

Town of Blackstone

Comprehensive Plan 2020

Adopted 05/18/2020



Blackstone

VIRGINIA

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Introduction

Town of Blackstone Vision

The Town of Blackstone will pursue continued responsible and sustainable growth that promotes the preservation of natural and historical resources along with the values, qualities, and culture that form the Blackstone community.

Town of Blackstone Mission

It is the mission of the Town of Blackstone to create and maintain a safe, healthy, and vibrant community by vigilantly enhancing the quality of life for all current and future residents by promoting responsible and sustainable growth, by promoting the preservation of natural and historical resources, and by promoting the values, qualities, and culture that form the Blackstone community. The Town is committed to fostering an atmosphere of respect and hospitality to all residents and visitors of the Town of Blackstone. This will be achieved by promoting and providing responsible and accessible town governance to a collaborative and engaged community. The Town of Blackstone welcomes residents and visitors to experience all Blackstone has to offer.

What is a comprehensive Plan?

One of the fundamental responsibilities of local government is to promote the growth and development of a community. Through careful planning, local governments create and incorporate a vision and mission for the community. This planning is detailed and expressed through a document often referred to as a comprehensive plan or strategic plan. A comprehensive plan details this vision and mission as it relates to the current and future use of land. This is to promote and facilitate economic growth and community development. Through the creation of short- and long-range goals and objectives, the comprehensive plan encompasses all areas of the community and local government.

Comprehensive planning is a process that the Town of Blackstone (Town) staff use as a guide when considering current and future planned development and use of land while also applying applicable zoning regulations and relevant ordinances and laws. The current Comprehensive for the Town of Blackstone was adopted in 2014. This plan spans over a ten (10) year period with significant updates occurring every five (5) years. Town staff, along with assistance from the Blackstone Planning Commission, is responsible for the development and administration of the comprehensive plan as well as the recurring updates with authority given under Title 15.2, Chapter 22 of the Code of Virginia.

This plan offers guidance and structure for future councils, community members, and stakeholders to follow and consider when addressing the needs of the Blackstone community.

Why Plan?

Planning is essential for a healthy, safe, and vibrant community. Developing a comprehensive plan provides a means by which the Town Council can balance and address competing private interests against public interests and, more importantly, needs. This is accomplished by setting clear goals and objectives as they relate to private and public interests, Town planning, and zoning. By doing so, the plan helps to protect public investments and allows communities to plan development in a manner that protects natural resources while also contributing to the growth and stability of the local economy and community.

Town Officials

Town Council

Barbara Thompson (president)
Lonnie Morgan
Shelia Jones
Christine Hasbrouck
Tom Wilkinson
Eric Nash
Nathaniel Miller

Mayor

William Coleburn

Town Clerk

Jennifer Daniel

Fire Chief

Dion Tomer

Town Manager

Philip Vannoorbeeck

Town Attorney

Tessie Bacon

Police Chief

Nick Kuzmiak

Blackstone Planning Commission

Denis McCarthy
Edwin Nash

Myra Quicke
Barbara Thompson

Tom Watkins

Stakeholders

- Town residents
- Town employees
- Town employers
- Town business owners
- Town non-profit organizations
- Tourists
- Nottoway County
- Commonwealth of Virginia
- United States Federal Government

The History of Blackstone

Our town of Blackstone, Virginia had its beginnings in the late 1700's. In 1790, John Schwartz purchased property here at an intersection along the stage route that ran from Petersburg into North Carolina. In 1798, Schwartz was issued a license to operate a tavern on the site, located about a block away from another tavern owned by Francis White. Schwartz is similar to the German word for black, so this settlement became known as Blacks & Whites from the two taverns located here. Today, Schwartz Tavern stands restored in its late colonial style as Blackstone's oldest building. By April 7, 1829, a post office was established at Blacks & Whites.

In 1846, the State of Virginia granted a charter for the construction of the South Side Railroad, a line which was to run from Petersburg to Lynchburg. Fortunately, for Blacks & Whites, the line took a turn to the south to run through this crossroads in Nottoway County, and by 1851 the rail construction had reached completion here. By 1852, the line had run as far west as Burkeville, and by 1854, it was completed to its destination in Lynchburg. With the railroad in place, Blacks & Whites began its transformation from a small-tavern, crossroads community to become the town that we know today.

Shortly before the outbreak of the Civil War in 1861, Union Academy was established as a school for boys by Sam Hardy and Marcellus Crenshaw near Blacks & Whites. Its location was near the present-day intersection of Rt. 40 and 46, and a historical marker notes this today near that intersection on Rt. 40. The school operated until about 1869, and its attendees included Dr. Walter Reed, who later helped to eliminate the ravages of yellow fever, and Dr. Robert Blackwell, who later became long-time president of Randolph-Macon College in Ashland, Virginia.

With the onset of civil war in 1861, the Blacks & Whites community gave much in resource to the southern cause with the gift of its sons to serve in the Confederate Army. The most famous local military organization was Co. G of the 18th Va. Infantry, which was better known as the Nottoway Grays. This group of native sons was to endure the full fury of the Civil War as they saw action at 1st and 2nd Manassas, Williamsburg, the Seven Days Battles, Antietam, Gettysburg, New Berne, Drewry's Bluff, Cold Harbor, Petersburg, White Oak Road, and Sailor's Creek.

From 1862 to 1863, there was a Confederate convalescent hospital located at Black's & Whites under the supervision of Dr. Thomas Blandy, who was the original surgeon of the Nottoway Grays. This hospital was located in an old frame building located at the intersection of present-day W. Broad St. and North West Avenue in Blackstone. The site currently is occupied by a 2-story masonry building that contains a barber shop, lodge hall, and private apartment. After 1863, this hospital facility was merged into a larger Confederate hospital which was located in Burkeville. Today, a bronze plaque located at the intersection of Amelia Ave. and Church St. commemorates six Confederate soldiers that died in the Blacks & Whites hospital. These soldiers were buried in the old St. Luke's Church graveyard, which is in the area of present day Miller Field in Blackstone.

Although isolated from the initial ravages of the Civil War, the sound of battle arrived in Blacks & Whites on June 23, 1864 during an early action of the Wilson-Kautz Raid. After failing to take Petersburg by direct assault in mid-June 1864, General Ulysses S. Grant ordered Union cavalry under the command of General James Wilson and General August Kautz to destroy as much of the South Side Railroad as possible. This rail was a vital line of supply to Robert E. Lee's tattered Confederate army that stood in defense of Petersburg. Wilson's cavalry arrived at Blacks & Whites near mid-day on June 23, destroying the rails as they came. They halted at Blacks & Whites for close to two hours where they burned three warehouses that contained Confederate government- owned cotton and tobacco. While Wilson was in Blacks & Whites with his 3,000 men, Kautz had proceeded to Burkeville with 2,500 men to destroy the railroad junction of the South Side and Richmond-Danville railroads. After leaving Blacks & Whites, Wilson was temporarily sidetracked from his railroad destruction after purposely being given bad directions from a local citizen. Instead of taking a direct route to Nottoway Courthouse, Wilson left Blacks & Whites by way of Hungarytown Rd., and did not get back to the South Side Railroad until he arrived at Oak Grove Schoolhouse by the road that ran past the Hardaway plantation (present-day The Grove Rd). Shortly after reaching Oak Grove Schoolhouse, Wilson ran into a force of 1,500 Confederate cavalrymen under the command of William Henry Fitzhugh Lee, son of Robert E. Lee. The engagement that history books call the Battle of Nottoway Courthouse and that locals call the Battle of the Grove was underway. This battle lasted for close to nine hours with the advantage shifting back and forth under the rattle of carbine fire and the rumble of small artillery from both sides on this hot June day. Finally, the Federals retreated under the cover of darkness down Hungarytown Road. Although this battle is largely viewed as a stalemate, with between 60 to 100 casualties on each side, the Confederates were able to save the railroad between Oak Grove and Nottoway Courthouse from destruction.

Following the surrender of Robert E. Lee's Confederate army at Appomattox on April 9, 1865, Blacks & Whites, along with Nottoway County, encountered more Union soldiers than it did during four years of the Civil War. Grant's entire army of some 100,000 encamped around the Burkeville area for about three weeks following the surrender. After having 67 miles of track reset to fit Union trains from April 2 to April 9, Grant's army received its supplies over the South Side Railroad from City Point to Burkeville. Because of this, a whole division of Federals under General Parke was ordered to guard the South Side Railroad between Petersburg and Burkeville since Joseph Johnston's Confederate army was still active in North Carolina. In these camps, hundreds of Union soldiers guarded the tracks, and some were encamped inside the present-day corporate limits of Blackstone. There were many encounters between the blue-coated soldiers and the local citizenry during this period. Even some friendships developed and the wounds of war began a slow, but sure healing process. From these many encounters between the Federal soldiers and the local population, it could even be said that the re-unification of our nation was initiated right here in Blacks & Whites and Nottoway County. On April 15, 1865, both, northern soldiers and southern citizens received the news of Lincoln's

assassination, and with Lincoln's death, the hope of an easy reconciliation for the South perished. The Blacks & Whites community began to bear the burden of the yoke of Reconstruction, along with the rest of the South.

Following the Civil War, the community of Blacks & Whites endured much hardship. But with determination and with commerce that came with the recovering railroad, a gradual re-building of the local economy began. Former Confederate General William Mahone took the leadership of the South Side Railroad, and he combined this line with the Norfolk & Petersburg to put together what would eventually become important elements of the Norfolk & Western Railroad. Tobacco became the economic ticket to recovery, and the local community developed into a tobacco trading market. By 1875, the local leaders began looking for more dignified name for Blacks & Whites—it was now more than a crossroads of two taverns. The name was changed to Bellefonte on May 11, 1875, but this name was short-lived because the U. S. Post Office complained of confusion between Bellefonte PA and Bellefonte VA. On August 14, 1882, the name was changed back to Blacks & Whites, but still, this name did not please the local leadership. In 1886, during a meeting of the local citizens, Dr. Jethro M. Hurt suggested the name "Blackstone" in honor of the distinguished English jurist, Sir William Blackstone. At the time of the change, many locals called the town, "Blacks" as a shortened name for Blacks & Whites, so the new name of Blackstone was thought to be well suited, since it was more dignified, and yet it was still similar to the old town name.

In 1891, education came to the forefront in Blackstone, as a proposal came forward to establish a feeder school for the Methodist conference's proposed women's college in Lynchburg. Already by this time, the Presbyterian Church in Blackstone had initiated plans to establish Hoge Military Academy as a prep school for men to attend Hampden-Sydney College. George P. Adams was a driving force in establishing a Methodist women's educational facility in Blackstone. At this time, there was no public school system in Blackstone, so a void was filled with the establishment of these two institutions for men and women. In 1894, Blackstone Female Institute opened on six acres of real estate that was donated by the Blackstone Land & Development Co. George P. Adams lured a young Methodist minister named James Cannon, Jr. to head the new female school, and under his leadership, Blackstone Female Institute, by 1903, had become "the leading training school in Virginia" for women. In 1906 Andrew Carnegie gave Blackstone Female Institute \$17,500, and what became known as the Carnegie Building at the female school was built. In 1907, the first public high school opened on Oak St. in this town as Blackstone High School. In 1911, James Cannon resigned as principal of BFI to devote his efforts to the advent of what was to become Lake Junaluska and to devote more time to the cause of Prohibition. By 1920, Blackstone was a center for higher education with Blackstone Military Academy (formerly Hoge) and with what was now called Blackstone College for Girls, which now peaked with an enrollment of 467 students. Two destructive fires, the first on May 7, 1920, and the second on January 10, 1922, destroyed the original building and the Carnegie Building at Blackstone College. With two major fires in less than two years, inadequate insurance, and the lack of a financial reserve, the current complex at the corner of College Ave. and Fourth St. was not able to be fully completed for about six years. This delay cost Blackstone College its position of leadership in training teachers, and the school began a gradual decline in prominence and enrollment. After the 1942-43 session, Blackstone College closed because of the large troop concentration at Camp Pickett, and parents were reluctant to send their girls to Blackstone as a result of the large military garrison. The facility was used for war-time apartments for the remainder of World War II. The school opened again in the fall of 1945, but closed permanently in 1950 with the onset of the Korean War and the reactivation of Camp Pickett which came with that. From 1894 to 1950, Blackstone College educated some 7,500 students. It's interesting to note one student that sang in the 1941 May Day activities for the school. Her name was Bernice Frankel, but viewers of the TV series "Maude" and "Golden Girls" would know her by her stage name of Bea Arthur. Following a failed reactivation effort for the school in 1968, the property was transferred to the Methodist Church to be used as a permanent assembly center, which opened in 1977 as the Virginia United Methodist Assembly Center. VUMAC, as it became known, operated until May of 2016, after experiencing a gradual decline of attendance and a crippling fire, which destroyed the boiler house in February of 2016. At the time of this writing, a prospective developer is seeking to turn the former Blackstone College facility into a hotel operation.

The development of “downtown Blackstone” took place over a long period time. By the 1870’s, Broad St., was the main hub of commerce. Tobacco warehouses were spread to various locations around town, and the fall tobacco market always brought a buzz of activity to Blackstone during these times. In 1873, Citizens Bank was organized, which aided in Blackstone’s capital expansion. In the 1890’s Main St. became the mainstay of Blackstone’s business district as many of the metal-faced buildings that survive today were built. By the early 1900’s, Blackstone was a thriving town. The local volunteer fire department was formed in 1903. In the early 1900’s, Blackstone contained tobacco sales warehouses, furniture stores, hardware stores, two soft-drink bottlers, a newspaper, insurance agencies, jewelry stores, drug stores, clothing stores, banks, grocery stores, a Ford car dealership, a fertilizer plant, and freight and passenger train stations, just to mention a few.

The opening of Camp Pickett in 1942 literally turned Blackstone into a boom town overnight. This military base took in excess of 42,000 acres of privately-owned land in portions of Nottoway, Brunswick, and Dinwiddie counties, and a huge workforce converged on Blackstone for its construction. By the end of 1942, more than 1,400 buildings were completed on post, and at times, the military population exceeded 50,000 during World War II. Comedian “Red” Skelton was at Pickett during the war. Even German POW’s were confined there during this time. Any type of living space in Blackstone was at a premium during the wartime. Rooms were rented even by the day in private dwellings and in commercial buildings. Some even were housed in what had been chicken houses. After WWII, Camp Pickett closed as an active base, and Blackstone went through a “bust” time, but the Korean War resurrected Pickett in 1950. After the Korean War, Pickett was used as a military training facility. With the advent of Pickett, Blackstone had become the beneficiary of an excellent water and sewer system, along with an enlarged airport. Blackstone purchased water and sewer from Pickett until these facilities were transferred to Blackstone’s ownership in 1996. In 1974 Camp Pickett was given permanent status by the army, and the name was changed to Fort Pickett. In 1997 the army deactivated Fort Pickett, and operation of the post was turned over to the Virginia National Guard. Over the years, Pickett has been a major employer of the Blackstone-area workforce, and thousands of troops continue to train here. FASTC, a U. S. State Department security training facility, was completed at Fort Pickett in late 2019. At this facility, personnel are being trained to protect this country’s embassy facilities around the world.

Today, Blackstone boasts a very large historic district, and it includes several churches built over 100 years ago with very distinct architectural features. On Church St., you can find Crenshaw United Methodist Church, built in 1904 and Blackstone Presbyterian Church, built in 1901. On South Main St., St. Luke’s Episcopal Church was built in 1898, and Blackstone Baptist Church was built in 1907. On Brown St. is Shiloh Baptist Church, which was built in 1908. Blackstone’s historic district contains a 16-block area bordered by South Main St., Church St., College Ave., and Sixth St.; and it continues on Brunswick Ave. to Ninth St. This area includes over 100 houses built before 1940. Blackstone has also executed a major downtown renovation which accents unique metal-faced building facades built prior to 1910. Schwartz Tavern and the Robert Thomas Carriage Museum are both open at scheduled times for tours. Today, the Town of Blackstone stands ready, with its citizens and its business owners, to introduce you to a special edition of small-town hospitality.

This section was compiled and provided by Edwin Nash with sources including: *Old Homes and Families* by W.R. Turner, *The Wilson-Kautz Raid & The Battle for the Staunton River Bridge* by Greg Eanes, *The Final Bivouac* by Chris M. Calkins, and *Scholars for Blackstone* by David W. C. Bearr.

Goals, Objective, and Policies

The development of goals, objectives, and policies is necessary to produce a coordinated and consistent set of guidelines for future decision making. This plan details these items in future sections.

A goal is a long-term general statement that identifies the desired condition(s) to be reached. Often goals are expressed in abstract terms. Goals should represent what is thought to be desirable for the Town, not necessarily what past trends indicate will occur.

Objectives can be thought of as actions which are capable of being measured.

Policies are specific actions or tasks that identify what is necessary to accomplish an objective. Although policies will be the guidelines for the future, they may be changed as circumstances warrant. New policies can and should be added whenever the need becomes apparent.

For example:

(Section or area, ex. Land Use)

(Introduction and relevant data)

Goal: ex. Promote economic growth

Objective 1: ex. Create center for centralizing manufacturing

Policy 1: ex. Purchase land for the development of an industrial park

Policy 2: ex. Provide necessary infrastructure supporting development of the industrial park

This is the standard summarization of each section's goals, objectives, and policies of this plan. Further details and supporting documentation can be found in these sections as well.

Each section of this plan will include an introduction, data regarding each section, and a summary of the goals, objectives, and policies which the Town will strive to meet during the duration of the plan. When each goal is met or achieved it will be removed from the plan with each scheduled update.

Community Engagement

Public input and involvement are essential for comprehensive planning. They assist in the development and implementation of this plan. Town staff actively involve the community with each update. Public meetings are held in which community members and stakeholders may engage the planning commission and Town staff during the comp plan development process. Surveys are utilized to capture the needs and desires of the community which are then used to formulate the goals, objectives, and policies of each section.

During the 2020 update, public meetings were held on February 3rd, February 17th, March 2nd, and March 16th, 2020. These meeting focused on each section of the comp plan both old and new. It addressed updates to each section and the data supporting each:

- | | |
|-------------------------------------|-------------------------------------|
| 1. February 3 rd , 2020 | 3. March 2 nd , 2020 |
| • Land Use | • Transportation |
| • Population | • Community facilities and services |
| 2. February 17 th , 2020 | 4. March 16 th , 2020 |
| • Housing | • Parks and recreation |
| • Economy | • Tourism |
| | • Infrastructure |

Community surveys were distributed to those attending at each meeting. They were also made available outside the meetings as well.

Land Use

Introduction

For the purposes of this document, land development is defined as the transformation or alteration of landscapes in a manner that creates construction ready plots for uses such as housing, commercial, and industrial sites. For a community to grow and thrive it is paramount to facilitate responsible and efficient development of land. The Town actively pursues the development or redevelopment of land in a responsible and efficient manner within the boundaries of Blackstone. Uses of land are contingent upon an approval process which the Town Council implements with assistance and recommendations from the Planning Commission.

Zoning by definition is, “the act or process of partitioning a city, town, or borough into zones reserved for different purposes (such as residence or business)” (Merriam-Webster, 2019). By implementing zoning and restricting land uses, the Town manages uses of land where appropriate and restricts uses where not appropriate. The Town also encourages specific types of uses within areas known as districts or zones. These areas have been designated as land suitable for commercial and industrial development.

Blackstone Historic Business District

The Blackstone Historic Business District houses many of the historical buildings located along Main Street from the intersection of Tavern and North Main Street to the intersection of Church and South Main Street. This district is also included in the Blackstone Historic District. Many of the buildings located in this district house many of the local businesses in town, however some residential dwellings do exist. These buildings range in age and have housed many different types of businesses over the years from the late nineteenth century and early twentieth century to the present. Buildings in this district often reflect certain historical architecture from the time of construction and have been preserved over the years as such to accurately represent those past periods today. A current Historic Business District map can be found in the Supporting Documents section.

Blackstone Historic District

The Historic District houses a wide variety of buildings and encompasses a larger portion of Town than the Historic Business District. They include local businesses, historical sites and locations, and residential dwellings. These buildings range in age and have housed many different types of businesses and residents over the years from the late nineteenth century and early twentieth century to the present. Buildings in this district often reflect certain historical architecture and styles from the time of construction. Many have been preserved over the years to accurately represent those past periods. Unfortunately, some of these buildings and houses have been neglected to the point of restoration not being possible resulting in the loss of these buildings. These periods and styles include the Late Gothic Revival, the Queen Anne, and the Romanesque. A current Historic District map can be found in the Supporting Documents section. It has also been recognized and included in the National Register of Historic Places.

Main Street Blackstone

Main Street spans from the northernmost boundary of the Town to the southernmost boundary. Many of the historic buildings can be found along this street and many of the Town’s businesses as well. The street is also part of the Virginia Main Street program; a preservation-based economic and community development program that follows the Main

Street Approach by the National Main Street Center. More information on this program can be found at the Virginia Department of Housing and Community Development's website (www.dhcd.virginia.gov).

Zoning

The Town currently maintains ten (10) zoning districts:

- | | |
|-------------------------------|--|
| 1. R1-S, Residential/Suburban | 6. G-B, General Business |
| 2. R-1, Light Residential | 7. M-1, Light Manufacturing |
| 3. R-2, Medium Residential | 8. M-2, Heavy Manufacturing |
| 4. R-3, Heavy Residential | 9. POS, Public and Open Space |
| 5. R-B, Residential/Business | 10. S-B, Specialized Business District |

A current zoning map can be found in the Supporting Documents section. Each zone and its uses are governed by the Town zoning ordinance.

Enterprise Zones

Enterprise zones are districts located in Town that are designated as areas of land deemed appropriate for future commercial uses. Development of these land areas by prospective businesses is encouraged. Prospective businesses are afforded the potential receipt of certain incentives offered in the Town of Blackstone Business Incentive Plan provided certain conditions are met. The plan details criteria that businesses must meet in order to receive respective incentives for locating within the Town limits and within these zones. The Town currently maintains three (3) enterprise zones:

- Zone 1 spans from the Town boundary line beginning at North West Avenue to the Intersection of North West Avenue and Nottoway Avenue, Barco Road, and from the Intersection of Barco Road and North Main Street to the Town Boundary to the north
- Zone 2 spans from the intersection of Church and South Main Street to the intersection of Church and South Hardy Street
- Zone 3 spans from the intersection of 10th Street and South Main Street to the Town boundaries encompassing Route 40 and 46 to the south

Maps of each Enterprise Zone can be found in the Supporting Documents section.

Revitalization Zones

The Town is committed to reducing and eliminating blight wherever possible in Blackstone. Throughout the corporate limits, the Town has designated areas experiencing blight and neglect as revitalization zones. These zones are designed to distinguish certain areas needing improvements such as water and sewer, electric, or housing. These areas are then reviewed annually to determine project scale and requirements. The East End Neighborhood Improvement Project (East End) is one such area.

East End is a project designed to improve several public services and housing within the project area. A map of the area can be found in the Supporting Documents section. Currently, the Town has focused on replacing water and sewer lines, upgrading electric service delivery, and has improved or assisted in the rebuilding of several low-income homes in the area.

Goal 1: Land Use and Development

Encourage responsible and efficient use of land within the Town.

Objective 1: Efficient and affordable land development.

Policy 1: Promote land development uses that meet the residential needs of the Town.

Policy 2: Promote land development uses that meet the commercial needs of the Town.

Policy 3: Promote land development uses that meet the industrial needs of the Town.

Objective 2: Provide land use areas for orderly and efficient growth.

Policy 1: Develop a land use plan which maintains the integrity of those areas best suited for residential, commercial and industrial uses.

Policy 2: Ensure zoning regulations conform to the Town land use plan to prevent disorderly development.

Objective 3: Retain the single-family character of the Town while providing a variety of residential uses.

Policy 1: Promote single-family development in areas designated as low-density.

Policy 2: Encourage multi-family uses in areas designated as medium density especially those located in areas with access to major streets.

Policy 3: Buffer future residential areas and uses from commercial and industrial uses.

Objective 4: Maintain and promote a stable visually pleasing downtown image.

Policy 1: Promote new commercial investment and development in the Downtown area of Town.

Policy 2: Discourage commercial uses and development within residential areas.

Policy 3: Develop a Downtown and Historic Downtown improvement plan designed to address needs including, but not limited to additional parking, benches, and repairing buildings while also promoting the aesthetics of these areas.

Objective 5: Encourage maintaining existing properties in the Downtown area and entrances to the Town.

Policy 1: Paying special attention to the major access points leading into Town, improve welcome signage and landscaping located along the entrances to Town.

Objective 6: Encourage quality industries and businesses to locate within the Town

Policy 1: Relocate the Town Industrial Park to an area easily accessible and where utility serves can be offered and provided by the Town.

Policy 2: Require industries to minimize or eliminate any air, water, dust, odor or noise pollution.

Policy 3: Develop a long-range zoning and land acquisition plan designed to adjust the Town's boundaries where appropriate.

Objective 7: Preserve historical sites in the Town.

Policy 1: Identify sites worthy of historical preservation.

- Policy 2:** Request that historical sites deemed worthy of historical preservation be identified by and designated on the National Register for Historical Places.
- Policy 3:** Seek appropriate use of vacant buildings.

Population

Introduction

This section includes an analysis of the characteristics of the Town's population. This serves as an important basis for community planning as population trends affect land use, housing, community facilities, transportation, and other aspects of community development.

Population is vital to the stability, growth, and success of any community. Addressing the needs of a growing population and reducing the loss of population is paramount to the vision and mission of the Town. To ensure a strong, stable, and ever-growing economy, the Town must address the loss of population in recent years and develop a strategy to ensure the retention of the current population while also attracting new populations to settle within the Town.

This section will highlight and detail past population trends and demographics as well as the strategy for retaining and attracting population groups within the Town.

Past Trends

According to 2010 United States Census Report, the Town's population in 2010 was 3,621. Today's population stands at 3,396 (U.S. Census Bureau, 2019). Past predictions indicated an expected growth to exceed 4,000 by the year 2010. This was due to the relocation of the Virginia National Guard Headquarters to the Fort Pickett. However, that was not the case. While the Town population increased by 178 people between the year 1990 and 2000, it was a result from a 1992 boundary adjustment which increased the Town's land area from 2.52 square miles to 4.62 square miles. The Town's population has decreased by 54 people between 2000 and 2010 and has decreased 225 from 2010 to present.

	Past Population Trends				
	1970	1980	1990	2000	2010
Blackstone	3,412	3,624	3,497	3,675	3,621
Nottoway County	14,260	14,666	14,993	15,725	15,853
Virginia	4,651,448	5,346,279	6,187,358	7,078,515	8,001,024

Table I: Information gathered from the U.S. Census Bureau

Age and Sex Characteristics

Analyzing the population age of a community assists in the evaluation of the need for community facilities, commercial services, housing, and transportation.

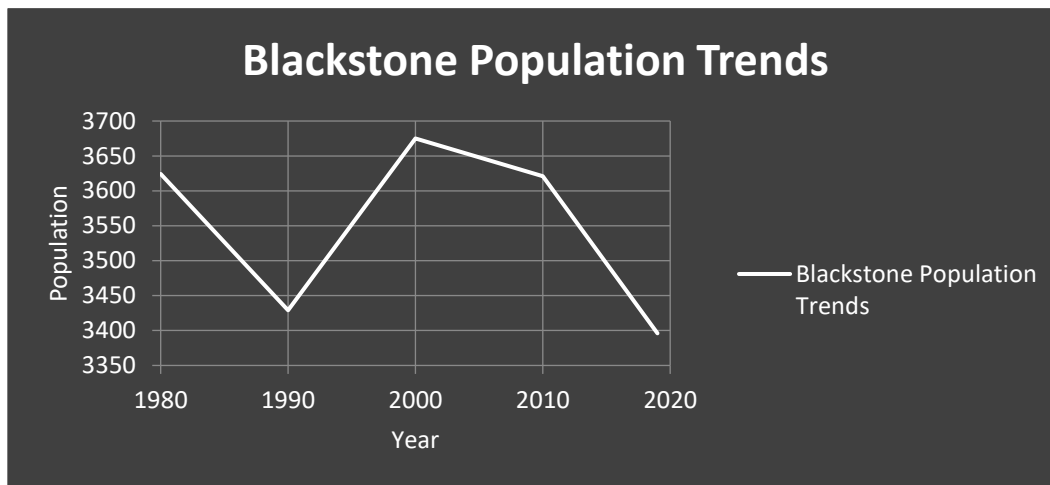
Between 2000 and 2010 a significant population change occurred in the age group of 65+ with a loss of 57 people. However, there was a gain in the population of 118 people in the age group of 45 to 64. This group represents the older established work force of the Town. There was a decrease of 73 people in the combined age groups of 35 to 39 and 40 to 44. While the middle-aged population decreased, there was a gain of 34 people in the age group of 20 to 24. Within this timeframe there was also a loss of 69 people in the age group of 10 to 19.

Age and Sex Characteristics								
Age	Year 2000				Year 2010			
	Male	Female	Total	Percent of Total	Male	Female	Total	Percent of Total
0 to 4	111	117	228	6%	122	124	246	7%
5 to 9	119	124	243	7%	128	114	242	7%
10 to 14	139	130	269	7%	114	110	224	6%
15 to 19	105	133	238	6%	107	107	214	6%
20 to 24	77	112	189	5%	124	99	223	6%
25 to 29	105	107	212	6%	111	101	212	6%
30 to 34	118	106	224	6%	81	119	200	6%
35 to 39	100	134	234	6%	95	100	195	5%
40 to 44	126	136	262	7%	117	111	228	6%
45 to 49	118	111	229	6%	111	138	249	7%
50 to 54	92	111	203	6%	104	135	239	7%
55 to 59	93	109	202	5%	106	112	218	6%
60 to 64	74	87	161	4%	100	107	207	6%
65+	273	508	781	21%	269	455	724	20%
Total	1650	2025	3675	100%	1689	1932	3621	100%

Table II: Information gathered from the U.S. Census Bureau

Age Distribution					
Age	1980	1990	2000	2010	Change 2000 to 2010
0 to 9	455	459	471	488	17
10 to 19	580	456	507	438	-69
20 to 34	700	629	625	635	10
35 to 44	335	409	496	423	-73
45 to 64	839	674	795	913	118
65+	715	802	781	724	-57

Table III: Information gathered from the U.S. Census Bureau



Racial Characteristics

Table IV shows the number and percent of white and non-white people living in the Town between 2000 and 2010. During this time period, the Town's non-white population increased by 145 persons, while the white population decreased by 199 people. As a result of these changes, the Town's 2010 population is 46.1% white and 53.9% non-white.

Racial Composition					
	2000		2010		
	Population	Percent of Population	Population	Percent of Population	2000 to 2010 Change
White	1869	51%	1670	46%	-199
Non-White	1806	49%	1951	54%	145
Total	3675	100%	3621	100%	-54

Table IV: Information gathered from the U.S. Census Bureau

Population Projections

It is projected that the population of the Town will increase in coming years due to the establishment of the Foreign Affairs Security Training Center which is located on the Fort Pickett base. The establishment of this center in the year 2019 has influenced the construction of several new housing projects and initiatives. These efforts make an increase in the population of the Town likely.

Goal 1: Encourage the expansion of a healthy and diverse Blackstone population

Objective 1: Retention of current Town residents.

Policy 1: Encourage current residents to continue to call Blackstone home.

Objective 2: New population expansion.

Policy 1: Promote Blackstone as a community for all.

Policy 2: Encourage individuals to make Blackstone their home.

Policy 3: Develop a community profile showcasing the Town as a good place to call home.

Policy 4: Develop a media program showcasing the Town as a good place to call home.

Housing

Introduction

Adequate, safe, and affordable housing is essential to the development, health, and safety of a community. It is an important element to promote as the Town moves forward in a progressive manner. This movement will assist in the advancement of the Town's vision and mission for growth of the Blackstone community in a manner that is both mindful of its past and driven to create a vibrant and encompassing future for all.

Housing in Blackstone is examined by type, quality, vacancy rate, and household characteristics such as race and family size. Public policies, such as local, state, and federal, affects the cost and location of housing as well. While the provision of housing units is largely the responsibility of the private sector, which includes builders, developers, realtors, bankers, and others, has always been a close interdependence between the public and private sector in meeting the housing needs of a community. An analysis of these such factors help provide a broader base for the future decisions.

All demographical data within this chapter was gathered from the 2010 United States Census Bureau

Housing Units

The U.S. Census Bureau defines a housing unit as a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall. Group quarters such as boarding houses, jails, dormitories, and hospitals are not counted as separate living quarters.

Housing Unit Information				
	1980	1990	2000	2010
Year-round housing units	1396	1457	1569	1698
Population in group quarters	198	231	234	159
Occupied housing units	1276	1328	1430	1450
White	802	788	787	708
Non-white	474	540	643	742
Owner occupied	902	846	883	736
White	571	519	407	423
Non-white	331	327	476	313
Renter occupied	372	482	547	714
White	231	269	326	285
Non-white	141	213	221	429
Vacant	120	129	151	248
For Sale or Rent	44	46	32	128
Not for sale or rent*	76	83	119	120

Table V: Information gathered from the U.S. Census Bureau

Table V shows that year-round housing units increased by 129 from 2000 to 2010, renters occupied 714 housing units, or 49.2% of the total occupied housing units. This was an increase from 547 renter-occupied housing units, or 38.3%, in 2000. In 2010, there were 248 vacant housing units, of which 127 were for sale or rent.

Structural Type

Single family homes are prominent throughout Southside Virginia and the Town of Blackstone is no exception. It is predicted that there will be an increased demand for multi-family units and manufactured homes.

Housing Units by Structural Type					
	1980	1990	2000	2010	Change 2000-2010
Total Units	1,396	1,457	1,569	1,698	129
Single- Family	1,178	1,096	1,229	1,334	105
Multi- Family	124	211	239	295	56
Mobile Homes	94	134	90	76	-14
Other	-	16	11	0	-11

Table VI: Information gathered from the U.S. Census Bureau

Between 2000 and 2010, 129 housing units were added in the Town of Blackstone (see Table VI). The Town experienced an increase of 105 single-family units between 2000 and 2010. There was an increase of an estimated 56 multi-family units between 2000 and 2010 and an estimated decrease of 14 mobile homes.

Household Characteristics

Persons who do not live in nursing homes, dormitories, hotels, jails or other group quarters are said to live in households. Households can be made up of one or more persons and can be further broken down into categories such as elderly households, low, and moderate-income households. The number of persons per households is a measure used in the projection of future housing needs. Table VII shows selected household characteristics for the Town of Blackstone.

Housing Unit Characteristics			
	1990	2000	2010
Total Occupied	1,328	1,430	1,450
Total Population	3,266	3,441	3,462
Persons Per Household (PPH)	2.5	2.4	2.4
1 Person Household	412	480	511
2 or More Person	916	950	939

Table VII: Information gathered from the U.S. Census Bureau

The number of households in Blackstone increased by 122 between the year 1990 and 2010. The average number of persons per household declined from 2.5 to 2.4 between the year 1990 and 2010. The number of one person households increased by 99 people from 1990 to 2010. The trend for families to have fewer children, combined with higher divorce rates and singles waiting longer to marry, have resulted in more households, but of smaller size. If this trend continues, there will be a need for additional, but smaller housing units in the Town of Blackstone.

The Town of Blackstone Governmental Policies

In 1992, the Town adopted its residential development which is regulated by Blackstone's Zoning Ordinance and its Subdivision Ordinance. The Town also adopted the Virginia Uniform Statewide Building Code which sets the standards for construction, alteration, addition, repair, removal, use, location, occupancy, and maintenance of all buildings. This code is administered by the County's building inspector.

State of Virginia Policies

The General Assembly established the Virginia Housing Study Commission (VHSC) in 1970. The Commission conducts continuing study of Virginia's housing situation. It holds three to six public hearings throughout the State each year to solicit citizen input into proposed legislation.

Federally Assisted Housing for Low- and Moderate-Income Households

Programs to finance single-family homes under the Veterans Administration (VA) programs and the Federal Housing Administration/Department of Housing and Urban Development are not addressed in this section since they mainly aid medium income families.

The Town of Blackstone has participated in several Community Development Block Grant Projects. The first, entitled Falls Street Project was completed in the late 1980's, rehabilitated 25 houses to benefit 50 low to moderate income persons. The second CDBG housing project, entitled Taylor's Bottom, was funded in 1997, with approximately 25 houses rehabilitated. The Irving Street Project benefitted 71 persons, some of which became first time homeowners, and rehabilitated 23 houses. The Castle Trailer Park Project was completed in 2010, which benefitted 16 low to moderate income persons and re-subdivided the area into 10 single family lots. The total cost of the project was projected at \$1,212,905.00. The Church Street Project helped benefit a total of 41 persons with 37 of them being LMI persons. The project improved 18 homes as well as installation of storm water pipe, and streetlights. The project was projected to cost \$931,429.00.

Goal 1: Encourage an adequate supply of good quality, affordable housing for all residents

Promote the maintenance and establishment of housing within the Town.

Objective 1: Maintain suitable housing and improve substandard housing.

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

Policy 2: Encourage the rehabilitation of deteriorated housing.

Policy 3: Require that abandoned or dilapidated housing be dismantled.

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

Policy 5: Encourage removal of unsafe and dilapidated structures.

Objective 2: Promote the provision of adequate housing for low income and elderly persons.

- Policy 1:** Work with local, state, and federal agencies to identify and obtain technical assistance and funding for housing activities.
- Policy 2:** Encourage developers to construct new housing units to replace those unfit for human habitation.
- Policy 3:** Restrict the encroachment of incompatible activities and uses or other blighting influences in residential neighborhoods.

Economy

Introduction

Promoting economic growth and a diverse economy is paramount to the success and sustainability of the community. The Town considers such promotion a priority. All forms of development impact growth, stability, and the success of a community. The Town will continue to promote and encourage economic growth and prosperity through the use of planning, policies, and procedures designed to achieve this objective.

The Town of Blackstone is well situated within Southside Virginia. The Town limits run parallel with U.S. 460 and is located less than fifteen (15) miles from U.S. 360 and less than thirty-three (33) miles from Interstate 85. Today, a number of businesses exist with the Town limits ranging from large corporations to a vast assortment of small businesses.

All demographical data within this chapter was gathered from the 2010 United States Census Bureau.



Economic History

Between the 1940's and mid 1950's, Blackstone's economic growth and success was credited primarily to the development of Camp Pickett presently known as Fort Pickett. In 1941, when the construction of Camp Pickett began, Blackstone was a small town with a population of 2,699. The Town's industry consisted of a weaving plant, several tobacco processing plants, and warehouses.

When the construction of Camp Pickett was completed in 1942, the Town of Blackstone experienced a tremendous amount of growth in both population and commerce. However, when the camp closed in 1946 the Town's population and commerce that once experienced a growth now suffered a significant decline. This trend continued with the re-opening and closing of the camp through the mid 1950's.

Since that time, the population of Blackstone has stabilized at just over 3,466 (U.S. Census Bureau, 2019) and the town has successfully developed an economy that has increasing fortified and is less dependent on Fort Pickett. Like many rural towns, Blackstone's economy once thrived off of tobacco production. Blackstone has proven to be very resilient over the years reinventing itself each time a shift in the local economy has occurred. After tobacco production decreased, the town transformed into a regional hub of manufacturing and small businesses. Today, Blackstone's Economic Development strategy relies heavily on diversification.

Although the local economy stands on its own merits, the fortunes of Fort Pickett continue to have a ripple effect on the local economy by heavily influencing consumer and investor confidence in the area. In 1995, fears were



raised that Fort Pickett would again be closed. Fear of a severely negative economic impact on Blackstone loomed. However, fear subsided as the post was realigned. The Virginia Army National Guard signed a 50-year lease with the U.S. Army to use the post for training Virginia units and other units from around the country. Large amounts of surplus land and structures which once belonged to the U.S. Army were given to Nottoway County to be used for economic development.

The end result of the realignment has proven beneficial to both military and civilian interests. Clearly, the proximity of Fort Pickett continues to have a positive impact on Blackstone's economy. Local businesses such as restaurants, retail stores and other service-oriented operations actively pursue customers from the neighboring area. Also, business and community leaders have cultivated a good working relationship with the Post Commander and those in the "enclave" area to provide goods and services when possible. As a result, Town officials will continue to support the expansion of the Virginia National Guard's role at the training facility as well as the county's development of "Pickett Park."



Future economic development in Blackstone is likely to see an upward spike with the establishment of the Foreign Affairs Security Training Center (FASTC) within Fort Pickett. Some say this may be the biggest single shot in the arm for the local economy since Fort Pickett first opened. Future developers should have renewed confidence to bring their enterprises to Blackstone based on its future prospects for growth.

Economic Demographics

The following economic demographics were gathered and reported by the United States Census Bureau in the year 2017:

Economic Demographics			
Median Household Income		Per Capita Income	
\$38,600.00	0.652%	\$19,912.00	0.022%
<i>2017 Value</i>	<i>1 Year Growth</i>	<i>2017 Value</i>	<i>1 Year Growth</i>
Households in Town have a median annual income of \$38,600. This is less than the national median annual income of \$60,336. The 2017 median income of \$38,600 grew by 0.652% as compared to the year 2016 (\$38,350).		Per capita income in Town in 2017 was \$19,483. This is less than the national per capita income of \$31,177. The 2017 per capita income of \$19,912 grew by 0.022% as compared to the year 2016 (\$19,483).	
Persons Below Poverty Line		Mean Travel Time to Work	
Total	16%	17.9 Minutes	
18 and Under	7%		
65 and Over	9%		
Employment by Occupation (Top 3)		Employment by Industry (Top 3)	
Sales	18.1%	Retail trade	20.3%
Transportation	14.5%	Manufacturing	13.6%
Office and administrative support	12.8%	Public Administration	10.6%

Table VIII: Information gathered from the U.S. Census Bureau

Goal 1: Economic Growth and Diversification

Encourage the development and maintenance of a strong, vibrant, and diversified local economy.

Objective 1: Establish a site ready Town of Blackstone industrial park.

- Policy 1:** Establish and maintain a Town of Blackstone Industrial Park using appropriate zoning and land use.
- Policy 2:** Establish adequate infrastructure for a Town of Blackstone Industrial Park within the town limits of Blackstone.
- Policy 3:** Promote the establishment of industrial and manufacturing business types within the industrial park boundaries.

Objective 2: Establish the Town as a State of Virginia Enterprise Zone.

- Policy 1:** Coordinate with the Virginia Department of Housing and Community Development to establish the Town of Blackstone as a State recognized enterprise zone.

Objective 3: Establish local enterprise zones.

- Policy 1:** Using proper zoning and land use, promote the establishment of enterprise zones within the town limits of Blackstone.
- Policy 2:** Promote the establishment of adequate infrastructure for enterprise zones within the town limits of Blackstone.

Objective 4: Continue to facilitate an atmosphere of collaboration between the Town and stakeholders.

- Policy 1:** Continue to collaborate with Downtown Blackstone Incorporated to attract and retain business within the Town limits.
- Policy 2:** Continue to collaborate with Blackstone Chamber of Commerce to attract and retain business within the Town limits.
- Policy 3:** Continue to collaborate with educational institutions to attract and retain business within the Town limits.
- Policy 4:** Promote collaborations with other stakeholders to attract and retain business within the Town limits.

Objective 5: Attract new business.

- Policy 1:** Develop a local incentive plan to attract the establishment of prospective businesses within the Town.
- Policy 2:** Develop a Town profile.
- Policy 3:** Develop a Town brochure highlighting what makes Blackstone unique and a good place to establish a business.
- Policy 4:** Encourage prospective businesses to locate within the Blackstone Industrial Park.
- Policy 5:** Encourage prospective businesses to locate within Enterprise Zones 1, 2, or 3.
- Policy 6:** Encourage prospective businesses to locate within the Blackstone Historic Business District.

Policy 7: Encourage prospective businesses to locate within the Blackstone Historic District.

Objective 6: Workforce development.

Policy 1: Collaborate with educational institutions in effort to develop workforce development programs designed to incorporate Town residents.

Policy 2: Continue to facilitate internship opportunities with Town government staff.

Goal 2: Private and Public Sector Employment

Encourage the creation of an economy that promotes job creation and retention.

Objective 7: Livable wage jobs.

Policy 1: Promote the retention of current businesses providing livable wage positions.

Policy 2: Promote the establishment of new businesses providing livable wage positions.

Policy 3: Continue to collaborate with Downtown Blackstone Incorporated to maintain and establish businesses providing livable wage positions.

Policy 4: Continue to collaborate with Blackstone Chamber of Commerce to maintain and establish businesses providing livable wage positions.

Policy 5: Continue to collaborate with educational institutions to maintain and establish businesses providing livable wage positions.

Policy 6: Promote collaborations with other stakeholders in effort to maintain and establish businesses providing livable wage positions.

Goal 3: Business Retention and Expansion

Encourage the retention and expansion of current businesses located in the Town.

Objective 1: Current business retention.

Policy 1: Maintain current infrastructure supporting current businesses within the town limits of Blackstone.

Policy 2: Promote the establishment of the latest industry standards when replacing existing infrastructure supporting current businesses within the town limits of Blackstone.

Policy 3: Establish strategies designed to retain current businesses.

Objective 2: Current business expansion.

Policy 1: Promote the establishment of future infrastructure supporting the expansion of current businesses.

Policy 2: Promote coordination with current businesses when expansion is planned.

Policy 3: Establish strategies designed to encourage expansion of current businesses.

Transportation

Introduction

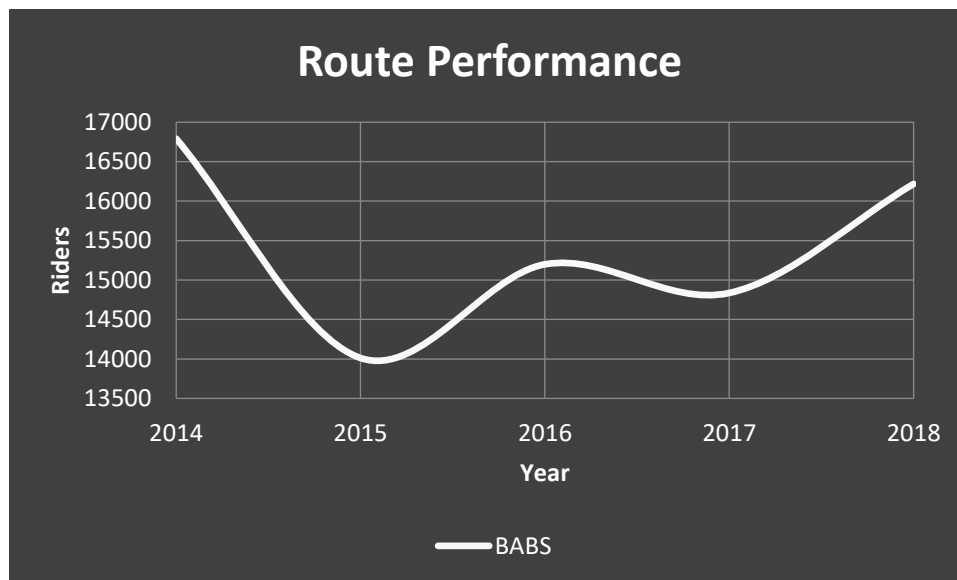
Providing adequate and efficient public transportation services in the Town is considered a priority. Public transportation is crucial for stimulating the development of the local economy, promoting healthy and social community lifestyles, and for increasing the quality of life of the community (APTA, 2018). It is estimated that for every \$1.00 that is invested in public transportation services, roughly \$4.00 is generated in the local economy.

Bus Service

The Town has tasked the provision and management of public bus transportation in and around the Town to the Blackstone Area Bus System (BABS) which began operations in 2003. Since then, BABS has grown significantly to meet the transportation needs of residents within the Town and surrounding localities. Services provided by BABS are fixed route demand responsive bus lines. Current routes include:

- Blackstone Line (BABS)
- Brunswick Express (BRS)
- Crewe-Burkeville Line (CB)
- Dinwiddie Express (DIN)
- Fort Pickett (FP)
- Piedmont Area Transit – Amelia and Prince Edward (PAT A)
- Piedmont Area Transit – Buckingham and Cumberland (PAT B)
- Town and County Express (TC)

Services are provided to the counties of Nottoway, Dinwiddie, Amelia, Cumberland, Buckingham, Prince Edward, Lunenburg, and Brunswick. Towns within these counties which receive service include Blackstone, Crewe, Burkeville, McKenney, Kenbridge, Victoria, and Alberta. These counties and towns provide funding support to BABS for their respective service frequencies. Passenger performance for the Town over the last five years can be seen below:



BABS is committed to providing safe, affordable, and reliable bus service to all residents of the current service area. Adequately maintaining and expanding current service frequency is at the forefront of BABS' operation. BABS also maintains a Transit Development Plan to address future needs and demands.

Airport Service

The Town currently maintains a municipal airport located on Route 40 just outside of the town limits. This airport is known as the Allen C. Perkinson Municipal Airport at Fort Pickett. The Town has made significant investments at this site and continues to plan for future projects aimed at expanding operations.

Since 1942, the airport has been owned and operated by both the Town and the Army. The Town owns a portion of land on which the hangars and administration buildings for the airport are located. The four thousand (4,000) foot hard service runway can accommodate most propeller driven aircraft under twelve thousand five hundred (12,500) pounds. The facility is eligible to receive funds for improvements from the Department of Aviation. The airport has an automated weather observing system (AWOS) that has been installed and commissioned at BKT and is a VAISALA AWOS III.

The weather station provides temperature, barometric pressure, altimeter setting, dew point, wind direction and speed, visibility, cloud ceiling height, sky conditions, and precipitation accumulation.

The new runway, Runway 1-22, is a five thousand three-hundred (300) foot long hard surface and allows jet aircraft up to five hundred and eighty-five thousand (585,000) pounds to operate from the airport. The presence of this runway at the airport gives the Town the most advanced airport facility in terms of runway capacity in the area. The airport is still used by the military in support of training operations at Fort Pickett.

The nearest commercial airline terminal is the Richmond International Airport located just east of the city of Richmond.

Goal 1: Bus Service

Objective 1: Public bus transportation.

Policy 1: Continue to provide safe, reliable, and affordable bus service within the Town limits.

Policy 2: Promote bus transit system expansion.

Goal 2: Airport Service

Objective 1: Airport services.

Policy 1: Continue to provide aviation services at the Allen C. Perkinson Municipal Airport at Fort Pickett.

Policy 2: Promote the expansion of aviation services at the Allen C. Perkinson Municipal Airport at Fort Pickett.

Goal 2: Alternative Modes of Transportation

Objective 1: Electric transportation.

Policy 1: Promote the incorporation of electric transportation vehicles in currently established public transportation services.

Policy 2: Promote the establishment of adequate infrastructure to support alternative forms of electric transportation.

Policy 3: Promote the establishment of infrastructure supporting personal electric vehicle charging.

Objective 2: Zero emission transportation.

Policy 1: Promote the incorporation of zero emission transportation vehicles in currently established public transportation services.

Policy 2: Promote the establishment of adequate infrastructure to support alternative forms of zero emission transportation.

Policy 3: Promote the establishment of infrastructure supporting personal alternative fuel vehicle refueling.

Objective 3: Mechanical transportation.

Policy 1: Promote the establishment of mechanical forms of transportation such as bicycles or scooters.

Goal 3: Safe, Reliable, and Efficient Public Transportation

Objective 1: Safe, Reliable, and Efficient Public Transportation.

Policy 1: Ensure all public transportation sources remain safe, reliable, and efficient.

Community Facilities and Services

Introduction

The Town of Blackstone maintains several facilities that serve the needs of the community. Each of these facilities contributes to the efficient and effective operations of public staff in their duties and responsibilities and help ensure that vital public services are delivered. The Town's vision and mission are further advanced using these facilities. These facilities range from public forum buildings such as Town Hall, public safety buildings such as the police and fire departments, and fleet maintenance buildings such as "the bus shop". Each of these buildings maintains a function for delivering public services to the Town in a cost effective and efficient manner.

Town of Blackstone Town Hall

Town Hall is located on West Elm Street in the heart of the Historic Business District. This building houses the administrative offices of the Town. These offices include the office of the town manager, town clerk, finance director, community development director, and the town treasurer. It also contains the Town Council Chambers where public meetings are held. Part of the building houses a Department of Motor Vehicles (DMV) Select Office. The DMV Select office can conduct many transactions while you wait, as an alternative to visiting a full-service DMV. The DMV Select transactions include vehicle titles and registration, license plates, permits and placards, transcript requests, and voter registration applications. Utility bills can be paid at this location and a drop off box can also be found here.

The Town Council meets regularly on the 3rd Monday of each month.



Town of Blackstone Police Department

The Blackstone Police Department is located on West Elm Street directly across from Town Hall. It houses the offices of the police chief, investigator, and several other officers and administrative staff to the department. This facility maintains a leisure area for on-duty officers, a briefing room, and a maintenance bay for minor repairs. At least two (2) police officers and one (1) member of the administrative staff are always on duty. The department maintains a fleet of police interceptors and cruisers along with equipment for each that are used for law enforcement purposes.

Apprehended individuals are transported to the Piedmont Regional Jail in Farmville Virginia for detention. The Town has an emergency three-digit number (9-1-1), which can be accessed by citizens 24 hours a day in the event of an emergency.



Town of Blackstone Volunteer Fire Department

The Town's Blackstone Volunteer Fire Department is located on Church Street and serves as the primary location for fire protection services in and around the Town. The department is composed of volunteer members including seven (7) Line Officers, one (1) Chief, one (1) Deputy Officer, one (1) Assistant Chief, two (2) Captains, and two (2) Lieutenants. The department is supported by a Junior Fire Department program and a Ladies Auxiliary. The Auxiliary's activities include setting up fundraising events and preparing food and drinks for members after a call. The Town owns and maintains the equipment, vehicles, and facility. The Town also provides funding for general operating expenses. The Blackstone Volunteer Fire Department is equipped with three (3) Engines, a one hundred and five (105) foot Ladder Truck, one (1) Heavy Rescue vehicle, one (1) Tanker truck, one (1) Brush Truck, three (3) Utility Vehicles, one (1) EMS/ALS Certified vehicle, and a 1935 Chevrolet truck.



A State training facility is located approximately 1/2 mile east on Route 40. The Blackstone Volunteer Fire Department operates a Regional Training Center that includes a maze, classroom, three (3) story Burn Building, and drafting site as well as other fire and rescue simulations. Their services include Fire, EMS First Responder, Haz-Mat, Search and Rescue, and Vehicle Extrication.

The Town of Blackstone has mutual assistance agreements with the Fire Departments in Fort Pickett, Crewe, Kenbridge, Alberta, Burkeville, South Hill, Amelia, and Dinwiddie.

The Department provides safety education programs for the general public and inspects residences, businesses, and industries for fire hazards.

Nottoway County Rescue Squad

The Nottoway County Rescue Squad (Squad) serves all of Nottoway County and provides ambulatory services to all residents. A location can be found in the Town of Blackstone and the Town of Crewe. The Squad maintains members including Emergency Medical Technicians (EMT), paramedics, card technicians, and enhanced technicians (formerly shock trauma technicians). The Squad has several ALS ambulances and other emergency vehicles. The Nottoway County Rescue Squad also responds to calls from neighboring counties when needed.

Rescue Squad service is provided twenty-four (24) hours a day and calls for assistance are received by the Nottoway Sheriff's Dispatcher. An enhanced 9-1-1 number is available County wide for those requiring emergency services. Patients are transported to hospitals in Farmville, Petersburg, Richmond, or South Hill.

Town of Blackstone Medical Facility

The Blackstone Family Practice Center, also known as the James S. Harris Medical Building, is located at 213 North Main Street. This center has three doctors on staff and is affiliated with Bon Secours Richmond Health System. Some of the services provided by the Blackstone Family Practice Center are:

- Annual physicals
- Senior care
- Chronic care for diseases
- Women's services
- X-ray services
- Minor surgery and lesion removal

- Sports and back-to-school physicals
- MyChart electronic medical record

Town of Blackstone Library

Blackstone's Branch Library is part of the Nottoway County Public Library System which serves Nottoway County and its Towns. The Library is housed in a thirty-one hundred (3,100) square foot facility located in a two (2) story brick building on 415 South Main Street. There is room for over six thousand (6,000) volumes of books and seats for over thirty (30) readers. The branch is staffed by one (1) full time and two (2) part time persons and is open approximately twenty-eight (28) hours per week.

Town of Blackstone Maintenance Facility

The Town currently maintains a facility designed to perform minor, intermediate, and major repairs to the Town's vehicle and equipment fleet. The facility is commonly referred to as "the bus shop" due to it being shared with the Blackstone Area Bus System and is located on BABS Lane. It contains the office of the transit director, administrative staff offices, maintenance crew offices, six (6) drive through bays, a drive through wash bay, storage facility, training room, kitchen, and breakroom. It was constructed in 2008 as a capital project and partnership between the Town, the

Commonwealth of Virginia, and the Federal Transportation Administration. The project was originally designed to be half the size and only house BABS and its bus fleet, however after negotiations and projects changes, the Town was able to secure an agreement to construct a new maintenance facility incorporated into this new transit facility. The original maintenance facility was located on Church Street and originally housed the Town's generator plant. That property has since been sold.



Town of Blackstone Waste Water and Water Treatment Plant

The Town of Blackstone owns and operates a water treatment plant. These facilities are located on site at Fort Pickett (Post). Through an agreement with the Post, the Town of Blackstone assumes ownership and responsibility of both sites. Water comes from the three hundred and sixty-five (365) acre Fort Pickett reservoir and provides the Town, Fort Pickett, and several adjacent areas with a daily average of six hundred thousand (600,000) to eight hundred thousand (800,000) gallons of high-quality water a day. The Town can produce three million four hundred thousand (3.4 million) gallons per day. The storage tanks are located on the corners of Church Street and College Avenue and North West Avenue and BABS Lane. There are roughly sixteen hundred (1,600) water customers and approximately forty-six (46) of them are located on Post. There is also an additional meter for the majority of Pickett.

The Town of Blackstone owns and operates a waste water treatment plant that is located on Post. The plant has a capacity of two (2) million gallons per day and is designed to serve an equivalent of twenty thousand (20,000) people and is equipped to provide primary and secondary treatment with chlorination. Currently, the Town uses about five hundred (500) to six hundred (600) thousand gallons a day. The effluent is discharged into Hurricane Creek. All residents within the corporate limits of the Town of Blackstone are accessible to the sewage system.

To improve the quality of the water and cut down the use of chemicals in treating the water, an Aeration System was added to the Fort Pickett Reservoir.

To allow the ditches to properly drain, the Town cleans the storm water basins. Most of the basins are known as earth ditches. Most of the basins have been enlarged to accommodate drainage but has reduced the amount of natural foliage causing greater run-off of water during rains and the basins to overflow. These enlargements have occurred on South Main Street, Luke Street, Oak Street, and West Entrance Road.

Educational Facilities

Public education for Blackstone residents is provided by the Nottoway County Public School System. In 1980 and 1981, Nottoway County upgraded its public-school buildings by remodeling some of the existing schools and constructing two new schools for the needs projected into the 2000s. In 1996, the County constructed a new High school as well as renovating and making additions to the Blackstone Primary and Burkeville Intermediate School. Students who live in Blackstone attend Blackstone Primary School, located on East Street. Beyond grade four, students attend Nottoway Intermediate School, Nottoway Middle School, and Nottoway High School, all of which are located approximately five miles west of Town.

Kenston Forest School opened in 1966 with an enrollment of 175 students. The building was constructed with only eight (8) classrooms, a library, and administrative offices. By 1972, Kenston had grown to three hundred and twenty-five (325) students as well as a need for expansion to consist of more classrooms, gymnasium, offices, kitchen area, and many more facilities. Now Kenston Forest School, is an accredited private Pre-K-12 school, and is located on what is formerly known as Holden's Orchard near the southern Town limits. The school serves up to ten counties and enrolls nearly four hundred (400) students.

Nottoway County Public Schools are a Fully Accredited School by the Virginia Department of Education. The Nottoway County Public Schools have a Parent Portal, which allows parents and authorized guardians to access and view attendance, grades, and other information related to their kids within the school system. Nottoway Public Schools are joined with Amelia County in providing their students an Amelia Nottoway Technical Center (ANTC) that allows students to advance their educational opportunities. The ANTC offers classes such as Auto Body, Computer Repair, Nurse Aide, and various other courses.

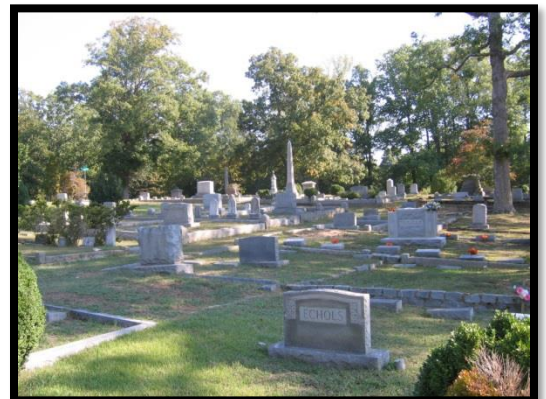
In 2008 the Blackstone Primary School became equipped with a generator that provided emergency power to the gym, cafeteria, restrooms, and the connecting hallways.

Lakeview Cemetery

The Lakeview Cemetery Association, Inc. was chartered as a corporation in 1891 and operated Lakeview Cemetery as a private cemetery until February 4, 1930, when it was purchased by the Town of Blackstone because of the efforts of certain women's organizations that wanted it taken over by the town and properly maintained.

The Town has purchased additional land and still maintains the grounds.

Lakeview Cemetery records are handled at Town Hall. Please call 434-292-7251 during normal business hours for any questions or concerns.



The Town Council has adopted a new Cemetery Policy beginning January 28th, 2019. Information can be found under the Rules and Regulations tab.

Goal 1: Efficient and Effective Community Facilities and Services

Objective 1: Create a Town of Blackstone Human Resources Department.

Policy 1: Secure funding.

Objective 2: Maintenance of current community facilities.

Policy 1: Continue to provide maintenance services to Town Hall.

Policy 2: Promote updates and upgrades to Town Hall designed to increase the efficiency and effectiveness of the building.

Policy 3: Continue to provide maintenance services to “the bus shop”.

Policy 4: Promote updates and upgrades to “the bus shop” designed to increase the efficiency and effectiveness of the building.

Policy 5: Continue to provide maintenance services to the Town’s Waste Water facility.

Policy 6: Promote updates and upgrades to the Town’s Waste Water facility designed to increase the efficiency and effectiveness of the building.

Policy 7: Continue to provide maintenance services to the Town’s Water Treatment Plant.

Policy 8: Promote updates and upgrades to the Town’s Water Treatment Plant designed to increase the efficiency and effectiveness of the building.

Objective 3: Maintenance of current public safety facilities and services in the Town.

Policy 1: Continue to support and maintain the Town’s public safety buildings.

Policy 2: Continue to provide maintenance services to the Blackstone Police Department’s patrol vehicles, equipment, and facility.

Policy 3: Promote updates and upgrades to the Blackstone Police Department designed to increase the efficiency and effectiveness of the building.

Policy 4: Continue to provide maintenance services to the Blackstone Volunteer Fire Department’s vehicles, equipment, and facility.

Policy 5: Promote updates and upgrades to the Blackstone Volunteer Fire Department designed to increase the efficiency and effectiveness of the building.

Policy 6: Continue to provide adequate full-time police protection services.

Policy 7: Continue to support full time fire protection services.

Objective 4: Providing adequate administrative services.

Policy 1: Continue to foster an atmosphere of administrative transparency for community members.

Policy 2: Continue to provide top notch administrative support to the community.

Objective 5: Providing adequate fleet maintenance services.

- Policy 1:** Continue to provide adequate and regular maintenance services to all town vehicles and equipment.
- Policy 2:** Maintain an adequate number of vehicles for all departments of town services.
- Policy 3:** Establish a vehicle and equipment replacement plan.

Objective 6: Promoting opportunities to expand on existing community facilities.

- Policy 1:** Promote the expansion of library services within the Town.
- Policy 2:** Promote the expansion of services provided by the Blackstone Medical Center.
- Policy 3:** Promote the expansion of the Blackstone Medical Center to incorporate 24-hour services.

Objective 7: Promoting opportunities to create new community facilities.

- Policy 1:** Engage community stakeholders in order to determine if additional community facilities are needed.

Objective 8: Create a Town of Blackstone Community Center accessible to all citizens.

- Policy 1:** Determine a suitable location for the center.
- Policy 2:** Secure funding.

Objective 9: Promoting opportunities to create new community services.

- Policy 1:** Engage community stakeholders in order to determine if additional community services are needed.
- Policy 2:** Establish an adequate recycling program within the Town.

Parks and Recreation

Introduction

The Town considers parks and recreation to be an essential aspect of the health and wellness of the community and an essential tool in the preservation and conservation of natural resources. These services and functions benefit all residents of the Town encompassing all ages and conditions by providing access to green spaces, leisure activities, and physical development. In order to promote the health and wellness of the community, the Town currently maintains several parks and recreation facilities.

Seay Park

Seay Park is a public green space located on Main Street in the heart of the Blackstone Historic District. The park contains a walking trail, open space, picnic tables, sitting benches, the Town's mini village, and its signature Gazebo. An assortment of greenery can be found along with various types of flowering plants planted each spring that act as an essential part of the Town's wildlife sanctuary. The park gives access to events and activities such as picnics, concerts, and backyard sports. In addition to this, the park is also the center of the Christmas holiday with the hosting of the Grand Illumination event which is held and sponsored annually by the Town. The Town will maintain this space as a natural and historical resource.

Wrigglesworth Sports Complex

The Wrigglesworth Sports Complex is a recreation site located on South Harris Street across from the Blackstone Primary School. It contains a walking trail, four (4) baseball diamonds, a concession stand, a volleyball court, and a basketball court. The complex hosts many local sports events and offers many types of activity uses to the community. Adjacent to the complex is a large open green space as well.

Blackstone Town Square

The Blackstone Town Square is located on Main Street in the heart of the Historic Business District. It is a public green space and forum designed for public use and access. It contains a picnic area, antique lighting, and stage. The square is maintained and administered by the Town.

Goal 1: Maintain and Expand Current P&R Activities

Objective 1: Maintain current parks and recreation locations.

Policy 1: Maintain Wrigglesworth Sports Complex.

Policy 2: Maintain Seay Park.

Policy 3: Maintain Blackstone Town Square.

Objective 2: Expand current parks and recreation locations.

Policy 1: Expand Wrigglesworth Sports Complex to include additional recreation activities and sports.

Goal 2: Create New P&R Activities and Programs

Objective 1: Create a Town of Blackstone Parks and Recreation department.

Policy 1: Secure funding.

Objective 2: Create a Town of Blackstone Parks and Recreation brochure highlighting current and future locations, activities, and programs.

Objective 3: Establish new parks and recreation programs and activities within Blackstone.

Policy 1: Create outdoor youth programs including archery, biking, and camping.

Policy 2: Create aquatics programs and activities.

Policy 3: Create arts and special interest programs and activities.

Policy 4: Coordinating with the Nottoway County School System, create before and after school programs.

Policy 5: Coordinate with fitness and aerobics providers in Town to design new programs aimed at improving the health and wellness of all citizens.

Objective 4: Establish a nature park.

Policy 1: Determine the best location for this park.

Policy 2: Secure funding.

Policy 3: Create nature programs designed to incorporate all citizens.

Objective 5: Establish a walking trail.

Policy 1: Determine the best location for this trail.

Policy 2: Secure funding.

Policy 3: Ensure this trail is accessible to all citizens.

Objective 6: Establish a biking trail.

Policy 1: Determine the best location for this trail.

Policy 2: Secure funding.

Policy 3: Ensure this trail is accessible to all citizens.

Policy 4: Connect this trail to the High Bridge State Park biking/walking trail.

Objective 7: Establish a dog park.

Policy 1: Determine the best location for this park.

Policy 2: Secure funding.

Policy 3: Ensure this park is accessible to all citizens.

Objective 8: Coordinate with community parks and recreation associations and organizations.

Policy 1: Coordinate with the Nottoway County Public School system to establish parks and recreation activities and programs for adolescents in Blackstone.

Tourism

Introduction

Many rural communities rely heavily on tourism as a driving factor for bringing individuals within their boundaries. Within Southside Virginia, many of the communities located there have rich and vibrant history, unique and exclusive attractions, and facilities showcasing their past. Each of these elements create an atmosphere that resonates what makes each community unique and worth experiencing. The Town of Blackstone is one such community.

The Town has many celebrations and memories contributing to telling the story of its past and displaying its present. Its history dates to before the Revolutionary War, it includes involvement in the American Civil War, it was instrumental in the United States preparations for and involvement in World War II, and the Town currently maintains facilities exemplifying such history. Any who visit the Town can bear witness to the past that has molded the community and influenced the development of Blackstone.

Schwartz Tavern

Known as Blackstone's oldest building, the tavern is located on the corner of Tavern Street and North High Street. The building serves as a museum showcasing the time period in which the tavern was built (1798). There are many period pieces located inside the facility and the facility itself is maintained as period specific as well. The history of Blackstone was greatly influenced by the construction and establishment of this building.

The Tavern officially opened in 1798 with John Schwartz as the owner. Schwartz obtained a license to operate the tavern shortly before. Tavern contains a ballroom, dwelling house, and living space. A separate tavern also existed nearby and was owned by Francis White. It is because of these two taverns that Blackstone was originally known as the village of Blacks and Whites; Schwartz means Black in German.

After the death of John Schwartz's, the tavern continued to be operated by the Schwartz family. Over the course of history, the tavern grew to include the tavern house, dwelling house, a kitchen, living quarters, a stable, a carriage house, a blacksmith shop, a wheelwright's shop, an ice house, a doctor's office, and more than 130 acres. Some years later, the tavern became a private residence. Gilliam Anderson called the tavern home until his death in 1948. In 1974, the heirs of the Anderson family donated the tavern to the Town of Blackstone to ensure its preservation. (VMSC, 2019)

The Town currently owns and maintains the property. There are several improvements planned for the site including a new paved handicapped accessible parking lot and a blacksmith's shop. The facility is opened to the public regularly throughout the year



Robert Thomas Carriage Museum

The Robert Thomas Carriage Museum is located on the corner of Dinwiddie Avenue and North High Street adjacent to Schwartz Tavern. The facility houses several antique carriages which remain on display. It is open to the public and houses the offices of Downtown Blackstone Incorporated. The carriages were donated to the Town by the Thomas

family and include pleasure vehicles, a hearse, a sleigh, surreys, wagons, and various buggies. They are all displayed in a carriage house style setting. The facility is owned and maintained by the Town.

Main Street Blackstone

Main Street stands as a major facilitator for many of the unique brick and mortar businesses that attract tourists. These buildings house an assortment of exclusive businesses and shops that can only be found in Blackstone. They include antique shops, restaurants, banks, jewelry stores, beauty salons, furniture stores, professional offices, boutiques, and fitness facilities. Almost all these outlets are stand-alone small businesses offering a variety goods and services. Blackstone sees thousands of visitors a year due to its historic Main Street.



The street is also part of the Virginia Main Street program; a preservation-based economic and community development program that follows the Main Street Approach by the National Main Street Center. More information on this program can be found at the Virginia Department of Housing and Community Development's website (www.dhcd.virginia.gov).

Blackstone College for Girls

In 1891, education came to the forefront in Blackstone, as a proposal came forward to establish a feeder school for the Methodist conference's proposed women's college in Lynchburg. Already by this time, the Presbyterian Church in Blackstone had initiated plans to establish Hoge Military Academy as a prep school for men to attend Hampden-Sydney College. George P. Adams was a driving force in establishing a Methodist women's educational facility in Blackstone.

At this time, there was a public-school system in Blackstone, so a void was filled with the establishment of these two institutions for men and women. In 1894, Blackstone Female Institute (BMI) opened on six acres of real estate that was donated by the Blackstone Land & Development Co. George P. Adams lured a young Methodist minister named James Cannon, Jr. to head the new female school, and under his leadership, Blackstone Female Institute, by 1903 had become "the leading training school in Virginia" for women.

In 1906 Andrew Carnegie gave BMI \$17,500 and what became known as the Carnegie Building at the female school was built as a result. In 1907, the first public high school opened on Oak Street and was known as the Blackstone High

School. In 1911, James Cannon resigned as principal of BFI to devote his efforts to the advent of what was to become Lake Junaluska and to devote more time to the cause of Prohibition. By 1920, Blackstone was a center for higher education with Blackstone Military Academy (formerly Hoge) and with what was now called Blackstone College for Girls, which now peaked with an enrollment of 467 students.

Two destructive fires, the first on May 7, 1920, and the second on January 10, 1922, destroyed the original building and the Carnegie Building at Blackstone College.



With two major fires in less than two years, inadequate insurance, and the lack of a financial reserve, the current complex at the corner of College Avenue and Fourth Street was not able to be fully completed for about six years. This delay cost Blackstone College its position of leadership in training teachers, and the school began a gradual decline in prominence and enrollment.

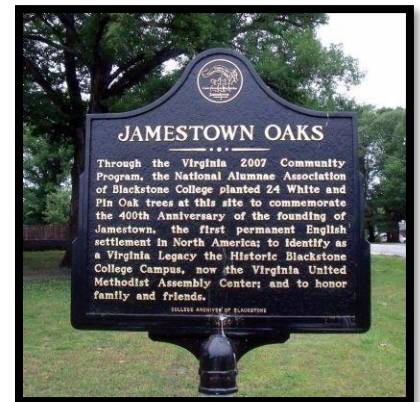
After the 1942-43 session, Blackstone College closed because of the large troop concentration at Camp Pickett. Parents were reluctant to send their girls to Blackstone as a result of the large military garrison. The facility was used for wartime apartments for the remainder of World War II.

The school opened again in the fall of 1945 but closed permanently in 1950 with the onset of the Korean War and the reactivation of Camp Pickett which came with that. From 1894 to 1950, Blackstone College educated some 7,500 students. It's interesting to note one student that sang in the 1941 May Day activities for the school. Her name was Bernice Frankel, but viewers of the TV series "Maude" and "Golden Girls" would know her by her stage name of Bea Arthur. Following a failed reactivation effort for the school in 1968, the property was transferred to the Methodist Church to be used as a permanent assembly center, which opened in 1977 as the Virginia United Methodist Assembly Center. Recently renamed as the Blackstone Conference & Retreat Center, the facility is still active today, and on its 86 acres, it brings many visitors to Blackstone each year.

The facility is no longer in service or use. The history of this building attracts many individuals to the site.

Jamestown Oaks

Through the Virginia 2007 Community Program the National Alumnae Association of Blackstone College planted 24 White and Pin Oak trees at this site to commemorate the 400th Anniversary of the founding of Jamestown, the first permanent English settlement in North America; to identify as a Virginia Legacy the Historic Blackstone College Campus, now the Virginia United Methodist Assembly Center; and to honor family and friends (HMdb, 2016).



Fort Pickett

The opening of Camp Pickett in 1942 literally turned Blackstone into a boom town overnight. This military base took in excess of 42,000 acres of privately owned land in portions of Nottoway, Brunswick, and Dinwiddie County. A huge workforce converged on Blackstone for its construction. By the end of 1942, more than 1,400 buildings were completed on post, and at times, the military population exceeded 50,000 during World War II.



Comedian "Red" Skelton was at Pickett during the war. Even German POW's were confined there during this time. Any type of living space in Blackstone was at a premium during the wartime. Rooms were rented even by the day in private dwellings and in commercial buildings. Some even were housed in what had been chicken houses. After WWII, Camp Pickett closed as an active base, and Blackstone went through a "bust" time, but the Korean War resurrected Pickett in 1950.

After the Korean War, Pickett was used as a military training facility. With the advent of Pickett, Blackstone had become the beneficiary of an excellent water and sewer system, along with an enlarged airport.

Blackstone purchased water and sewer from Pickett until these facilities were transferred to Blackstone's ownership in 1996. In 1974 Camp Pickett was given permanent status by the army, and the name was changed to Fort Pickett. In 1997 the army deactivated Fort Pickett, and operation of the post was turned over to the Virginia National Guard. Over the years, Pickett has been a major employer of the Blackstone area workforce, and thousands of troops continue to train here.

Pickett has continued to grow with the establishment of the Foreign Affairs Security Training Center (FASTC). The success of Pickett has contributed greatly to the number of visitors Blackstone sees annually.

Goal 1: Current tourism activities

Objective 1: Promote current tourism activities.

Policy 1: Continue to maintain Schwartz Tavern.

Policy 2: Establish operating hours for Schwartz Tavern.

Policy 3: Secure funding for site attendants for Schwartz Tavern.

Policy 4: Establish site attendants for Schwartz Tavern.

Policy 5: Continue to maintain the Robert Thomas Carriage Museum.

Policy 6: Establish operating hours the Robert Thomas Carriage Museum.

Policy 7: Secure funding for site attendants for the Robert Thomas Carriage Museum.

Policy 8: Establish site attendants for the Robert Thomas Carriage Museum.

Goal 2: New tourism activities

Objective 1: Create a Town of Blackstone Tourism Department.

Policy 1: Secure funding.

Objective 2: Establish a natural and historical site tour.

Policy 1: Promote the natural and historical resources in Blackstone.

Policy 2: Create a brochure highlighting the natural and historical resources located in Blackstone.

Policy 3: Create a tour showcasing all of the natural and historical resources located in Blackstone.

Infrastructure

Introduction

Good quality infrastructure is vital to every community. Without it, public services would be nearly impossible to deliver efficiently. The Town considers the proper maintenance and installation of infrastructure a priority. Public services such as roads, water lines, sewer lines, and electric lines are all held to a common replacement schedule. Each type receives regular maintenance by Town staff and replacement as required by respective schedules or when the need for immediate replacement arises.

Roadways

Within the corporate limits of Blackstone the Town is responsible for maintaining all roadways. The Town currently maintains a roadway replacement plan coordinated with the Virginia Department of Transportation (VDOT) who assists the Town with projects preparations and funding. The plan details the entire road system of Blackstone including locations, conditions, and scheduled replacement dates. The town manager with, assistance from the public works director, plans annually the improvement or replacement of roadway sections throughout Blackstone. Current roadway replacement schedules and projects can be found in the Town of Blackstone 2020 Transportation Plan.

Water System

The Town maintains a water system which gathers water, treats this water, and the delivers the treated water to residents in and around Blackstone for consumption. This facility is located on post at Fort Pickett. This facility was previously owned and operated by the United States Federal Government. However, ownership has since been passed to the Town.

A system of water lines exists in and around the Town that ranges in size, quantity delivered, and age. The Town actively plans the replacement of these water lines as useful life benchmarks are met each year. A series of pump stations are strategically spread throughout and around the Town designed to ensure adequate flow and pressure to consumers. Several water towers can also be found throughout Blackstone that also assists in this delivery. All these systems and units are owned, operated, and maintained by the Town. A current water system map can be found in the Supporting Documents section.

Sewer System

The Town maintains a sewer system which delivers impure water to facilities designed to treat and release this water. This system includes storm water and waste water. The processing facility is located on post at Fort Pickett. This facility was previously owned and operated by the United States Federal Government. However, ownership has since been passed to the Town.

A system of sewer lines exists in and around the Town that ranges in size, capacity, and age. The Town actively plans the replacement of these sewer lines as useful life benchmarks are met each year. A series of pump stations are strategically spread throughout and around the Town designed to ensure adequate flow and delivery to the processing facility. Much of the system is operated using gravity until it reaches a pump station. All these systems and units are owned, operated, and maintained by the Town. A current sewer system map can be found in the Supporting Documents section.

Electric System

The Town maintains an electric system which delivers electricity in and around Blackstone. This service provides electricity to residential, commercial, and industrial sites throughout Town. While the Town does not generate its own electricity, it is generated and delivered by Dominion Energy. The Town's system contains both over and underground lines. These lines are part of a replacement plan designed to remove lines that have met the useful life benchmark.

Goal 1: Efficient and effective infrastructure

Objective 1: Service delivery.

Policy 1: Continue to provide efficient and effective water services.

Policy 2: Continue to provide efficient and effective sewer services.

Policy 3: Continue to provide efficient and effective electric services.

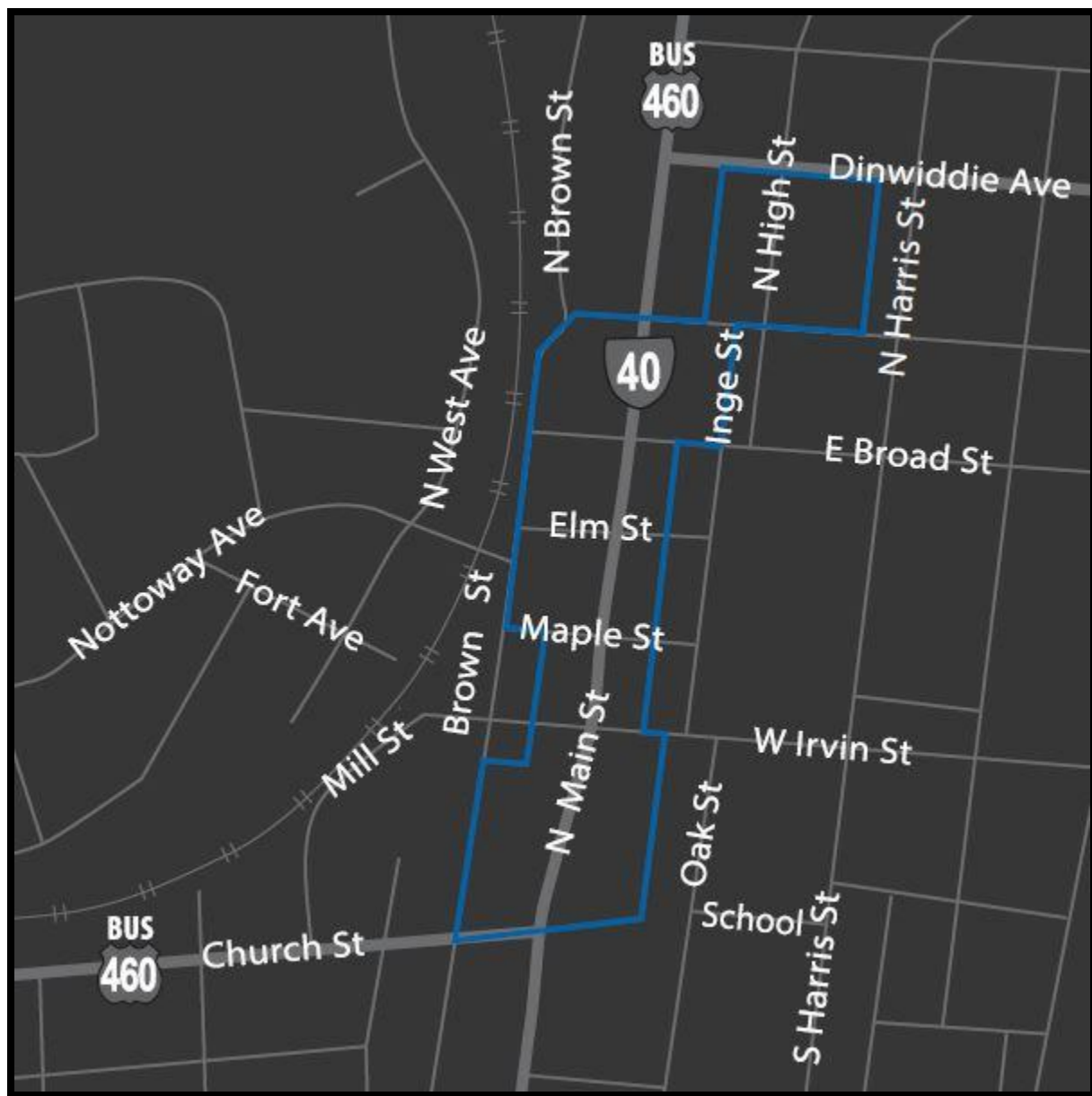
Policy 4: Replace all public service infrastructures upon conclusion of useful life benchmarks.

Supporting Documents

Included in this section are documents, charts, and maps supporting the content of this plan.

- The current Blackstone Area Bus System Transit Development Plan may be requested at:
 - 101 BABS Lane, Blackstone VA, 23824
 - Email: info@blackstonebus.com
- The current Town of Blackstone Transportation Plan may be requested at:
 - 100 West Elm Street, Blackstone VA, 23824
 - Email: info@townofblackstoneva.com
- The current Town of Blackstone Capital Improvement Plan may be requested at:
 - 100 West Elm Street, Blackstone VA, 23824
 - Email: info@townofblackstoneva.com

Historic Business District Map



Historic District Map



Enterprise Zones

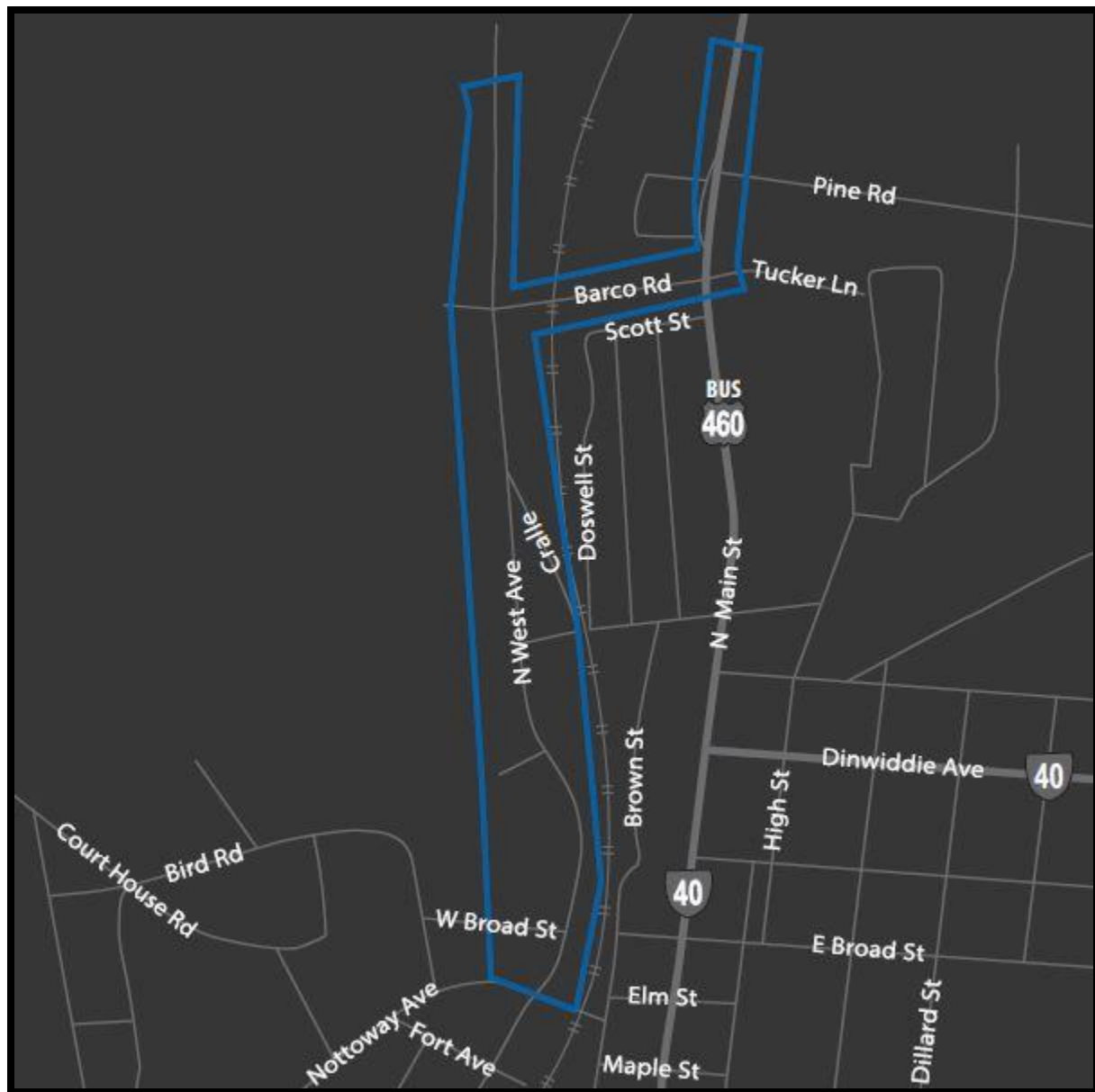


Figure 1: Enterprise Zone 1



Figure 2: Enterprise Zone 2

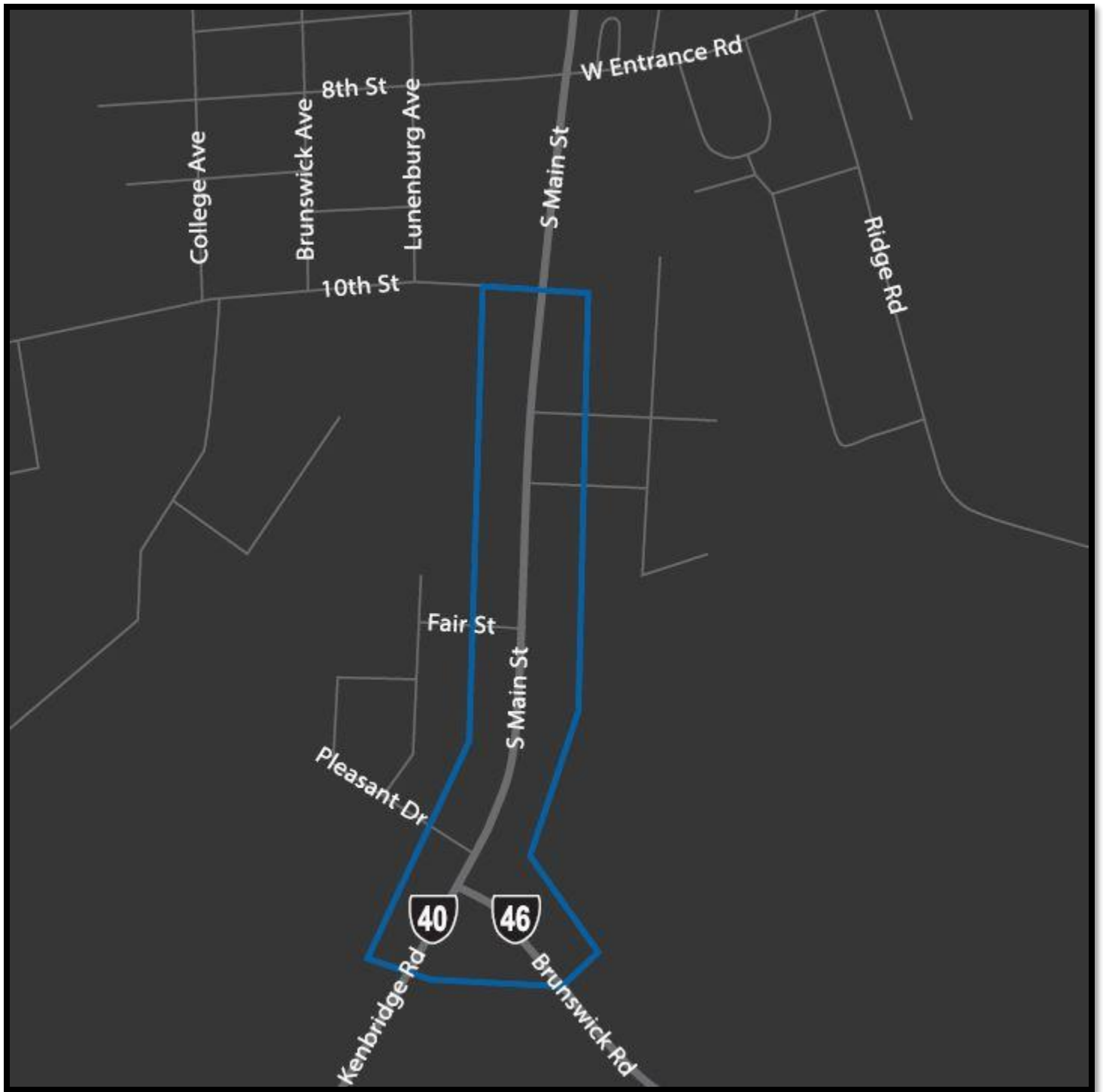
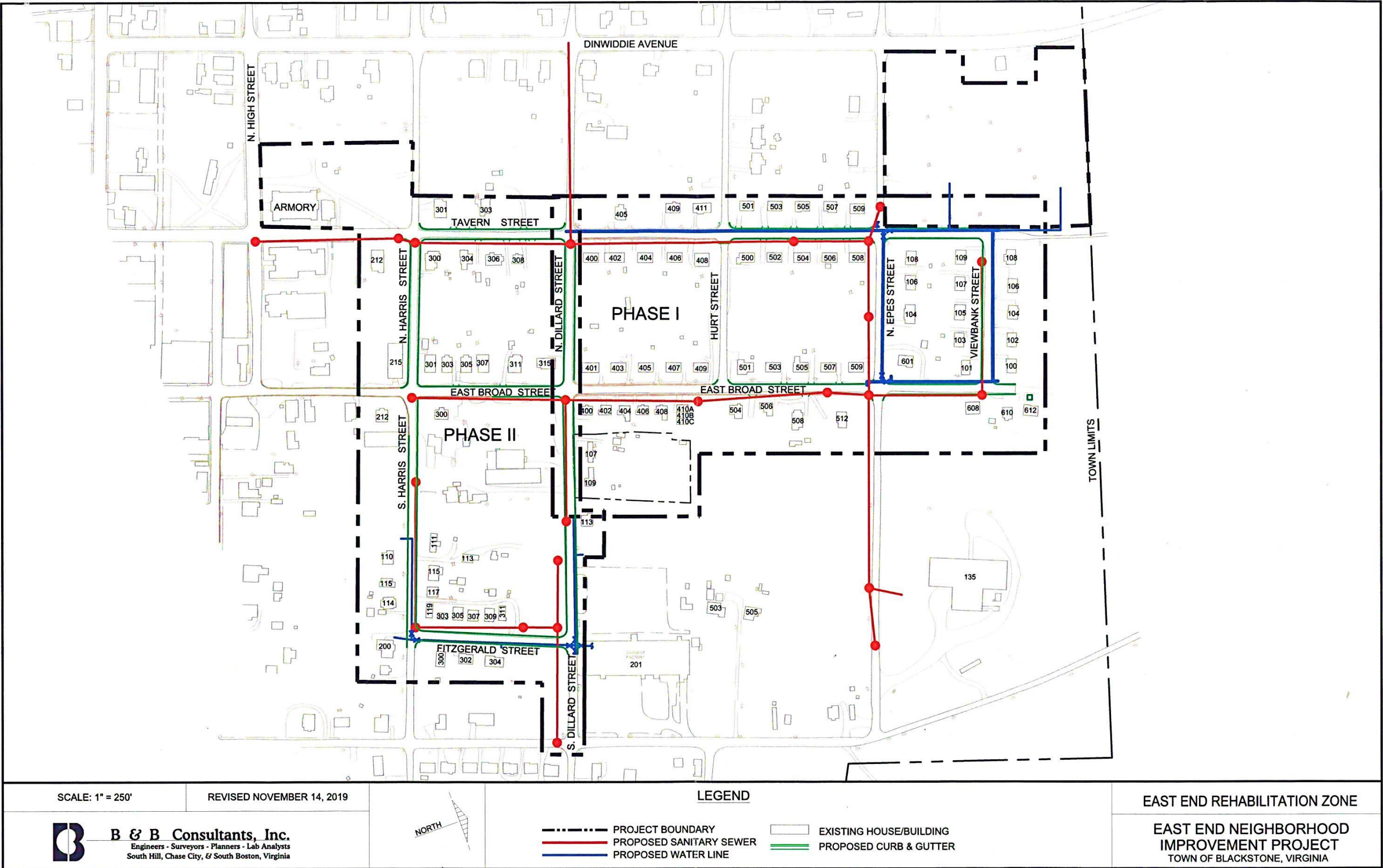


Figure 3: Enterprise Zone 3

East End Neighborhood Improvement Project

EXHIBIT A



J:\Projects\Blackstone\Municipal\16015 - East End N.I.P\DWG\PER-Phase II.dwg Nov 14, 2019 - 1:39pm

Zoning Map

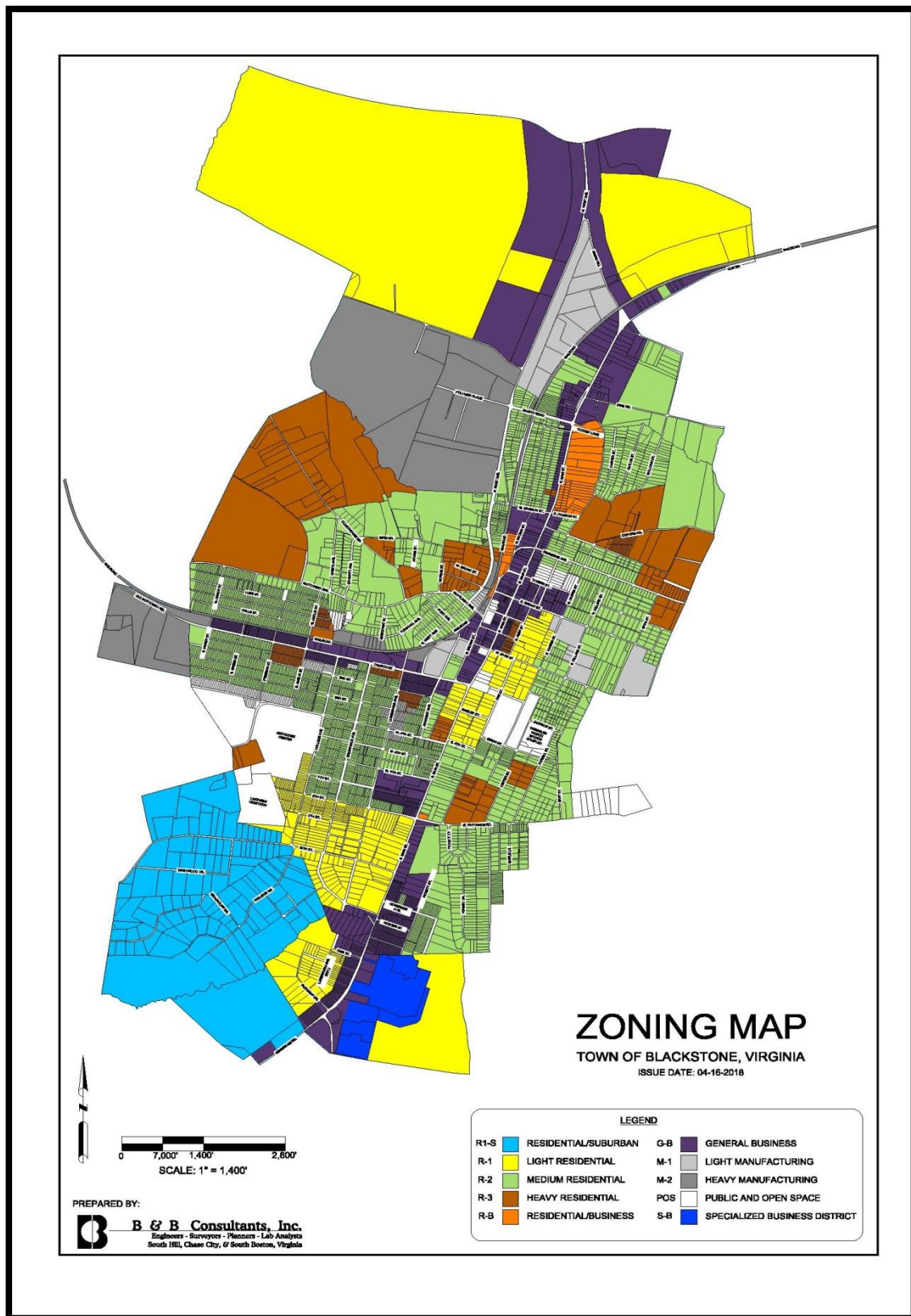


Figure 4: Zoning Map (B&B Consultants)

BABS Line Map

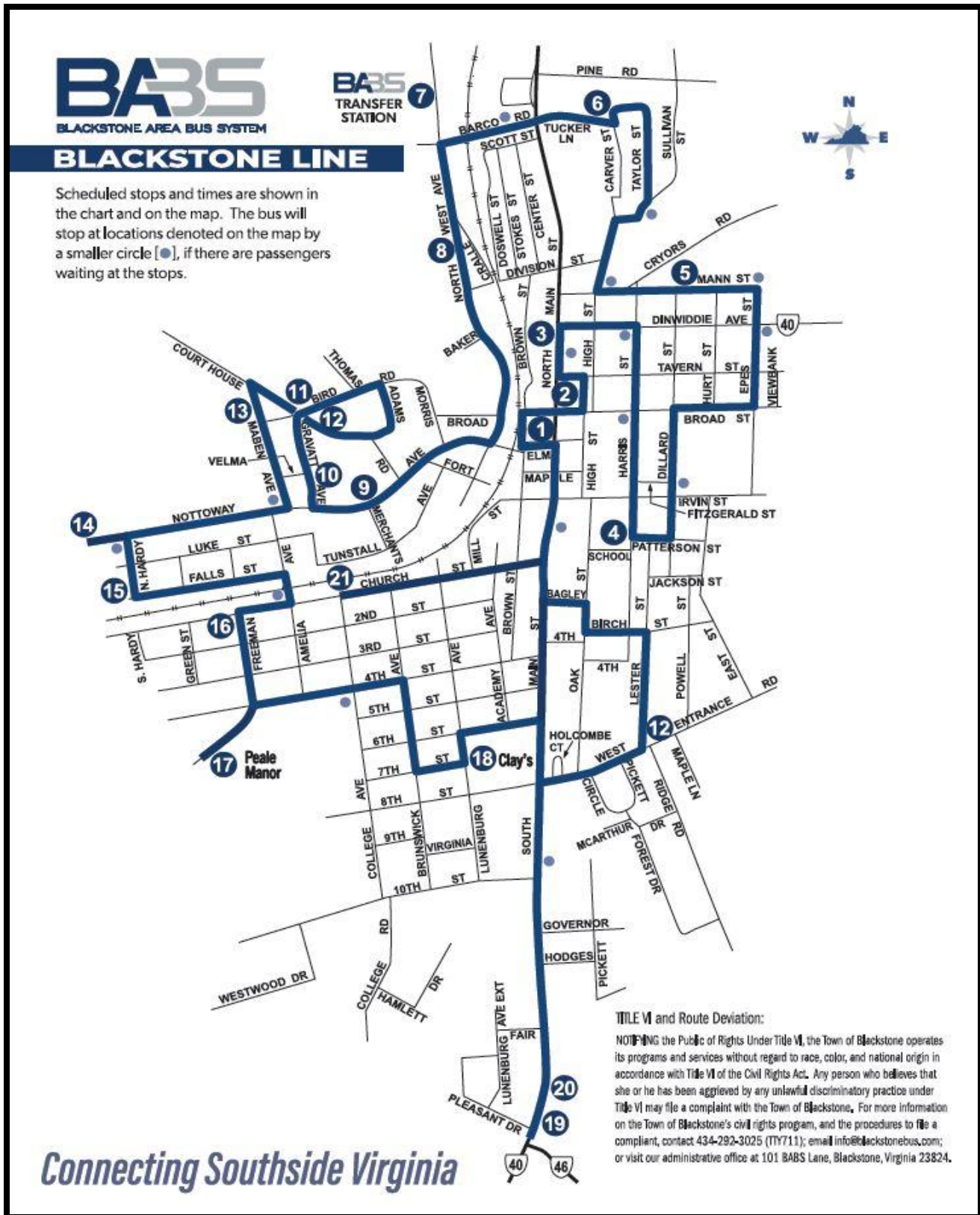


Figure 5: BABS Line (BABS)

Airport Map

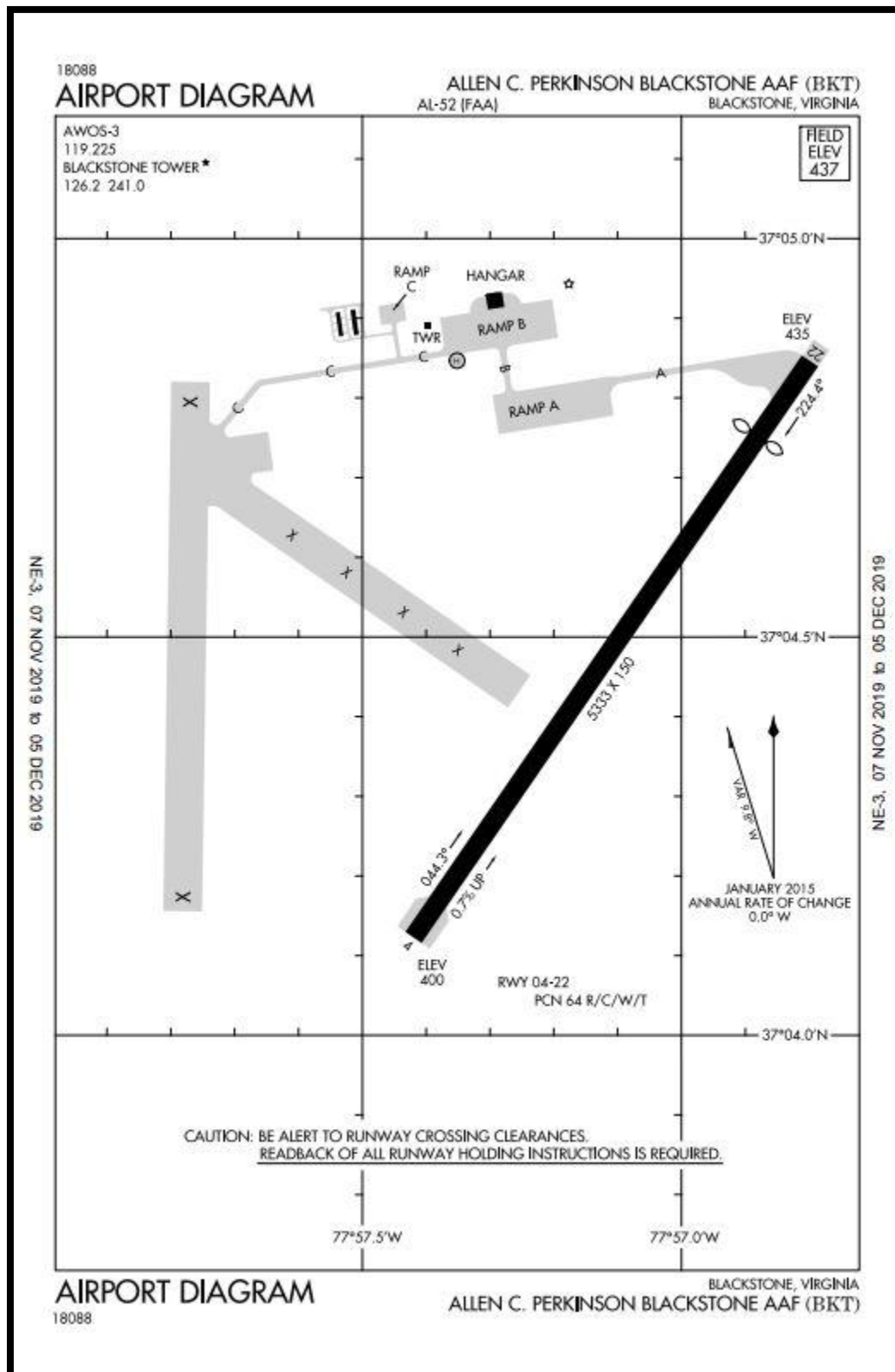


Figure 6: Blackstone Airport (FAA)

Water System Map



Figure 7: Town of Blackstone Water System

Sewer System Map



Figure 8: Town of Blackstone Sewer System

References

- APTA. (2018). *Public Transportation Benefits*. Retrieved September 18, 2019, from American Public Transportation Association: <https://www.apta.com/news-publications/public-transportation-benefits/>
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- VMSC. (2019). *Schwartz Tavern*. Retrieved from Virginia Main Street Communities: <https://www.nps.gov/nr/travel/VAmainstreet/schwartz.htm>