Overview: Rural Interstate Interchanges

At rural interstate interchanges, the current Comp Plan recommends by-right Rural Area land uses and land uses that support agriculture and forestry, with a focus on the Shadwell interchange. It should be noted that agribusinesses and food processing are a target industry identified by the current Comp Plan and Project ENABLE.

The following map shows the four rural interstate interchanges, with the current activity intensity (jobs/people per acre), an aerial overview, and a description of each.

Yancey Mills/Exit 107:

- Existing non-residential development includes Yancey Lumber, a VDOT storage facility, and several gas stations, churches, and small businesses
- Properties on the south side of Route 250 east of the interchange are zoned Heavy Industrial, Highway Commercial, and Rural Area
- Properties on the north side of Route 250 east of the interchange are zoned Village Residential and Rural Area
- Properties west of the interchange are zoned Rural Area
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area

Ivy/Exit 114:

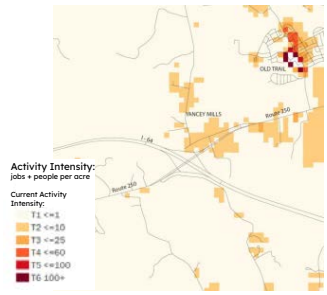
- No existing non-residential development
- All surrounding properties are zoned Rural Area
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area

Shadwell/Exit 124:

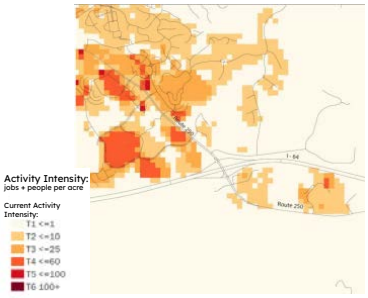
- Only rural interstate interchange identified by current Comp Plan as having potential to support greater intensity of development
- Existing non-residential development includes light industrial/warehousing, auto service, retail, and hotel uses
- Properties on the north side of Route 250 south of the interchange are zoned Light Industrial, Highway Commercial, and Rural Area
- Properties on the south side of Route 250 south of the interchange are zoned Highway Commercial, Monticello Historic District, and Rural Area
- Properties north of the interchange are in the Development Areas
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area

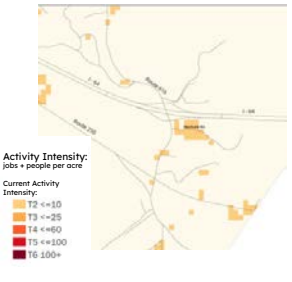
Black Cat Rd/Exit 129:

- No existing non-residential development
- Approximately 4 acres of land zoned C1 Commercial; other surrounding properties are zoned Rural Area
- The following maps show an activity analysis of the interchange area (jobs and people per acre) and an aerial of the area







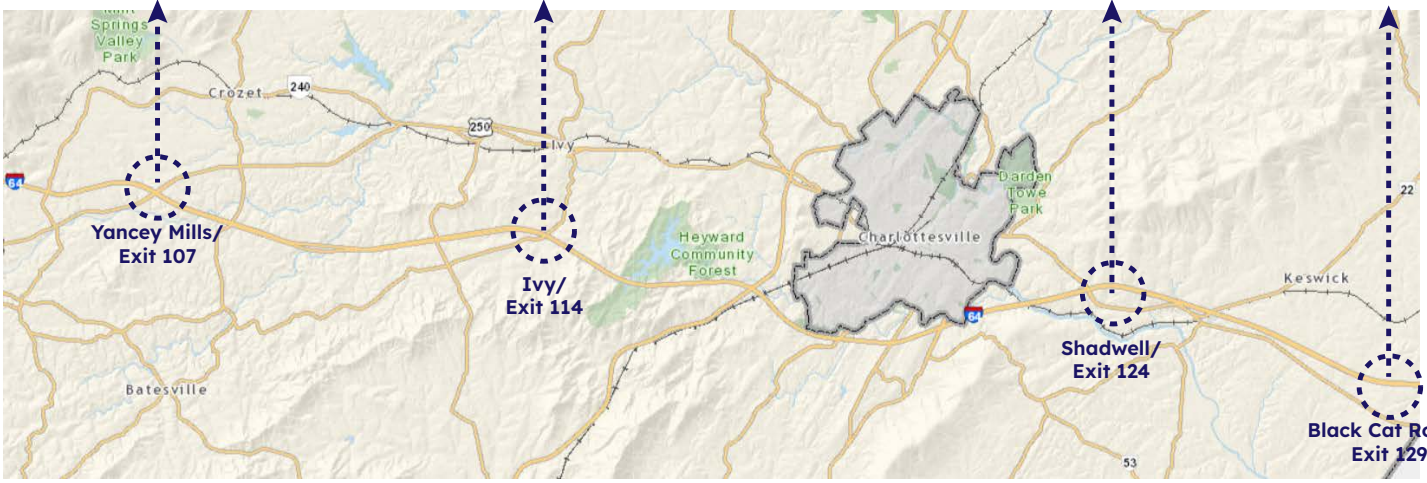










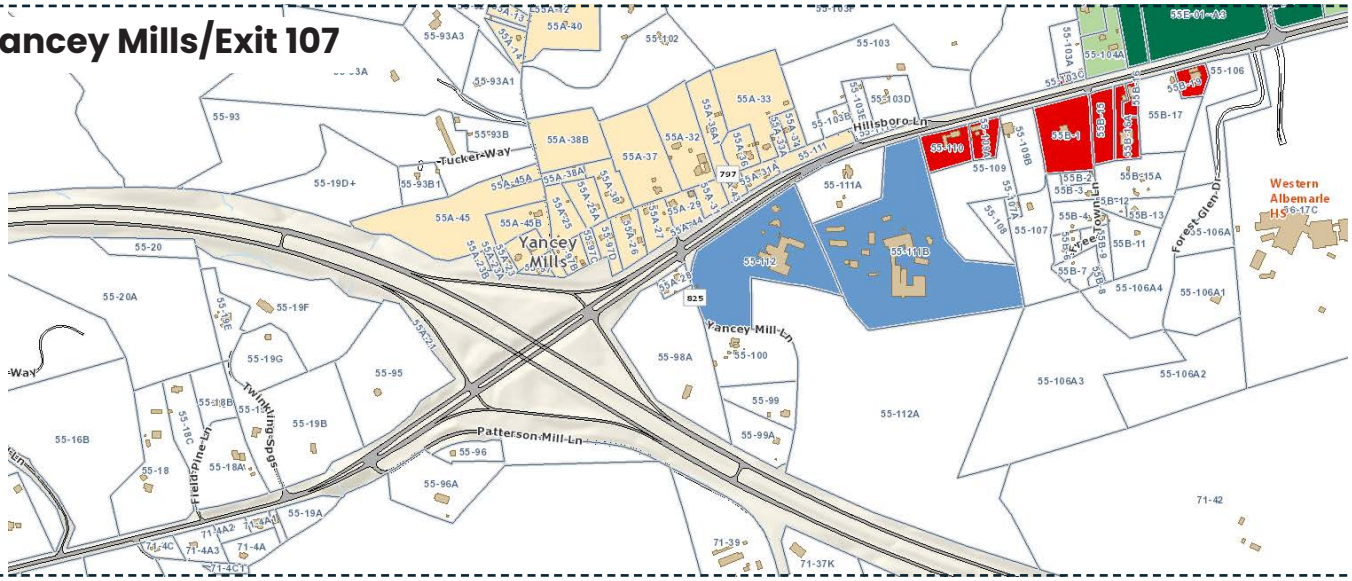


The following maps show the current Zoning Districts and existing building footprints for each of the four rural interstate interchanges:

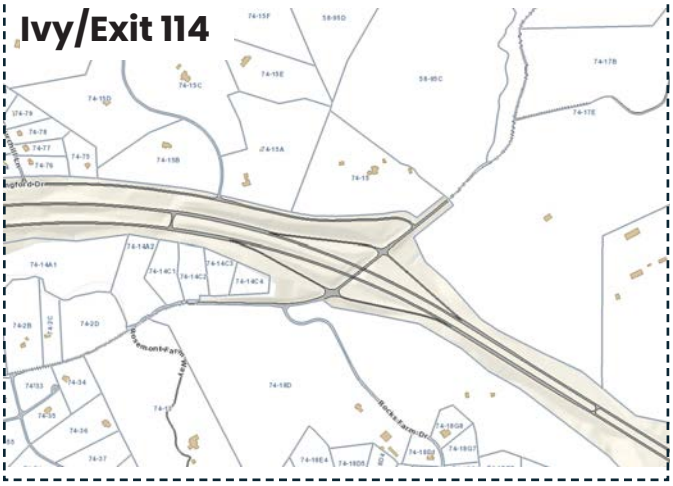
Zoning Districts:

- Rural Area
- Village Residential
- Heavy Industry
- Light Industry
- Highway Commercial
- C1 Commercial
- Monticello Historic District

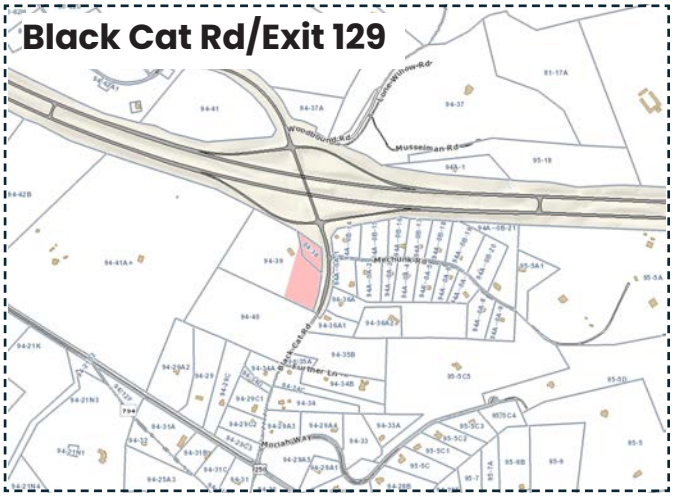
Yancey Mills/Exit 107



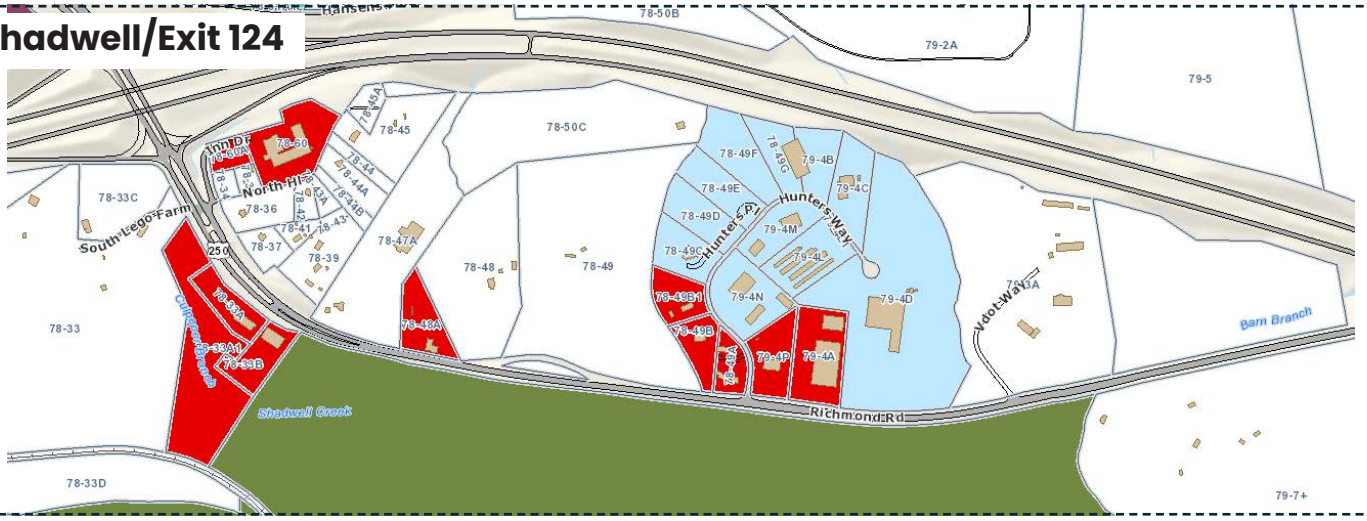
Ivy/Exit 114



Black Cat Rd/Exit 129



Shadwell/Exit 124



Connections to the AC44 Framework



Development at some rural interstate interchanges could support the AC44 Framework by providing space for local food systems and food processing/distribution, providing space for uses that that may not be suitable for walkable and compact development in mixed-use Development Areas, providing job opportunities consistent with the target industries, and efficiently using land and infrastructure where there is existing development and infrastructure.

Green and Resilient:

- Rural interstate interchanges have potential to support local food systems and food processing/distribution
- New development (including at rural interstate interchanges) should avoid sensitive environmental features and areas identified for protection

Welcoming and Equitable:

- Uses at rural interstate interchanges may not be suitable for other locations and mixed-use areas, and they could disrupt the walkability and human-scale of neighborhoods
- Development at rural interstate interchanges could provide opportunities for redevelopment of existing structures and uses

Connected and Accessible:

- Updated recommendations for rural interstate interchanges would need to be assessed for potential transportation needs and whether multimodal transportation options would be feasible, as they may not be for the typical uses at interstate interchanges

Thriving and Prosperous:

- Both current and potential updated recommendations for rural interstate interchanges could support having land available for new businesses and expanding existing businesses, and could support job opportunities consistent with the County's target industries