety of historic resources worthy of attention. However, if the economic, cultural and educational benefits of the local historic resources are to be gained, preservation activities will have to be addressed within the overall developmental perspective established by the comprehensive planning process. Preservation goals such as augmenting local tourism, maintaining and increasing property values and tax returns, and adaptive reuse of old, downtown business structures must be based on local needs, conditions and financial resources. Integration with other developmental strategies to maximize scarce public and private funds can best be accomplished through the Comprehensive Plan.

GOAL: Maintain and enhance our historic resources and atmosphere.

- Maintain a list of historic structures and sites.
- Encourage a plaque system to designate structures of community importance and interest.
- Provide special incentives for preserving historic buildings.
- Encourage maintenance of historic structures to ensure there is no demolition by neglect.
- Work with town residents, businesses and civic organization to capitalize on the area’s history and character.
- Work with the Clarksville Heritage Foundation and Clarksville Regional Museum to improve and enhance the walking tour of Clarksville’s historic buildings.

GOAL: Maintain Clarksville's small town atmosphere.

As expressed by Town residents in response to a survey sent out in February 2008, the sense of small town atmosphere is widely shared and valued in Clarksville and is based on many unique attributes that contribute to the quality of life such as the passion of the people, the Historic District and structures, a central business district, recreational opportunities afforded by the Lake, small neighborhoods and strong cultural heritage and traditions.

- Town officials should work to protect the small town atmosphere of the community.
- Town officials should develop codes to ensure that new buildings and other constructed improvements respond to shared values.
- The Town will explore complex ideas, and sometimes divergent choices, through community dialogue.

GOAL: Protect the downtown historic business district.

- The downtown Business District in Clarksville should be the focus for retail, office and cultural activities for residents and visitors alike.
- The Town should encourage mixed use of existing multi-story downtown commercial buildings. Commercial use on the ground floor coupled with residential use of the upper floors will further enhance the 'charm' of the District.

POPULATION

BACKGROUND

A community's health and vitality is determined by the characteristics of its existing population and the ability to attract new residents. Availability, cost, and condition of the housing stock also are major factors in helping to determine the composition of the community's population. Clarksville's housing stock is a prime asset in ensuring the future vitality of the community.

This section includes a survey and analysis of the characteristics of the people residing in the Town of Clarksville. An understanding of the past, present and projected population serves as the basis for community planning. Population trends affect land use, housing, community facilities, and so on. Certainly the future needs for a population that is mostly young would be significantly different than for one which was much older. Various aspects of Clarksville's human resources – its population – have been studied.

POPULATION DATA & TRENDS

Since 1950, the region in which Clarksville is located (Mecklenburg, Brunswick and Halifax Counties and South Boston (city) compose Southside Planning District) has experienced a historical decline in the region's population. Over the ten-year period of 1990-2000, the region has experienced an 8.2 percent increase. As shown below, however, this increase only brings the region's population back to where it was 40+ years ago in 1960. UVA's Weldon Cooper Center 2006 Estimate indicates a decline from the 2000 Census of 3.99 percent. Herein lays the problem with statistics: incorrect interpretations result in erroneous conclusions. In fact, every town in Mecklenburg County lost population during this period with the exception of South Hill while the County actually increased by 1.6 percent; thus, supporting the conclusion that the areas around the perimeters of the towns are growing faster than the towns. In addition, it should also be noted that the growth figures are somewhat misleading, since 2,600 or 38.8 percent, of the 6,688 increase was due to an increase in the prison population in Brunswick County, and does not make a positive contribution to the growth of the population and economy in the Clarksville area.

Figure 2 - Southside Population

Year	1950	1960	1970	1980	1990	2000
Population	95,075	88,818	82,563	82,768	81,466	88,154
Change		-6,257	-6,255	-2,863	-1,302	+6,688
% Change		-6.58%	-7.04%	-3.47%	-1.57%	+8.21%

Source: 1950, 1960, 1970, 1980, 1990 & 2000 U.S. Census of Population
 Comprehensive Economic Development Strategy, June 2007, Southside Planning District

As shown in Figure 3 below, while Mecklenburg County’s population increased 10.73 percent during the 10-year period from 1990 to 2000, the population is still below the population level of 1950.

Figure 3 - Mecklenburg County Population

Year	1950	1960	1970	1980	1990	2000
Population	33,497	31,428	29,426	29,444	29,241	32,380
Change		-2,069	-2,002	+18	-203	+3,139
% Change		-6.18%	-6.37%	+0.06%	-0.7%	+10.73

Source: 1950, 1960, 1970, 1980, 1990 & 2000 U.S. Census of Population
1980, 1985, 1990, 2000 projections – Virginia Department of Planning & Budget

A second population trend occurred during the same period which affected Clarksville more directly. That is, the population within the region has been concentrating geographically. While the rural areas have been losing people, the populations of the towns have been increasing. Figure 4 shows that, while the County has a small decline in population over the years from 1950 to 1990, the population within Clarksville increased. During the 10-year period between 1990 and 2000, the population of both the County and the Town increased.

Figure 4 – County/Town Population

	1950		1960		1970		1980		1990		2000	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Total Population	33,497	100	31,428	100	29,426	100	29,444	100	29,241	100	32,380	100
County Portion ¹	32,462	97.0	29,898	95.1	27,785	94.4	27,976	95.0	27,998	95.7	31,051	95.7
Town Portion	1,035	3.0	1,530	4.9	1,641	5.6	1,468	5.0	1,243	4.3	1,329	4.3

¹County Portion includes: Boydton, Brodnax, Chase City, La Crosse, South Hill and unincorporated areas
Source: 1950, 1960, 1970, 1980, 1990 & 2000 U.S. Census of Population

Residents of rural areas are attracted to the opportunities available in urban areas and, to a lesser extent, the stores, jobs, community facilities and services the towns offer. This induces in-migration. The towns in Mecklenburg County draw people from the remainder of the county, as well as surrounding jurisdictions in Virginia and North Carolina. Consequently, as the quality of life in towns improves in relation to life in the rural sections of the region, the towns collectively can expect their populations to grow at a slow, continuous pace.

By definition, a projection is a conditional forecast of the future. Because it is impossible to foresee the future, this forecast must be based on an extension of past relationships considered to have future importance for the measures being projected. Since projections of county population are available (town projections are not), and there is an historical trend towards geographical concentration of people within the county that is expected to continue, the relationship of town to total county population can provide the basis for projecting Clarksville's future growth.

Figure 5 presents the Town of Clarksville's historical growth and the percent Town population was of the County's total population.

Figure 5 - Clarksville Growth Trends

Year	Population	% of County
1950	1,035	3.0
1960	1,530	4.9
1970	1,641	5.6
1980	1,468	5.0
1990	1,243	4.3
2000	1,329	4.3

Source: 1950, 1960, 1970, 1980, 1990 & 2000 U.S. Census of Population

Clarksville's population grew rather quickly between 1950 and 1970 and then declined between 1980 and 1990. The ratio of Town population to county population also followed this same growth trend. However, current population is still below that of the 1960.

The projected population growth presented in Table 6 should prove helpful in estimating and planning for future community development. However, population projections must be used with caution. Because they rely heavily on the extension of historical relationships into the future, unforeseen factors may alter such trends. For example, a new large industry could locate nearby, thereby stimulating in-migration. A recession, on the other hand, could adversely affect local business and thus cause stagnation or decline. Prevailing economic conditions obviously affect whether the Town gains or loses population.

Figure 6 - Population Projections

	Census			Virginia Employment Commission Projections			% Change
	1980	1990	2000	2010	2020	2030	2000-2030
Virginia	5,346,812	6,187,358	7,078,515	8,010,239	9,242,118	9,825,019	38.8%
Southside PD	82,768	81,258	88,154	85,538	84,604	84,834	-3.77%
Mecklenburg County	29,444	29,241	32,380	32,699	33,000	33,298	1.16%
Clarksville	1,468	1,243	1,329	1,439	1,452	1,465	10.23%

Source: Virginia Employment Commission, May 2006; Comprehensive Economic Development Strategy, June 2007, Southside Planning District

Figure 6 above shows that, even with the projected increase of 10.23 percent during the years between 2000 and 2030, that population increase only serves to bring Clarksville’s population level back to that of 1980. In fact, in October 2008, the Mecklenburg County Treasurer’s office informed the Town that the number of school-age children has decreased since 2007 from 186 to 134 or from 11.1 percent to 7.94 percent. This decrease in the number of school-age children results in a decrease in the amount of Sales Tax receipts the Town receives each month.

Perhaps a more realistic picture can be drawn from Figure 7:

Figure 7 – Decline of Population

	Estimates 2005 Provisional	Estimates 7/1/2004*	2000 Census	1990 Census	1980 Census	% Change 2000-2005	% Change 1990-2000	% Change 1980-1990
Virginia	7,567,500	7,481,300	7,078,515	6,187,358	5,346,812	5.7%	14.4%	15.7%
Southside PD	87,700	86,700	88,154	81,466	82,768	-1.6%	8.2%	-1.6%
Mecklenburg County	32,600	32,100	32,380	29,241	29,444	-0.9%	10.7%	-0.7%
Clarksville		1,295	1,329	1,243	1,468	-2.6%	6.9%	-15.3%

Source: U.S. Bureau of Commerce, Bureau of the Census & *UVA’s Weldon Cooper Center.

To avoid over-dependence on these statistical population increases, they should be periodically adjusted to reflect the impact of future events and the availability of more up-to-date data. An appropriate time for this would be during the comprehensive plan's annual review.

In addition to stagnant population growth Clarksville is, to a large degree, a retirement community. Our location on Bugg's Island Lake attracts more retirees than working age residents. According to the 2000 Census, Clarksville's total population was 1,329. Of that, 17.5 percent are below the age of 15 and 40.4 percent are 65 or older. The median age was 45.4, compared to 33.8 in 1970. With the decline of school age children noted above, the labor force in the area is shrinking and the median age will increase. These have important implications for the Town and the area. The Town needs to address these issues by planning a strategy to change this trend. While this is clearly a weakness, the Town has certain strengths that can enable it to prosper in the future. This manifests itself on two fronts. First, its natural attributes make it a very desirable location for retirees, many of whom come with significant resources. At the same time, the implications for commercial growth from companies seeking desirable locations for their employees will also find the area attractive. The natural beauty, friendly atmosphere, recreational opportunities, and an improved highway system, all will serve the Town well in the future. Clarksville is an attractive place to raise a family. The absence of the congestion found in most urban corridors, along with easy access to these centers due to improved highway, all bode well for the future population in the area.

SIGNIFICANCE FOR PLANNING

A comprehension of the past, present and projected population serves as a basis for community planning. Because population trends affect the use of land, housing, community services, etc., population information is helpful in determining the direction of community development. Within this section, several issues of importance to Clarksville's future were revealed. These factors should be emphasized so that they can be addressed during the formulation of goals and objectives and the plan itself.

GOAL: The Town should continue to develop an appeal to residents of all ages.
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- The Town must become self-reliant for its financial well-being. This involves expanding the Town's boundaries and attracting more population to the area.
- Town officials should ensure that Clarksville remains an attractive, comfortable, and safe place to live through the provision of public services and maintenance activities.
- Town officials should keep current ordinances in place that prevent residential growth in industrial areas and restrict it to special use provisions in business areas.
- The Town should pursue the boundary adjustment areas shown in Appendix C to facilitate growth and prosperity in the entire area.
- The Town should zone land in both the Town and proposed boundary adjustment areas to allow the land to be utilized for its highest and best use.

- The Town should update its Subdivision Ordinance in order to ensure attractive housing developments.

HOUSING

BACKGROUND

Clarksville's permanent population and residential neighborhoods located on and around Bugg's Island Lake and the Downtown Business District is a unique development pattern in the State of Virginia. This mix of land uses is an asset which distinguishes Clarksville for its contribution to what is perceived as a sense of community. The look and feel of a small, quaint historic town are characteristics that make Clarksville unique, and it is desired by the community to preserve and enhance this small town quality.

INVENTORY & ANALYSIS

There is a mixture of established neighborhoods where the majority of lots have been developed and some areas where parcels remain to be developed. The neighborhoods are comprised of permanent residents as well as some seasonal or second home residences. Clarksville seeks to maintain this mix and will actively work to encourage and protect opportunities for permanent residential neighborhoods to continue. Total residential housing units in Clarksville as of 2008 are 753, with 641 serving as family households. Clarksville multifamily units include the Moorings condominiums, the Terraces townhouses, Walnut Cove Apartments, Colonial Apartments and Lakewood Apartments.

There is a demonstrated need for additional median priced and low-income housing. The limited availability of multi-family housing and high rental costs in comparison to the county, restrain the choice and negatively impact the affordability of LMI families, young couples and other less affluent segments of the population who currently reside or desire to locate in the Town. Although the quality of housing conditions in the Town compares favorably to that of the surrounding county, there are still a number of housing problems and needs which, if not given immediate attention, have the certain potential of worsening. The presence of substandard housing conditions jeopardizes the health and safety of such residents, but the effects of substandard housing are not solely limited to those who physically reside within these homes. The consequences for the total community, while perhaps not as painfully direct, are nonetheless very real and encompassing.

Housing, in a broader sense, is a vital community resource and, as with the management of any other natural or man-made resource, its quality and availability can favorably influence or impede future social and economic well-being.

In the zoning of an area, whether in the Town's present corporate limits or in the proposed Boundary Adjustment areas, the Town should consider the following factors:

- Take into consideration the highest and best use of the properties based on their suitability for such development. Ensure that there is a balance in the Town's land use plan to address the needs of all income levels.

- Consider the value of other properties in the area and how their values would be impacted by land use decisions.
- Determine the ability of the Town to provide the necessary services, i.e. water, sewer, garbage collection, police protection, streetlights, and other services.

The Goal of the Town is to maximize the opportunity for a diverse range of residential housing in meeting the varying needs of the present and future populations. In the Citizens Survey, 40 percent of the responders indicated the need for more affordable housing. The Town should plan to provide a mix of quality rental units, suitable lower income housing, moderately priced single-family homes and housing for retirees and elderly citizens in the form of townhouses, condominiums, or apartments.

According to the 2000 Census the housing stock in Town has been relatively stagnant for the last 20 years. New zoning permits issued by the Town since 2000 show an average annual increase of 3.5 dwellings. It should be further noted that approximately 50 percent of the new homes (15) were built in two subdivisions in the northwest area of Town, in Colleen’s Cove and farther north on Forest Hill Street. There has been a slight decrease in permanent homeowners offset by a corresponding increase in seasonal dwellers. The remaining vacant land in Town is approximately 275 acres, or 25 percent of the total land in Clarksville, with only a limited number of parcels suitable for building. This, combined with the fact that most of the new housing developments have occurred around the perimeters of the Town in the last 30 years, would lead to the conclusion that the future for additional housing will be dependent on the areas targeted for Boundary Adjustment.

As noted in the Population section above, the economic future of the Town and the proposed Boundary Adjustment area depend on building attractive subdivisions. Developers should be encouraged to target the large retiree market that is being attracted to Southside Virginia. This market promises to grow substantially in the near future due to the large number of “baby boomers” reaching retirement age.

In addition, as mentioned above, the opportunities for industrial and commercial growth will be enhanced with the availability of attractive residential subdivisions. Companies seeking to locate in the area will take into consideration many factors; but certainly the availability of adequate housing for their employees will be of prime importance.

Several new types of housing developments are gaining in popularity. One of these utilizes the “cluster concept.” This involves building houses on smaller lots in close proximity, resulting in lower costs due to less expense in providing roads, water and sewer lines. In addition, it enables the developer to create a common open space preserving the natural beauty of the area and allowing land for a recreational areas including walking and bike trails, youth sports fields, and swimming complexes.

A similar concept is the Planned Residential Development (PRD) which is an overlay district used in the primary residential zoned districts. It provides the ability to promote a superior living environment and design flexibility, similar to the Cluster concept, by protecting the natural beauty of the landscape through the preservation and efficient use of open space. Both of these concepts would be compatible with the growth and preservation of land use in the area.

Finally, the development of townhouses, patio homes and other forms of housing which are becoming attractive to senior citizens should be encouraged. Most retirees are seeking a simpler lifestyle, one that eliminates the responsibility of maintaining a single- family residence and a large yard.

Figure 7 – Clarksville Households by Type

	Number	Percentage
Total Households	641	100%
Family Households (families)	380	59.3%
Family households with Children under 18 years	140	21.8%
Married-couple Family	289	45.1%
Married with own children under 18 years	90	14.0%
Female households; no husband present	72	11.2%
Female household with own children under 18 years	40	6.2%
Nonfamily households	261	40.7%
Householder living alone	241	37.6%
Householder 65 years or older	131	20.4%

Source: 2000 U.S. Census

Figure 8 – Clarksville Housing Occupancy

	Number	Percentage
Total housing units	753	100%
Occupied housing units	641	85.1%
Vacant housing units	112	14.9%
Seasonal, recreational or occasional use	27	3.6%

Source: 2000 U.S. Census

Figure 9 – Clarksville Housing Tenure

	Number	Percentage
Occupied housing units	641	100%
Owner-occupied housing units	455	71.0%
Renter-occupied housing units	186	29.0%
Average household size of owner-occupied units	2.09	3.6%
Average household size of renter-occupied units	2.04	

Source: 2000 U.S. Census

GOAL: Develop and maintain residential neighborhoods which enhance the living environment for all citizens of Clarksville.

- Town zoning provisions should permit a diversity of housing configurations to encourage construction of a variety of dwelling types.
- Town officials should identify housing units that are in either disrepair or decline and work toward renovation that is cost effective and efficient.
- The Town should enforce property maintenance ordinances to ensure that unsightly and poorly maintained properties are cleaned up.
- Town officials should pursue avenues of financial assistance to develop and implement a comprehensive improvement program for substandard residential structures. The Town should seek available Community Development Block Grant (CBDG) grants, as well as other sources, to upgrade these properties.
- Although the Town has no authority to determine or require a particular design or construction of buildings, residential or commercial, beyond the requirements of the Zoning Ordinance, it is recommended that the Zoning Administrator and Planning Commission make recommendations to builders and developers by providing examples of what the Town would prefer.
- Town officials should promote retirement communities. Clarksville is in close proximity to three major medical institutions (Duke University, UNC Medical Center and Virginia Medical Institute). Further, the growth in housing developments geared towards retirees is added incentive to this group to consider Clarksville as a place to retire.

GOAL: In the zoning of an area, whether in the Town's present corporate limits or in the proposed Boundary Adjustment areas, the Town should consider several factors:

- The highest and best use of the properties based on their suitability for such development. Ensure that there is a balance in their land use plan to address the needs of all income levels with the understanding that market forces greatly influence land use decisions.
- The value of other properties in the area and how their values would be impacted.
- The ability of the Town to provide the necessary services, i.e. water, sewer, garbage collection, street maintenance, and other services.

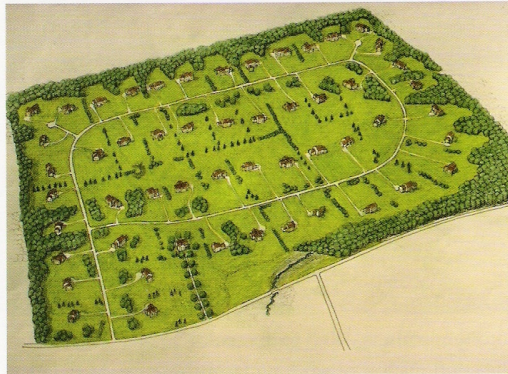
GOAL: Acquire additional land for development through Boundary Adjustment as shown in Appendix C.

- Increase the land available for residential, commercial, and industrial use through Boundary Adjustment.
- Allocate suitable areas for desirable low, medium, and high-density residential development.
- Revise Zoning Ordinance to ensure appropriate zoning for the Boundary Adjustment areas.
- Encourage the development of assisted living facilities for residents who need some daily support but are not in need of a nursing home facility.
- Encourage the utilization of Cluster and Residential Development (PRD) concepts in subdivisions in order to preserve the natural beauty in the area.

Figure 10 – Cluster and Residential Development (PRD)



Virginia farm before development



Virginia farm after conventional development



Virginia farm after open space development

Source: Randall Arendt, *Conservation Design for Subdivisions*, Island Press, 1996

EMPLOYMENT & COMMERCE

BACKGROUND

A diversity of commercial, industrial, and quasi-public employers provides a stable tax base for the Town and a broad choice of employment opportunities. Tax revenues from employers are crucial in providing public services and amenities to Town residents.

To provide a meaningful economic analysis, it is necessary to look at the economy of Clarksville, combined with the surrounding communities in Mecklenburg and Halifax Counties, since the economics of the three jurisdictions are highly intertwined.

Growth in the area economy during the last decade has been primarily generated by increases in the tourism industry. Area growth has been aided by access to the interstate highway system, proximity to major metropolitan markets, and the availability of water resources.

An understanding of the local and regional economies is fundamental to all planning analysis. The economic structure of an area affects development patterns, population levels, employment characteristics, and municipal revenues since business and industry occupy prime sites, create jobs that attract people, and pay municipal taxes. This section investigates the local and regional economies in order to learn about how the Clarksville area developed to its present level and the prospects for the future.

The history of a community's growth is largely an account of its economic development. Communities form, prosper and decline according to changes in the local economy. To understand Clarksville's economic development, both the Town's and the region's economic history must be considered. Although politically independent of other jurisdictions, Clarksville's economy has been, and will continue to be, dependent on its interrelationships with regional economic factors.

The history of Clarksville presented in the earlier "Location and History" section revealed this interdependence. The Town's location was the major factor behind its economic growth and, thus, the community's survival. Situated on the banks of the Roanoke River, Clarksville provided an excellent distribution point for the movement of goods in and out of the area. Because agriculture (tobacco) was the region's primary industry, the Town's economy was dependent on the crop's success.

As a result of this relationship, Clarksville's peak years of prosperity (1830 – 1860) corresponds to the regional tobacco industry's period of growth. The Civil War halted this growth. After the war, the tobacco industry revived but never achieved its former prominence. Clarksville's population also stabilized, but below earlier levels. The economy of the Southside district remained basically agricultural throughout the first half of the twentieth century.

The completion of the John H. Kerr Dam on the Roanoke River in 1952, creating the 50,000 acre Bugg's Island Lake/Kerr Reservoir, has had the greatest impact on the Mecklenburg County/Clarksville economic structure since the Civil War. This new body of water attracted industries that use large amounts of water in their manufacturing process. In addition, the reservoir has proven to be an

excellent recreation resource, attracting vacationers and both seasonal and permanent residents to the area.

Clarksville's location again was the major factor behind its economic evolution. Instead of being located on the banks of the Roanoke River, it was now situated on the edge of the reservoir. Burlington Industries (textiles) and Russell Stover Candies, Inc. located large, water-using facilities just outside of Clarksville near the reservoir. Occoneechee State Park developed directly across the reservoir from the Town. Local retail trade was stimulated by the expenditures of the vacationers.

EMPLOYMENT

Employment can be classified into two types, basic and supporting. The basic employment section is engaged in the provision of services or the production of goods to be exported beyond local boundaries, such as most manufactured and agricultural products. Supporting employment is engaged in providing the necessary services, goods and facilities for residents of the community itself. Local government, retail and wholesale trade, and contract constructions are examples of the supporting economic sector.

A relationship exists between these two categories. As basic jobs are created, usually as a result of new or expanding manufacturing industries, each new basic employee generates demand for supporting services. A need is developed for more doctors, grocery stores, and garbage collectors. Since the supporting sector is dependent upon the basic sector, growth in basic employment is the principal stimulus to growth in supporting employment and the overall economy. Consequently, an analysis of the basic employment sector should be emphasized due to its influential role in the local economy.

As the following Figures 11 through 13 clearly show, although the region's early economic well-being relied on agricultural productions (agricultural distribution in Clarksville's case), the declining profitability of small farms, combined with the attractiveness of the area, has resulted in a transition in the employment sector. In all three Figures, Clarksville's statistics closely mirrors those of the County.

Figure 11 – Employment Status

Employment Sector	County	% of Total Population	Clarksville	% of Total Population
Total Population	32,380	100%	1,329	100%
Population 16 years and over	26,267	85%	1,062	80%
In Labor Force	14,516	45%	607	46%
Civilian Labor Force	14,505	45%	607	46%
Employed	13,545	42%	578	43%
Unemployed	960	3%	29	2%
Unemployed (as Percent of Labor Force)		6.6%		4.8%
Armed Forces	11	0%	0	0%
Not in Labor Force	11,751	36%	455	34%

Source: 2000 U.S. Census

Figure 12 - Occupations

Employment Sector	County	% of Total Employed	Clarksville	% of Total Employed
Total Employed Population	13,545	100%	578	100%
Management, professional, and related	2,958	22%	184	32%
Service	1,991	15%	104	18%
Sales and office	3,297	24%	116	20%
Farming, fishing and forestry	192	1%	0	0%
Construction, extraction, and maintenance	1,909	14%	64	11%
Production, transportations, and material moving	3,198	24%	110	19%

Source: 2000 U.S. Census

Figure 13 - Industry

Industry Sector	County	% of Total Employed	Clarksville	% of Total Employed
Total Employed Population	13,545	100%	578	100%
Agriculture, Forestry, Fishing, Hunting, Mining	473	3%	11	2%
Construction	1,252	9%	42	7%
Manufacturing	3,089	23%	130	22%
Wholesale Trade	378	3%	17	3%
Retail Trade	1,948	14%	78	13%
Transportation & Warehousing, and Utilities	683	5%	27	5%
Information	132	1%	11	2%
Finance, Insurance, Real Estate, and Rental & Leasing	408	3%	22	4%
Professional, Scientific, Management, Administrative, and Waste Mgmt. Services	520	4%	8	1%
Educational, Health and Social Services	2,184	16%	110	19%
Arts, Entertainment, Recreation, Accommodation and Food Services	763	6%	38	7%
Other services (except public administration)	592	4%	27	5%
Public Administration	1,023	8%	57	10%

Source: 2000 U.S. Census

ECONOMIC DEVELOPMENT

Clarksville recognizes the importance of a vibrant economy as a cornerstone of a sustainable community and fosters initiatives to encourage economic health. Light manufacturing, tourism, education, health and service industries drive Clarksville's economy. Diversity in types of businesses and labor skills are critical to a sustainable economic environment. The Town Council and Economic Development Authority (EDA) have made a concerted effort to invest in quality of life and infrastructure improvements over the last ten years in order to attract and support a more diverse economy.

The Town's efforts to foster a flourishing economy will continue to focus on quality of life improvements with an emphasis on the Downtown Business District, along with increasing economic diversity, and a broadened marketing. The Town Council and EDA recognize that a positive visitor experience is directly related to a positive economic environment, improving infrastructure such as signage, parking and lighting; creating a business incubation environment that promotes new enterprises and entrepreneurialism; and demanding environmentally protective and socially responsible business practices to safeguard the health of the environment.

Tourism is another potential revenue source which is currently underdeveloped. The development of additional lodging and recreational opportunities should be pursued.

In 2000, Clarksville lost two of its major employers: Burlington Industries and Russell Stover Candies. According to the 2000 U.S. Census, manufacturing jobs in Clarksville had declined to 130. Obviously, this had a serious effect on the economy resulting in a loss to the local businesses in town. Fortunately, Clarksville has something many other towns who suffered the same fate do not have—a very desirable location, especially for tourists and vacationers. These two groups are attracted to the recreation provided by the Lake and the natural beauty and charm of the Town. Also, Clarksville has become a magnet for retirees, a segment of the population that promises to continue, as discussed earlier in the Housing and Population Sections. It is clear that these two areas are interrelated with this section on Employment & Commerce.

Although the Town lost two of its major manufacturing employers, it still provides an attractive location for industrial and business development. Good examples are two new companies: Electronic Data Services (EDS) and Data Reduction Services (DRS). EDS, a division of Hewlett Packard, estimates a future employment of approximately 150 and will handle data for the federal government. DRS, another service-oriented company, is located in the Lake Country Industrial Park. Both of these companies are examples of the type of industries that are desirable to every community, since they are in line with the growing service industry nationally. It is well known that most of our high school and college graduates have left the area over the last 40 years due to the lack of good-paying jobs. Although the area has suffered from the loss of many manufacturing jobs, it is fortunate to be part of the transition from manufacturing to a service economy. EDS, like other service type industries, requires higher educated and more skilled workers, resulting in commensurate salaries.

The fact that these prominent companies chose this area over other communities, would indicate that others companies might find the area attractive as well. The seeds have been sown with EDS and the Town should plan to take advantage of this opportunity.

A primary determining factor in EDS selecting Clarksville as a site for a new data center was the availability of three separate power sources. This triple redundancy in power supply is provided by a Dominion Virginia Power line, a Mecklenburg Electric Cooperative line, and a direct line from the Mecklenburg Cogeneration Plant all being available to serve the data center site. Data Centers and other high tech operations rely on uninterrupted power, and as there are very few places in the country that can offer triple redundancy. The availability of this unique and valuable infrastructure in Clarksville should be promoted to the data center market.

The Town has two industrial parks, Virginia Lakeside Commerce Park and Lake Country Business Park. Both provide attractive sites for new companies to locate. Lakeside, a 265-acre Industrial park, is located adjacent to Occoneechee State Park. This park has frontage on Highway 58, and adjoins an additional 622 acres owned by the Clarksville Economic Development Authority. Possible development plans include a conference center, housing and mixed-use development. Lake Country Business Park is located south of the Lake on Noblin Farm Road (Rt. 722) and offers convenient access to Hwy 58. Both parks are within 20 miles of Interstate 85.

Another service available in the area is the high-speed broadband service provided by Mid Atlantic Broadband Cooperative. This fiber optic line service runs along Highway 58 and is available to companies locating in the area. This service is essential in attracting high tech companies and telecommuters. The ability to move large amounts of data around the world quickly is part of the information age and allows Clarksville to compete in that arena. The absence of this service in most of the rural sections of Virginia has had a negative effect on local economies.

Again, we emphasize the importance for the Town to expand its boundaries in order to ensure the growth of the infrastructure for the greater Clarksville area. A larger footprint is needed to ensure the appropriate development to support this potential growth. The Town needs to be in a position to ensure that the necessary infrastructure is in place through unified planning and zoning for the area. This involves ensuring that adequate retail businesses are available along with Police, Fire & Rescue services. Having a comprehensive plan to ensure the orderly development of the industrial and business sector, along with attractive subdivisions, is the key to the economic growth of the area. This would give the Town the ability to have a comprehensive land use policy, which serves to protect the special assets of the area and maximize the value to all of its citizens. Failure to bring the proposed Boundary Adjustment areas into Town and to capitalize on the opportunities this would provide would have negative effects on the future of the area. By creating a Comprehensive Plan and Zoning Ordinance, the Town can ensure that it takes advantage of these opportunities and is proactive in its planning for the area.

HOUSEHOLD INCOME

As shown in Figure 14 below, Virginia’s per capital income is greater than the national average. Per capita incomes in the County are approximately two-thirds that of Virginia and less than 75 percent of the nation. However, Clarksville exceeds the County per capita income by 15.7 percent and the median household income level by 3.6 percent.

Figure 14 – Income in 1999

	Per Capita Income			Median Household Income		
	2000	% of VA	% of US	2000	% of VA	% of US
U.S.	\$21,587	---	---	\$41,994	---	---
Virginia	\$23,975	---	111.1%	\$46,677	---	111.2%
County	\$17,171	71.6%	79.5%	\$31,380	67.2%	74.7
Clarksville	\$20,546	85.7%	95.2%	\$33,062	70.8%	78.7%

Source: 2000 U.S. Census Bureau; Southside Planning District Comprehensive Economic Development Strategy 2005

As shown in Figure 15, poverty levels show a similar trend.

Figure 15 – Poverty Levels

	Families	Individuals
U.S.	9.2%	12.4%
Virginia	7.0%	9.6%
County	11.6%	15. %
Clarksville	6.4%	9.8%

Source: 2000 U.S. Census

GOAL: Maintain and expand the employment base of the Town while retaining and strengthening the present businesses and industries.

- Town officials should work with local business and industry representatives to ensure that adequate water and sewer capacity is available for future expansions.
- Town officials should seek out funding to assist with maintaining and replacing old and antiquated water and sewer utilities.
- Town officials should seek funding to enhance and expand the availability of high-speed internet access throughout the Town.
- Town officials should promote the idea of Clarksville being a good place to locate or expand a business.
- Town officials should promote the availability of triple redundant electricity service in Clarksville to the data center market to attract additional high-tech companies.

GOAL: Encourage employment development compatible with the character and environment of the Town.

- Properties planned or zoned for industrial use should be discouraged from commercial and residential development. Encroachment of these uses into areas anticipated for industrial growth will diminish the attractiveness of industrial sites and lead to land use conflicts in the future.

GOAL: Provide a range of goods and services to meet resident needs. Maintain the economic viability of the existing downtown commercial area.

- Provide for a mixture of retail stores, business and government offices, restaurants, personal and professional services, financial services, and other related and appropriate uses within the Town.
- Town officials should recognize the Downtown Business District as the center of retail and commercial business activity.
- Town officials should recognize the Downtown Business District as a component of the historic community while also providing a central location for social interaction and visitor appeal.
- Ensure that Town land-use regulations permit a variety of commercial and business uses to promote diversity and flexibility in business location decisions.
- Town officials should work with local business owners to help retain existing businesses and promote their expansion.

- Establish land development regulations for the Virginia Avenue commercial area which protect the existing character of the area. This area represents the traditional commercial activity center of the Town and has undergone a higher density and intensity of development than other areas.

GOAL: Increase the perception of the Town as a desirable place to shop.

- The Town should continue to improve the appearance of Virginia Avenue and seek the cooperation of local businesses in this effort.
- Town officials should seek out the types of businesses that would complement and expand the present mix of goods and services available to Town residents.
- An inventory of vacant or underutilized commercial buildings should be completed to determine opportunities for business expansion or recruitment.
- The Town should establish more public parking downtown through the purchase of old, dilapidated property which could then be converted into attractive, landscaped parking areas.

GOAL: Diversify the existing tax base and current range of business activities.

- Promote and encourage tourism and recreational activities that might include such events as walking and driving tours of the area and historic house or garden tours, festivals and special events.
- Document the Town's historic resources, and other resources that might attract visitors, to create an awareness of these assets. Improve and preserve the appearance of historic structures within the Town. Encourage their preservation and adaptive use.
- Promote and market the State and Federal Registered Historic District.
- Develop small "pocket" parks telling the history of Clarksville.
- Hold special events celebrating the heritage and culture of the community to promote civic pride and attract visitors from the county and surrounding region.
- Permit and encourage the creation of bed and breakfast establishments and small inns in areas appropriate for such uses.

GOAL: Encourage creation of specialty retail or service clusters that address unmet demand in the area.

- Explore the feasibility of creating a unique shopping destination built around a specific commodity. An example is a cluster of antique dealers with associated furniture makers, furniture restoration specialists, and furniture repair shops. Associated Town industries could supplement such a cluster with a small outlet or seconds shop.

Goal: Acquire additional land for development through a Boundary Adjustment as shown in Appendix C.

- Determine the proper zoning for each of the proposed areas in order to affect the best land use policy.
- Encourage planning for development of subdivisions that will enhance the attractiveness of the area to EDS-related service industries.
- Promote the area to attract other service related industries, especially those that would complement EDS, resulting in better wages and contributing to the growth of the area's economy.
- Plan for additional water and sewer services to complement those that are currently provided by the Town.
- Plan for any necessary additional police services to support the acquired areas.
- It is recommended that no new water and sewer lines be provided by the Town to areas outside the corporate limits until the Town has received an approved boundary adjustment agreement from all affected landowners and Mecklenburg County. This does not include new hookups to existing lines, which are exempt from this requirement.

PUBLIC SERVICES

BACKGROUND

Public services and facilities help determine residents' quality of life. Public services add to residents' convenience and safety and help make the community a desirable place to live and work. The provision of various services, especially public water and waste water systems, is a key distinction between rural and urban environments. Availability of affordable high-speed internet access has become a very important service. These services promote efficient use of available land and help attract commerce and industry.

PUBLIC UTILITIES

The Town of Clarksville owns and operates a water treatment and distribution system located at 104 2nd Street. It was built in 1952 and contains 10,000 square feet of space. Clarksville currently services approximately 1,400 residents in Town and 31 residents and 20 businesses outside the Town limits. There are a total of 573 residential connections within the Town and 116 business connections. Eleven residential units within the Town limits are not on the Town water system.

Having completed a major renovation of the water treatment facility in 2006, the Town has the capability to treat and disburse 1 million gallons of water on a daily basis. The current average daily flow is 240,000 gallons a day. All water is obtained from the Kerr Lake Reservoir and treated in a conventional water plant. The system has three storage tanks: Woodland Drive with a 2 million gallon capacity; Burlington Drive with a 300,000 gallon capacity; Commerce Drive with a 300,000 gallon capacity. There are 15.06 miles of water line in Town with 3.34 in outlying areas. The treatment facility is staffed by three full time employees. Maintenance and meter readings are done by Town employees.

The Town of Clarksville also owns and operates a waste treatment facility located on the corner of East & 3rd Street. The facility was built in approximately 1952 and has 4,000 square feet. It uses a trickling filter system. A major renovation was completed in 1994. It has an approved capacity of 550,000 gallons daily and treats an average of 285,000 gallons per day. There are 21.54 miles of Town-owned collection lines within the system with 8.74 miles of line lying outside Town limits. There are a total of 438 sewer connections with 59 lying outside Town. Perfect Point, a small subdivision on Oak View Drive, is the only location in Town not connected to Town sewer lines since they had septic tanks in place when they were taken into Town limits.

ELECTRICITY & NATURAL GAS

Dominion Virginia Power provides electric service to most residential, commercial, and industrial customers in Clarksville and the surrounding vicinity. Mecklenburg Electric also has some service territory in the immediate area. Natural gas service is not available. However, propane and fuel oil are available through a variety of local, private distributors.

As discussed in the Employment & Commerce section, the three-way electric power system that provides the required power redundancy for the new company, EDS, is one of few systems in the entire country with this capability. The three sources for this electricity are Dominion Power, Mecklenburg Electric, and the Mecklenburg Cogeneration Plant. In order to provide complete redundancy with their service line, Dominion Virginia Power is currently installing a new 120-kv line through Clarksville. This new line allows Dominion to provide power to Clarksville from multiple directions which provides additional reliability. High-tech companies like EDS, which provide services that are dependent on having uninterrupted power available at all times, would be able to locate only in areas having such capabilities, making Clarksville a prime location and one of a limited number in the country.

SOLID WASTE COLLECTION & RECYCLING

The Town provides curbside collection of solid waste to in-town residents and commercial subscribers for a monthly fee. Refuse is deposited in the Regional Landfill.

POLICE & EMERGENCY SERVICES

Clarksville's police force is comprised of a Chief of Police, seven full-time officers and one administrative assistant. This level of staffing translates to 6.25 officers per 1,000 residents. The Chief of Police reports to the Town Manager.

The police force provides 24-hour coverage of the Town. These officers have the use of six police vehicles for patrol duties. The police offices are located in the combined Fine Arts Center/Police Department building located at the juncture of Highway 58 Business and Highway 15 South. The building was constructed in 1934 and has 11,202 square feet. A separate police station is needed to better comply with new police department rules and regulations and to allow expansion of cultural programs in the Fine Arts Center.

The Fire Department is comprised of 30+ volunteers. It occupies a privately owned building at 1008 Virginia Avenue which was erected in 1993. It contains 8 bays (4 double bays). The equipment is adequate although aging. Some equipment has been taken off the road and will be sold. The Fire Department receives some financial support from the Town and the balance of its budget is garnered from fundraisers. Fire Department personnel are dedicated and committed and often go beyond the

call of duty in offering assistance to residents. However, there is a definite need for additional volunteers, especially during the daytime. Response time is generally between 5 – 10 minutes.

The Rescue Squad is housed in a privately owned building located on Burlington Drive. There are three full-time and five part-time personnel and 25+ volunteers, with a full time person on duty 24/7. The Rescue Squad answers about 1,000 calls each year with three Advanced Life Support ambulances. They are self supporting, receiving some funding from the County and the Town of Clarksville.

GOAL: Operate and maintain a Police Department, Fire Department and Rescue Squad sufficiently manned to meet the needs of the current population and any anticipated growth.

- Town officials should work with the Police Department, Volunteer Fire Department and Rescue Squad to ensure that all residents continue to receive quality police, fire, and rescue services.
- Town officials should monitor regularly the volunteer fire and rescue squads and offer technical and financial assistance as needed to ensure that these vital services meet state requirements and residents' needs. Future population growth and development may place a strain on the all-volunteer departments and staffing levels should be monitored to ensure that services are available when needed.
- Town officials should continue to provide police services to its residents on a 24-hour basis. Officers should continue to exceed the minimum training requirements mandated by the state.
- Town officials should ensure that officers are provided with vehicles and other equipment necessary to meet job demands.

HEALTH FACILITIES

Clarksville currently has two family care practices; one is affiliated with Halifax Regional Hospital in South Boston; the other is affiliated with Community Memorial Hospital in South Hill. Both hospitals are within 30 minutes of Town. There are two other regional hospitals within 50 miles of Clarksville: Maria Parham Hospital in Henderson, N.C., and Granville Medical Center located in Oxford, N. C.

Major medical institutions located in close proximity to Clarksville are Duke University Hospital, Durham, N.C., University of North Carolina Hospital, Chapel Hill, N.C., Wake Medical Center and Rex Hospital, Raleigh N.C.

Clarksville is home to a highly evolved and progressive nursing home, Meadowview Terrace. Fashioned after the “neighborhood” concept, Meadowview Terrace currently houses 120 beds, 30 of which are dedicated to Alzheimer patients. They have recently been approved by the Commonwealth to submit an application to extend their facility by 30 additional beds.

There is one practicing dentist in Clarksville and one Chiropractor. There are currently no Optometrists or Opticians.

EDUCATIONAL FACILITIES

The children of Clarksville attend Clarksville Elementary School, Bluestone Middle School, and Bluestone Senior High School. These schools are owned by the County of Mecklenburg and operated by the Mecklenburg County School Board.

Although the schools are the responsibility of the County, the quality of the public education and facilities are important to the Town. Our students receive an excellent education, enabling them to compete favorably in College and the business world. However, the school buildings and facilities, based on the survey and input from citizens and business leaders, are substandard. Companies and employees considering locating to the area often get a negative impression from the outdated school buildings resulting in their favoring other communities. Town Officials and business leaders should provide support and encouragement to the County Supervisors and School Board in an effort to upgrade these important facilities.

LIBRARY SERVICES

The Clarksville Public Library was completed in 1985. It is located in a 3,950 square foot, Town-owned building at 914 Virginia Avenue and operated by the Southside Regional Library System. It provides the main library service to the Town. The library is heavily utilized. Annual visits have averaged 34,608 per year for the last 5 years, with an average of 64,252 books checked out per year over the same period.

PUBLIC RECREATION

Robbins Park and Shaver Field are located on Woodland Drive and are home to the Dixie Youth Softball and Baseball Leagues. The Town owns and maintains Robbins Park. The Dixie Youth Organization owns Shaver Field. Clarksville has a successful Dixie Youth League that has held numerous District and State Tournaments in recent years. The Dixie Youth league has 13 teams, ages 4 to 12, and 4 Dixie Boys & Majors teams, ages 13 to 19. They also have a Dixie Softball League, ages 4 to 18. They have a total of 29 teams with approximately 225 participants.

The YMCA is located at 914 Virginia Avenue in a building owned by the Town. Construction was completed in 1934 with a total of 2,287 square feet. It has been in operation since 1985 and offers gymnastics, basketball, volleyball, and soccer. It also provides programs for seniors and handicapped; i.e., yoga, aerobics, games, and classes. As mentioned below, the YMCA plans to move to the new facility being built on Noblin Farm Road.

The Mecklenburg Community Services Corporation (MCCSC) established a soccer complex on Noblin Farm Road where they host a major weekend soccer tournament each year. This event brings several thousand visitors to the area. The MCCSC owns 10 acres on Noblin Farm Road that encompasses a soccer field complex. MCCSC is planning the construction of a multipurpose building in 2009 that will

house several organizations including the YMCA and the Verizon Learning Center. The YMCA will offer many recreational programs for all ages including soccer, basketball, volleyball, biking/walking trails and other exercise programs. A later phase will include the construction of a swimming pool. The Verizon Learning Center, operated by Longwood University, will be moved there from another temporary location.

Occoneechee State Park is located on the shore of Bugg's Island Lake/Kerr Reservoir at Highway 58 East. The park features 18.1 miles of trails that allow the guest to experience the history of the Occoneechee Indians and plantation life in the 1800's. The Commonwealth of Virginia began leasing the land for recreational use from the U.S. Army Corps of Engineers in 1968.

The Buffalo Road Park, owned by the Clarksville Ruritan Club, features a paved walking path and a covered seating area. The Ruritans have just added a very nice children's playground area. This addition will greatly increase the public's use of this park.

Clarksville's hosts numerous festivals, the most notable of which is LakeFest. This single event brings upwards of 80,000 visitors. It is an important element within the cultural spectrum offered by Clarksville and is rated as one of the Top 25 festivals in the Commonwealth of Virginia.

Other offerings are:

- Hydroplane Races sponsored by Clarksville Economic Development Authority and held in October of each year. This event draws 7,000+ visitors.
- Fishing tournaments. These events are largely privately funded and bring upwards of 100,000 fishermen and their families to the Lake each year.
- Regattas and Races. There are two private clubs which host regattas and races on the Lake throughout the year.
- Harvest Days, Christmas Parade, Wine Festival, Downtown Trick-or-Treat, Big Lake Flea Market.

These facilities and events enrich the lives of visitors and residents alike and form an important base for Clarksville's identity throughout the region. They also serve to strengthen the local economy.

GOAL: Promote cultural, educational and recreational opportunities, and arts and entertainment programs offered by public and private initiatives in Clarksville.
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- Investigate and explore opportunities to provide safe social and recreational outlets for teens and young adults.
- Foster arts and culture by encouraging public and private efforts to develop and maintain festivals and other programs.

- Inventory and explore possible facilities for the performing arts and exhibitions, including meeting and lecture space. Take action to protect the Fine Arts Center and obtain funds to make needed structural repairs.
- Support groups to oversee and encourage arts and cultural programs.
- Existing festivals and proposed festivals should be evaluated and considered regarding their benefits and impacts to the community and to ensure that the festivals are structured to provide economic benefits to the Town.
- Utilize available technology to communicate arts, cultural, educational and recreational opportunities to the broadest possible audience. Enhancement of the Town's web site should be a priority in this regard.
- Create a Committee of appointed citizens to study, identify and recommend to Council, ways to promote the above actions.

OTHER PUBLIC SERVICES & FACILITIES

- Clarksville Regional Museum, located in the Sam Davis home on 8th Street, is a non-profit organization dedicated to preserving and presenting Clarksville's rich history. It is staffed by volunteers. The museum is open to the public Thursday through Sunday. Admission is free.
- The Verizon Learning Center is located on the second floor of Bank of America on Virginia. It offers a multitude of disciplines including literacy skills and completion of a GED. It is affiliated with and sponsored by Longwood University and will be housed in the new facility being built by the MCCSC at the Noblin Farm Road Complex.
- Kinderton Country Club is a semi-private club with a world-class 18-hole golf course designed by Donald Ross and Dick Wilson. Other amenities include a clubhouse, tennis courts and a swimming pool.
- The Lake Country Business Park is adjacent to the soccer field on Noblin Farm Road.
- The Virginia Lakeside Commerce Park, located on Highway 58 East is adjacent to Occoneechee State Park.
- The Mecklenburg County Veterans Memorial is located on the front lawn of the Fine Arts Center at the juncture of Highway 58 business and Highway 15 South.
- The Town Municipal Dock located at the base of the Lake Motel on Second Street, has 20 boat slips available free of charge to the public for day parking.
- The Clarksville Marina, located on 4th Street, has the capacity to house 180 boats. It provides pump out service and gasoline.

- The Town of Clarksville is in the process of seeking a land use permit from the Corps of Engineers to allow the development of the Cove Project. This project involves the construction of day use boat slips on the lake within walking distance of the downtown area and a lakeside park adjacent to the Chamber building and the Business 58 Bridge. The purpose of the Cove Project is to create a physical and visual tie to the lake and to become a destination point for boaters.

In addition to the facilities referenced above, the Town of Clarksville owns the following properties:

- Town Hall, located at 321 Virginia Avenue, and built in 1937 and has 5,469 square feet. This building currently houses the Town Administrative staff as well as rented office space on the second floor.
- Clarksville Community Center, located on Woodland Drive, offers space for community events such as Town meetings, as well as wedding receptions, family reunions, etc. It was constructed in 1999 and has a total of 5,856 square feet.
- The Fine Arts Center is located at the juncture of Highway Business 58 and Highway 15 South. It is home to the Clarksville Community Players and numerous other cultural venues. The building was constructed in 1934 and has a total of 11,202 square feet. The space is shared by the Clarksville Police Department.
- The Town Shop, located on Woodland Drive, houses the Public Works Department. It was constructed in 1998 and has a total of 7,000 square feet.
- The Chamber of Commerce/Visitor Center is located on the corner 2nd Street and Virginia Avenue. It was built in 1970 and has a total of 2,000 square feet.
- An office building located next to the Town Library is currently rented to a chiropractor. It was built in 1985 and has a total of 1,792 square feet.
- The Clarksville Regional Library.
- Oakhurst Cemetery is located on Buffalo Road and has been in use since the 1700's.

Clarksville, however, is deficient in recreational and social outlets for teens and young adults according to survey data. There is broad community desire for teen/young adult activities. Recent interest has been shown from the private sector in organizing a basketball league and collaborating with the Town of Clarksville to repair and improve the basketball courts located on Woodland Drive.

<p>GOAL: Preserve and enhance the natural resources of Clarksville and the surrounding areas to the greatest extent possible.</p>

- Reevaluate the Town's current environmental regulations in light of sustainable objectives and revise or further integrate current regulations to address changing considerations.
- Ensure that soils throughout the Town meet or exceed maximum safe standards for all contaminants.

- Ensure that the existing and future water supplies for the Town meet or exceed health standards.
- Ensure all ground and surface water in Clarksville meet or exceed water quality standards capable of supporting an aquatic ecosystem.
- Ensure that wetlands and riparian areas in and near the Town are identified and enforce the regulations protecting these areas.
- Protect and preserve wildlife and fish populations in and near the Town to minimize human/wildlife conflicts.

GOAL: Ensure that public buildings provide adequate space to support Town departments, services and staffing needs.

- Town officials should examine the condition of all Town-owned buildings and develop a plan of renovation and expansion, if necessary. There are known maintenance and structural repairs needed for both the Town Hall and the Fine Arts Center.
- Town Officials should examine the feasibility of consolidating all municipal and police operations at one site to improve efficiency of operations and reduce site maintenance costs.

GOAL: Provide adequate community facilities and services for all Town neighborhoods.

- The Town should monitor closely the demand for water services and ensure that sufficient capacity is available to meet current and future residential, commercial and industrial needs.
- The Town should continue its program of waterline replacement and upgrades to improve the efficiency and reliability of the system.
- The age and condition of significant sections of water and sewer lines is of great concern. A number of sections of line will need to be replaced or rehabbed as soon as funds become available.
- Solid waste collection and disposal should continue as a Town service to residents and businesses.

GOAL: Ensure that all public facilities are attractive, well designed and properly maintained.

- The Town should continue to provide a high level of maintenance for all of its facilities. Well-maintained buildings, attractive site design, and landscaping contribute to creating a positive image within the community and sets a standard for other property owners to follow.

GOAL: Expand passive and active recreational opportunities.

- The Town Recreation Committee should work to identify both short- and long-term community recreation needs. A Master Plan should then be developed for the Town park system that prioritizes needs and identifies funding sources.
- County officials should be solicited for financial support for those facilities that meet regional needs.
- Town parks should be linked together wherever possible by a system of pedestrian and bicycle trails.

GOAL: Develop a long-range plan for funding, construction and maintenance of community facilities to keep pace with anticipated growth.

- Town officials should prepare and adopt a Capital Improvements Program (CIP) that identifies future capital expenditures required to meet community goals and objectives. The CIP would identify and prioritize capital needs and identify proposed funding mechanisms. Schedules for initiation and completion of projects should be included.

GOAL: Ensure revenues for all services match the costs of providing those services.

- Town officials should closely monitor the costs of providing services and ensure that connection fees, user fees, and other assessments are adequate to provide both present and future needs of the Town. Regular, small periodic adjustments in fee structures should be made to avoid large, sudden increases that may cause financial difficulties for residents and businesses.

TRANSPORTATION

BACKGROUND

Our local and regional transportation network is a vital component of our community. Commerce and industry must have access to highways, railways, and air transport to conduct business. Residents desire the ability to travel safely and conveniently from their homes to shopping and employment destinations. The community transportation network also includes non-vehicular forms of movement such as bicycles and foot travel. All of these means of transportation should be closely linked and properly related to land uses that generate transportation movements.

INVENTORY & ANALYSIS

In Clarksville, Highway 58 (Virginia Avenue) is the primary East/West byway, while Highway 15 provides North/South access. Highway 58 connects to Interstate 85 to the East in South Hill, VA. Highway 15 provides a southerly connection to Interstate 85. In 2007, the Highway 58 Bypass was completed. This Bypass allows non-local traffic to avoid passing through the downtown.

There are two signalized intersections within the Town. One is at Virginia Avenue (Highway 58 Business) and 4th Street. The other is at Virginia Avenue (Highway 58 Business) and College Street (Highway 15).

Many roadways within the Town were constructed to rural-road standards. The older roadways lack curbs and gutters and some are built to narrower widths than urban road standards and lack sidewalks. The majority of Town roadways have good pavement conditions. More recently constructed roadways designed for new development have been built to greater widths and use curb and gutter but do not include sidewalks.

The Town is currently responsible for maintenance of approximately 2 lane miles of secondary highways and 0 lane miles of primary highways.

Train service is available in Danville, VA, approximately 50 miles west, or in Henderson, NC, approximately 25 miles south. Railway freight services are available in several locations in and near Town.

Commercial passenger air services are available at Raleigh/Durham International Airport approximately 60 miles south of Clarksville and at Richmond International Airport, approximately 90 miles north.

The Marks Municipal Airport, with a 4,500-foot runway, is in close proximity and is in the process of upgrading the facilities with a terminal and hangers to support increased air traffic.

GOAL: Promote a balanced, safe and efficient transportation system serving the Town.¹

- Ensure that new development includes roadways designed to serve anticipated traffic volumes and pedestrian needs.
- Town officials should require certification that new roadways were built to all VDOT specifications to ensure that public expenditures will not be required to correct deficiencies.
- The Town should discourage developments from exacerbating traffic problems which occur when excessive entrances onto heavily traveled streets are created.

GOAL: Explore opportunities to add designated bicycle lanes where appropriate.

- Town officials and other interested groups or citizens should explore the need for designated bicycle lanes and trails within the Town. Standards should be developed for incorporating bike lanes in suitable areas designated for roadway improvements or new roadway construction. This should be done in conjunction with special attention to providing safe bicycle and walking trails to local parks.
- Town officials should work with VDOT to establish bike trails between Clarksville and Boydton. This trail could also be used by horse and buggy to get from one community to another, thereby reducing the chance of an accident on public streets.

GOAL: Promote a transportation system that preserves the quality of existing neighborhoods and districts.

- Protect existing and proposed residential neighborhoods from excessive traffic volumes.
- Town land development regulations should promote a transportation system that creates a hierarchy of streets. Local streets should be designed for low traffic volumes and speeds, providing primary access to residential properties. Secondary collector streets should funnel local traffic to primary collectors and main highways while also providing access to residential properties. Primary collectors and main highways should provide limited access to individual properties, using reverse shared entrances and other techniques to reduce multiple entrances and driveways.
- Ensure that new growth and development is compatible with available transportation facilities.
- Requests for rezoning should include a traffic impact analysis designed to identify any deficiencies that might exist in the existing transportation network. The analysis should also identify measures and costs associated with correcting such deficiencies. Town officials should require private sector funding of roadway improvements brought about and necessitated by the rezoning request.

- Town officials should work closely with County officials and VDOT representatives to ensure that growth in adjacent areas does not create traffic conflicts and excessive traffic volumes within Clarksville.

¹ VDOT owns and maintains all the streets in Town with a few minor exceptions. All new streets are built to State specifications and become the responsibility of the State.

LAND USE

BACKGROUND

Land use patterns in a community contribute significantly toward defining the character of the community and the quality of life enjoyed by the residents. The main force behind the development and growth of Clarksville has been related to Clarksville's location on Bugg's Island Lake.

INVENTORY & ANALYSIS

It is clear from an analysis of existing land use that the lack of available land for development will have a negative impact on the current rate of growth, both residential and commercial. Future Town growth is most likely to occur in the annexation perimeter. At the present, little land is available for development. There is also limited land available for industrial and employment growth within the existing Town boundary.

The Future Land Use map illustrates recommendations to guide future land use and development decisions. Proposed locations are identified for critical residential, commercial, and employment center uses. The Future Land Use map is meant to be general in nature while providing a useful guide to Town officials, residents, property owners, and developers. Recommendations are provided to supplement the information provided on the Future Land Use Map.

GOAL: Encourage efficient and orderly land development patterns which integrate residential, commercial, industrial, and public use in the Town.
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- Ensure Town zoning conforms with the Town Plan.
- Maintain the integrity of existing residential, commercial and industrial areas.
- Encourage land development patterns that are compatible with the transportation network, community facilities, and planned infrastructure improvements.
- Promote balanced growth through land use planning that encourages a diversity of land use activities and balance the tax base with the demand for public services.
- Reduce conflicts between adjacent, incompatible land uses.
- Promote mixed-use development incorporating residential, commercial, and employment uses.

GOAL: Maintain and promote a visually pleasing Town image and seek to retain the special features that define the existing Town character.

- Encourage compatible building and site design for new development.
- Encourage creative urban design through flexible design standards, which incorporate incentives and bonuses.
- Improve the appearance of the Town as a whole, its central business district, and its major entrances.

GOAL: Identify, preserve, enhance and promote the Town's historic and cultural resources.

- Develop an increased understanding of the Town's historic resources. Establish archives to document this history.
- Encourage events and activities that recognize, promote, and celebrate the Town's heritage.

GOAL: Coordinate land use decisions in the annexation area with Mecklenburg County officials and appropriate agencies.

- Town Council decisions on land use proposals should be in substantial agreement with the suggestions provided by the Future Land Use map and the Goals and Objectives of the Comprehensive Plan. Reliance on the Comprehensive Plan provides a rational, defensible basis for decision-making and provides continuity to actions taken over time.
- The Town should continue its review of regulations, ordinances, and policies affecting land development activities within the Town to determine their suitability for implementing the Comprehensive Plan, making revisions as necessary.
- The Town should consider making zoning districts consistent with the future land use proposals of the plan.
- Town and County officials should coordinate their respective land development procedures, zoning, and standards for the areas adjacent to the municipal boundaries to eliminate any conflicts or inconsistencies that exist between the two jurisdictions.
- Town officials should work closely with officials from the County to develop detailed long-range plans and procedures for regulating the location of new development.
- The Town and County should pay special attention to the highway gateways into the Town and develop special design considerations to protect and enhance these areas. Attractive signs and landscaping can help make a positive impression on residents and visitors while also projecting a positive image to potential commercial and industrial prospects.

- Flexible and creative development standards should be developed in both the Zoning and Subdivision Ordinances to permit innovative alternatives for site design and development.
- Continued maintenance and improvement of public areas should be encouraged to provide attractive and comfortable settings for recreation and other outdoor activities.
- Medium and high-density housing should be located within close proximity to goods and services and linked by sidewalks and pedestrian paths to reduce reliance upon the automobile and reduce traffic congestion on Town streets and highways.
- Standards for the provision of open space should be developed. Open space should include undisturbed natural areas as well as areas designed and intended for passive and active recreational activities. The nature and extent of required open space should be correlated to the density of associated development.
- Multi-family development should provide both common open space and active recreation areas for resident use. Revision of the Town Zoning Ordinance should require a minimum amount of open space contingent upon the density and number of dwelling units. Open space should be provided for developments containing more than 10 dwelling units.
- Zoning Ordinance revisions should include districts designed to promote long-range planning and development for large tracts that are incorporated into the municipal limits, particularly for proposed employment centers.
- Distinct single-family neighborhoods should be protected from inappropriate infill development and conversion of existing residences.
- It is recommended that no new water and sewer lines be provided by the Town to areas outside of the corporate limits until they have received an approved boundary agreement from all affected landowners and Mecklenburg County. This does not include new hookups to existing lines, which are exempt from this requirement.

COMMUNITY ATTITUDES

The purpose of planning is to devise a guide for community development; therefore, it is important to determine what kind of community it is that people wish to develop. However, rather than government officials simply making a unilateral determination of what is good for the community, a better approach is to consult the citizens for their input. In this way, local problems and issues can be identified as well as giving the citizens ownership in the process. Utilizing this information, the Comprehensive Plan can be made more responsive to the actual needs of the community.

DETERMINING COMMUNITY ATTITUDES

Among the most common methods that officials obtain input are through discussions with citizens groups, complaints, public hearing, etc. Although useful, they do not easily lend themselves to systematic examination and evaluation, and cannot be expected to be representative of the entire population.

One of the best sources of information is a well-constructed survey, properly conducted and analyzed. It offers an excellent means for officials to gain perspectives of community opinions. It is the most efficient way to obtain information on citizen viewpoints on various local issues, their satisfaction with the quality of specific government services, and potential demands for new services. Survey information can be useful in program and policy planning, and in resource allocation. The findings can help determine budget priorities, identify needed changes and guide officials in their formulation of policies.

CITIZENS SURVEY

Recognizing the need to consult citizens on issues concerning the community's future, the Clarksville Planning Commission selected the Survey approach. The following topics were covered in the survey:

Shopping locations	Recreation	CBD Improvement
Library	Job opportunities	Town Administration
Industrial growth	Population growth	Economic growth
Public School System	Police protection	Housing
Medical facilities	Town services	Emergency service

On January 16, 2008, a questionnaire was developed, distributed, and mailed to the residents and businesses of Clarksville, requesting they be returned by February 15, 2008, (see attached survey). A total of 560 Surveys were mailed, resulting in 191 responses, representing a 34 percent return, an excellent response considering the average is generally about 15 percent.

ANALYSIS OF RESULTS

Despite the best efforts of the Planning Commission, the results of the survey are imperfect; therefore, the Commission was careful in drawing conclusions. Nevertheless, within this section several salient issues of importance to Clarksville's future were disclosed, and should be addressed during the formulation of the plan.

Section A, of the survey, covered a broad range of quality of life issues, availability of services, employment, etc. As expected, citizens were highly satisfied with the rural character, natural beauty, and recreation and want to preserve its unique way of life. The Lake's attraction to campers, boating enthusiasts, fishermen, in addition to tourists, is something they want to protect

At the same time, a majority favor growth in population, new businesses, and industrial development, and in the expansion in the supply of housing. As noted earlier, there is a shortage of vacant land in the Town for increased housing and commercial development. Therefore, these responses would indicate the need to expand the Town's boundaries in order for this to be accomplished.

Section B of the survey deals with the satisfaction with the various Town services. The Police Department, Fire Department, and Rescue Squad all received high ratings on satisfaction. The response on the Town Council and Administration is slightly unfavorable, which would indicate the need for more cooperation in conducting the affairs of the Town. There has been an increased emphasis on planning, indicating a desire on the part of these officials to better represent the Town and its citizens. It should be noted that the majority of towns around Virginia are struggling with demands for more services without the means of paying for them.

Section C of the survey gives strong indication of the desire for attracting more business and industry and creating more job opportunities. Since most respondents were over the age of 55, it should be noted that these figures would be considerably higher if more of the survey responders had been younger. This would also affect the responses on affordable housing, since most responders were homeowners. The most troubling aspect is the absence of responses from young couples in the Town. This results in limited input on the Public Schools since the majority had no children of school age and thus has no contact with the schools. It also explains why a large percentage was in favor of more lodging units, attracting more Festivals/special events, and town beautification programs.

In Section D of the survey, the respondents indicated that additional funds needed for desired improvement should come from food, lodging, and business taxes rather than an increase in real estate and property taxes.

A majority felt the Town should put primary emphasize on the following land uses: light industrial, commercial/retail, and retirement housing, in that order. Since the available land for such development in Town is limited, the Town's need for additional land in the proposed areas for Boundary Adjustment is further substantiated.

The citizens indicated the recreational facilities they would use if available. Their top preferences were a swimming pool, bike and walking trails, and a recreation center. Second tier requests were for a bowling alley, tennis courts, skating rink, and soccer fields.

As indicated earlier, the survey, although not scientific, gives a strong indication of what the citizens consider the most important factors in making Clarksville an outstanding place to live, work, and play. They want to maintain what is unique about the area, while providing the necessary infrastructure to enable the Town to grow and prosper economically.

GOAL: The Town should continue to include the public in the planning process, keeping them apprised of important matters which includes encouraging input from the citizens.

- Conduct Town surveys periodically to ensure citizen input. Hold public meetings to inform them of the results.
- Place articles in the newspaper of important issues and decisions about the future plans of the Town.
- Encourage citizen involvement by appointing committees to assist the Town in researching and evaluating important issues.
- Appoint citizens interested in serving the community to the Planning Commission. Encourage and require new Commissioners to attend the Certification Classes within 18 months in order to strengthen the Planning Commission. This would enable them to better support the Town Council and the citizens of Clarksville.

PRESERVATION OF SMALL TOWN ATMOSPHERE

Despite considerable changes to the community over recent decades, the abiding local sentiment in Clarksville has been to preserve the “sense of small town atmosphere”. While definitions of ‘small town atmosphere’ differ widely, certain attributes consistently emerge. Residents and visitors alike agree that there is uniqueness to Clarksville quite unlike any other place they have lived or visited. There is a genuine atmosphere of ‘friendliness’, ‘quaintness’ and ‘charm’ that contribute to this feeling. Ready access to the lake, the numerous festivals sponsored by the Chamber of Commerce in cooperation with the Town, the local historic district and walking tour, the museum and the number and diversity of artisans point to the wide range of interests and talent available. For some, it is the little things: knowing your neighbors, a close group of friends, support in times of need, sharing problems and celebrating successes, outreach from local churches and civic groups and neighborhoods. For others, it is the beauty of the lake and her surroundings that make Clarksville so special.

The recent Citizen Survey, dated February 2008, is valuable in obtaining input from the community. Clearly, the citizens want to retain what is special and unique about the Town. However, a majority said they wanted more commercial and industrial development and the creation of more jobs. At the same time, they desire more shopping and entertainment opportunities. Obviously, it’s necessary to have a more vibrant economy created by more jobs in order to support the business community. Clearly, in order to achieve the job growth and economic activity desired by a majority of the citizens, the Boundary Adjustment is necessary. The survey indicated that few citizens wanted to pay more taxes in order to achieve these goals; however, a broader tax base is necessary if the Town is to grow.

GOAL: Maintain and enhance the small town atmosphere that defines Clarksville.

- Preserve and encourage social and cultural activities that enhance the living environment for full time and seasonal residents, as well as visitors. These include community theatre, musical events, softball, soccer and fishing tournaments, the festivals and the many non-profit organizations that host a multitude of diverse activities.
- Afford special recognition in the Comprehensive Plan to the qualities and features that make Clarksville unique and use these to protect and nurture the Town's sense of identity. The most essential and basic quality is the Lake. The community represents another asset with a level of civic involvement, accomplishment and energy that is lacking in larger towns. The Comprehensive Plan seeks to build upon this base of natural and human resources.
- Maintain the integrity of the Historic District in Clarksville.
- Identify the economic development activities which are in the mutual best interest of all residents and visitors. A healthy economy balanced with a strong community contributes to the quality of life in Clarksville.

GOAL: Preserving and protecting Bugg's Island Lake, Occoneechee State Park and the natural environment in and around Clarksville is of paramount importance to the community. Protecting and preserving the Lake has been identified as a priority.

- Reevaluate the Town's current environmental regulations in light of sustainable objectives and revise or further integrate current regulations to address changing considerations.
- Ensure that soils throughout the Town meet or exceed maximum safe standards for all contaminants.
- Ensure that the existing and future water supplies for the Town meet or exceed health standards.
- Ensure all ground and surface water in Clarksville meet or exceed water quality standards capable of supporting an aquatic ecosystem.
- Ensure that wetlands and riparian areas in and near the Town are identified and enforce the regulations protecting these areas.
- Protect and preserve wildlife and fish populations in and near the Town to minimize human/wildlife conflicts.
- In cooperation with the Commonwealth of Virginia and in conformance with applicable regulations, Clarksville will encourage early detection, prevention and rapid response to invasive aquatic plant life.

CAPITAL IMPROVEMENT PLAN

BACKGROUND

The "CIP" or Capital Improvements Plan is an integral part of a comprehensive plan. This list of capital projects helps guide the Town Council towards the goal of meeting community needs. Based on surveys of citizens, committee members, and staff, it was determined that the following projects should become a part of the 2008 Capital Improvements Plan.

Ranked from highest priority to lowest:

Boundary Adjustment Areas

It is recommended that the Town proceed with their efforts to take in the land involved in the boundary adjustment areas as shown on the map in Appendix C. The Town should plan for the improvements in those areas to include water and sewer as needed, along with the necessary Police and solid waste collection services.

Virginia Avenue Revitalization /Beautification

It is recommended that the Town complete the Revitalization Project from 2nd to 8th Street and seek funding to continue with revitalization, including relocating overhead utilities and replacing old sidewalks, curbs and gutters, beyond this project area.

Town Utilities

It is recommended that the Town Council continue to upgrade and replace aging water and sewer lines throughout Town as funds allow. Additionally, pump station upgrades and inflow and infiltration issues need to be addressed in order to ensure that the waste water treatment plant functions properly.

Cove Project

The Town of Clarksville is engaged in planning and promoting the Cove Project which will provide approximately an additional thirty-four (34) day-use boat slips and a 2-acre park in the downtown area. This project will further identify Clarksville as a regional tourism hub and visitor destination.

The Town will continue to support and assist in these efforts. The Comprehensive Plan acknowledges that the enhancement of cultural and educational opportunities is an important priority in that they enrich the lives of residents and visitors.

Youth Recreation

Clarksville is deficient in recreational and social outlets for teens and young adults according to survey data. There is broad community desire for teen/young adult activities. Recent interest has been shown from the private sector in organizing a basketball league and collaborating with the Town of Clarksville to repair and improve the basketball courts located on Woodland Drive.

Tourism

Tourism is a key component of Clarksville's economy. We have a valuable role as a destination and attract visitors from a large geographic area. Clarksville will focus on the development of a year-round economy. Collaborations with the Clarksville Lake Country Chamber of Commerce, Clarksville Economic Development Authority, and marketing and promotional efforts that reach broad demographics (such as Southern Virginia Route 58 Tourism and Virginia Tourism) will help to maximize economic benefits to all.

Bugg's Island Lake

Bugg's Island Lake is Clarksville's most valuable resource. The Town will work to protect this asset. Clarksville is the only town in the State of Virginia located on the shores of a lake. It is paramount that we protect this valuable resource in every way possible. We depend on this resource not only for our single source of potable water, but also for the economic benefit as a tourism and recreational tool.

Support of Regional Planning Efforts

Clarksville will work with the County of Mecklenburg, Occoneechee State Park, the Corps of Engineers, and the surrounding towns in order to address the need for services and facilities that will serve the larger community. We will work with all these entities to explore and resolve regional issues.

Town-Owned Land

Town-owned land will be carefully planned. Land owned by the Town is a significant resource. Planning will occur to ensure that lands owned by the Town are used to further public objectives including the need for facilities to provide services, the opportunity for shared parking and the protection of desired land uses such as shared meeting spaces, shared equipment and perpetual retention of community-serving retail uses.

FUTURE LAND USE PLAN

INTRODUCTION

The Future Land Use Plan is a design by which the future development of Clarksville and the surrounding area will be guided. By considering how the location of various land use activities affect physical, social, and economic conditions in Clarksville, the future land use plan provides a sound basis for both public and private decision makers concerning future land development decisions. Adherence to the Future Land Use Plan will also help ensure that the previously outlined goals, objectives, and policies of the Town are achieved. For these reasons, the Future Land Use Plan is one of the most important elements of the Comprehensive Plan.

The Future Land Use Plan is presented in two successive steps. The first step consists of a description of the general pattern of future growth for the Town and surrounding area. This is followed by the second step which will include detailed descriptions for each of the proposed land use types or classifications within the Town. These developments are represented in the form of a Future Land Use Map (Appendix E) for the Town and the study area.

The text of the Plan, along with the Future Land Use maps, are intended to define appropriate land use districts in light of existing and anticipated conditions not only in the Town but within the Boundary Adjustment area. The Future Land Use Map delineates areas of the Town and surrounding area suitable for certain land uses, while the Plan sets forth conditions under which permitted land uses can most appropriately be developed. The Plan and the Future Land Use Map are sufficiently generalized so as to permit flexibility in selecting development alternatives, yet specific enough to give proper direction in future growth. Thus, the Future Land Use Maps are not intended to be interpreted as defining specific lot lines for specified uses. This would be done on a zoning map which will be discussed further in the Implementation Section.

GENERAL LAND USE PATTERNS

Clarksville is a local residential and retail trade center for southwestern Mecklenburg County. Due to its location on the Kerr Lake, it is also a prime location for retirees, tourists, and outdoor recreation enthusiasts. Due to the lack of available land within the Town, development for both residential and business use has been taking place in the areas adjoining the Town. It is for this reason that future development will continue to follow this pattern with increasing reliance on the Town for its services.

New residential development is expected to occur in the eastern, southern, and western areas as shown in the Boundary Adjustment areas A, B, & C. The demand for residential acreage in these areas will be greatest along existing secondary roads and those portions of the study area closest to Bugg's Island Lake/Kerr Reservoir.

No major new commercial or industrial growth is anticipated within the Town due to limited available vacant land. Industrial development is taking place in the area southeast of the Town where there is

suitable vacant land, utilities, rail access, and air and land transportation facilities. With the recent completion of the Highway 58 Bypass, the transportation links to major interstates has been greatly enhanced.

While there are still farms in the area where tobacco is grown, there are fewer growers and more pressure to rezone them residential or commercial use. Business growth is taking place principally in the southern part of Town where Business Highway 58 intersects with the 58 Bypass. This growth pattern is expected to continue.

PROPOSED BOUNDARY ADJUSTMENT AREAS

The rationale for the Boundary Adjustment has been supported by the evaluations throughout this plan. The Town has already run water and sewer lines to most of these areas. They will continue to need the support of the Town in the future. Further, based on the lack of available land in Town and the fact that the major growth is in these areas, the entire area will benefit from the expansion.

In addition, with the improvement of transportation due to the new Highway 58 Bypass, business and industrial growth will be enhanced. Already, business growth is moving closer to the new bypass. These businesses need the support of the Town for increased police, fire, and rescue protection, as well as the water and sewer infrastructure. In order for the Town to grow, and for the entire area to prosper, the Town area must be expanded.

SECTION A

This section, which lies west of Town and adjoins R-1 and R-2 Residential districts, is experiencing similar growth. A number of subdivisions west of Buffalo Road have been developed in this area. Water lines have been run to the Grace Stone Estates subdivision, but could be connected to the other subdivisions as well. The residents in this area all benefit from and depend on the Town for most of their services.

SECTION B

This section runs south of Town from Business 58 (Virginia Avenue) beginning with the Edgewood Estates subdivision to the intersection of the 58 Bypass, a primary business corridor, and East out to Noblin Farm Road that includes a sizeable stretch of the Bypass highway. This area is attractive for future business development where there is a pattern of new businesses that have been opened recently. It is also bordered by agricultural land, but little is being farmed at this point.

SECTION C

Section C is an important multi-use zone that has great potential for development, both for the Town and the landowners in that section. The new 58 Bypass runs entirely along its western border in close proximity to the eastern corporate limits of the Town. It intersects with Highway 15 which splits that section. The potential for residential, commercial, and industrial development is excellent. Historically, there has been a pattern of industrial development on Rt. 784 (Burlington Drive). More recently, EDS, the new high tech company, bought the old Russell Stover Candy factory as noted earlier and promises to attract other similar industry. The Burlington Industry Complex, which includes 90 acres of undeveloped land, has excellent potential for development. The attractiveness of this area is greatly enhanced by the improved transportation provided by access to

the new 58 Bypass and the upgraded 4-lane corridor. In addition, The Marks Airport, with a 4,500 ft. runway, is in close proximity and is in the process of upgrading the facilities with a terminal and hangers to support increased air traffic.

At the same time, there is considerable potential for all types of residential development in Section C with the availability of the semi-private 18-hole Kinderton Golf Course in the area. In addition, there is sizeable waterfront property on Bugg's Island Lake/Kerr Reservoir that has excellent potential.

In order to ensure the continued development and realize the potential in Section C of the Boundary Adjustment area, it is necessary for it to be incorporated into the Town. The efforts to promote and develop it to the benefit of the entire western section of the County can only be achieved by expanding the Town's footprint. The growth and development of the area is largely dependent on the Town's support and guidance. The Town has the capability to provide the necessary infrastructure—something that the County is unable to do. Failure to do so will have a negative effect on such development and will limit the potential of the area.

SECTION D

Section D covers the area northeast of the Town on the opposite side of the Bugg's Island Lake/Kerr Reservoir and fronts on Highway 58. It includes the 265-acre Lakeside Commerce Park. The Town provides water and sewer service to the Park. In addition, there is a 350-acre parcel owned by the Clarksville Economic Development Authority adjoining the Commerce Park which borders Kerr Lake and Oconeechee State Park. This area has excellent potential for a mixed-use development with plans for a convention center. The development of this area depends to a large degree on the support of the Town.

SECTION E

Section E expands the Town limits on the Bugg's Island Lake/Kerr Reservoir to include the area between the old Bridge (Rt. 58 Business) and the new Judge John W. Tisdale Memorial Bridge. The water line to Section D follows the old bridge. The land on both sides of the Lake is bordered by the Town or a Boundary Adjustment area and should logically be included in the new footprint. Any development in the waterfront area will be supported and controlled by the Town.

GROWTH POLICY STATEMENT

During the revision process of this Comprehensive Plan, it has become apparent that Clarksville is faced with an excellent opportunity to prepare for future growth. The entire area stands to benefit, with good planning and implementation, resulting in an orderly positive growth. The Town has already invested in the Boundary Adjustment areas by running water and sewer lines to these sectors in order to support this growth. However, the Town cannot continue doing so without the ability to plan for and finance the delivery of services that will be required in the future. The support of the citizens who live in these areas is vital and necessary if the Town and the respective areas are to grow and prosper. To do so will move the western region of Mecklenburg County forward in a positive way, resulting in the enhancement of the quality of life, improved employment opportunities and the appreciation of property values. Failure to do so will have a negative effect and prevent the area from capitalizing on

this important opportunity. As pointed out in the Housing, Population, and Employment & Commerce sections of this Plan, it is critical for the Town, along with the surrounding areas, to work together to achieve these goals. Capitalizing on the sizeable population growth predicted for the state in the next 10 years will be the goal of most progressive communities. Clarksville and the area should plan to be one of those who take advantage of this opportunity.

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APPENDIX B – HISTORIC PROPERTIES

The Clarksville Historic District was established by the Virginia Department of Historic Resources under VDHR File No. 192-0121 and is shown delineated on the map on the following page.

VDHR File 192-0121 contains a list of the individually recorded properties that are currently in VDHR's historic architectural resources inventory. The Comment field of each property contains the numbers that were issued to the property that are also recorded within the Clarksville Historic District. These 11-digit file numbers all start with the 192-0121 general number assigned to the Clarksville Historic District, then have a specific tertiary number for those contributing resources within the district.

In addition, there are four other historic Clarksville properties on file with the VDHR that are not part of the Clarksville Historic District. They are:

1. The Clark Royster House (VDHR File No. 192-71) located at 300 Rose Hill Avenue;
2. The Judge Henry Wood, Jr. House (VDHR File No. 192-60) located at 105 Sixth Street;
3. The Patrick Robert Sydnor Log Cabin (VDHR File No. 058-5076) located at Wilbourne Road (intersection of Routes 701 and 702); and
4. Sunnyside (File No. 192-2) located at 104 Shiney Rock Road.

As all of these files are quite lengthy, they are not included within this document; however, they may be viewed and downloaded from these locations:

http://www.dhr.virginia.gov/register/register_counties_cities.htm

http://www.dhr.virginia.gov/register/Counties/register_Mecklenburg.htm

APPENDIX C – BOUNDARY ADJUSTMENT
AREA MAP

APPENDIX D – COMMUNITY SURVEY

APPENDIX E – MAPS