Greene County Planning Commission
County Meeting Room, 40 Celt Road, Stanardsville, VA 22973
Wednesday, October 21, 2026 – 6:00 PM
If you wish to view remotely, please go to https://greenecova.portal.civicclerk.com/ and select the Planning Commission Meeting you wish to view.
If you wish to participate remotely, please log into Zoom:
https://us02web.zoom.us/j/83250466193?pwd=UihNqDtyrsb36xB6NyKxGJdm1vKLYG.1
Meeting ID: 832 5046 6193

Passcode: 201795

1. **Call to Order**

2. **Determine a Quorum**

3. **Pledge of Allegiance**

4. **Public Hearing**

   a. April Martin and Sherry Martin request a Special Use Permit to operate a home business (confectionery business) pursuant to Articles 5-1-2.6 and 22 of the Greene County Zoning Ordinance. The property is zoned Residential (R-1), is identified as TMP 65C-1-91, and is addressed as 47 William Road, Ruckersville, Virginia. The Future Land Use Map designates the property as Rural Area.

      Staff Report

      Maps

      Site Photographs

      Agency Comments

      Application

      Justification Letter

      Sketch of the Structure

      APO List

      Presentation

5. **Work Session**

a. The purpose of this work session is to review proposed revisions to the Greene County Zoning Ordinance provisions governing accessory dwelling units (ADUs), compare the existing ordinance with the proposed amendment and the new Virginia statutory framework, and receive Planning Commission direction before preparation of an ordinance amendment for future public hearing.

Staff Report

Code of Virginia

Current ADU Regulations

Proposed Definitions

Citizen Comment

Resolution

Presentation

6. Approval of Minutes

a. September 16, 2026 Minutes

7. Other Planning Matters

a. Ruckersville Advisory Committee

b. Town of Stanardsville

Town of Stanardsville Comprehensive Plan Revision

c. Update on Development Activity

Development Activity

d. Next Month's Agenda

8. Adjournment

PLANNING & ZONING
GREENE COUNTY, VIRGINIA
40 Celt Road, Room 226 | P.O. Box 358
Stanardsville, VA 22973 | 434-990-2519
planning@gcva.us | www.greenecountyva.gov

Greene County Planning
Staff Report Summary

Planning Commission
October 21, 2026

Project Name: SUP#26-005 Martin	Staff: Stephanie Golon Deputy Planning Director
Applicants: April Martin and Sherry Martin	Property Owner: Sherry Martin
Request: Special Use Permit for a home business for confectionery production	Zoning: Residential R-1 Acreage: 1.31 acres
Tax Map Parcel: 65C-1-91	Location: 47 William Road Ruckersville, Virginia
Character of Property: Residential property with an existing shed proposed for the business kitchen	Future Land Use Designation: Rural Area

STATUS

April Martin and Sherry Martin request a Special Use Permit to operate a home business (confectionery business) pursuant to Articles 5-1-2.6 and 22 of the Greene County Zoning Ordinance. The property is zoned Residential (R-1), is identified as TMP 65C-1-91, and is addressed as 47 William Road, Ruckersville, Virginia. The Future Land Use Map designates the property as Rural Area.

April Martin proposes to use the existing shed as the business kitchen for Stony Point Confections. Her justification letter, dated August 31, 2025, limits the use to making candy and confections and packaging products for wholesale orders and shipping. All products would be delivered or shipped. Customers would not visit the property to shop, purchase products, or pick up orders.

The Planning Commission is asked to hold a public hearing and make a recommendation to the Board of Supervisors. Staff recommends approval with conditions addressing the proposed operating limits, sewage disposal, building requirements, and residential compatibility.

AUTHORITY UNDER THE ZONING ORDINANCE

Article 5-1-2.6 permits home businesses by Special Use Permit in the R-1 district. Article 22 defines a home business and establishes limits intended to preserve residential character. Article 16-2 provides the review process and criteria. The Planning Commission makes a recommendation; the Board of Supervisors takes final action.

As stated in Article 16-2, the Planning Commission and Board of Supervisors shall consider, but are not limited to, the following guidelines when reviewing and acting upon a Special Use Permit:

- The use shall not tend to adversely change the character and established pattern of development of the area or community in which it wishes to locate.
- The use shall be in harmony with the uses permitted by right under a Zoning Permit in the zoning district and shall not affect adversely the use of neighboring property.
- The requested or related conditions shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings or impair the value thereof.
- Due consideration shall be given to the suitability of the property for the use applied for with respect to trends of growth or change; the effect of the proposed use upon the community; requirements for transportation, school, parks, playgrounds, recreational areas; conservation of natural resources, preservation of flood-plains, and encouraging the most appropriate use of the land. In all cases the Planning Commission and Board of Supervisors will adhere to the intent of the applicable County Zoning Ordinance and the Comprehensive Plan.

COMPREHENSIVE PLAN

The property is designated Rural Area on the Greene County Future Land Use Map. Staff's review considers whether the proposed business can operate within an existing residential property without changing its residential character. The use of an existing accessory building, together with the prohibition on customer visits and limits on exterior impacts, supports compatibility with the Rural Area designation, provided the use remains within the approved scope.

STAFF ANALYSIS

The proposed activity is production and packaging rather than customer sales at the property. This operating model limits customer traffic and parking demand. Product deliveries and shipping would still generate business-related trips; the submitted materials do not quantify their frequency, but the applicant did mention they are limited to Amazon packages. Parking and loading should remain on the property and should not obstruct William Road.

The submitted materials do not establish building dimensions, setbacks, hours of operation, or staffing. Before the use begins, zoning review will confirm that the accessory structure and operation meet the Article 22 home business requirements, including residential character, staffing limits, and applicable dimensional standards. Compatibility also depends on containing equipment noise, odors, storage, and other business impacts.

INDEPENDENT IMPACT STUDY AND AGENCY COMMENTS

The agency correspondence provided for this report addresses sewage disposal and building requirements. These comments identify approvals and operating restrictions that must be satisfied before the proposed use begins.

Virginia Department of Health

VDH's December 8, 2025, correspondence identified an unpermitted septic installation serving the proposed confectionery building. At that time, VDH had not determined whether the system could be permitted.

In the May 12, 2026, update, Alan Mazurowski confirmed sufficient capacity in the existing residential septic system for the confectionery business. VDH received an engineered design and issued a construction permit on May 1, 2026, to connect the building to that system. A new Sewage Disposal System Operation Permit would follow installation and inspection. Its issuance is not confirmed in the supplied materials. VDH stated that no additional VDH permits or inspections would be required at that point; approvals from other agencies remain separate.

Building Official

In comments dated July 20, 2026, Jonathan Crosby, Building Official, stated that bathroom access must be provided and that no customers may visit the residence. The applicant's stated business model is consistent with the restriction on customer visits. Required building approvals and bathroom access must be resolved before operation.

Virginia Department of Transportation

VDOT did not identify concerns with the proposed use, given that the business would not generate customer visits or large truck traffic.

RECOMMENDATIONS

Staff recommends approval of SUP#26-005 with the following conditions:

1. The approved home business shall be limited to confectionery production and packaging for wholesale orders, delivery, and shipping within the existing accessory building, substantially as described in the applicant's justification letter dated August 31, 2025.

2. No customers shall visit the property to shop, purchase products, or pick up orders. All products shall be delivered or shipped off site.

3. Before the business begins operating, the required sewage connection shall be installed and inspected, and the applicant shall provide documentation of the VDH Sewage Disposal System Operation Permit authorizing the proposed use.

4. Before the business begins operating, bathroom access shall be provided as approved by the Building Official, and all required building permits, inspections, and occupancy approvals shall be obtained.

5. The business shall comply with all Article 22 home business requirements. Zoning compliance of the accessory structure and operation shall be confirmed before the use begins.

6. Business-related parking and loading shall occur on the property and shall not obstruct William Road. The use shall not create a traffic safety hazard or congestion.

7. Business materials, equipment, and products shall be stored indoors. Business equipment shall not produce exterior indications through noise, glare, odor, or vibration inconsistent with Article 22.

8. Any proposed expansion beyond the approved building or substantial change in the nature or intensity of the approved business shall require amendment of the Special Use Permit before implementation.

PROPOSED MOTIONS

Recommendation of approval with conditions

In accordance with the Greene County Zoning Ordinance, public necessity, convenience, general welfare, and good zoning practice, I move to recommend approval of SUP#26-005, as requested by April Martin and Sherry Martin, for a home business (confectionery business) on TMP 65C-1-91, located at 47 William Road, subject to the eight conditions listed in the staff report, with any modifications stated by the Planning Commission.

1. The approved home business shall be limited to confectionery production and packaging for wholesale orders, delivery, and shipping within the existing accessory building, substantially as described in the applicant's justification letter dated August 31, 2025.
2. No customers shall visit the property to shop, purchase products, or pick up orders. All products shall be delivered or shipped off site.
3. Before the business begins operating, the required sewage connection shall be installed and inspected, and the applicant shall provide documentation of the VDH Sewage Disposal System Operation Permit authorizing the proposed use.
4. Before the business begins operating, bathroom access shall be provided as approved by the Building Official, and all required building permits, inspections, and occupancy approvals shall be obtained.
5. The business shall comply with all Article 22 home business requirements. Zoning compliance of the accessory structure and operation shall be confirmed before the use begins.
6. Business-related parking and loading shall occur on the property and shall not obstruct William Road. The use shall not create a traffic safety hazard or congestion.
7. Business materials, equipment, and products shall be stored indoors. Business equipment shall not produce exterior indications through noise, glare, odor, or vibration inconsistent with Article 22.
8. Any proposed expansion beyond the approved building or substantial change in the nature or intensity of the approved business shall require amendment of the Special Use Permit before implementation.

Recommendation of approval as submitted

In accordance with the Greene County Zoning Ordinance, public necessity, convenience, general welfare, and good zoning practice, I move to recommend approval of SUP#26-005, as requested by April Martin and Sherry Martin, for a home business (confectionery business) on TMP 65C-1-91, as submitted by the applicants.

Recommendation of denial

In accordance with the Greene County Zoning Ordinance, public necessity, convenience, general welfare, and good zoning practice, I move to recommend denial of SUP#26-005 for TMP 65C-1-91 for the following reasons: _____.

Deferral

I move to defer action on SUP#26-005 until _____ to allow the following matters to be addressed: _____.

Greene County, VA WebGIS Parcels - Name: 65C 1 91



October 15, 2025

1:4,013

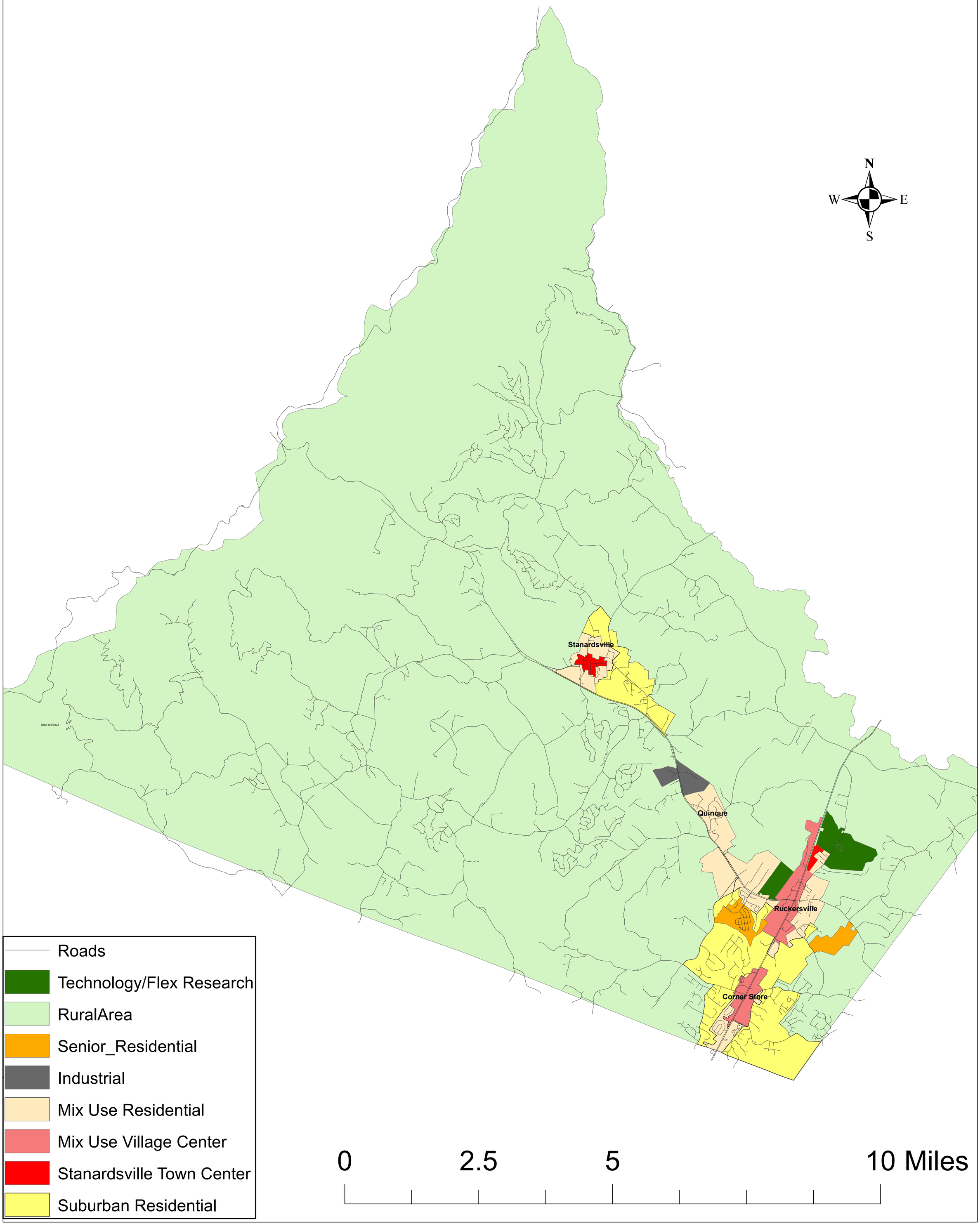
0 0.03 0.05 0.1 mi

0 0.04 0.09 0.17 km

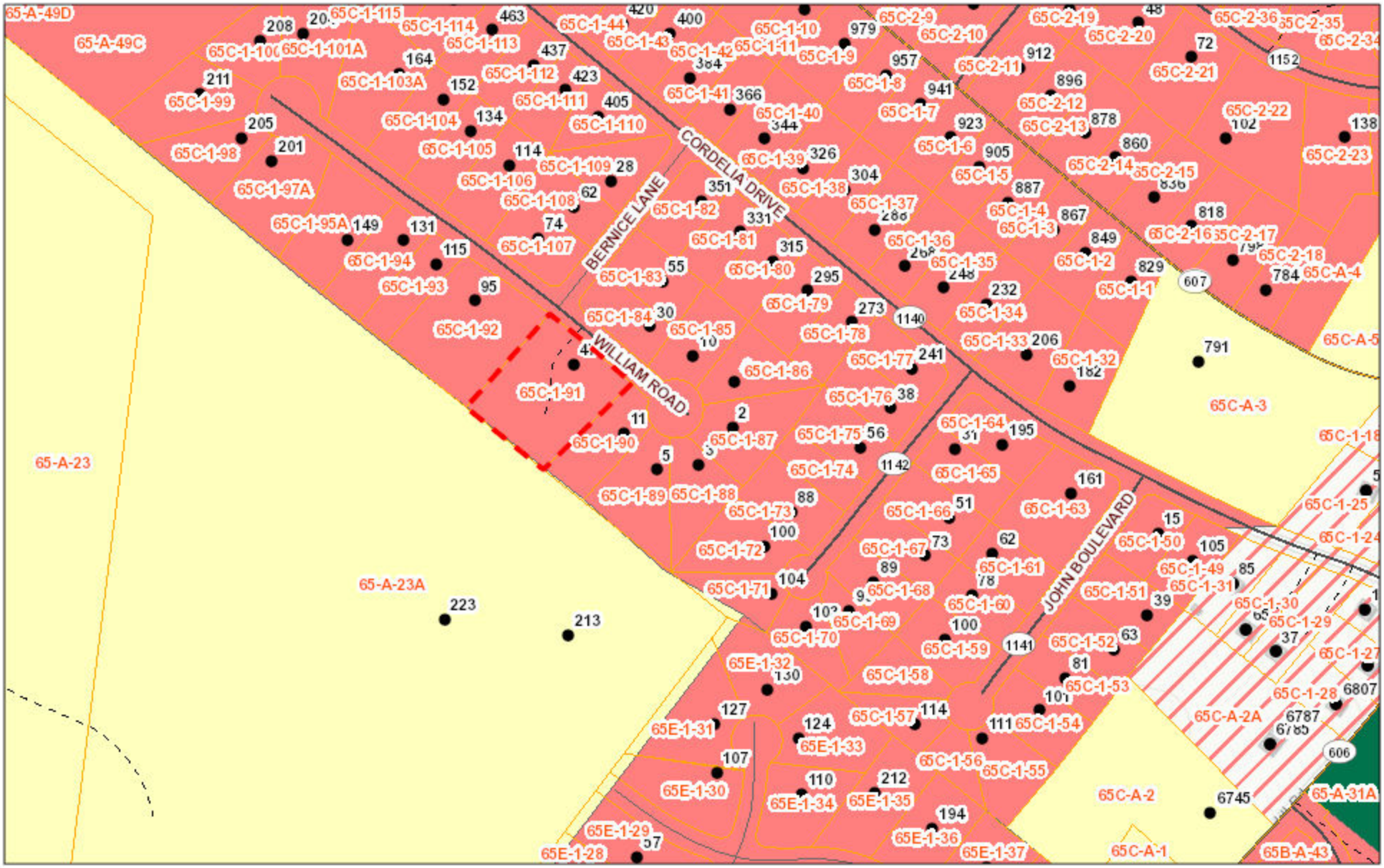
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Roads_labels
Roads
Major Arterial
Minor Arterial
Private
Parcels_labels
Parcels
Driveways
County Boundary_labels
County Boundary
Surrounding Counties
Stanardsville

Future Land Use-Growth Area: Context Map



Greene County, VA WebGIS Parcels - Name: 65C 1 91



August 4, 2026

Zoning Districts

A-1 B-1 B-2 B-3 C-1 M-1 M-2 PUD R-1 R-2 R-3 RC-1 SNP SR

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri




BERNICE LN
WILLIAM RD
1143







Earl Keys

From: Jonathan Crosby
Sent: Monday, July 20, 2026 11:01 AM
To: Earl Keys
Subject: Re: Project Application #25-0138 Confectionary

Earl,

Bathroom access will need to be provided and no customers at residence.
Thank you,
Jonathan Crosby CBO
Building Official
County of Greene

> On Jul 14, 2026, at 12:20 PM, Earl R. Keys, Jr. <noreply@civicplus.com> wrote:
>
> Johnny, this was sent to you previously without comment. Can you please provide any comments on what requirements will be necessary from your department in order for Mrs. Martin to run a confectionary business out of her shed. Please respond by 7/21/26.
>
> Earl R. Keys, Jr.
> County of Greene
> Zoning Officer
> ekeys@gcva.us
> 434-985-5206

Earl Keys

From: Mazurowski, Alan (VDH) <Alan.Mazurowski@vdh.virginia.gov>
Sent: Tuesday, May 12, 2026 4:38 PM
To: Earl Keys
Subject: Status Update - 47 William Road

Follow Up Flag: Follow up
Flag Status: Flagged

Earl,

I've received a septic system assessment for the existing septic system located at the subject address which confirms it's capacity is sufficient for the addition of April Martin's proposed confectionary production business. I've also received an engineered design and issued a construction permit on May 1, 2026 to connect the building to the existing residential septic system. Once that connection has been installed, inspected, etc., I will copy you when I issue the new Sewage Disposal System Operation Permit. Note that at that point no additional VDH permits or inspections will be required.

Please let me know if you have any questions.

Thanks,
Alan

Alan Mazurowski
Environmental Health Specialist, Sr.
Onsite Septic & Private Well Programs
Blue Ridge Health District | Virginia Department of Health
Charlottesville/Albemarle Office: 434-972-4306
Greene County Office: 434-985-2262

Outlook

Confectionaries Update: Martin & York

From Mazurowski, Alan (VDH) <Alan.Mazurowski@vdh.virginia.gov>
Date Mon 12/8/2025 9:31 AM
To Stephanie Golon <sgolon@gcva.us>

Stephanie,

Just a progress report...

April Martin, 47 William Road I made a site visit Nov 24th and met with both April and her sister/property owner, Sherry Martin. An alternative septic system of some sort has been installed to serve the building April will be using as the confectionary. She has since been in contact with John Davis, PE, in an effort to permit that system retroactively. At this point I have no idea what the system entails and whether or not it satisfies the regs and can be permitted. Either way, once I do have a better understanding I will be making contact with the plumber who did the install without a permit to make sure this doesn't happen again.

Angela York, 4468 Spotswood Trail I've met with Angela and explained the requirement for a PE assessment of the septic system, and I believe she is looking into that. A sideline issue is that we have not issued the Operation Permits for the well and septic system that the property owner, Moe Wheeler, installed recently due to completion documents that we have not received. I've met with Moe and he's working on attaining those. Note that Ms. York also mentioned that there is a church in Stanardsville that has a kitchen which she may utilize as a backup plan if the location up on 33 falls through or simply has too many hurdles.

Hope you are enjoying the uncertain weather conditions and slick roads,
Alan

Alan Mazurowski
Environmental Health Specialist, Sr.
Onsite Septic & Private Well Programs
Blue Ridge Health District | Virginia Department of Health
Charlottesville/Albemarle Office: 434-972-4306
Greene County Office: 434-985-2262

A mandatory pre-application meeting is required before submitting a Special Use Permit application. The meeting is free of charge. Do not submit an application until this meeting has been completed, as applications submitted without a pre-application meeting will be denied.

Special Use Permit application checklist:

All items on the checklist must be completed and turned in before the request is processed.

1. Completed application
2. Application fee
3. Letter of justification.

Applicant Information

Applicant Name April Martin
Applicant Address
47 William rd
Ruckersville va 22968

Owner Phone # 4342420674
E-mail stonypointconfections@

Owner of Record Details

Owner of Record Sherry Martin
Owner Address
47 William rd
Ruckersville va 22968

Owner Phone # 4342420674
E-mail spmbooks@gmail.com

Engineer or Surveyor (if different than applicant or owner)

Company Name

Name

Address

Owner Phone # 4342420674
E-mail spmbooks@gmail.com

1. Describe in detail, what is being requested

I am asking for a special use permit to use an out
building on property at
47 William rd Ruckersville va 22968
for a Confections kitchen only.

No customers will be coming to the location.
No other employees are working here other than myself.

I have access to house for bathroom use if needed.
Please let me know if this is not clear or you need more information.

Owner/Applicant Must Read and Sign

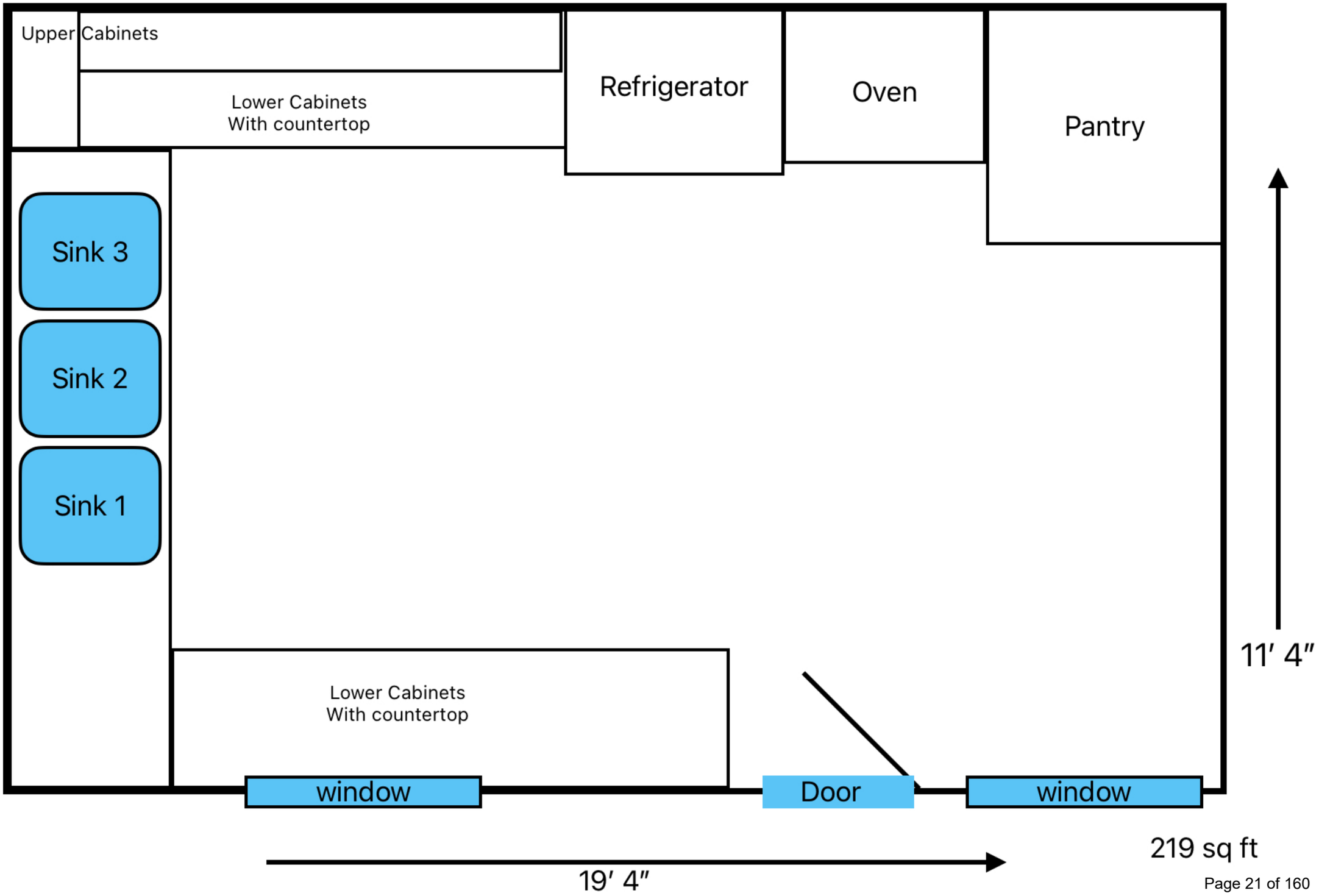
I hereby certify that I own the subject property, or have the legal power to act on behalf of the owner in filing this application. I also certify that the information provided on this application and accompanying information is accurate, true, and correct to the best of my knowledge. By signing this application, I am consenting to written comments, letters, and or notifications regarding this application being provided to me or my designated contact via fax or email. This consent does not preclude such written communication from also being sent via first-class mail. I also consent to give Planning/Zoning Staff the right to enter this property to conduct inspections, if necessary

Signature of Owner/Agent or Contract Purchaser Sherry Martin

To Whom it may concern:

Stony Point Confections business Kitchen will be used only for making Candy/Confections and packaging for wholesale orders and Shipping only.
No Customers will be coming to shop, purchase, or pickup.
We deliver or ship everything that is Made.

April Martin @ Stony Point Confections
47 William Rd
Ruckersville VA 22968
(434)218-9437
8-31-2025


Upper Cabinets
Lower Cabinets
With countertop
Refrigerator
Oven
Pantry
Sink 3
Sink 2
Sink 1
Lower Cabinets
With countertop
window
Door
window
11′ 4″
19′ 4″
219 sq ft

SPR26-006	Confectionery home business	NAME	AREA	ZIP
65C-1-92	95 WILLIAM RD	CASADAY WILLIAM L & JENNIE L	RUCKERSVILLE VA	22968
65C-1-90	11 WILLIAM RD	ELLIOTT ROGER W & RACHEL L	RUCKERSVILLE VA	22968
65-A-23A	12955 SPOTSWOOD TRAIL	COOPER JUSTIN B	ELKTON VA	22827
65C-1-85	10 WILLIAM ROAD	DUPREY COLTON	RUCKERSVILLE VA	22968
65C-1-84	30 WILLIAM ROAD	LATORRE MARK & DONNA	RUCKERSVILLE VA	22968
65C-1-107	74 BERNICE LANE	KHAN MOHAMMAD	RUCKERSVILLE VA	22968
65C-1-91	47 WILLIAM ROAD	MARTIN SHERRY	RUCKERSVILLE VA	22968

GREENE COUNTY PLANNING

SUP#26-005 Martin

Home Business Special Use Permit

Planning Commission public hearing

October 21, 2026

Stephanie Golon, Deputy Planning Director

A confectionery home business at 47 William Road

Stony Point Confections

Request for a Special Use Permit for a home business.

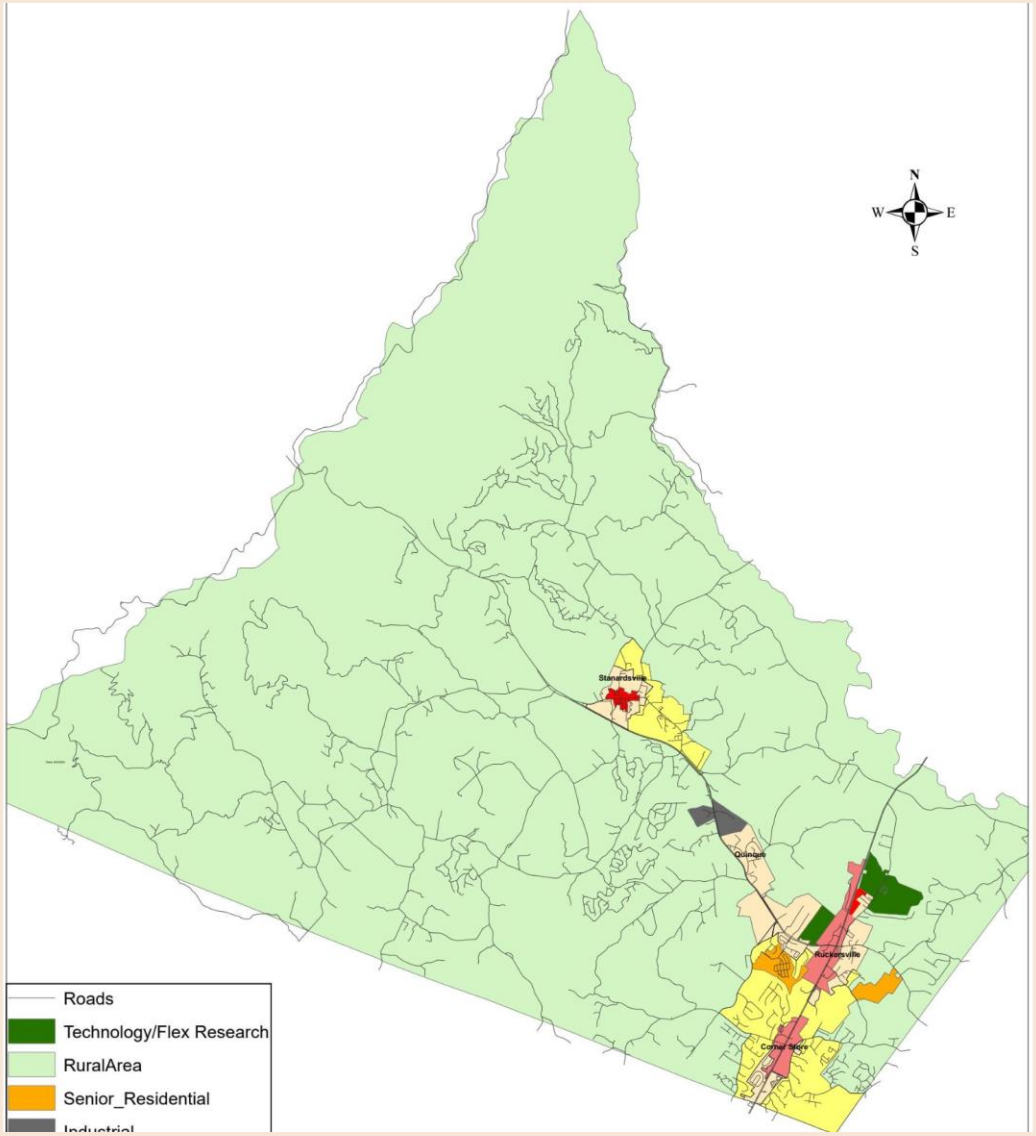
Existing shed proposed as the business kitchen.

Applicants: April Martin and Sherry Martin

Owner: Sherry Martin

TMP 65C-1-91, Ruckersville
1.31 acres
Residential R-1

Where the property sits in the county



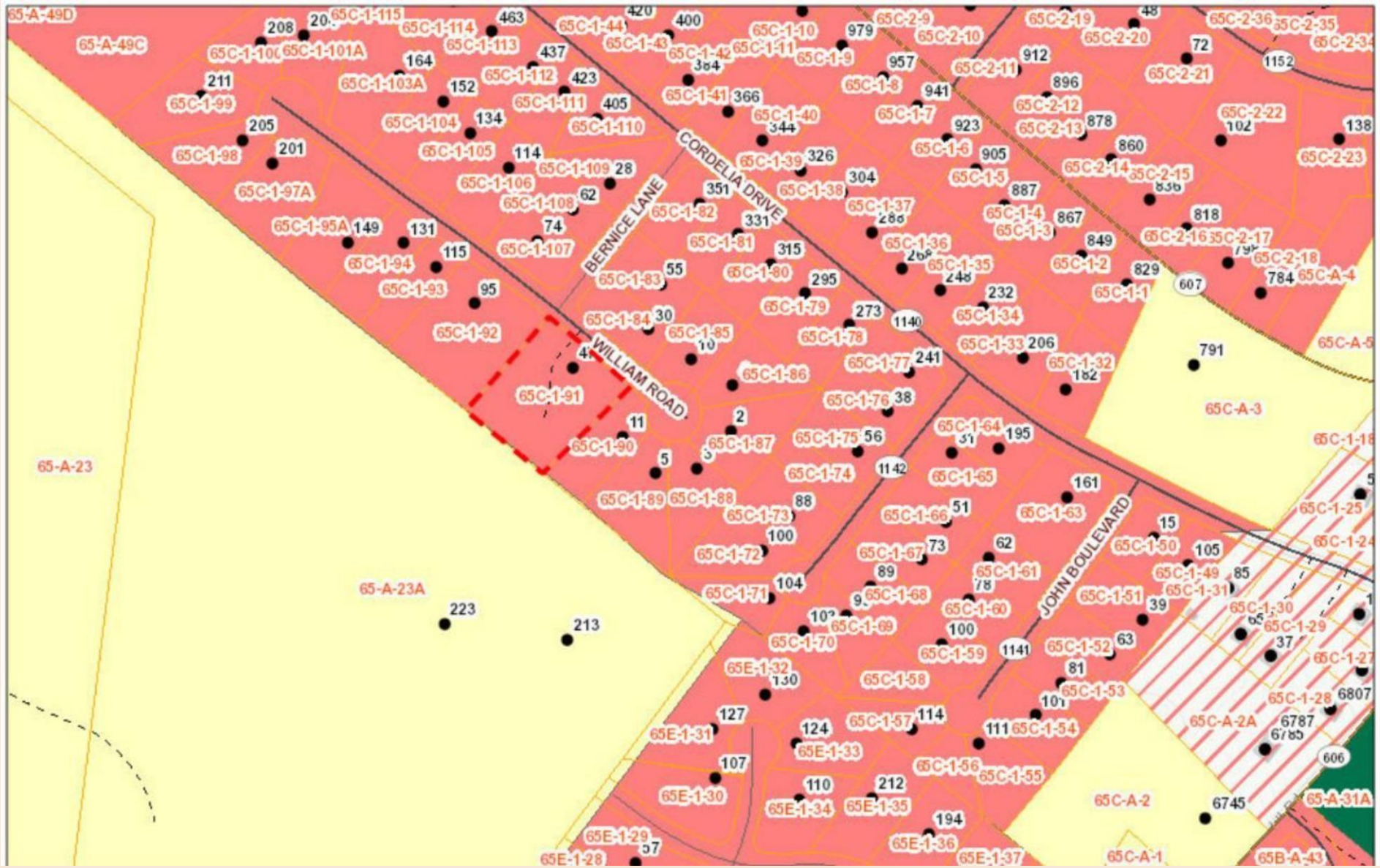
Future Land Use context map: the property is designated Rural Area.

Aerial view of parcel 65C-1-91



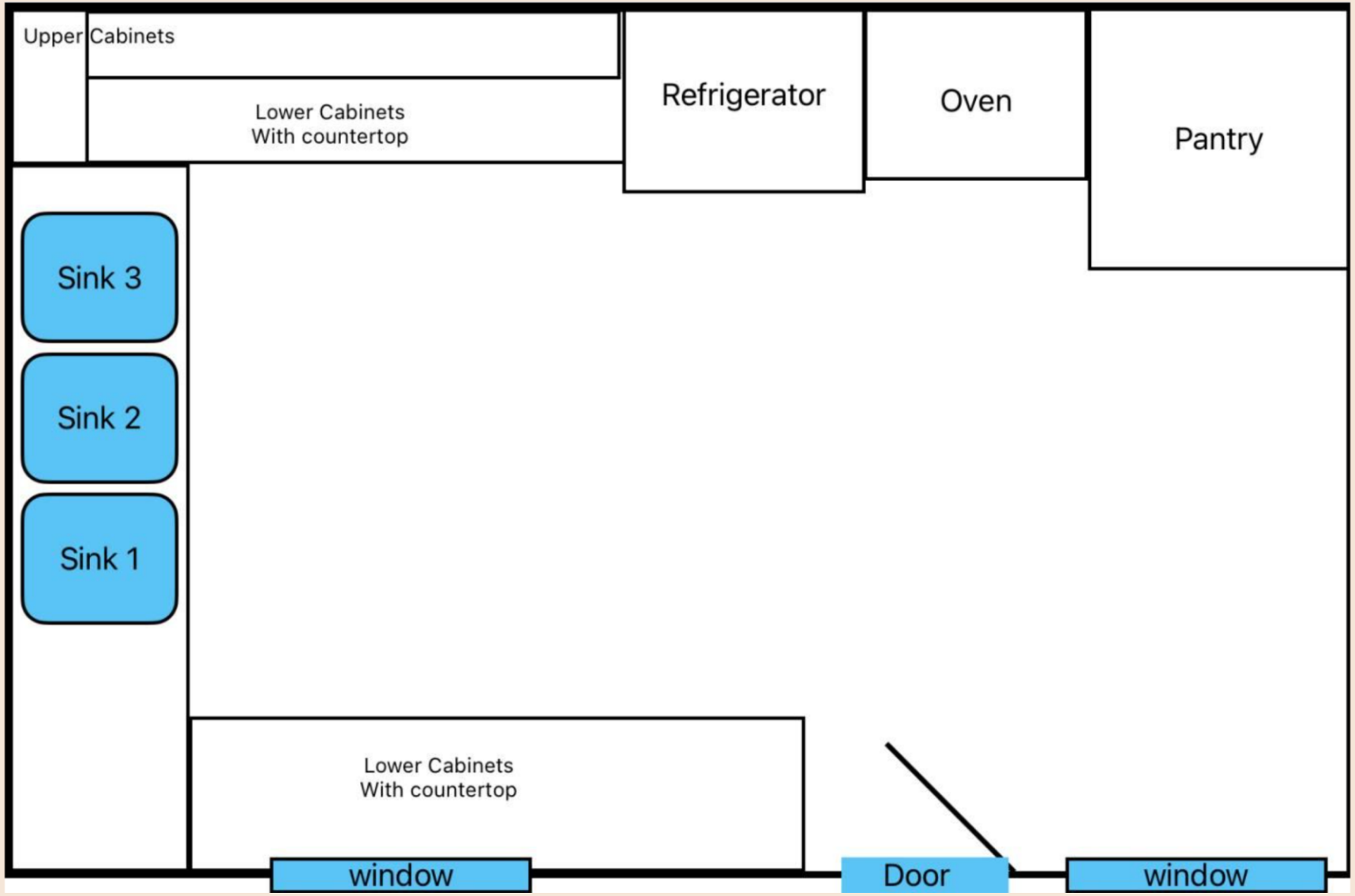
County WebGIS parcel aerial, October 15, 2025.

Zoning: Residential R-1



County WebGIS zoning districts map, August 4, 2026.

The shed kitchen is a 219 sq ft production space



Floor plan: 11'4" by 19'4", with three sinks, oven, refrigerator, pantry, and cabinets.

Production and shipping only, no customer visits

01

Production

Makes candy and confections.

02

Packaging

Packages products for wholesale orders and shipping.

03

Delivery and shipping

All products delivered or shipped; no shopping or pickup at the property.

Applicant says trips are limited to Amazon packages; frequency not quantified.

Review framework: Article 5-1-2.6, 16-2, and 22

Articles 5-1-2.6 and 22

- R-1 permits home businesses by Special Use Permit.
- Article 22 limits preserve residential character.

Article 16-2 tests

- Community character
- Harmony with by-right uses
- Effect on adjacent land and value
- Suitability of the property

The Commission recommends; the Board of Supervisors takes final action.

An existing accessory building fits the Rural Area designation

Rural Area on the Future Land Use Map.

Existing building, no customer visits, and limited exterior impacts support compatibility.

Holds only if the use stays within the approved scope.

Staff analysis: low traffic, final zoning review

Details

Established: building dimensions, setbacks, hours, staffing.

Zoning review will confirm Article 22 compliance before the use begins.

Traffic and parking

- Production model limits customer traffic and parking demand.
- Parking and loading must stay on the property, off William Road.

Agency comments: septic permit and bathroom access still pending

VDH

Existing septic has sufficient capacity. Construction permit issued May 1, 2026. Operation Permit to follow installation and inspection, not yet confirmed.

Building Official · July 20, 2026

Bathroom access required; no customers may visit.

VDOT

No concerns, with no customer visits or large truck traffic.

Staff recommends approval with eight conditions

1. Limited to confectionery production, packaging, delivery, and shipping in the existing building.
2. No customer visits or pickups.
3. VDH Operation Permit documented before operating.
4. Bathroom access and all building approvals before operating.

Conditions 5 through 8 keep the use residential

5. Comply with all Article 22 requirements.

6. Parking and loading on site, no hazard or congestion on William Road.

7. Indoor storage; no exterior noise, glare, odor, or vibration.

8. Expansion or substantial change requires a permit amendment.

The Commission's options

Recommend approval with conditions

The eight conditions, with any modifications.

Recommend approval as submitted

Recommend denial

State reasons.

Defer

Set a date to address named matters.

Questions?

SUP#26-005 Martin | Planning Commission, October 21, 2026

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planning@gcva.us | www.greenecountyva.gov

PLANNING COMMISSION WORK SESSION

Accessory Dwelling Unit (ADU) Ordinance Revision

Work Session Discussion Packet | October 2026

Purpose of the Work Session

The purpose of this work session is to review proposed revisions to the Greene County Zoning Ordinance provisions governing accessory dwelling units (ADUs), compare the existing ordinance with the proposed amendment and the new Virginia statutory framework, and receive Planning Commission direction before preparation of an ordinance amendment for future public hearing.

Board Direction

On June 9, 2026, the Board of Supervisors adopted Resolution No. 2026-005 establishing planning and zoning priorities for ordinance revisions and Comprehensive Plan integration. Accessory Dwelling Units were identified as a priority, specifically calling for review of the ADU definition and establishment of minimum and maximum allowed square footage. The resolution directs staff and the Planning Commission to use the priorities in drafting necessary ordinance revisions for future public hearings and final Board consideration.

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planning@gcva.us | www.greenecountyva.gov

VIRGINIA CODE FRAMEWORK

Virginia Code Change

Virginia Code § 15.2-2292.4 becomes effective July 1, 2027. It defines an ADU as an attached or detached dwelling unit on a residential dwelling lot that provides complete independent living facilities, is located on the same lot as a proposed or existing primary residence, and includes facilities for living, sleeping, eating, cooking, and sanitation.

- Single-family residential zoning ordinances are deemed to include ADUs as a permitted accessory use, subject only to requirements authorized by the statute.
- A locality may require an ADU permit and may charge a fee of no more than $500, in addition to other applicable permit or inspection fees.
- The statute identifies requirements localities may impose, including parking, certain floor-area limits, code compliance, limited owner-occupancy provisions at application, a maximum 500-foot separation from the primary dwelling, and prohibitions on separate sale or subdivision.
- The statute also identifies requirements localities may not impose, including certain more-restrictive rear/side setbacks, restrictive covenants required by the locality, public-street improvements except for repair of disturbed streets, and family-relationship requirements between occupants.
- The statute does not supersede private covenants or other private agreements affecting real property.
- The statute states that a locality may adopt an ADU ordinance before July 1, 2027, that substantially complies with the section.

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EXISTING ORDINANCE AND PROPOSED REVISION

Existing Greene County ADU Provisions

The current ordinance defines an ADU as a separate living unit on a single-family residential lot, subordinate in use, size, location, and appearance to the primary unit. The compiled ordinance provisions identify the following principal standards:

- By-right districts expressly identified in Article 22: A-1 Agricultural, C-1 Conservation, and R-1 Residential.
- Size: minimum 300 square feet; maximum 800 square feet.
- Bedrooms: maximum of two.
- Parking: two additional off-street spaces.
- Owner occupancy: owner must occupy at least one dwelling as a permanent legal residence, verified by notarized affidavit.
- Limit: no more than one ADU per parcel.
- Location: within the single-family dwelling or in a conforming accessory structure.
- Mobile or manufactured homes may not be used as an ADU.

Proposed Article 22 Replacement

The September 28, 2026, draft would replace the existing Article 22 ADU definition and parameters. Major proposed changes include:

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planning@gcva.us | www.greenecountyva.gov

Definition	Aligns the definition with the statutory concept of an attached or detached independent dwelling unit on the same lot as a primary residence.
Ownership / occupancy	Requires the ADU to remain on the same lot and prohibits separate sale or subdivision. Owner occupancy would not be required.
Zoning districts	Would expressly allow ADUs as an accessory use with a single-family dwelling in A-1, C-1, R-1, R-2, SR, and PUD.
Density treatment	Would clarify that an ADU is not an additional principal dwelling for density, lot-area, division-right, or principal-unit allocation calculations, with an SR age-restriction provision.
Number permitted	Retains a general limit of one ADU per parcel, with language addressing dwellings authorized under Section 16-1-5.
Configuration	Would allow an ADU within, attached to, or detached from the primary dwelling.
Floor area	Proposes a minimum of 200 square feet and a maximum of 1,500 square feet, with a detailed method for calculating ADU floor area.
Parking	Proposes one dedicated off-street parking space and replacement of any required primary-dwelling parking eliminated by ADU construction.
Manufactured homes	Would allow a qualifying manufactured home as a detached ADU, subject to the same zoning standards as a detached site-built ADU and applicable state/building requirements.

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PLANNING COMMISSION DISCUSSION GUIDE

The following items are presented for discussion and direction. They are not intended to predetermine the Commission's recommendations.

1. Zoning Districts

Should the ordinance expressly permit ADUs in A-1, C-1, R-1, R-2, SR, and PUD as proposed? Consider how the R-2 cross-reference, SR age-restricted provisions, and approved PUD plans should be addressed.

2. Minimum and Maximum Floor Area

The current range is 300-800 square feet. The draft proposes 200-1,500 square feet. What minimum and maximum should Greene County establish while remaining consistent with applicable state law?

3. Floor-Area Measurement

Is the proposed detailed method for measuring ADU floor area clear and administratively workable, including treatment of shared space, storage, stairs, and later incorporation of additional space?

4. Parking

The current ordinance requires two additional off-street spaces. The draft proposes one dedicated ADU space plus replacement of required primary-dwelling parking eliminated by construction. Is this approach appropriate?

5. Owner Occupancy

The current ordinance requires owner occupancy and a notarized affidavit. The draft removes the ongoing owner-occupancy requirement. Does the Commission support the proposed approach in light of the new state statute?

7. Density and Rural-District Treatment

Does the proposed language adequately distinguish an ADU from a separate principal dwelling, particularly in A-1 and C-1 and in relation to Section 16-1-5?

8. Additional Administrative Standards

Does the Commission want staff to develop permit procedures, application materials, or other administrative provisions authorized by Virginia Code § 15.2-2292.4 for consideration with the ordinance amendment?

40 Celt Road, Room 226 | P.O. Box 358
Stanardsville, VA 22973 | 434-990-2519
planning@gcva.us | www.greenecountyva.gov

Requested Direction

Staff requests Planning Commission discussion and direction on the proposed ADU definition, permitted zoning districts, floor-area limits, parking, owner occupancy, manufactured homes, density treatment, and any additional revisions the Commission would like incorporated before the amendment advances to public hearing.

Work Session Materials

- Board of Supervisors Resolution No. 2026-005 (June 9, 2026)
- Virginia Code § 15.2-2292.4 (effective July 1, 2027)
- Greene County Zoning Ordinance - Existing ADU Provisions / Redline Extract
- ADU Draft Changes - Proposed Article 22 Replacement (September 28, 2026)

Code of Virginia
Title 15.2. Counties, Cities and Towns
Subtitle II. Powers of Local Government
Chapter 22. Planning, Subdivision of Land and Zoning
Article 7. Zoning

§ 15.2-2292.4. (Effective July 1, 2027) Development and use of accessory dwelling units

A. As used in this section, "accessory dwelling unit" or "ADU" means an attached or detached dwelling unit on a residential dwelling lot that:

1. Provides complete independent living facilities for one or more individuals;

2. Is located on the same lot as a proposed or existing primary residence; and

3. Includes facilities for living, sleeping, eating, cooking, and sanitation.

B. Zoning ordinances for single-family residential zoning districts shall be deemed to include accessory dwelling units as a permitted accessory use, and no locality shall require compliance with any other requirements except as provided in this section.

C. Any person proposing an ADU shall first obtain an ADU permit from the locality, for which the locality may charge a fee of no more than $500. Such fee shall be in addition to any other applicable fees, including inspection, site, or building permit fees, that may be required in connection with the ADU. A locality shall issue the permit if the applicant demonstrates that the ADU complies with the requirements of this section and the local codes and ordinances referenced herein.

D. Localities may require the following:

1. A lease term for the rental of an ADU of 30 consecutive days or longer;

2. Replacement of a primary dwelling's required parking if the construction of the ADU eliminates such parking;

3. Dedicated parking for the ADU;

4. Limits on floor area, lot coverage, and impervious area of an ADU of no less than (i) 350 square feet on lots less than 2,500 square feet and (ii) 500 square feet on lots 2,500 square feet or greater;

5. Compliance with (i) building codes, including the requirements of the Uniform Statewide Building Code (§ 36-97 et seq.), for an accessory dwelling unit if the ADU is attached or for a dwelling unit if the ADU is detached; (ii) water, sewer, septic, emergency access, flood zone, and stormwater requirements; (iii) historic and architectural districts and corridor protection restrictions; and (iv) Air Installations Compatible Use Zone restrictions;

6. Owner occupancy of the ADU or the primary dwelling, but not both, only at the time an application is submitted to construct or convert an accessory dwelling unit;

7. That the ADU shall be no more than 500 feet from the primary dwelling;

8. No ADUs on a residential lot that has more than one dwelling unit; and

9. No ADUs sold separately or subdivided from the primary dwelling.

E. Localities shall not require the following:

1. Rear or side setbacks for the ADU that are greater than the setback required for the primary dwelling or the setback required for accessory structures on the residential lot, whichever is less;

2. Restrictions for ADUs that are more restrictive than those for single-family dwellings within the same zoning area with regard to height, rear or side setbacks, lot size or coverage, or building frontage;

3. A restrictive covenant concerning an ADU on a lot or parcel zoned for residential use by a single-family dwelling;

4. Improvements to public streets as a condition of allowing an ADU, except as necessary to reconstruct or repair a public street that is disturbed as a result of the construction of the ADU; or

5. Consanguinity or affinity between the occupants of an ADU and the primary dwelling.

F. Nothing in this section shall be construed to supersede or limit contracts or agreements between or among individuals or private entities related to the use of real property, including recorded declarations and covenants, the provisions of condominium instruments of a condominium created pursuant to the Virginia Condominium Act (§ 55.1-1900 et seq.), the declaration of a common interest community as defined in § 54.1-2345, the cooperative instruments of a cooperative created pursuant to the Virginia Real Estate Cooperative Act (§ 55.1-2100 et seq.), or any declaration of a property owners' association created pursuant to the Property Owners' Association Act (§ 55.1-1800 et seq.).

G. Nothing in this section shall apply to any existing permits for an ADU approved by the locality prior to July 1, 2027.

H. Nothing in this section shall be construed to restrict a locality's passage prior to July 1, 2027, of an ADU ordinance, or a subsequent amendment thereof, that substantially complies with the requirements of this section.

I. Nothing in this section shall apply to a locality that adopted an ADU ordinance prior to January 1, 2026.

2026, c. 895.

The chapters of the acts of assembly referenced in the historical citation at the end of this section(s) may not constitute a comprehensive list of such chapters and may exclude chapters whose provisions have expired.

Accessory Dwelling Unit Provisions

Greene County Zoning Ordinance - Latest Revision July 22, 2025

Scope. This document compiles every express occurrence of the term “Accessory Dwelling Unit” identified in the zoning ordinance, together with district use provisions in R-2, SR, and PUD that may affect how the ADU provisions are read. Ordinance language is reproduced as written; source page and section references are provided for convenience.

By-right districts	C-1 Conservation; A-1 Agricultural; R-1 Residential (per Article 22, parameter C)
Size	300 to 800 sq. ft.
Bedrooms	Maximum 2
Parking	2 additional off-street spaces
Owner occupancy	Owner must occupy at least one unit as permanent legal residence; affidavit required
Limit	No more than 1 ADU per parcel

1. Conservation District, C-1

Article 3, Section 3-1-1, Uses Permitted by Right - page 6

3-1-1 Uses Permitted by Right

.14 Accessory Dwelling Unit (Revised 7/23/13)

2. Agricultural District, A-1

Article 4, Section 4-1-1, Uses Permitted by Right - page 10

4-1-1 Uses Permitted by Right

Same as Conservation C-1 plus:

.6 Accessory Dwelling Unit (Revised 7/23/13)

3. Residential District, R-1

Article 5, Section 5-1-1, Uses Permitted by Right - page 15

5-1-1 Uses Permitted by Right

.8 Accessory Dwelling Unit (Revised 7/23/13)

4. Related R-2 By-Right Cross-Reference

Article 6, Section 6-1-1, Uses Permitted by Right - page 19

6-1-1 Uses Permitted by Right

.1 All uses permitted by right in R-1 excluding public facilities agriculture and keeping of domestic laying hens. (Revised 11/10/2020)

Textual note: Section 6-1-1.1 imports most R-1 by-right uses into R-2, while Article 22 parameter C expressly lists only A-1, C-1, and R-1 as districts where an accessory dwelling unit is permitted by right. This compilation flags that wording without resolving the apparent tension.

5. Senior Residential District, SR

Article 6A, Section 6A-1-1, Uses Permitted by Right - page 23

6A-1-1 Uses Permitted by Right

.1 Age Restricted Communities (100% Age Restricted) meeting the requirements of Section 6.1-2 of this ordinance, and within such Age Restricted Communities (100% Age Restricted), the following uses are permitted by right:

.a Single Family Detached Dwellings

.3 Accessory uses or structures as defined. (Revised 1/11/05)

Textual note: Section 6A-1-1 lists single-family detached dwellings and accessory uses or structures, but does not expressly list accessory dwelling units. Article 22 parameter C does not name SR as a district where an ADU is permitted by right. The excerpt above omits other SR uses; the complete list and age-restriction requirements remain in Article 6A.

6. Planned Unit Development District, PUD

Article 7, Section 7-3, Permitted Uses - page 27

7-3 PERMITTED USES

The following uses are permitted in PUD districts:

.1 Single-family detached and semi-attached dwellings.

.10 Accessory uses and structures clearly subordinate and incidental to the permitted principal uses and structures.

.11 Uses permitted by right in the SR Senior Residential district subject to an eight (8) dwelling unit per acre density. (Revised 1/11/05)

Textual note: Section 7-3 lists residential and accessory uses, but does not expressly list accessory dwelling units. Article 22 parameter C does not name PUD as a district where an ADU is permitted by right. The excerpt above omits other PUD uses. An approved PUD development plan may also affect a particular lot.

Article 22 Definition and ADU Parameters

Article 22, Definitions - page 145

ACCESSORY DWELLING UNIT (Revised 7/23/13): A separate living unit located on a single family residential lot. The accessory dwelling unit includes a kitchen, sleeping and bathroom facilities, located within the single family residence or within an accessory building on the property. Accessory dwelling unit is by definition subordinate in use, size, location and appearance to the primary unit. The accessory dwelling unit shall be in accordance with the following parameters:

A. The accessory dwelling unit and the principal dwelling shall be in the same ownership. The owner must occupy at least one of the dwelling units as a permanent legal residence, except for temporary absences not to exceed six months. The owner occupancy shall be verified by a notarized affidavit from the owner. (Revised 7/23/13)

B. Reserved (Revised 7/23/13)

C. The installation of accessory dwelling unit is permitted by-right in Agriculture, A-1, Conservation, C-1 and, Residential, R-1, zoning districts. (Revised 7/23/13)

D. The accessory dwelling unit must be a complete, separate housekeeping unit, independent in function from the principal dwelling. (Revised 7/23/13)

E. Reserved (Revised 7/23/13)

F. Not more than one accessory dwelling unit may be established on the parcel. (Revised 7/23/13)

G. The accessory dwelling unit may be designed to be located within the single-family dwelling with a separate entrance or in a conforming accessory structure; however, it may not be located in a nonconforming accessory structure or structure made conforming as a result of a variance. (Revised 7/23/13)

H. The accessory dwelling unit shall be designed so that the appearance of the building in which it is located remains that of a single family detached dwelling or accessory structure. (Revised 7/23/13)

I. The accessory dwelling unit shall be no larger than 800 square feet, or smaller than 300 square feet. (Revised 7/23/13)

J. The accessory dwelling unit shall not have more than two bedrooms. (Revised 7/23/13)

K. Two additional off-street parking spaces shall be provided for the accessory dwelling unit. (Revised 7/23/13)

L. All Health Department, State and County Code requirements shall be met. (Revised 7/23/13)

M. Reserved (Revised 7/23/13)

N. Reserved (Revised 7/23/13)

O. Mobile or manufactured homes shall not be used as an accessory dwelling unit. (Revised 7/23/13)

ADU Draft Changes

9/28/2026 skg

Yellow Highlight: New or amended

Red strikethrough: Deleted

Existing Article 22, Definitions - proposed replacement text follows

ACCESSORY DWELLING UNIT (Proposed amendment): An attached or detached dwelling unit located on the same lot as an existing or proposed primary residence that provides complete independent living facilities for one or more individuals, including facilities for living, sleeping, eating, cooking, and sanitation. The accessory dwelling unit is accessory to the primary residential use and shall be subject to the following parameters:

A. The accessory dwelling unit shall remain on the same lot as the primary dwelling and shall not be sold separately or subdivided from the primary dwelling. Owner occupancy is not required.

~~B. Reserved (Revised 7/23/13)~~

C. An accessory dwelling unit is permitted as an accessory use on a lot with an existing or proposed single-family dwelling in the Agricultural A-1, Conservation C-1, Residential R-1, Residential R-2, Senior Residential SR, and Planned Unit Development PUD zoning districts, subject to the requirements of this definition and the lawful approval of the primary residential use.

D. The accessory dwelling unit must be a complete, separate housekeeping unit, independent in function from the principal dwelling. (Revised 7/23/13)

E. An accessory dwelling unit permitted under this definition shall not be counted as an additional principal dwelling unit when calculating residential density, minimum lot area per dwelling, division rights, or an allocation of principal dwelling units under this ordinance in any zoning district. This rule applies whether the calculation is made for a parcel, subdivision, age-restricted community, or planned unit development. An accessory dwelling unit does not authorize a separate lot, a separately sold dwelling, or an additional principal dwelling. An occupied accessory dwelling unit in the SR district shall be counted as a separate occupied residential unit for purposes of the age-restriction requirements of Section 6A-2. This paragraph does not waive applicable building, utility, parking, lot coverage, setback, or other development requirements, or amend an express proffer or condition of a prior approval.

F. Not more than one accessory dwelling unit may be established on the parcel, excluding those structures built under 16-1-5; see H. (Revised 7/23/13)

G. An accessory dwelling unit may be located within, attached to, or detached from the primary dwelling, subject to the Virginia Uniform Statewide Building Code and other applicable requirements identified in paragraph L.

H. In the A-1 and C-1 zoning districts, an accessory dwelling unit approved under this definition is an accessory use and shall not be considered an additional single-family dwelling authorized by Section 16-1-5. The acreage, density, and principal-dwelling setback requirements of Section 16-1-5 do not apply to an accessory dwelling unit. A dwelling authorized under Section 16-1-5 is

a separate principal dwelling and shall not be classified as an accessory dwelling unit solely because it is located on the same parcel.

I. An accessory dwelling unit shall contain no less than 200 square feet and no more than 1,500 square feet of accessory dwelling unit floor area, calculated in accordance with paragraph J. All space used as a dwelling unit shall comply with the Virginia Uniform Statewide Building Code.

J. For purposes of the floor area in paragraph I, accessory dwelling unit floor area means all space designated for or used exclusively by the accessory dwelling unit, measured to the interior face of its enclosing walls. It includes living areas, bedrooms, kitchens, bathrooms, closets, hallways, laundry areas, storage areas, and stairs within or serving only the accessory dwelling unit, whether finished or unfinished. Space retained for the principal dwelling or genuinely shared by both dwellings is excluded only if it is identified on the approved floor plan and accessible without passing through space used exclusively by the accessory dwelling unit. Space accessible only through the accessory dwelling unit, or reserved for its occupants, shall be counted regardless of its label on the floor plan. The applicant shall submit a dimensioned floor plan identifying the accessory dwelling unit boundary and floor area. Any later incorporation of additional space into the accessory dwelling unit requires zoning review.

K. One dedicated off-street parking space shall be provided for the accessory dwelling unit. Any parking required for the primary dwelling that is eliminated by construction of the accessory dwelling unit shall be replaced.

L. All Health Department, State and County Code requirements shall be met. (Revised 7/23/13)

~~M. Reserved (Revised 7/23/13)~~

~~N. Reserved (Revised 7/23/13)~~

O. A qualifying manufactured home may be used as a detached accessory dwelling unit subject to the same zoning standards applicable to a detached site-built accessory dwelling unit and compliance with Virginia Code § 15.2-2290 and applicable building and installation requirements.

October 19, 2026

Dear Commissioners Mastervich, McCloskey, Kelpe, Snow, and Wajda, and Mr. Frydl and Ms. Golomb:

This letter is in regard to the October 22, 2026 work session of the Department of Planning and Zoning and the Planning Commission to '….review proposed revisions to the Greene County Zoning Ordinance provisions governing accessory dwelling units (ADUs),' this in response to '…the new Virginia statutory framework,' which refers to Code §15.2-2292.4, which goes into effect on July 1, 2027.

As I'm sure you are aware, over the past decade many localities across the country have eliminated zoning restrictions on the placement of ADU, as a strategy to increase the stock of 'affordable' housing. This philosophy informed the decision by the state legislature to draw up SB531 / Code §15.2-2292.4.[1]

Unsurprisingly, landowners, developers, real estate agents, and housing investment groups have leveraged the relaxation of zoning restrictions on ADU in order to generate impressive profits by renting these dwellings out as short term rentals (STR) on Air BnB, VRBO, and other portals.[2]

STR associated with ADU have been the source of considerable tensions in localities. For example, in San Diego, the rental of ADU as STR has led to anger on the part of residents who have to deal with rowdy behavior on the part of the short-term tenants.[3]

I note that the text of Code §15.2-2292.4 makes zero mention of STR. Also, neither the existing language of Article 22 / the County's ADU ordinance, as well as the alterations to the ADU ordinance drawn up by Ms. Golomb, for consideration on October 22, mention STR.[4]

I know the Planning Commission shares with me the dedication to making Greene County an inviting and welcoming place to live, and the County government and staff always are responsive to the concerns of residents on issues of zoning.

In this spirit, I encourage the Commission to consider adding language to the ordinance prohibiting STR at ADU.

As an example of such language, at their October 8, 2026 meeting the City Council of Staunton reviewed (and presumably adopted) the following draft text for the City Code, Chapter 18.111, 'Accessory Dwelling Units.' [5]

18.111.030 General requirements.
Accessory Dwelling Units shall be subject to the following standards

(1) A lease term for the rental of an ADU shall be 30 consecutive days or longer. An ADU is not permitted to be used as a homestay. The primary dwelling shall not be used as a homestay if an ADU is located on the property.

If the Commission is unwilling to incorporate similar text into the Greene ADU ordinance, then perhaps the Commission could recommend to the Board of Supervisors that any ADU owner wanting to rent the dwelling as a STR should be obliged to register that dwelling in the County's STR database. ADU owners who deploy STR without registering with the County should be penalized by an escalating schedule of fines.[6]

I recognize that the ultimate decision on ADU zoning ordinance language and policy rests with the Board, but I am confident that the Commission's endorsement of a prohibition on STR in ADU would be impactful to the Board's decision-making process.

Sincerely,

James Higgins

475 Rosewood Drive

Barboursville, VA 22923

sooperspesh@outlook.com

[1] https://www.schillingshow.com/2024/05/16/guest-editorial-do-accessory-dwelling-units-really-provide-affordable-housing/
[2] https://www.biggerpockets.com/blog/real-estate-1097; https://crestbackyardhomes.com/raising-bar-adu-industry-collaboration-matters/; https://www.zenbusiness.com/start-a-business/construction/adu-development/; https://www.fergusonhome.com/adu-income-property/a27268?srsltid=AU7gw4UK0jnrXP1SbQY_xX0k5yoJ6d36SUQgBprD7SC8_4BpEOVJSvJQ;
[3] https://inewsource.org/2025/09/18/san-diego-affordable-housing-short-term-rental-vacation-ban/
[4] https://law.lis.virginia.gov/vacode/title15.2/chapter22/section15.2-2292.4/, "ADU Draft Changes 9/28/2026 skg" https://greenecova.portal.civicclerk.com/event/1129/files/agenda/3492
[5] https://www.ci.staunton.va.us/agendas-minutes, link to City Council Work Session and Regular Meeting, date of 10/08/2026 pdf file, page 46
[6] https://vernonreporter.com/viroqua-city-council-reviews-proposed-short-term-rental-ordinance-aimed-at-protecting-local-housing-inventory/

GREENE COUNTY, VIRGINIA

Board of Supervisors

RESOLUTION

RESOLUTION NO. 2026-005

A RESOLUTION ESTABLISHING PLANNING AND ZONING PRIORITIES FOR ORDINANCE REVISIONS AND COMPREHENSIVE PLAN UPDATES

WHEREAS, Sections 15.2-1427 and 15.2-1433 of the Code of Virginia, 1950, as may be amended from time to time, enable a local governing body to adopt resolutions for the governance of the county; and

WHEREAS, Sections 15.2-2223 and 15.2-2283 of the Code of Virginia, 1950, as amended, grant the Board of Supervisors the authority to prepare, adopt, and amend a comprehensive plan and zoning ordinances to promote the health, safety, and general welfare of the public; and

WHEREAS, the Greene County Planning Commission serves on behalf of the Board of Supervisors and is committed to advancing the Board's priorities as efficiently as possible; and

WHEREAS, following a joint work session between the Board of Supervisors and the Planning Commission, county staff and officials agreed to initiate a public engagement campaign and launch a website for the Comprehensive Plan update; and

WHEREAS, the Planning Director and Zoning Administrator has identified five key priority areas requiring immediate attention and legislative action to improve county governance, land use, infrastructure, and housing; and

WHEREAS, establishing clear priorities ensures that county staff and the Planning Commission can efficiently allocate resources toward drafting ordinance revisions that reflect the community's needs; and

WHEREAS, the Board of Supervisors finds that formally adopting these five planning and zoning priorities serves the public interest and provides necessary direction for the orderly development of Greene County.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF GREENE THAT:

Section 1. Adoption of Ordinance Revision Priorities

The Board of Supervisors hereby adopts the following five priority areas for immediate ordinance revision and Comprehensive Plan integration:

- **Land Use Map Growth Area / Tech Flex Overlay:** Growth area adjustment and expansion to encourage business versus housing, focus on the Tech Flex overlay, Route 29 to 33 to Quinque, and identity, commercial opportunities, and infrastructure needs.
- **Legislative – Subdivision/Zoning Ordinances / Policy:** Implementation of legislative changes found during the Legislaide audit, codification of existing policies into the ordinance, and

identification and update of multiple small ordinance improvements. This will include any amendments that take effect July 1, 2026, unless another effective date is specified in the code.

- **Private Road Standards / Access Management:** Establishment of private road standards including minimum construction standards, clarification of private roads versus public roads and land subdivisions, and access management.
- **Dark Skies / Landscaping:** Review of dark skies regulations, addition of residential requirements (which are currently exempt), and transition to natural landscaping versus current curated landscaping requirements.
- **Mobile Homes in residential zoning districts:** Update zoning ordinance to reflect newly adopted state code requirements.
- **Mobile Food and Service Units:** Review and update to more comprehensive regulations.
- **Accessory Dwelling Units (ADU):** Review of the ADU definition and establishment of minimum and maximum allowed square footage.

Section 2. Direction to Staff and Planning Commission

The Zoning Administrator and the Planning Commission are hereby authorized and directed to utilize these priorities to guide the public engagement campaign, the Comprehensive Plan update, and the drafting of necessary ordinance revisions. Staff are further directed to prepare the corresponding ordinance amendments for future public hearings and final consideration by the Board of Supervisors.

Section 3. Effective Date

This Resolution shall be effective immediately upon adoption by the Board of Supervisors.

ADOPTED BY THE GREENE COUNTY BOARD OF SUPERVISORS ON JUNE 9, 2026.

Motion: Marie Durrer
Second: Matthew Hartung

Votes:

Catalano:	Yes
Lamb:	Yes
Goolsby:	Yes
Hartung:	Yes
Durrer:	Yes

Steve Catalano, Chair
Greene County Board of Supervisors

ATTEST: _____
Cathy Schafrik, Clerk
Greene County Board of Supervisors

Accessory Dwelling Unit Ordinance Revision

Greene County Planning Commission

OCTOBER 21, 2026



Why we are revising the ADU ordinance

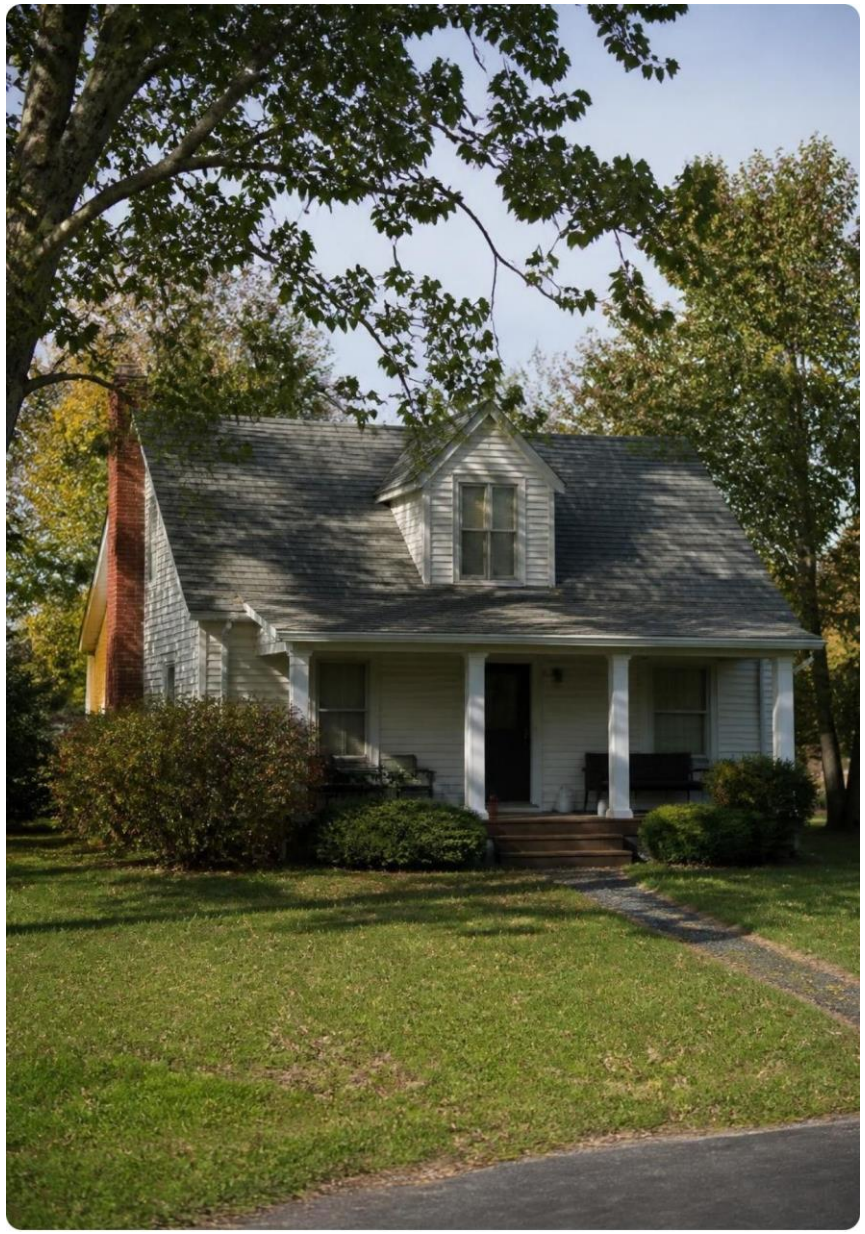
June 9, 2026

Board Resolution No. 2026-005 made ADUs a priority, including the definition and minimum and maximum square footage.

July 1, 2027

Virginia Code § 15.2-2292.4 takes effect.

Localities may adopt a substantially compliant ordinance before that date.



The new state law sets the frame



ADUs become a permitted accessory use in single-family zoning.



Localities may require a permit with a fee of no more than **$500**.



Localities may not require family relationships between occupants or impose certain stricter setbacks.



Private covenants are not overridden.

What the ordinance says today

By right only in **A-1, C-1 and R-1**.

300 to 800 sq. ft., maximum two bedrooms.

Two additional off-street parking spaces.

Owner must live on site, verified by notarized affidavit.

Manufactured homes not allowed.

Proposed changes at a glance

RULE	CURRENT	SEPTEMBER 28 DRAFT
Districts	A-1, C-1, R-1, R2 and PUD	A-1, C-1, R-1, R-2, SR, PUD
Floor area	300–800 sq. ft.	200–1,500 sq. ft.
Parking	Two spaces	One dedicated space plus replacement of lost primary parking
Owner occupancy	Required	Not required
Manufactured homes	Prohibited	Allowed if qualifying, detached

An ADU would not count as an extra principal dwelling

Excluded from density, lot-area and division-right calculations.

No separate sale or subdivision; must stay on the same lot.

One ADU per parcel, separate from Section 16-1-5 dwellings in A-1 and C-1.

In SR, an occupied ADU counts as a separate unit for age-restriction rules?

A clear method for measuring floor area

Counts

All space used only by the ADU, finished or unfinished.

Excluded only if marked

Shared space is excluded only if marked on the approved floor plan.

Applicant submits a dimensioned floor plan.

Adding space later requires zoning review.

Requested direction and next steps

Staff asks for Commission direction on the definition, districts, floor area, parking, owner occupancy, manufactured homes and density treatment.

01

Commission direction

02

Public hearing

03

Final Board consideration

Questions for the Commission



How should SR and PUD be handled?



What minimum and maximum floor area is right for Greene County?



Is the parking approach appropriate?



Does the Commission support dropping owner occupancy?



Should staff develop permit procedures and application materials?

GREENE COUNTY PLANNING COMMISSION
SEPTEMBER 16, 2026

THE REGULAR MEETING OF THE GREENE COUNTY PLANNING COMMISSION WAS HELD ON WEDNESDAY, SEPTEMBER 16, 2026, AT 6:00 PM, HYBRID IN-PERSON WITH REMOTE VIA TELEPHONE AND ELECTRONIC MEANS.

Members present:	John McCloskey, Chairman Mark Kelpe, Vice Chairman David Mastervich, Member Jason Snow, Member
Staff present:	Stephanie Golon, Deputy Planning Director/Deputy Zoning Administrator Cristy Snead, Permit Technician/Planning Commission Secretary

CALL TO ORDER

Mr. McCloskey called the meeting to order.

DETERMINATION OF QUORUM

Each Commissioner stated their name to establish a quorum.

Mr. Snow
Mr. Kelpe
Mr. Mastervich
Mr. McCloskey

There was a quorum with four Commissioners present.

PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE

Mr. McCloskey stated that they would start the meeting with the Pledge of Allegiance and a moment of silence.

PUBLIC HEARINGS

Grange Commons, LLC is requesting a Special Use Permit to establish a church and operate a private school serving grades K–8. The proposal includes the use of the existing 6,557-square-foot building, the construction of a 7,000- to 8,000-square-foot addition, an expanded parking area, a playground, and associated access, in accordance with Articles 4-1-2, 3-1-2.14, and 3-1-2.18 of the Greene County Zoning Ordinance.

The subject property is identified as Tax Map Parcels 40A-(1)-1 and 40A-(1)-2, together with the existing legal access easement across Tax Map Parcel 40A-(1)-3, as shown on Plat Cards 6157–6159, which will provide access to the proposed church and private school. Tax Map Parcels 40A-(1)-1 and 40A-(1)-2 consist of approximately 24 acres and are located on the northwest side of the intersection of Fredericksburg Road and Seminole Trail. The property is zoned A-1 (Agricultural) and is designated as "Rural Area" on the Greene County Future Land Use Map. (SUP26-004)

Mrs. Golon presented the Grange Commons church and school request (SUP 26-004) and opened with a framing reminder about what a special use permit actually is: a use presumed to carry greater impacts than those allowed by right, which makes the commission's job to review the application, identify those impacts, and mitigate them through conditions. She was careful to bound the scope of the evening's decision, noting that several matters sit outside the commission's task and get resolved in later

processes — the site plan review, where staff works with VDOT to determine what the entrance looks like, and the change-of-use process handled by the building official through his permitting review.

On the substance of the request, she explained that the applicant is seeking a facility for up to 400 participants in the church or assembly space and 125 students in the school. The existing structure on site is roughly 6,500 square feet, with a site plan concept proposing an addition bringing it up to about 8,000 square feet of new space. The property is zoned A-1 and falls within the rural growth area of the county's future land use map and comprehensive plan. She flagged an important property detail: there are no division rights associated with the two 10-acre parcels, so the applicant would need to do a boundary line adjustment and abandon the shared property line in order to place the use across both parcels. She walked the commission through the standard set of maps, including the aerial, confirming the site sits in the county's rural area.

Returning to the question of conditions, she stressed that any condition has to be directly attributable to a documented impact rather than simply reflecting what the commission would prefer — screening for noise, full-cutoff lighting for light spillover, and similar measures tied to identifiable effects. She then summarized the agency review. Emergency services had submitted a lengthy list of concerns, many of which she suggested were better handled at site plan, though the commission could adopt a condition requiring that those items be reviewed at that stage. VDOT issued its usual standard letter, and she pointed out that VDOT has no real authority at the special use permit stage and functions more as a recommending body, with its formal involvement coming during site plan review, which will require an amended plan. On utilities, the health department weighed in that the applicant will need a certified engineer to evaluate both the existing septic system, originally sized for a farmers market, and the well, for the intensified use.

She closed by characterizing the draft conditions as a foundation rather than a finished product, inviting the commission to go through them step by step and amend them as it saw fit before making a recommendation to the Board of Supervisors.

Justin Shimp introduced himself as the engineer on the project, representing Grange Commons LLC, the current property owner, and began by placing the request in its history. The same church had been before the commission roughly two months earlier on this property, and he had been working with the congregation for several years to find a location in Greene County. The original site was at the Greene–Albemarle boundary, where a special use permit and a rezoning from commercial to mixed residential church and school had already been approved; that site remains close to approval but has proven difficult on overall site work and sewer connections. While that was being worked through, the church explored alternatives and landed on this property, a barn the owner had built as a farmers market that never materialized as the envisioned farm co-op. With the building sitting unused, the church saw an opportunity. Shimp noted the location shifts them from the Greene–Albemarle line to essentially the Greene–Madison line, and that the congregation is enthusiastic about it, calling it a beautiful spot for a church.

On the specifics of the ask, he confirmed the request covers an expected church attendance of 400 and up to 125 students, and acknowledged that the project will have to clear a change of use with the building official to satisfy assembly requirements in the building code regardless of whether a special use permit were required. He noted the school figure matches the size of a school the ministry has successfully run in the past, and that it would be a K through 8 program. Walking through the site concept, he explained that the proposed church addition is about the same size as the existing barn, roughly doubling the structure, with the church and school housed in that same building. He was deliberate about correcting a possible misimpression from his original concept plan: because it showed only a portion of the property rather than the whole, the development can look larger than it is. In reality the buildings and permitted area sit up near the road, and the bulk of the two parcels remains undeveloped farmland, though the church may eventually want a cleared area for children to play ball.

The heart of his argument was that a church fits the rural context. He described churches as part of the fabric of rural areas, typically the largest structures one encounters there, and argued that both the building as constructed and the use itself are consistent with the historic character of rural Greene County and rural areas generally — so the proposal does not pose the kind of threat to the character of the land that a special use permit review is meant to guard against. He pointed out that the barn is arguably one of the most agricultural-looking structures along that corridor. He also displayed a county GIS map with a church layer turned on, showing churches scattered throughout the community, and suggested many predate special use permit requirements for that use, which to him further demonstrated that this is fundamentally a rural-area use.

On traffic — which he identified as the concern folks worry about most — he made the case that Route 29 is about the best place for this kind of facility. While acknowledging there have been issues at that particular intersection, he argued that siting a church and school here avoids pushing congestion back onto narrow back-country roads, where a church would otherwise typically be located, and counted that as a positive for this site. He closed by emphasizing that the structure already exists and the proposal is simply about repurposing it for something beneficial to the community: an assembly and gathering space, and an alternative education choice for families who want it.

In the questions that followed, Shimp confirmed that the main change since the earlier hearing is the larger structure and the inclusion of a second parcel, and explained why they came back voluntarily. Neighbors had raised concerns that the project would expand further, and the church's plans had genuinely shifted — the original arrangement contemplated leasing the building, but the congregation decided to purchase the property and make it a permanent home, which meant proceeding with a full build-out. Rather than proceed on the old submittal, they resubmitted with the complete picture in the interest of transparency. He confirmed the church intends to purchase both parcels, with the special use permit applying to both, and clarified that access comes via an easement over a third parcel to the west. VDOT had wanted the entrance set well back from Route 29 to avoid queuing problems, and although the barn could have had a closer agricultural entrance, the owner permitted and built it as a commercial entrance in anticipation of a larger farmers market, which is why it sits so far back and provides good queuing distance. On the addition's configuration, he indicated it is shown attached, though there could be a ten-foot separation, with the intent being church and school side by side in the same basic structure, extending the barn's ridge line straight back for efficiency. Asked about weekend use, he noted school would not run on Saturdays but cautioned against an unnecessarily restrictive condition, since some churches meet Saturday evenings and the congregation may change its schedule over time. On enrollment, he explained the 125 figure represents a five-to-ten-year build-out rather than opening-day attendance, with the school starting at one grade — perhaps ten or twelve children — and adding a grade each year as the ministry has done before.

The commissioners' questioning of Justin Shimp came in two stretches: an extended round of questions immediately after his presentation, and one follow-up later in the evening when the commission was working through conditions and pulled him back in.

Mr. Kelpe led off by trying to pin down what had actually changed since the applicant's last appearance, summarizing it as the structure simply getting bigger. Mr. Shimp confirmed that directly. Mr. Kelpe then asked whether the earlier application had covered one parcel or both, and Shimp confirmed it had been only one. Mr. Kelpe supplied his own reasoning — that they need the space — and Mr. Shimp took the opening to add context he said he should have included in his opening statement: one reason they came back at all was neighbor concern that the project would keep expanding. When the original submittal was filed, around April, the arrangement under discussion with the church and the owners was that the church would lease the building. The congregation subsequently decided to purchase the property and make it a permanent home, at which point the team concluded they should proceed with a full build-out. Rather than leave the older, smaller picture on the record after changing course, they thought it best, in the interest of transparency, to resubmit so everyone could see the complete plan. Mr. Kelpe also responded to the church-distribution map Mr. Shimp had used to show that churches are

part of the rural fabric, saying he found it interesting and offering his own read of the same data — that what he considers the more remote parts of the county actually have more churches.

Mr. Mastervich pressed on the property and access questions. He asked whether the church intends to purchase both parcels, and Mr. Shimp confirmed they do, with the special use permit applying to both. Mr. Mastervich then noted that the entrance nonetheless sits on a third parcel to the west. Mr. Shimp confirmed that as well, explaining there will be an easement over that parcel to reach the site, and that the entrance was placed well back because VDOT wanted it a long distance from Route 29 to avoid queuing problems. He added a piece of history: although a barn could have had a closer agricultural entrance, the owner had it permitted and built as a commercial entrance in anticipation of a larger farmers market, which is why it is set so far back — and which gives good queuing distance for traffic coming in and out. Mr. Mastervich next asked whether the addition would attach to the existing building or stand separate. Mr. Shimp said the drawing does not spell it out precisely and there could be something like a ten-foot separation, but the intention is for the church and school to occupy the same basic structure side by side. When Mastervich pushed further on the orientation — east-west versus north-south — Mr. Kelpe cut in to point out that the ridge line was the key and that a better image showed it, and Mr. Shimp confirmed that was exactly right: the barn's ridge line would be extended straight back as the efficient way to add on.

Mr. McCloskey raised the weekend-use question that had been left open at the earlier hearing. He noted the first presentation had school running Monday through Friday, that the commission had discussed what happens with weekend events, and that the new application still reads Monday through Friday — then asked whether the applicant was comfortable with no Saturday activity. Shimp said he did not expect school on a Saturday and noted that Robert, the pastor who operates the program, was not present. But he argued for flexibility rather than a tight restriction: he saw no appetite for massive Saturday events at this location, yet some churches meet on Saturday evenings, and if this congregation ever changed its schedule a permit that forbade it would become an unnecessary burden. He turned the question back to the commission, asking whether a condition written with that circumstance in mind would be fair. Mrs. Golon connected it to the same point Mr. McCloskey had raised previously — what if the school wanted to hold a soccer game — and noted the draft conditions were built on a similar foundation that the commission could tweak.

Mr. Snow focused on the enrollment figure, asking whether 125 students was expected on opening day or phased over five to ten years. Mr. Shimp said it was a five-to-ten-year build-out, starting with a single grade of ten or twelve children and moving those students up overtime, and that this ministry had run a school of similar size before and would grow it the same way. Kelpe restated it back as a check — start with the kindergartners and go from there — and Mr. Shimp confirmed they would build up grade by grade. Mr. Snow explained his interest: the commission had spent considerable time at the last hearing on traffic flow coming off Route 29, and a gradual build-out was easier to stomach. Mr. Kelpe agreed, noting that phased growth means any problem can be ironed out while it is still small.

The final exchange came later, after the public hearing had closed and the commission was deliberating on emergency access. Mr. Snow asked about the photograph at the bottom of a staff slide, wondering whether it was taken near the entrance; Mrs. Golon thought the photographer appeared to be standing at the entrance and asked Mr. Shimp to weigh in. Mr. Shimp confirmed that was about right, perhaps slightly inward toward Route 29, and then spoke to the emergency-access concern directly. He noted he could not recall the travelway width offhand but that site plan review imposes minimums for fire apparatus — at least twenty feet so trucks can pass in both directions — so some protections already exist in the fire code. He said his firm does provide second points of access on projects, though usually much larger ones, and that in theory an emergency-only entrance cut might be possible where the travelway splits and wraps around the rear parking area, giving responders a different way into the travel way if something blocked the beginning of it. He was explicit that he was hesitant to commit to anything at that moment, since it would require conversations with VDOT. That framing is precisely what Mr. Kelpe then converted into the motion's added Condition 21 — a secondary, emergency-services-only entrance if permitted by VDOT, to be worked out at site plan.

Three residents signed up to speak once Mr. McCloskey opened the public hearing on the Grange Commons request.

Terry Lawson spoke in support. A two-year Greene County resident who moved from Madison, she is a member and board member of Riverstone Church. She and her husband sold the home they built on family property in Madison in 2012 and relocated to Greene specifically so they could be more involved, having previously driven roughly forty minutes each way; the new site will be a mile from her home. Speaking from her board experience with the church's financial records, she described Riverstone as a congregation of strong stewardship and integrity, and said she hopes it will plug into Greene County through local mission projects. She closed by saying she was not asking the county for anything — the church is there for the community.

Anna Brown, who lives on property adjacent to Grange Commons, spoke in opposition, as she had at the prior hearing. She argued the project keeps growing — more than double the building space, an additional lot, and outdoor recreation areas the applicant apparently didn't need last time — and that this is now the third proposed use for the site. She asked how water and septic capacity will handle the larger building, questions she felt the materials left unanswered, and objected that a commercial venture of this scale is not paying EDUs when the water line runs through its front yard. She also raised the tax-base impact, noting a church designation takes multiple properties off the rolls and lets adjacent land be added as exempt, and asked what happened to growth paying for growth. On rural character, she pointed out that the application's answers addressed only the church when this is a church and a school, and that the new portion, the parking lot, the fencing required for young children, and the lighting together represent a real change to the area. On traffic, she rejected the commission's proximity-to-29 rationale: the intersection is already tight and dangerous, drop-off and pick-up will add backups six days a week, and since most of the county lies west of the site, GPS will route traffic the length of Fredericksburg Road, which is already too narrow and poorly maintained. She urged the commission not to rubber-stamp another Murphy project.

Rick Thomas struck a middle note, offering neither clear support nor opposition so much as a request about how the use should operate. A recent Greene County resident who lives one mile west of the site and who had also spoken at the prior hearing, he said simply that if the project is allowed, he hopes the congregation is given the opportunity to function very much like other churches in the community. He drew on what he had just experienced walking in — hearing the Methodist church next door ring its six o'clock bells — and noted that although he attends Spring Hill Baptist Church, he has thoroughly enjoyed the Saturday morning breakfasts at Westover and in Stanardsville, which might well be a Saturday activity for this church too. His one practical ask was that they be respectful of who is already there and not schedule at the same time as Westover. He added that if they ring six o'clock evening bells, he would count that as a blessing.

Mrs. Golon invited anyone attending on Zoom to raise a hand, no one did, Mr. McCloskey asked once more whether anyone in the room who hadn't signed up wished to speak, and then closed the public hearing.

Mr. Kelpe spoke first and said he thought the application was fine last time and still did. He acknowledged the building is getting bigger but discounted the traffic objection, noting that while the site is not on Route 29 itself it sits right beside it. He liked that the draft conditions require anything above and beyond the approved use to come back for a permit, drawing on his own experience at Spring Hill Church, where an Easter egg hunt draws heavy Saturday traffic. He also made the point that people consistently underestimate how many cars a road already carries, and added that he selfishly liked the inclusion of a second lot because it takes another house off the table — the alternative being that it stays agricultural, where someone could put up a large turkey barn.

Mr. Mastervich remained opposed, as he had been at the prior hearing, and said so on the basis of traffic. He lives off Fredericksburg Road and described pulling out from Vista Heights as dangerous, particularly when VDOT does not keep the shoulder mowed and a low car cannot see oncoming traffic.

He said he had witnessed accidents at Route 29 and Fredericksburg Road, including people badly hurt. He also flagged the EMS write-up's concern about getting in quickly with only one entrance, and objected to the scale — the county has had trouble with anything over 4,000 square feet, and this building goes to roughly 12,000.

Mr. McCloskey shared the location and traffic concern and picked up the single-entrance issue, asking whether a second entrance dedicated to emergency use, separate from school traffic, was possible. Mrs. Golon said staff could certainly ask VDOT, and that the commission could add a condition requiring or approving such an entrance if VDOT allows it. Mr. Snow urged caution on the traffic rationale, noting you could pick any road in Greene County and find heavy traffic — he lives off Beasley — and said his own concern was the weekday operation rather than Sundays, since Sunday traffic does not coincide with commuter volume; on balance he did not expect a large traffic impact.

On the Monday-through-Friday question, Kelpe read Condition 7 — regular activity between 7 a.m. and 10 p.m. plus school operations — as broad enough in his view to cover soccer games, a holiday craft bazaar, or a Friday morning men's breakfast. Mr. Kelpe said he was comfortable with the conditions overall, observing that the water and sewer questions raised in the public hearing are handled outside the commission's authority — the Health Department and the building official must sign off regardless, particularly given that the structure was originally built as a barn.

The emergency-access discussion then ran through possible routes, including coming in from the water treatment plant side and driving across the field, with Mr. Kelpe noting a heavy pipeline had been moved through there. Mr. Shimp, asked to weigh in, confirmed site plan review imposes fire-apparatus minimums of at least twenty feet of travelway width, said second points of access are typically provided on much larger projects, and suggested an emergency-only cut might be possible where the travelway splits around the rear parking area — while declining to commit before talking with VDOT. Golon confirmed this would be worked out at site plan.

Mr. Kelpe then moved approval of SUP 26-004 for TMP 48-1-1 and -2 in accordance with the Greene County Zoning Ordinance, public necessity, convenience, general welfare and good zoning practice, with the listed conditions plus a new Condition 21 for an emergency-use-only entrance if allowed by VDOT. The motion was seconded by Mr. Snow and carried on a roll-call vote with the chair voting aye; Mr. Kelpe – yes, Mr. Snow – yes, Mr. Mastervich – no, Mr. McCloskey – Yes. With a three-to-one vote, SUP26-004 was recommended for approval.

The Greene County Planning Commission will hold a public hearing to consider amending Articles 3 (Conservation District), 4 (Agricultural District), 5 (Residential District R-1), 6 (Residential District R-2), 6A (Senior Residential District), 7 (Planned Unit Development District), 16 (General Provisions), and 22 (Definitions) of the Greene County Zoning Ordinance to revise regulations pertaining to manufactured homes. The proposed amendments are intended to bring the Greene County Zoning Ordinance into compliance with amendments to Virginia Code §15.2-2290 concerning the placement and regulation of manufactured homes. (OR26-001)

Mrs. Golon presented OR 26-001, noting the amendment is state mandated and that the commission had reviewed it in a prior public work session. She advised that the only change since that session appears in the amended definitions, where she struck the provision excluding accessory dwelling units from being mobile homes, as state code does not allow the county to prohibit that for residential use. The remainder of the document is unchanged from the work session draft. Mr. McCloskey noted that all jurisdictions are updating their ordinances to reflect the change in state code, and that manufactured homes are now built to higher standards than older mobile homes. No one spoke during the public hearing, and the chairman closed it. Mr. Mastervich observed that the county is simply falling in line with state code. Mr. Kelpe moved, in accordance with the Greene County Zoning Ordinance, public necessity, convenience, general welfare and good zoning practice, to recommend approval of OR26-001 as submitted by staff. The motion was seconded by Mr. Mastervich and carried on a roll-call vote

with the chair voting aye; Mr. Kelpe – yes, Mr. Snow – yes, Mr. Mastervich – yes, Mr. McCloskey – Yes. With a four-to-zero vote, OR26-001 was recommended for approval.

The Greene County Planning Commission will hold a public hearing to consider amending Articles 3 (Conservation District), 4 (Agricultural District), 5 (Residential District R-1), 6 (Residential District R-2), 6A (Senior Residential District), 7 (Planned Unit Development District), 8 (Business Restricted District B-1), 10A (Technology/Flex Research and Development District), 11 (Industrial Limited District M-1), 16 (General Provisions), and 22 (Definitions) of the Greene County Zoning Ordinance to revise regulations allowing Mobile Food Units and establish regulations for Mobile Vendor Units (OR26-002)

Mrs. Golon reported that the commission had held two work sessions on the item and that she made only a few changes following the final session. Applications must now be routed to the Virginia Department of Agriculture and Consumer Services and the Fire Marshal's Office, in addition to the Health Department for water and sewer, to ensure those agencies weigh in. She added language making clear that the units cannot be permanent structures in the business and industrial districts, consistent with the prior direction that units may not remain set up in residential districts. The remaining changes require compliance with the sign ordinance and that the permit be kept on location so a zoning officer can verify it on inspection. The balance of the document is unchanged from the work session draft.

No one signed up to speak in the room, and no one attending online wished to comment. The chairman closed the public hearing.

Mr. Kelpe spoke in support of the revisions, noting that requiring Fire Marshal sign-off and visible posting of the permit parallels the practice at conventional restaurants, that prohibiting units from remaining set up in residential areas addresses his concerns, and that limiting the number of units to three per lot avoids the concentration of food trailers seen elsewhere. He also supported allowing longer-term units in agricultural areas to connect to sanitation and power rather than relying on generators. Mr. McCloskey agreed the amendments represent reasonable compromises that remain more controlled than other jurisdictions while still creating opportunity for new businesses.

Mr. Kelpe moved, in accordance with the Greene County Zoning Ordinance, public necessity, convenience, general welfare, and good zoning practice, to recommend approval of OR 26-002 as submitted. Mr. Snow seconded. The motion carried, with Mr. Kelpe, Mr. Snow, and Mr. Mastervich voting aye and the chair voting aye.

COMPREHENSIVE PLAN

Rural Subdivisions

Under comprehensive plan review, Mrs. Golon presented an informational briefing on rural subdivisions, accompanied by a memo and PowerPoint. She explained that the topic surfaced repeatedly in the comprehensive plan surveys and in conversations with community leaders and members, who generally do not understand how these divisions occur. She stressed that the presentation took no position for or against the practice; the purpose was to ensure the commission understands the county's current ordinances before making comprehensive plan recommendations.

She reviewed the framework for A-1 and C-1 zoned property. In 2001 the Board of Supervisors adopted ordinances assigning a calculated number of division rights to each tract in those districts, and the Board, as the legislative body, controls how divisions occur. A division "by right" means the owner may divide the land, provided all zoning and subdivision ordinance requirements are met, through administrative review by staff and the reviewing agencies, without a public hearing before the commission or the Board.

Mrs. Golon then described the mechanisms by which rural land is divided without constructing a public road, noting that a public road is the expensive element on the order of millions of dollars per mile. Family divisions are defined by state code, mirrored in the county ordinance, and allow an owner to convey lots to immediate family members, who must retain the property for five years before transferring it outside the family. Agricultural partitions require lots of ten acres or greater for bona fide agricultural purposes and may be served by a private road; she cited the rear parcels at Grange Commons as an example. A single lot exemption allows each parent tract one division without meeting those criteria and without public road frontage, but the exemption is lost once any family division or agricultural partition is taken. She noted that family divisions and single lot exemptions need only meet the minimum lot size, whereas agricultural partitions must meet the ten-acre threshold. Where additional division rights are assigned to partitioned acreage, those lots remain restricted to the same mechanisms or must be served by a public road.

She also described rural subdivisions developed with public roads, such as Hancock Farms, where developers exercise their division rights but must invest in road construction and meet the minimum lot area and frontage requirements for the A-1 and C-1 districts.

On legacy subdivisions predating or contemporaneous with zoning, Mrs. Golon reported that staff now requires road maintenance agreements for private roads, though she acknowledged that older agreements, such as at Dogwood Valley, lack enforcement provisions. She noted that subdivisions including Wood Drive and Twin Lakes are responsible for their own road maintenance, and that the office receives inquiries roughly annually from residents seeking to bring private roads up to state standards — a process requiring an engineered plan, adequate right-of-way and drainage, at a cost of hundreds of thousands of dollars.

Mrs. Golon concluded that she was not seeking feedback or recommendations, but wanted the commission to understand that these are by-right divisions. She recalled similar discussions across localities in 2006 during a comparable growth period, observing that division rights implicate property rights and retirement planning and are therefore a difficult subject — which is precisely why an informed conversation is necessary. She noted that any changes would begin with recommendations in the comprehensive plan.

Mr. McCloskey commented that private road conditions have been a recurring subject throughout his tenure, and that many buyers purchase property unaware of what they are taking on; he suggested a need for greater education or disclosure at the point of sale. Mrs. Golon agreed, noting that staff appreciates when realtors or prospective buyers call the office, and that comparable issues arise with water supply as well as roads in subdivisions such as Green Mountain Lake.

Mrs. Golon advised that the memo had been shared with the RAC, where there was considerable interest, and that she would share it with the Board of Supervisors the following Tuesday so that all parties are working from the same information as these conversations continue.

MINUTES

July 15, 2026, minutes.

Mr. Snow motioned to approve the minutes; Mr. Mastervich seconded. The motion carried, with Mr. Kelpe, Mr. Snow, and Mr. Mastervich voting aye and the chair voting aye.

OTHER PLANNING MATTERS

Ruckersville Advisory Committee - Mrs. Golon reported on the Ruckersville Advisory Committee, which she attended. Attendance at the meeting was strong, and she noted Mr. Mastervich's absence, which he explained was due to a conflicting meeting. Mrs. Golon advised that the committee reviewed the

development report, as is customary for those meetings, and that she presented the same rural subdivision PowerPoint given to the Planning Commission. She also promoted the comprehensive plan update, making the committee aware of upcoming pop-up events and encouraging participation in any committees that may develop out of the comprehensive plan process. She characterized it as a good meeting and described the committee as a strong group, a view Mr. Mastervich shared. Ms. Golon noted separately that the rural subdivision memo had generated considerable interest at the Ruckersville Advisory Committee, which prompted her to bring it to the Planning Commission and the Board of Supervisors.

Town of Stanardsville – Mr. McCloskey reported on the Town of Stanardsville, advising that he attended the town's meeting on Monday and that the town is working on several ordinances that will eventually come before the Planning Commission.

The town is developing a blight ordinance and is working with the county's building official on a property maintenance code, prompted in part by several properties, including some on Ford, that would be considered blighted. The town has also undertaken landscaping improvements, hiring contractors to clear planting beds and remove weeds growing in the pavement.

Mr. McCloskey reported that the town voted Monday to go live with a new official website. The prior site operated as "Friends of the Town of Stanardsville," which meant agendas were not posted in advance and minutes were not available to anyone other than council members. The new site, developed with an outside developer, is not yet mobile-ready but functions on desktop, and he characterized it as a significant step forward for visibility into town business. The town also adopted policies governing internet use, and materials such as town hall rental information will now be posted online rather than only on paper.

Regarding truck traffic, Mr. McCloskey advised that the town continues to work with VDOT on the Route 230/33 intersection where large trucks turn and travel through town. VDOT has agreed to a sign restricting large trucks to left turns only, though details are still being worked out and the mayor believes the town may have to purchase the sign. The commission discussed the difficulty of restricting through trucks, which Ms. Golon noted would require approval from both the county and Madison County and has been attempted previously without success, and the related need to have routing updated in mapping services so trucks use Route 33 rather than Route 230.

Mr. McCloskey further reported that the town adopted a stormwater ordinance, presented at the meeting by Mr. Leake, mirroring the ordinance the county adopted last September. The town is also pursuing zoning and subdivision ordinance changes, which the county attorney, Mr. Sipe, wishes to bring before the Planning Commission in November — not as a public hearing, but for the commission's review — with a target of adoption by December. Mr. McCloskey and Mrs. Golon both characterized that schedule as ambitious.

Development Activity – The Commissioners had no questions about the development activity memo

Next Month's Agenda - Turning to next month's agenda, Ms. Golon advised that the commission will consider a special use permit for a confectionery home business in Ruckersville. The applicant is seeking to make chocolates in an accessory structure on the same parcel as her residence.

Ms. Golon further reported that she has begun work on accessory dwelling unit regulations, a matter previously raised by both the Planning Commission and the Board of Supervisors, and hopes to bring the topic to a work session next month. Mr. McCloskey observed how prominently accessory dwelling units are featured in current news and media coverage.

ADJOURNMENT

Respectfully submitted,
Cristy Snead,
Secretary

_____
Planning Commission, Chairman



Town of Stanardsville Comprehensive Plan 2026

Adopted by Stanardsville Town Council

VISION

Stanardsville will remain a welcoming historic town that balances thoughtful growth with preservation of its unique character. Through strong partnerships, responsible infrastructure investment, vibrant neighborhoods, and a thriving Main Street, the Town will continue to serve as the civic heart of Greene County while providing an exceptional quality of life for future generations.

EXECUTIVE SUMMARY

This Comprehensive Plan establishes the Town's long-term vision for growth, preservation, and public investment over the coming years. It builds upon Stanardsville's historic character while providing a practical framework for future land use, transportation, infrastructure, housing, economic development, and implementation decisions.

Major priorities identified in this Plan include:

- Preserve Main Street and the Town's historic character.
- Support coordinated residential growth with quality neighborhood design.
- Expand and coordinate water, sewer, transportation, and broadband infrastructure.
- Improve walkability, sidewalks, parks, and community connections.
- Strengthen public gathering spaces and coordinate with Greene County on Greene Commons.
- Promote sustainable economic development and small business growth.
- Continue strong partnerships with Greene County, regional agencies, businesses, and residents.

Table of Contents

VISION 2
EXECUTIVE SUMMARY 2
SECTION 1 — COMMUNITY PROFILE 4
SECTION 2 — LAND USE & DEVELOPMENT FRAMEWORK 9
SECTION 3 — TRANSPORTATION 34
SECTION 4 — INFRASTRUCTURE 54
SECTION 5 — HOUSING 62
SECTION 6 — ECONOMIC DEVELOPMENT 69
SECTION 7 — IMPLEMENTATION 78

SECTION 1 — COMMUNITY PROFILE

1.1 Introduction

The Community Profile describes the history, people, housing, economy, and physical characteristics of the Town of Stanardsville. It provides the factual foundation for the goals, policies, and implementation strategies contained throughout this Comprehensive Plan.

Understanding existing conditions helps the Town make informed decisions about growth, public investment, and community preservation.

As the seat of Greene County, Stanardsville provides government services, educational opportunities, and community facilities for residents throughout the region. The following chapters build upon this profile.

1.2 Historic Setting

Stanardsville was established in 1794 when William Stanard subdivided approximately 45 acres of land into half-acre lots arranged along a formal grid of streets. The Town's location along regional travel routes contributed to its early growth, and by the late eighteenth century it had developed into a small but active settlement serving travelers moving between Richmond and the Blue Ridge Mountains.

Early development included inns, taverns, and service-oriented businesses. One of the earliest known structures, constructed shortly after the Town's founding, remains standing today along Stanardsville Run. By the early nineteenth century, the Town had established itself as a local commercial and civic center.

In 1838, Stanardsville was designated as the seat of Greene County, solidifying its long-term role as the center of government and public services. The Lafayette Hotel, constructed in 1840, remains a prominent historic structure and a symbol of the Town's early economic activity. The courthouse and its associated civic buildings distinguish Stanardsville as a courthouse town.

Following the Civil War, growth slowed but resumed in the late nineteenth and early twentieth centuries. During this period, a range of architectural styles emerged, including Queen Anne, Victorian, Italianate, and Federal. Many of these structures remain today and contribute to the Town's historic character.

The construction of William Monroe School in 1925 represented an important investment in public education and community infrastructure. The establishment of Shenandoah National Park in the 1930s significantly impacted the region, resulting in the displacement of hundreds of families from surrounding mountain communities. This history continues to shape the cultural identity of Greene County and is recognized locally through memorials and historical interpretation.

Today, Stanardsville retains its historic street grid, building patterns, and civic landmarks. The Town's historic character remains one of its most defining features and an important asset for future development and preservation efforts.

1.3 Community Identity and Role

Stanardsville serves as the civic and administrative center of Greene County. Key public facilities located within the Town include the Greene County Courthouse, County Administration Building, Jefferson-Madison Regional Library, and the Piedmont Virginia Community College (PVCC) satellite campus.

This concentration of public institutions reinforces the Town's role as:

- The governmental center of Greene County
- A hub for education and workforce development
- A focal point for community activity and public services

In addition to its governmental function, Stanardsville serves as a social and cultural gathering place for residents throughout the County. Community events, local organizations, and public spaces contribute to a strong sense of civic identity.

The Town's identity is shaped by several defining characteristics:

- A compact, walkable downtown centered on Main Street
- A historic architectural character
- Proximity to Shenandoah National Park and the Blue Ridge Mountains
- A growing number of community events, festivals, and local initiatives
- A tradition of volunteerism and civic engagement

Stanardsville also functions as a gateway to regional tourism and recreation. Visitors traveling to Shenandoah National Park and surrounding attractions often pass through or stop in the Town, creating opportunities for economic development. As a gateway to the Blue Ridge, Stanardsville also offers a central base for exploring the Commonwealth's historic landmarks, arts, music, entertainment, and educational attractions.

1.4 Population and Development Trends

Stanardsville's population has remained relatively stable over the past several decades, with fluctuations tied primarily to periods of residential development. Unlike rapidly growing urban and suburban areas, the Town's growth has historically occurred in discrete phases rather than continuously.

The Census Bureau's July 2025 Population Estimates Program places Stanardsville's population at approximately 366 residents. Although local knowledge and regional estimates suggest this figure may understate the Town's actual population, it provides a useful analytical baseline.

Historically, Stanardsville represented a larger share of Greene County's population. In 1970, the Town accounted for approximately 6 percent of the County's population; today, that share has declined to approximately 2 percent. This shift reflects more rapid growth in unincorporated areas of the County rather than a decline in the Town itself.

Recent development activity indicates a renewed period of growth. The Blue Ridge Meadows development represents the Town's largest planned residential expansion in modern history and is expected to increase the Town's population, diversify housing opportunities, and increase demand for public infrastructure and community services.

Future population growth is expected to occur through a combination of new residential development, compatible infill within established neighborhoods, and the adaptive reuse of existing buildings. The planning implications of this growth are discussed in greater detail in the Land Use, Housing, Transportation, and Infrastructure chapters.

1.5 Demographic Characteristics

Stanardsville's population reflects a diverse and evolving community. Over time, the Town has become more racially and ethnically diverse, consistent with broader regional trends.

The non-Hispanic White population has declined as a percentage of the total population, while Hispanic, Black, and other populations have increased. This diversification contributes to the cultural richness of the community and underscores the importance of inclusive planning.

The Town's age distribution is relatively balanced, with a significant proportion of both younger residents and older adults. Approximately one-quarter of the population is under the age of 18, while a comparable share is over the age of 65. This intergenerational composition creates a need for a range of services and facilities, including schools, recreational opportunities, and senior services.

Household characteristics in Stanardsville are typical of small-town and rural communities, with a mix of family households, individuals, and older residents living independently. Planning efforts must consider the needs of these diverse household types, both now and in the future.

Table 1.1 — Demographic Characteristics

Demographic Characteristics in Town, County, and Region

	Town of Stanardsville	Greene County	Thomas Jefferson Planning District
Characteristic (2023)	**Percent of Total**	**Percent of Total**	**Percent of Total**
Race			
White Alone	72%	80%	76%
Two or More Race Groups	12%	7%	6%
Black Alone	12%	7%	11%
Asian Alone	0%	3%	4%
Mexican	1%	1%	2%
Puerto Rican	0%	1%	1%
Other	5%	5%	3%
Ethnicity			
Hispanic or Latino	6%	7%	6%
Age			
Preschool (0 to 4)	8%	6%	5%
School Age (5 to 17)	9%	17%	14%
College Age (18 to 24)	1%	7%	11%
Young Adult (25 to 44)	33%	24%	25%
Adult (45 to 64)	16%	27%	25%
Older Adult (65 plus)	33%	19%	19%
Total Population (estimate)	473	20,850	261,949
Source: U.S. Census Bureau, American Community Survey 2023			

1.6 Housing Characteristics

Stanardsville's housing stock reflects its historic development pattern. Housing age, condition, and rehabilitation needs are discussed in Section 5.2.

Housing types include:

- Single-family detached homes
- Converted multi-family structures
- Townhomes and newer residential units in recent developments

Older housing presents challenges related to maintenance, energy efficiency, accessibility, and modernization; see Section 5.2.

New residential development is introducing additional housing options. Section 5.7 discusses Blue Ridge Meadows and other residential development trends.

Chapter 5 provides the detailed evaluation of housing affordability, demographic influences, residential growth, and future needs.

Table 1.2 — Housing Characteristics

	Town of Stanardsville	Greene County	Thomas Jefferson Planning District
	Percent of Total	Percent of Total	Percent of Total
Housing Type (2023)			
Owner Occupied	56%	75%	63%
Renter Occupied	10%	23%	19%
Vacant For Seasonal or Recreational Use	32%	36%	31%
1-Unit (Attached or Detached)	10%	10%	7%
2 - 9 Units	4%	6%	6%
10 - 19 Units	44%	25%	37%
20 or more Units	32%	18%	28%
Tenure (2023)			
Owner Occupied	43%	72%	60%
Renter Occupied	51%	19%	28%
Vacant For Seasonal or Recreational Use	6%	9%	11%
Total Housing Units (estimate)	251	8,687	117,929
Source: U.S. Census Bureau, American Community Survey 2023			

1.7 Economic Context

Stanardsville's economic conditions are summarized below; Chapter 6 provides the detailed evaluation and economic development strategies.

Stanardsville's economy is shaped by its role as the County seat, its proximity to regional employment centers, and its connection to tourism and recreation.

Public sector employment plays a significant role in the local economy, with government offices, schools, and public services providing a stable employment base. Many residents commute to nearby areas, particularly Charlottesville and Albemarle County, for employment opportunities.

Tourism is an increasingly important economic driver. The Town's proximity to Shenandoah National Park and historic sites, as well as nearby wineries, breweries, and agritourism destinations, attracts visitors throughout the year. Local events and community activities also contribute to the Town's economic vitality.

Despite these strengths, the Town's economic base remains relatively small, with limited commercial space and a modest number of businesses. This creates both challenges and opportunities for future economic development.

See Figure 6.1 Employment by Sector for more details.

1.8 Community Assets and Challenges

Assets

Stanardsville possesses several key assets that support its long-term viability and attractiveness:

- A well-preserved historic downtown
- Its role as the seat of Greene County
- Proximity to natural, historic, and recreational resources
- A strong sense of community and civic engagement
- Opportunities for tourism and small business development

Challenges

At the same time, the Town faces several challenges:

- Aging infrastructure systems and constraints related to water and sewer capacity
- Limited commercial and economic activity in some areas
- Need for housing diversity and affordability
- Impacts of regional growth patterns

1.9 Summary

Stanardsville combines a rich history, strong civic identity, established neighborhoods, and emerging opportunities for growth. Its role as Greene County's seat extends beyond its municipal boundaries.

The following chapters apply these existing conditions to future planning and public investment.

SECTION 2 — LAND USE & DEVELOPMENT FRAMEWORK

A Forward-Looking Guide for How Stanardsville Grows

Stanardsville's land-use decisions shape the Town's character, economic vitality, and long-term resilience. This framework reflects the Town's citizen-first philosophy, collaborative governance, and commitment to incremental, sustainable progress.

2.1 Purpose of the Land Use Framework

The Land Use and Development Framework establishes the long-term vision for how Stanardsville will grow, reinvest, and preserve the qualities that define the community. It provides policy guidance for future land use decisions, zoning amendments, capital improvements, redevelopment initiatives, and public investment.

The framework recognizes that Stanardsville's future will be shaped primarily through incremental reinvestment rather than rapid expansion. Future development should strengthen the Town's historic character, support Main Street, encourage housing opportunities, coordinate with available infrastructure, and preserve the walkable, small-town environment valued by residents.

This chapter is intended to guide decision-making rather than regulate individual properties. It establishes a consistent framework for evaluating future proposals while maintaining the flexibility needed to respond to changing community needs and opportunities.

The Land Use Framework is guided by the following principles:

- Preserve Stanardsville's historic character and small-town identity.
- Strengthen Main Street as the Town's civic and commercial center.
- Encourage compatible reinvestment and adaptive reuse.
- Expand housing opportunities while protecting established neighborhoods.
- Coordinate growth with available infrastructure.
- Improve walkability, public spaces, and community connectivity.
- Foster partnerships with property owners, businesses, and developers.
- Support economic development that complements the Town's scale and character.

The development principles in Section 2.6 guide application of this flexible framework.

2.2 Existing Land Use Patterns

Stanardsville's land use pattern reflects more than two centuries of gradual growth, resulting in a compact, walkable community where residential, civic, commercial, and institutional uses are closely integrated. Unlike many modern communities that developed through large-scale subdivisions, Stanardsville evolved incrementally, creating a traditional development pattern that remains one of the Town's defining strengths.

Historic Main Street serves as the Town's commercial and civic center. Traditional storefronts, restaurants, financial institutions, churches, government offices, and community gathering spaces are concentrated within a walkable area that reinforces Stanardsville's identity and provides an inviting environment for residents and visitors alike. This district continues to function as the heart of community life and remains the Town's greatest opportunity for future revitalization.

Surrounding Main Street are established residential neighborhoods consisting primarily of older homes on modest lots. These neighborhoods provide the traditional small-town character that residents consistently identify as one of Stanardsville's greatest assets. Mature trees, interconnected streets, front porches, and walkable blocks contribute to a strong sense of place and neighborhood identity.

Although many neighborhoods appear to consist primarily of single-family homes, the Town's housing pattern is more diverse than first impressions suggest. A significant number of homes have been internally converted into duplexes, apartments, or other multi-unit dwellings while maintaining the appearance of traditional single-family residences. This "hidden density" has allowed Stanardsville to accommodate additional residents without dramatically changing its physical character.

This pattern has also resulted in a substantially larger renter population than might otherwise be expected in a town of Stanardsville's size. While this diversity contributes to housing availability, it also creates additional planning considerations related to parking, housing affordability, neighborhood stability, infrastructure capacity, and long-term community investment.

The civic and institutional facilities identified in Section 1.3 serve as major community anchors. Their land use policy direction is provided in Section 2.5.4.

Blue Ridge Meadows introduces a new phase of residential development. Section 2.5.3 establishes the policy framework for the emerging residential growth area, including the portion developed under a Planned Unit Development (PUD) within Town limits.

Despite anticipated growth, the overall development pattern should remain compact, walkable, and centered around Main Street. Future land use decisions should reinforce these characteristics while carefully balancing growth with preservation of the Town's historic identity and quality of life.

Table 2.1 — Planning Observation

Planning Observation

The housing pattern described above should inform housing policy, parking requirements, infrastructure planning, neighborhood compatibility, and community services; see Sections 2.5.2 and 5.3.

Figure 2.1 — Town of Stanardsville Reference Map



2.3 Development Trends and Pressures

Stanardsville is entering one of the most significant periods of change in its modern history. While the Town has experienced relatively modest growth over much of the past century, several emerging trends will shape future land use decisions and require thoughtful planning.

Residential Growth

Blue Ridge Meadows represents the largest residential development ever proposed within the Town and will substantially influence Stanardsville's future. When fully developed, the project has the potential to more than

double the Town's population over the next decade. This growth presents significant opportunities to strengthen the local economy, expand the customer base for Main Street businesses, and diversify housing options. At the same time, it will increase demand for public infrastructure, transportation improvements, parks, emergency services, utilities, and community facilities.

Future residential development should continue to be coordinated with infrastructure investments so that growth enhances rather than strains public services.

Housing Affordability and Housing Choice

Housing demand throughout Greene County continues to increase while the supply of affordable housing remains limited. Rental costs place pressure on young families, seniors, first-time homebuyers, and workforce residents seeking to remain within the community.

Although Stanardsville contains a relatively large number of rental units through the internal conversion of older homes, there remains a significant shortage of affordable three-bedroom housing suitable for families and multigenerational households. Expanding housing choice while maintaining neighborhood character will remain one of the Town's highest long-term priorities.

Future redevelopment should encourage a broader range of housing opportunities while ensuring compatibility with surrounding neighborhoods and providing adequate off-street parking. Housing choice must also be accompanied by safe, well-maintained living conditions. The Town should coordinate with Greene County to address unsafe or substandard housing and encourage rehabilitation.

Main Street Revitalization

Main Street remains Stanardsville's greatest economic asset; however, it also represents one of the Town's greatest planning challenges.

Over time, numerous buildings that once contained retail shops, restaurants, and service businesses have gradually transitioned to residential use, office space, meeting facilities, or other non-retail activities. While many of these uses remain appropriate, the cumulative effect has been fewer destinations that attract residents and visitors to downtown.

Restoring a vibrant mix of businesses will require continued public-private partnerships, adaptive reuse of historic buildings, façade improvements, infrastructure investment, and financial tools that encourage voluntary reinvestment by property owners. The Town should also consider cultural activities, evening dining, music, and entertainment that make Main Street a welcoming destination throughout the day and evening.

The Town Hall relocation also presents a commercial reuse opportunity, discussed in Section 2.5.1.

Economic Conditions

Stanardsville's economy benefits from tourism, government services, small businesses, and its proximity to larger regional employment centers. Nevertheless, underemployment remains a greater concern than unemployment. Many residents work multiple part-time jobs or commute outside Greene County for higher-paying employment opportunities.

Future economic development efforts should focus on attracting businesses that complement the Town's character while creating stable, full-time employment opportunities and strengthening the local tax base.

Fiscal Sustainability

Stanardsville's small geographic area limits both its available land and its long-term tax base. While the Town has successfully diversified revenues through initiatives such as the Food and Beverage Tax, the Transient

Occupancy Tax, prudent financial management, and strategic property acquisition, maintaining long-term fiscal sustainability will require continued diversification of revenue sources and thoughtful economic development.

Every major land use decision should therefore be evaluated not only for its physical impacts, but also for its long-term contribution to the Town's financial resilience and ability to provide public services.

Planning for Incremental Growth

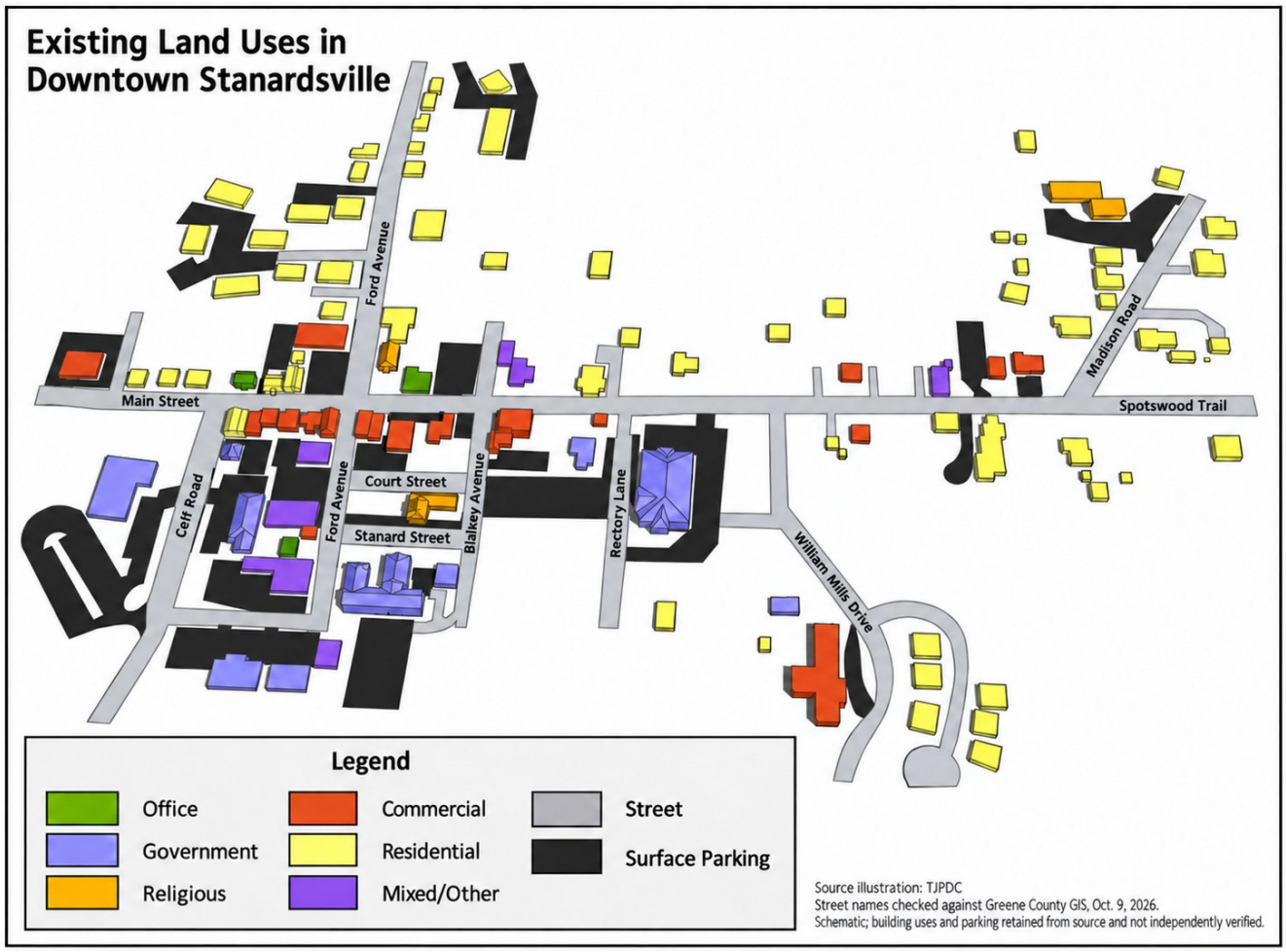
The Town's future will not be defined by a single development project. Rather, it will be shaped by hundreds of incremental decisions made by property owners, businesses, elected officials, and residents over many years.

Successful planning will require balancing reinvestment with preservation, encouraging appropriate redevelopment while respecting existing neighborhoods, and ensuring that infrastructure, public facilities, and community services evolve alongside future growth.

Table 2.2 – Planning Perspective

Planning Perspective
The incremental reinvestment approach described in Sections 2.1 and 2.6 should guide Main Street and neighborhood improvements.

Figure 2.2 — Existing Land Use Distribution



2.4 Growth Areas and Future Development

Stanardsville is a designated growth area within Greene County and remains an appropriate location for compact, coordinated development. Growth within the Town should build upon its existing pattern: a walkable Main Street core, established neighborhoods, civic institutions, and carefully planned residential expansion.

Future development should not be viewed simply as adding new buildings or additional population. It should strengthen the Town's identity, support existing residents and businesses, improve public infrastructure, and preserve the qualities that make Stanardsville distinctive.

2.4.1 Future Land Use Vision

Stanardsville's future land use vision is founded on a simple principle: **protect what makes the Town special while thoughtfully preparing for future generations.** Growth should reinforce the community's historic character, strengthen local businesses, expand housing opportunities, and improve quality of life without sacrificing the qualities that define Stanardsville.

Rather than pursuing rapid expansion, the Town supports incremental, sustainable growth that respects existing neighborhoods, encourages reinvestment, and makes efficient use of existing infrastructure.

2.4.2 Main Street Revitalization

Main Street will continue to serve as Stanardsville's civic, commercial, and cultural center. The Town envisions an active, walkable downtown with locally owned businesses, restaurants, professional offices, community gathering spaces, and upper-story residential or office uses that increase activity throughout the day and evening.

The long-term goal is not simply to fill vacant buildings, but to create a vibrant destination where residents and visitors choose to gather, shop, dine, work, and participate in community life.

The Town Hall relocation provides a catalyst for this vision; see the William Mills House opportunity in Section 2.5.1.

2.4.3 Residential Growth

Blue Ridge Meadows provides an opportunity to accommodate population growth through high-quality neighborhood design. Section 2.5.3 describes the Planned Unit Development framework for the portion within Town limits.

New residential development should connect naturally with the existing street network, provide pedestrian connections to Main Street, incorporate parks and open space, and integrate with the broader community rather than functioning as an isolated subdivision.

Future housing should provide opportunities for young families, seniors, workforce residents, and multigenerational households while respecting the established scale and character of surrounding neighborhoods.

Gentle increases in residential density may be appropriate where infrastructure capacity exists and neighborhood compatibility can be maintained. Adequate off-street parking must accompany additional dwelling units; see Section 2.5.2.

2.4.4 Infrastructure Coordination

Land use decisions should remain closely coordinated with water, sewer, transportation, sidewalks, stormwater management, broadband, and emergency services. Chapter 4 addresses utility capacity and investment needs; Chapter 3 addresses transportation.

Growth should occur where infrastructure can reasonably accommodate it. This approach allows public investment to be made efficiently, reduces long-term maintenance burdens, and helps ensure that new development strengthens rather than strains the Town.

2.4.5 Parks, Open Space, and Community Connections

The Town supports neighborhood parks such as the Blue Ridge Meadows pocket park, the voluntary Greenbelt Initiative, and coordination with Greene County on regional gathering spaces, including Greene Commons and Greene Escape. Section 2.5.5 provides the parks and open space policy direction.

These investments improve recreation, encourage healthy lifestyles, strengthen environmental stewardship, and reinforce the Town's small-town character.

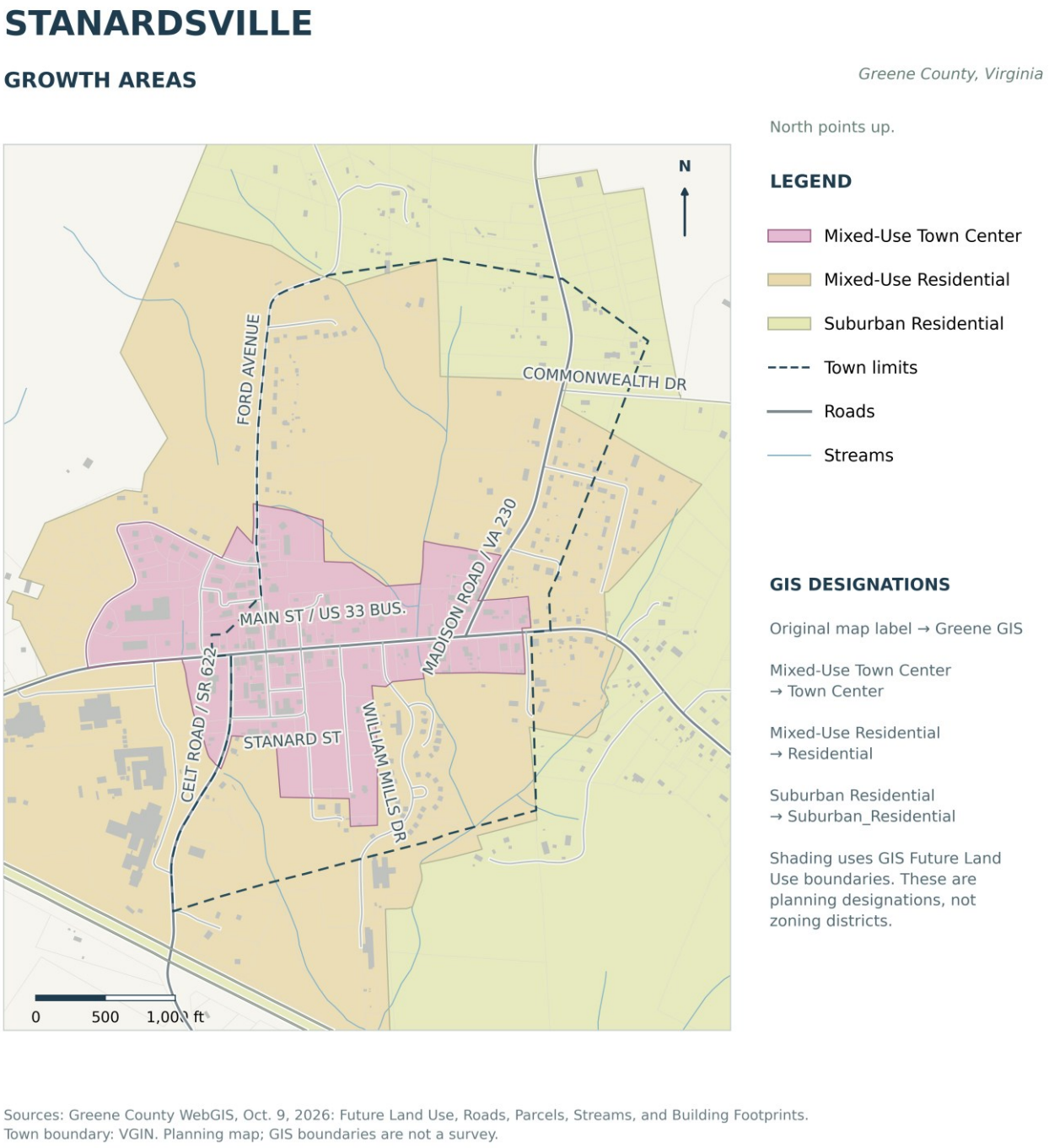
2.4.6 Growth Area Policy Direction

Future development within the Town should be directed toward areas that:

- Have access to existing or planned water and sewer infrastructure;
- Are adjacent to or integrated with existing development;
- Support walkability and pedestrian connectivity;
- Reinforce Main Street as the Town's center;
- Provide appropriate transitions between land uses;
- Minimize impacts on historic resources and established neighborhoods;
- Include public parks, open space, or community amenities that benefit both new and existing residents where appropriate; and
- Contribute to the Town's long-term fiscal and community sustainability.

Stanardsville's growth should be measured not only by the number of new homes or businesses created, but by whether that growth strengthens the community, supports local services, and preserves the Town's historic identity.

Figure 2.3 — Growth Areas Map



2.4.7 Future Boundary Expansion & Long-Term Planning Area

The Town of Stanardsville recognizes that future growth may create opportunities to consider adjustments to its corporate boundaries. While no specific boundary expansion is proposed by this Comprehensive Plan, the Town should remain prepared to evaluate opportunities that support logical growth, improve the efficient delivery of public services, and strengthen the long-term sustainability of the community.

Boundary adjustments should not be pursued simply to increase the Town's geographic size or tax base. Instead, any future expansion should clearly demonstrate public benefit, reinforce the Town's historic development pattern, and be consistent with the vision and policies established throughout this Comprehensive Plan. Evaluation should also consider whether a boundary adjustment would strengthen civic participation and broaden the community's pool of residents able to serve in local office.

The Town's long-term planning area extends beyond its corporate limits because development immediately outside the Town directly influences transportation, utilities, housing, economic development, public safety, schools, parks, and community character. Continued coordination with Greene County regarding adjacent land use decisions is therefore essential to ensuring orderly growth and efficient public investment.

Purpose

The purpose of the Long-Term Planning Area is to identify areas where future coordination between the Town and Greene County may be beneficial. This planning area is **not** intended to establish future municipal boundaries, identify annexation areas, or create additional land use regulations. Rather, it provides a framework for long-range planning and intergovernmental cooperation.

Guiding Principles

If future boundary adjustments are considered, they should generally:

- Be contiguous to the existing Town limits.
- Support compact, efficient, and logical development patterns.
- Be capable of receiving public water and sewer service.
- Strengthen pedestrian, bicycle, and street connectivity.
- Complement existing neighborhoods and development patterns.
- Reinforce Main Street as the Town's commercial and civic center.
- Improve the efficient delivery of municipal services.
- Demonstrate long-term fiscal sustainability.
- Preserve significant environmental, scenic, and historic resources.
- Be coordinated with Greene County through a cooperative planning process.

Areas Appropriate for Long-Term Planning

Over the planning horizon, the Town should continue coordinating with Greene County regarding properties immediately adjacent to the existing Town limits that may influence future municipal services or community development.

Examples include:

- The Blue Ridge Meadows growth area.
- Properties served, or capable of being served, by public water and sewer.
- Areas along the Route 33 corridor.
- Properties adjacent to Greene Commons and other public facilities.
- Areas where future pedestrian or transportation connections would benefit both the Town and County.

Planning for these areas does **not** imply future incorporation into the Town. Instead, it recognizes that development occurring immediately outside the Town often has significant impacts on the Town itself and should therefore be considered collaboratively.

Intergovernmental Cooperation

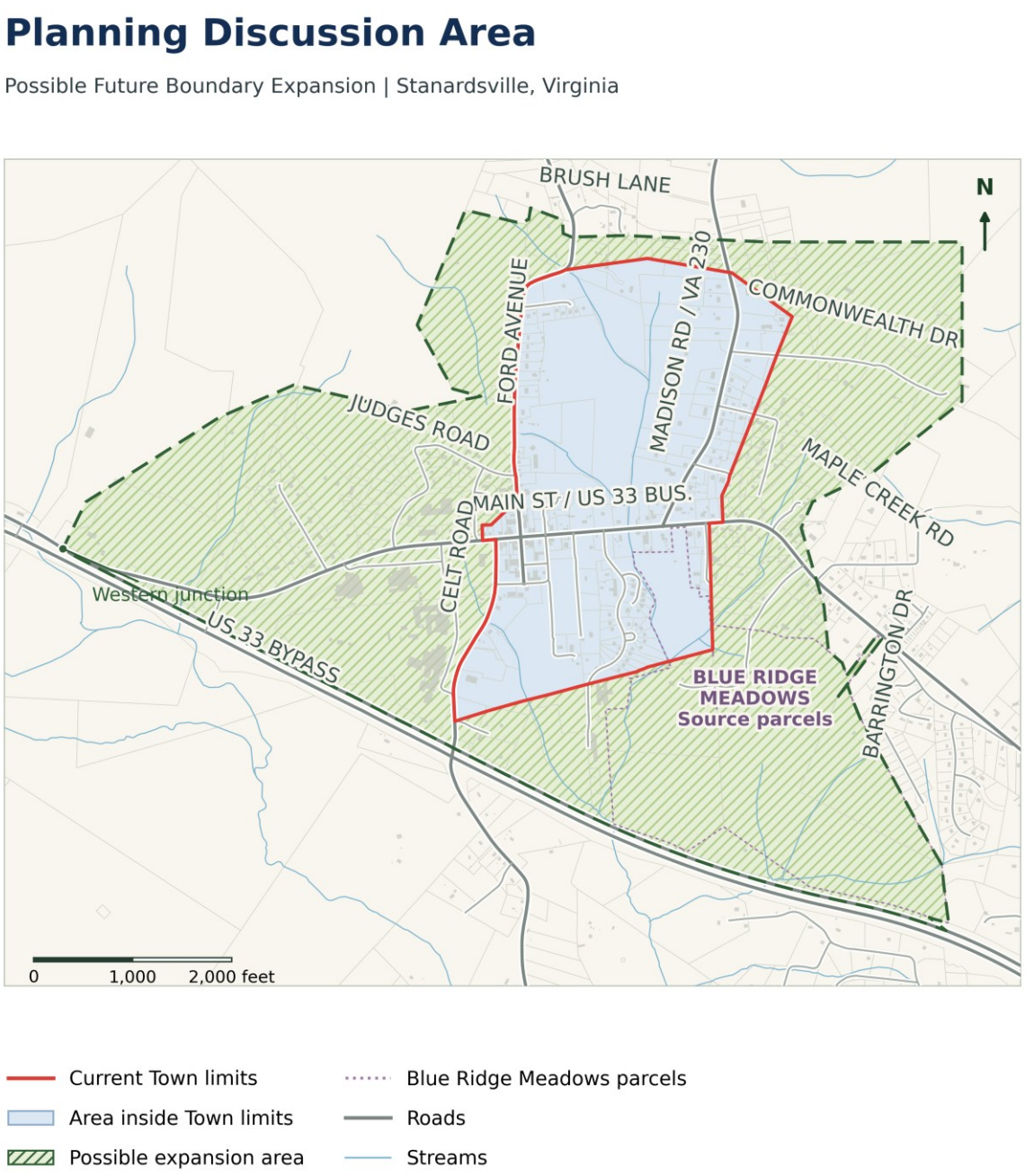
The Town and Greene County have a long history of working together to provide public services, coordinate infrastructure investments, and support economic development.

Future discussions regarding growth, infrastructure, transportation, housing, utilities, or possible boundary adjustments should continue to emphasize partnership, transparency, and mutual benefit. Cooperative planning allows both jurisdictions to maximize public investments while preserving the character and quality of life that residents value.

Long-Term Vision

Stanardsville's future should be defined by thoughtful planning rather than jurisdictional expansion. Whether development occurs inside or immediately outside the Town limits, the shared objective should remain the creation of a connected, walkable, financially sustainable community that preserves its historic identity while accommodating appropriate growth.

Figure 2.4 — Long-Term Planning Area Map



2.5 Future Land Use Policy Framework

The Future Land Use Policy Framework establishes the Town's expectations for future growth, redevelopment, and reinvestment. Rather than assigning rigid land use classifications, this framework describes the character, purpose, and long-term objectives for the Town's major planning areas.

These policy areas should guide future zoning amendments, rezonings, special use permits, capital improvements, redevelopment initiatives, and economic development efforts. They are intended to provide direction while maintaining sufficient flexibility to respond to changing community needs and opportunities.

The development principles in Section 2.6 guide application of these policy areas, including partnership with property owners, neighborhood compatibility, and community reinvestment.

2.5.1 Main Street Business District (Future Policy Area)

Historic Main Street is the symbolic and functional heart of Stanardsville. It serves as the Town's principal civic, commercial, cultural, and social gathering place and should remain the focus of future revitalization efforts.

Town Council supports exploring the establishment of a Main Street Business District as a long-term planning initiative to encourage reinvestment while preserving the character that makes downtown Stanardsville unique. This policy area is intended to guide future land use decisions and should not be interpreted as creating new regulations or restrictions on existing lawful uses.

The Town recognizes that successful revitalization depends upon voluntary investment by property owners. Accordingly, redevelopment should occur through partnership, incentives, technical assistance, and predictable planning policies rather than mandates.

Future improvements should encourage:

- Active ground-floor commercial uses.
- Upper-story residential, office, or lodging uses where appropriate.
- Adaptive reuse of historic buildings.
- Façade improvements that preserve historic character.
- Streetscape enhancements that improve walkability and accessibility.
- Outdoor gathering spaces that encourage community activity.
- A diverse mix of locally owned businesses that complement one another.

The Town should actively pursue state, federal, and private funding opportunities that support downtown revitalization, building rehabilitation, infrastructure improvements, historic preservation, and small business development.

William Mills House Opportunity

The planned relocation of Town Hall to the William Mills House represents one of the most significant redevelopment opportunities identified in this Comprehensive Plan.

Relocating municipal offices will create an opportunity for the existing Town Hall building to return to productive commercial use. Successfully attracting a new business to this highly visible location would provide an immediate demonstration of the Town's commitment to Main Street revitalization while encouraging additional private investment throughout the downtown area. The William Mills House may also provide space for small business incubators, supporting entrepreneurship and diversifying the Town’s revenue sources.

Desired Future Character

The long-term vision for Main Street is a vibrant, walkable downtown that includes restaurants, specialty retail, professional services, galleries, community gathering places, lodging, and complementary businesses that serve both residents and visitors.

Rather than attempting to compete with larger commercial centers, Stanardsville should cultivate a unique downtown experience that celebrates its historic architecture, local entrepreneurship, arts community, outdoor recreation economy, and small-town character.

2.5.2 Neighborhood Residential

Stanardsville's established residential neighborhoods form the foundation of the community. These neighborhoods are characterized by traditional homes, modest lot sizes, interconnected streets, and a walkable development pattern that has evolved gradually over many generations.

Maintaining the character and stability of these neighborhoods should remain one of the Town's highest planning priorities.

Purpose

The purpose of the Neighborhood Residential Policy Area is to preserve the qualities that residents value while allowing thoughtful reinvestment, housing choice, and incremental improvements that strengthen the community without fundamentally altering neighborhood character.

Future development should complement existing homes, respect established development patterns, and maintain compatibility with surrounding properties.

Existing Character

The internal conversions described in Section 2.2 provide housing diversity while largely preserving the appearance of traditional neighborhoods.

The Town recognizes this existing diversity and encourages future housing solutions that continue to respect neighborhood character.

Future Housing

Future residential development should encourage:

- Housing opportunities for families, seniors, and workforce residents.
- Affordable three-bedroom housing.
- Aging-in-place opportunities.
- Sensitive infill development where appropriate.
- Adaptive reuse of existing structures.
- High-quality residential rehabilitation.

Additional dwelling units may be appropriate where they remain compatible with surrounding properties and do not adversely affect neighborhood character.

Parking

As housing density gradually increases, parking becomes increasingly important.

Whenever new dwelling units are created through new construction, redevelopment, or conversion of existing buildings, adequate off-street parking must be provided to reduce impacts on surrounding neighborhoods. The Town should reflect this expectation in applicable development standards.

Parking solutions should remain compatible with the Town's historic character and should avoid large expanses of pavement that detract from neighborhood appearance.

Planning Principles

Future decisions affecting residential neighborhoods should:

- Preserve the traditional streetscape.
- Maintain compatibility of building scale and massing.
- Protect mature trees where practical and encourage new tree planting with interest across all four seasons.
- Encourage reinvestment in older homes.
- Support home ownership while recognizing the importance of rental housing.
- Balance housing diversity with neighborhood stability.
- Promote walkability and safe pedestrian connections to Main Street and civic facilities.

The Town's goal is not to prevent change, but to ensure that change occurs gradually and in a manner that strengthens Stanardsville's established neighborhoods.

2.5.3 Emerging Residential Growth Area

The eastern portion of Stanardsville provides the Town's primary opportunity for thoughtfully planned residential growth. The Planned Unit Development (PUD) framework encourages coordinated neighborhood design, a mix of housing types, interconnected streets, open space, and supporting community amenities. This approach allows future development to occur as complete neighborhoods rather than a series of unrelated subdivisions, while remaining consistent with the Town's long-term land use vision. The Town's objective is to ensure that new neighborhoods become a natural extension of Stanardsville rather than functioning as isolated residential enclaves.

Purpose

The Emerging Residential Growth Area provides a framework for accommodating future population growth while preserving the Town's character, maintaining fiscal responsibility, and ensuring that infrastructure and public services expand in step with development.

Growth should strengthen the Town by increasing housing opportunities, supporting Main Street businesses, and expanding the local customer base without compromising community identity.

Neighborhood Integration

New neighborhoods should connect with the existing community through:

- Sidewalks and pedestrian pathways.
- Safe bicycle access where practical.
- Multiple street connections where feasible.
- Logical extensions of the existing street network.
- Parks and open spaces that serve both new and existing residents.
- Convenient access to Main Street and civic facilities.

Neighborhood design should encourage residents to participate in community life rather than relying exclusively on automobile travel for daily activities.

Housing Diversity

Future residential growth should provide a variety of housing opportunities that serve residents throughout different stages of life.

The Town encourages:

- Single-family homes.
- Cottage-style housing.
- Duplexes where appropriate.
- Smaller homes for first-time buyers and seniors.
- Family-oriented housing with three or more bedrooms.
- Housing that supports workforce residents.

A balanced housing supply strengthens economic resiliency and helps residents remain within the community as their housing needs change.

Infrastructure Coordination

Residential growth should occur only where adequate infrastructure either exists or is planned.

Future development should be coordinated with:

- Water system improvements.
- Sewer capacity.
- Transportation improvements.
- Stormwater management.
- Reliable broadband service and connections for new development.
- Emergency services.
- Parks and recreation facilities.

Development should contribute to the efficient use of public infrastructure while minimizing long-term maintenance costs.

Planning Principles

Future growth areas should:

- Reinforce Stanardsville's small-town character.
- Transition appropriately to existing neighborhoods.
- Incorporate high-quality architectural and site design.
- Preserve significant natural features where practical.
- Encourage walkability.
- Support long-term fiscal sustainability.
- Strengthen connections to Main Street.
- Expand opportunities for public recreation and gathering spaces that benefit residents throughout the community.

Growth should be measured not simply by the number of homes constructed, but by the quality of neighborhoods created and their contribution to the overall community.

2.5.4 Civic & Institutional

Stanardsville's civic and institutional facilities are among the Town's greatest assets. As the Greene County seat, the Town contains a concentration of government, educational, religious, and community facilities that far exceeds what would normally be expected in a municipality of its size. These institutions provide essential

public services, support economic activity, strengthen community identity, and reinforce Stanardsville's role as the civic center of Greene County.

The continued success of these facilities is fundamental to the Town's long-term vitality.

Purpose

The Civic & Institutional Policy Area supports the continued investment, preservation, and enhancement of public and community-serving facilities while ensuring they remain well integrated with surrounding neighborhoods and businesses.

These facilities should continue to serve as community anchors that encourage civic engagement, provide essential services, and contribute to the Town's identity.

Community Anchors

The Civic & Institutional Policy Area includes, but is not limited to:

- Greene County Courthouse
- Greene County Administration Building
- Stanardsville Town Hall
- William Mills House
- Jefferson-Madison Regional Library
- Piedmont Virginia Community College satellite campus
- Greene Commons (a nearby County facility outside current Town limits)
- Public schools
- Churches and other houses of worship
- Public safety facilities
- Community and nonprofit organizations

Together these facilities create destinations that generate daily activity, support local businesses, and reinforce Stanardsville's role as the governmental and cultural center of Greene County.

William Mills House

The adaptive reuse of the William Mills House represents one of the Town's highest priority civic investments.

Relocating Town Hall to this historic property will preserve a community landmark and create a more centrally located municipal facility. The associated commercial reuse opportunity is discussed in Section 2.5.1.

The Town should continue pursuing partnerships and grant opportunities that support the rehabilitation and long-term preservation of historically significant civic properties.

Greene Commons

Greene Commons is discussed in Section 2.5.5 Parks and Open Space.

Planning Principles

Future decisions affecting civic and institutional properties should:

- Preserve historically significant buildings.
- Encourage adaptive reuse where appropriate.
- Improve public accessibility.
- Strengthen pedestrian connectivity.
- Coordinate public investments with surrounding development.

- Support shared use of facilities whenever practical.
- Reinforce Stanardsville's identity as Greene County's civic center.
- Promote partnerships among the Town, Greene County, nonprofit organizations, educational institutions, and community groups.

Public investments should be evaluated not only for the services they provide, but also for their ability to strengthen community identity, encourage private investment, and improve the overall quality of life for residents.

2.5.5 Parks & Open Space

Stanardsville's public spaces, scenic mountain views, walkable streets, and proximity to Shenandoah National Park and the Blue Ridge Mountains contribute to its identity and quality of life. Nearby County facilities provide additional recreation and gathering opportunities, while neighborhood parks and the voluntary Greenbelt Initiative offer opportunities within the Town.

These resources support recreation, community events, tourism, environmental stewardship, and public health while reinforcing the Town's small-town character.

Purpose

The Parks & Open Space Policy Area encourages the preservation, enhancement, and expansion of public gathering spaces, recreational opportunities, and natural resources that improve the daily lives of residents and visitors.

Parks should serve not only as recreational amenities but also as important community gathering places that strengthen neighborhood connections and encourage healthy lifestyles.

Greene Commons

Greene Commons is a County-owned public gathering space outside current Town limits that serves Stanardsville residents and the broader Greene County community.

The facility hosts concerts, festivals, farmers markets, community celebrations, and other public events that strengthen civic pride and support local businesses.

The Town should coordinate with Greene County on accessibility, pedestrian connections, and programming at Greene Commons. Any Town financial contribution should be evaluated against ownership, public benefit, County participation, and competing Town priorities.

Neighborhood Parks

The Town supports the continued development of neighborhood parks and smaller recreational spaces that are easily accessible on foot from surrounding residential areas.

The proposed pocket park within Blue Ridge Meadows represents an excellent example of integrating recreation into new residential development. Similar opportunities should be encouraged as additional redevelopment occurs.

Neighborhood parks should provide flexible spaces for informal recreation, children's play, community gatherings, and passive enjoyment rather than requiring extensive recreational facilities. Accessible and adaptable designs should accommodate users of different ages and abilities.

Greenbelt Initiative

The Town supports continued exploration of a voluntary greenbelt that could ultimately provide a safe, scenic pedestrian connection across Stanardsville.

Participation should remain entirely voluntary and based upon partnerships with willing property owners.

Over time, the greenbelt could:

- Improve pedestrian safety.
- Connect neighborhoods with parks and civic facilities.
- Preserve natural resources and wildlife habitat.
- Encourage walking and outdoor recreation.
- Strengthen Stanardsville's identity as a healthy, connected community.

The Town recognizes that this vision will likely be achieved incrementally through private partnerships, conservation efforts, and future grant opportunities. As public access is established, the Town should define operating hours and allowable activities to support safety and compatibility with neighboring properties.

The Proposed Greenway Trails Map is provided in Figure 3.3.

Environmental Stewardship

Future development should respect Stanardsville's natural setting and seek opportunities to preserve mature trees, streams, scenic views, and environmentally sensitive areas whenever practical.

Public improvements should incorporate landscaping, native vegetation with interest across all four seasons, and sustainable design practices that enhance the Town's appearance while reducing long-term maintenance requirements.

The Town also supports continued implementation of DarkSky principles that reduce light pollution while maintaining public safety. Recent lighting upgrades at Town Hall provide an opportunity to demonstrate these principles in public projects.

Planning Principles

Future decisions affecting parks and open space should:

- Expand opportunities for walking and outdoor recreation.
- Improve connections between neighborhoods and public facilities.
- Preserve significant natural features.
- Encourage community gathering spaces.
- Support healthy lifestyles.
- Strengthen tourism and outdoor recreation opportunities.
- Promote environmental stewardship, natural habitat, and wildlife.
- Reinforce Stanardsville's scenic character.

Investment in parks and open space should be viewed as an investment in community health, economic vitality, and long-term quality of life.

Implementation Priorities

During the planning period, the Town should continue pursuing opportunities to:

- Coordinate with Greene County on Greene Commons and prioritize public gathering spaces and pedestrian connections that serve Town residents.
- Advance the voluntary Greenbelt Initiative through partnerships with property owners.

- Improve pedestrian connections between neighborhoods and civic facilities.
- Protect significant scenic and environmental resources.
- Coordinate park and trail planning with future residential development.

Pursue state, federal, and private grant funding that supports parks, trails, conservation, and recreational improvements.

The Proposed Greenway Trails map is provided in Figure 3.3.

Stanardsville's natural setting is not simply a backdrop for future development—it is one of the community's greatest assets. Future growth should complement, preserve, and celebrate this setting so that residents and visitors continue to experience the scenic beauty, walkability, and small-town character that define Stanardsville.

2.5.6 Gateway Corridors

Stanardsville's gateway corridors create the first impression for residents, businesses, and visitors entering the community. Route 33, Main Street, Ford Avenue, and Madison Road serve as the Town's primary entrances and collectively shape perceptions of Stanardsville's identity, character, and economic vitality.

These corridors should function as more than transportation routes. They should communicate a sense of arrival, reinforce the Town's historic character, support local businesses, and safely accommodate a variety of transportation modes.

Purpose

The Gateway Corridor Policy Area promotes attractive, safe, and well-maintained entrances that enhance community appearance while supporting economic development, tourism, and neighborhood connectivity.

Future improvements should balance transportation efficiency with aesthetics, pedestrian safety, and the preservation of Stanardsville's small-town character.

Community Identity

Gateway corridors should reflect the unique identity of Stanardsville through thoughtful streetscape improvements, landscaping, public art, signage, and coordinated design elements.

Whenever practical, improvements should include:

- Native landscaping.
- Street trees.
- Decorative lighting consistent with DarkSky principles.
- Wayfinding signage.
- Attractive public spaces.
- Consistent streetscape materials.
- Preservation of scenic views.

These improvements should create an attractive and welcoming environment while reinforcing the Town's historic identity.

Complete Streets

Gateway corridors should safely accommodate multiple forms of transportation rather than serving only motor vehicles.

Future improvements should consider:

- Sidewalks.
- Crosswalks.
- Bicycle accommodations where practical.
- Shared-use paths.
- Golf carts where permitted by law.
- Emerging forms of personal mobility, such as electric bicycles and scooters, where appropriate.

The Town recognizes that transportation preferences and technologies will continue to evolve during the life of this Comprehensive Plan. Corridor design should therefore remain flexible enough to accommodate future mobility options while maintaining public safety.

Economic Development

Gateway corridors also function as important economic development corridors.

Well-designed entrances encourage investment, support tourism, improve business visibility, and reinforce community pride.

Public improvements should complement adjacent businesses and encourage redevelopment that enhances the overall appearance of the community.

Planning Principles

Future gateway corridor improvements should:

- Create attractive community entrances.
- Improve pedestrian safety.
- Enhance bicycle connectivity where practical.
- Support local businesses.
- Preserve scenic character.
- Improve accessibility.
- Reinforce Main Street as the community's center.
- Coordinate transportation improvements with land use planning.
- Maintain infrastructure that reflects the Town's historic scale and character.

Gateway corridors should be viewed as investments in community identity as much as transportation infrastructure.

Table 2.3 — Future Land Use Categories

Policy Area	Primary Purpose	Desired Character	Appropriate Uses	Key Planning Priorities
Main Street Business District (Future Policy Area)	Revitalize the Town's historic commercial core.	Walkable, active, mixed-use downtown that preserves historic character.	Retail, restaurants, professional offices, lodging, upper-story residential or office uses, civic gathering spaces.	Adaptive reuse, façade improvements, streetscape enhancements, business recruitment, property-owner partnerships, historic preservation.

Policy Area	Primary Purpose	Desired Character	Appropriate Uses	Key Planning Priorities
Neighborhood Residential	Preserve established neighborhoods while supporting housing choice.	Traditional residential neighborhoods with gradual, compatible reinvestment.	Single-family homes, duplexes, accessory dwelling units where appropriate, neighborhood-scale residential redevelopment.	Housing affordability, neighborhood compatibility, off-street parking, rehabilitation of older homes, walkability.
Emerging Residential Growth Area	Accommodate future population growth through coordinated planning.	Connected neighborhoods integrated with the existing Town.	Planned residential communities, parks, open space, neighborhood amenities.	Infrastructure coordination, pedestrian connectivity, housing diversity, fiscal sustainability, neighborhood integration.
Civic & Institutional	Maintain and strengthen community-serving facilities.	Accessible public facilities that reinforce Stanardsville's identity as the county seat.	Government offices, schools, library, William Mills House, churches, community facilities; nearby County facilities such as Greene Commons.	Public investment, adaptive reuse, historic preservation, partnerships, accessibility.
Parks & Open Space	Enhance recreation, environmental stewardship, and quality of life.	Connected public spaces that encourage recreation and community gathering.	Neighborhood parks, trails, greenbelt, passive recreation, conservation areas; coordination with Greene County on Greene Commons.	Greenbelt development, environmental stewardship, DarkSky principles, pedestrian connectivity, recreation.
Gateway Corridors	Create attractive entrances and strengthen community identity.	Safe, attractive transportation corridors that reinforce the Town's character.	Transportation corridors, streetscapes, landscaping, gateways, wayfinding, sidewalks.	Complete Streets, corridor beautification, economic development, pedestrian safety, scenic preservation.

Table 2.4 – Future Land Use Policy Summary Matrix

When Reviewing...	Consider...
Rezoning	Does it support the Future Land Use Policy Area?
Special Use Permit	Is the use compatible with surrounding properties?
Site Plan	Does it improve connectivity, landscaping, and pedestrian access?
Public Investment	Does it advance Town priorities identified in this Plan?
Redevelopment	Does it strengthen Main Street or established neighborhoods?
Infrastructure Project	Does it support planned growth areas?

2.6 Development Principles

The following principles should guide future land use decisions, public investments, redevelopment initiatives, and amendments to the Town's zoning regulations. These principles are intended to provide a consistent framework for evaluating proposals while maintaining flexibility to respond to changing community needs.

Citizen-First Planning

Land use decisions should prioritize the long-term health, safety, and welfare of the community. Planning should remain transparent, predictable, and responsive to the needs of residents while balancing the interests of property owners, businesses, and future generations.

Partnership with Property Owners

The Town recognizes that successful revitalization depends upon the willingness of private property owners to invest in their properties.

Whenever practical, the Town should encourage redevelopment through collaboration, incentives, technical assistance, and voluntary participation rather than unnecessary regulation.

Predictability and Fairness

Applicants, residents, and property owners should understand how land use decisions are made.

Policies should be applied consistently while allowing reasonable flexibility when proposals clearly advance the goals of this Comprehensive Plan.

Incremental Revitalization

Stanardsville's future will be shaped through steady reinvestment rather than dramatic change.

Small improvements made consistently over time—including building rehabilitation, adaptive reuse, façade improvements, infrastructure investments, and neighborhood reinvestment—can collectively transform the community while preserving its historic character.

Adaptive Reuse

The Town strongly encourages the continued reuse of existing buildings whenever practical.

Adaptive reuse preserves historic resources, supports sustainability, reduces redevelopment costs, and reinforces the character that distinguishes Stanardsville from newer communities.

Walkability and Connectivity

Future development should improve opportunities for walking throughout the community.

Whenever practical, new development and public investments should strengthen pedestrian connections between neighborhoods, schools, Greene Commons, Main Street, parks, and civic facilities.

Infrastructure Coordination

Growth should occur where public infrastructure can reasonably support development.

Water, sewer, transportation, stormwater, broadband, emergency services, and public facilities should be planned in coordination with future land use to ensure long-term fiscal responsibility.

Economic Sustainability

Land use decisions should strengthen the Town's long-term financial stability by encouraging redevelopment, supporting local businesses, expanding the tax base, and making efficient use of public investments.

Regional Collaboration

Stanardsville and Greene County share many planning objectives.

Continued coordination between the Town, Greene County, regional organizations, state agencies, nonprofit partners, and the private sector will remain essential to implementing this Comprehensive Plan.

Financial Assistance Philosophy

The Town's preferred approach is to support revitalization through revolving loan programs, low-interest financing, technical assistance, and public-private partnerships whenever practical.

Grant funding should continue to be pursued when available, particularly through state and federal programs. However, local financial assistance should emphasize equitable, transparent, and sustainable approaches that encourage long-term private investment while minimizing the potential for perceived favoritism.

2.7 Priority Investment Areas

The following priority investment areas represent the Town's highest land use and community development priorities over the planning horizon of this Comprehensive Plan. While implementation will depend upon available funding, partnerships, and future Town Council direction, these priorities should guide capital planning, grant applications, redevelopment efforts, and annual work programs.

Priority 1 – Main Street Revitalization

Maintaining a vibrant downtown remains the Town's highest long-term priority.

Investment should focus on encouraging adaptive reuse of existing buildings, attracting complementary businesses, improving building façades, enhancing public spaces, and strengthening the pedestrian experience.

The William Mills House opportunity in Section 2.5.1 is a catalyst for this investment priority.

Examples of implementation include:

- Adaptive reuse of underutilized buildings.
- Streetscape improvements.
- Façade improvement programs.
- Business recruitment and retention.
- Historic preservation initiatives. Banners, planters, and compatible lighting can reinforce a welcoming Main Street atmosphere.

Priority 2 – Neighborhood Reinvestment

Stanardsville's established neighborhoods represent one of its greatest assets.

The Town should continue encouraging property maintenance, rehabilitation of older housing, compatible infill development, neighborhood beautification, and housing opportunities that allow residents to remain within the community throughout different stages of life.

Priority 3 – Coordinated Residential Growth

Future residential development should continue to occur in areas identified for growth while remaining coordinated with public infrastructure, parks, transportation improvements, and community services.

Growth should strengthen existing neighborhoods rather than compete with them.

Priority 4 – Public Infrastructure

Reliable infrastructure supports every aspect of future growth.

Investment priorities should continue emphasizing:

- Water.
- Sewer.
- Sidewalks.
- Streets.
- Stormwater management.
- Broadband.
- Public facilities.
- Emergency services.

Infrastructure improvements should be coordinated with anticipated growth areas whenever practical. Public parking improvements, including evaluation of parking meters where appropriate, should be considered as part of downtown infrastructure planning.

Priority 5 – Parks, Trails, and Public Spaces

Neighborhood parks, pedestrian connections, and the voluntary Greenbelt Initiative should strengthen recreation and community interaction. Coordination with Greene County on Greene Commons should follow the ownership and investment considerations in Section 2.5.5.

Public open spaces should continue serving as destinations for residents, visitors, and community events.

Priority 6 – Economic Development

The Town should continue encouraging locally owned businesses, adaptive reuse, tourism, and entrepreneurship while supporting employers that complement Stanardsville's historic character.

Economic development efforts should emphasize long-term fiscal sustainability rather than short-term growth.

Priority 7 – Community Partnerships

The partnerships identified in Section 7.6 support this priority.

Strong partnerships expand funding opportunities, improve coordination, and allow the Town to accomplish projects that would otherwise exceed its available resources.

Implementation Strategy

Implementation should follow the framework in Chapter 7 and remain an ongoing evaluation process.

Town Council should periodically review these priorities during budget preparation, Capital Improvement Program development, grant planning, and major land use decisions to ensure that public investments remain consistent with the vision established by this Comprehensive Plan.

The Town should also continue updating its implementation strategies as projects are completed, new opportunities arise, and community needs evolve.

2.8 Summary

The Town's long-term land use strategy is based upon:

- Preserving Stanardsville's historic character.
- Revitalizing Main Street through voluntary reinvestment.
- Supporting property owners through partnerships.
- Expanding housing opportunities while protecting neighborhoods.
- Coordinating growth with infrastructure.
- Strengthening neighborhood parks and the Greenbelt, and coordinating with Greene County on Greene Commons.
- Improving gateway corridors and walkability.
- Encouraging economic development compatible with the Town's character.
- Making decisions that support long-term fiscal sustainability.

The Future Land Use Framework establishes the policy direction that will guide future zoning decisions, public investments, redevelopment efforts, and community partnerships throughout the planning horizon of this Comprehensive Plan.

SECTION 3 — TRANSPORTATION

3.1 Introduction

Transportation in Stanardsville is not simply about moving vehicles. It is about ensuring that residents, families, visitors, employees, students, and emergency responders can move safely and comfortably through the Town while preserving Stanardsville's historic character and supporting Main Street revitalization.

Stanardsville's transportation network is shaped by its small-town form. Main Street, Madison Road, Ford Avenue, Celt Road, and the surrounding local streets carry local traffic, school traffic, regional travel, visitors, delivery vehicles, pedestrians, and bicyclists within a compact area. This creates both opportunities and challenges.

The Town's transportation priorities are closely connected to land use, economic development, housing, public safety, and community identity. A safe and walkable transportation network supports Main Street businesses, improves quality of life for residents, strengthens connections to Greene Commons and civic facilities, and helps future growth become part of the Town rather than separate from it.

As Stanardsville prepares for continued residential growth, especially through Blue Ridge Meadows, transportation planning must focus on safety, connectivity, walkability, accessibility, and coordination with VDOT, Greene County, developers, and regional partners.

3.2 Transportation Network

Stanardsville's transportation network provides local mobility while serving as an important regional connection for residents, businesses, emergency services, and visitors traveling through Greene County. Although compact in size, the Town experiences a variety of transportation demands because it serves as the county seat and is traversed by U.S. Route 33.

The network consists of state-maintained highways, collector roads, local streets, sidewalks, and shared public spaces that together provide access to homes, businesses, schools, government facilities, parks, and community destinations.

Regional Connections

U.S. Route 33 serves as the Town's primary east-west transportation corridor, connecting Stanardsville with Charlottesville, Harrisonburg, Shenandoah National Park, and surrounding communities. The corridor supports commuter traffic, tourism, freight movement, emergency services, and daily commercial activity.

Madison Road (Route 230) provides an important north-south connection to Madison County and the surrounding rural areas while also serving local residents and businesses.

Community Street Network

Within Town, Main Street functions as the community's primary commercial corridor and civic spine. Ford Avenue, Celt Road, Stanard Street, and other local streets provide access to residential neighborhoods, public facilities, and businesses.

Unlike many newer communities, Stanardsville developed as a traditional interconnected street network. This pattern improves emergency response, distributes traffic, and supports walking by providing multiple routes between destinations.

Future transportation improvements should reinforce this connected pattern whenever practical.

Functional Classification

Roadways within Stanardsville serve different purposes depending on the amount and type of traffic they carry.

In general:

- **U.S. Route 33 and Madison Road** function as the Town's primary regional corridors.
- **Celt Road** serves as an important collector connecting neighborhoods and public facilities.
- **Local streets** provide direct access to homes, businesses, and community destinations while supporting lower vehicle speeds that are compatible with neighborhood character.

Understanding these roadway functions helps guide future transportation improvements while balancing mobility, safety, and community character.

Figure 3.1 — Roadway Functional Classification



3.3 Mobility, Traffic Operations & Safety

Stanardsville's transportation system must safely accommodate a wide variety of users, including pedestrians, bicyclists, school children, residents, visitors, emergency responders, delivery vehicles, and regional traffic. Because the Town serves as both a residential community and the governmental center of Greene County, transportation decisions must balance efficient vehicle movement with safety, accessibility, economic vitality, and preservation of the Town's historic character.

Unlike larger communities, transportation improvements in Stanardsville should be evaluated not solely on roadway capacity but on how well they improve the overall quality of life for residents while supporting Main Street businesses and community activity.

3.3.1 Main Street

Main Street functions as the Town's transportation spine, commercial corridor, and civic gathering place. It is simultaneously a state highway, business district, pedestrian environment, and community destination.

Transportation improvements along Main Street should continue emphasizing:

- Pedestrian safety.
- Reduced vehicle conflicts.
- Accessible sidewalks.
- Clearly visible crosswalks.
- Streetscape enhancements.
- Safe on-street parking.
- Attractive public spaces.
- Efficient traffic movement.

Future improvements should support local businesses while maintaining the historic character that distinguishes downtown Stanardsville. Sidewalk maintenance should address damaged surfaces and bridge approaches, with coordinated snow removal and regular sweeping to keep pedestrian routes safe and usable.

3.3.2 Main Street Intersections

The Main Street intersections at Ford Avenue and Madison Road are important transportation priorities. Ford Avenue warrants particular attention because turning movements and pedestrian access connect Main Street with civic and commercial destinations.

Traffic congestion, turning movements, pedestrian accessibility, and aging infrastructure all affect the operation of this intersection. Evaluation should account for tractor-trailers, commercial vehicles, and agricultural traffic, as well as sidewalk and retaining-wall conditions along Madison Road.

The Town should continue working with VDOT to evaluate opportunities to improve:

- Intersection geometry.
- Traffic flow.
- Sidewalk accessibility.
- ADA compliance.
- Retaining wall conditions.
- Pedestrian crossings.
- Driver visibility.
- Long-term operational efficiency.

Any improvements should enhance safety while remaining compatible with the historic setting of downtown Stanardsville. The Town should also coordinate with VDOT and the Greene County Sheriff's Office on speed management and enforcement, including evaluation of radar speed-feedback signs.

3.3.3 Future Residential Growth

Future residential development, particularly within the Blue Ridge Meadows area, will increase travel demand throughout the Town.

As growth occurs, transportation planning should ensure that:

- Street connections are logical.
- Multiple access points are maintained where practical.
- Sidewalks connect new neighborhoods with Main Street.
- Parks and civic facilities remain easily accessible.
- School traffic can be accommodated safely.
- Emergency response routes remain efficient.

Transportation planning should occur in coordination with Greene County, VDOT, developers, and public safety agencies to ensure that infrastructure keeps pace with development.

3.3.4 School & Community Safety

Students, families, and pedestrians regularly travel between neighborhoods, schools, Greene Commons, Town Hall, and other public facilities.

Future transportation improvements should continue emphasizing:

- Safe routes to schools.
- Pedestrian visibility.
- School-zone safety.
- Sidewalk continuity.
- Accessible crossings.
- Traffic calming where appropriate.
- Coordination with Greene County Public Schools.

Safe pedestrian access benefits residents of all ages while encouraging walking and strengthening community connections. Coordination with Greene County, VDOT, and public schools should also address school-access needs outside Town limits, including evaluation of turning-lane improvements at the primary school.

3.3.5 Transportation Philosophy

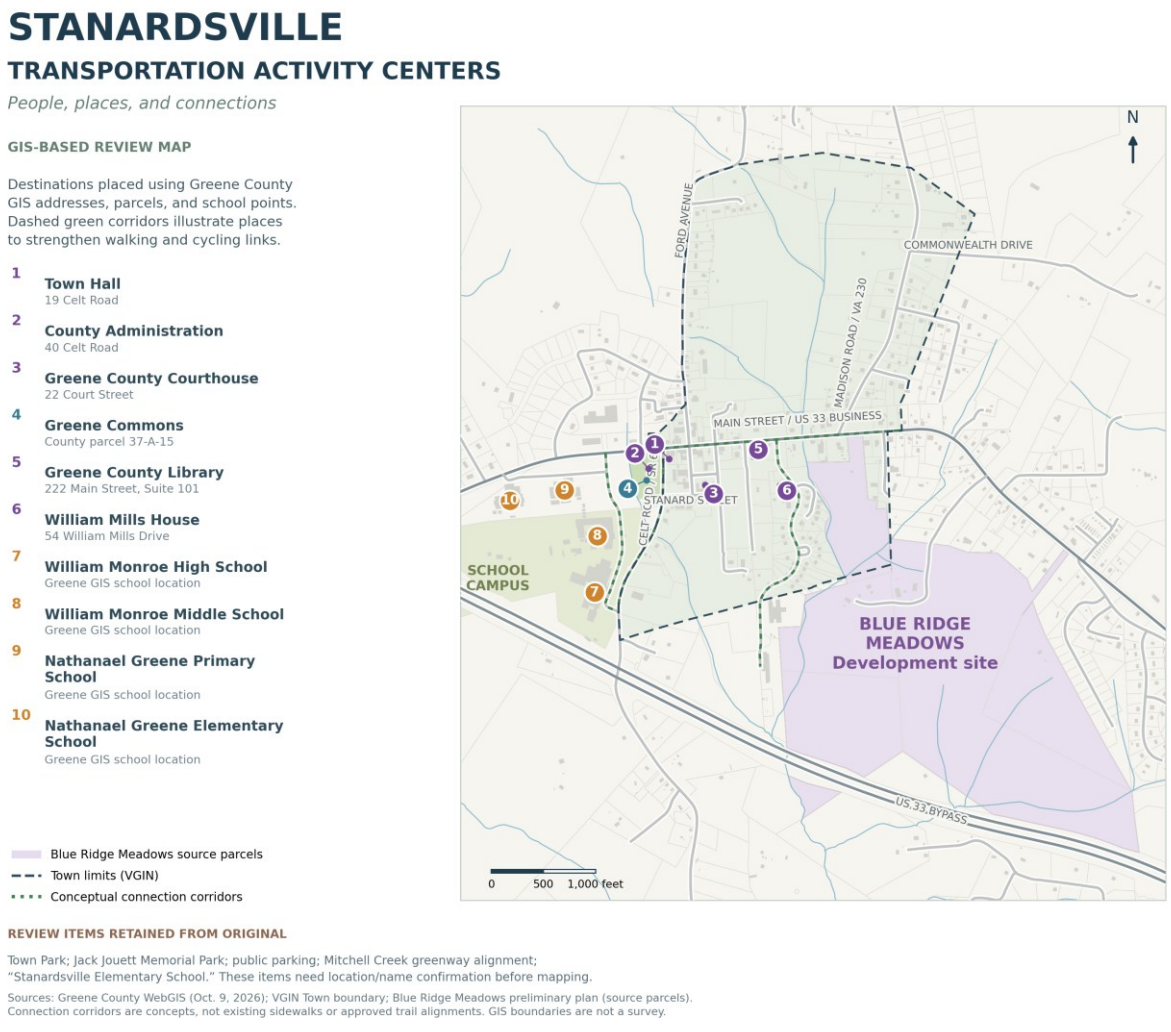
Transportation decisions should first consider the safety and comfort of pedestrians, followed by bicyclists, emergency responders, transit users, businesses, and motorists.

Because Stanardsville is a compact historic community, transportation improvements should reinforce walkability, economic vitality, neighborhood character, and public safety rather than simply increasing roadway capacity.

Table 3.1 — Traffic Volumes by Corridor

Roadway	Location/Segment	Average Daily Traffic (ADT)	Notes
Route 33 (Main Street)	Downtown Stanardsville	~4,900 vehicles/day	Primary local corridor
Route 33 Bypass (Spotswood Trail)	North of Town	~8,700 vehicles/day	Carries through-traffic
Local Streets	Residential areas	Low volume	Primarily local access
VDOT AADT 2025			

Figure 3.2 – Transportation Activity Centers



3.4 Walking, Golf Carts, Bicycling & Accessibility

Walkability is one of Stanardsville's defining characteristics. The Town's compact development pattern allows many residents and visitors to walk between neighborhoods, Main Street businesses, Greene Commons, schools, public facilities, and community events. Maintaining and expanding this walkable environment remains one of the Town's highest transportation priorities.

Stanardsville could explore golf cart use for short trips to downtown businesses and community facilities, potentially reducing car trips and parking needs. Because the Town does not have its own police department, Virginia Code § 46.2-916.2(C) currently prevents it from authorizing golf carts on public streets. The Town could request that its state legislators introduce legislation adding Stanardsville to the towns exempted from this requirement. If enacted, the Town could adopt an ordinance designating suitable streets and work with VDOT on safety and signage. Golf cart travel would generally be limited to streets posted at 25 mph or less and subject to state driver and equipment requirements.

This section addresses safe pedestrian and bicycle travel. Section 2.5.5 provides the related parks and greenway policies.

3.4.1 Existing Pedestrian Network

Stanardsville contains an established network of sidewalks throughout much of the downtown area. These sidewalks provide access to public facilities, businesses, schools, neighborhoods, and civic destinations.

The Town has made significant investments in pedestrian infrastructure in recent years and should continue identifying opportunities to close remaining sidewalk gaps, improve accessibility, and enhance pedestrian safety.

3.4.2 Sidewalk Improvements

Future sidewalk improvements should prioritize:

- Completing missing sidewalk segments.
- Improving ADA accessibility.
- Repairing deteriorated sidewalks.
- Removing barriers to pedestrian travel.
- Improving pedestrian crossings.
- Enhancing lighting where appropriate.
- Improving pedestrian connections to civic destinations.

Projects should continue to build upon the recommendations of the Town's Bicycle and Pedestrian Infrastructure Assessment while coordinating improvements with future redevelopment and utility projects.

3.4.3 Bicycle Facilities

Local bicycle travel requires attention to roadway conditions, vehicle conflicts, and safe connections between destinations.

Although dedicated bicycle facilities remain limited, future roadway improvements should consider opportunities to improve bicycle accommodations where practical through shared roadways, improved pavement markings, signage, and connections to parks, neighborhoods, and community destinations.

Because of the Town's compact size, many bicycle trips are expected to remain short local trips rather than commuter travel. The Town should consider bicycle racks at convenient destinations where space allows, including the library, courthouse, and nearby seating areas.

3.4.4 Accessibility

Transportation improvements should remain accessible to residents of all ages and abilities.

Future projects should continue improving:

- ADA compliance.
- Curb ramps.

- Crosswalk accessibility.
- Pedestrian refuge areas where appropriate.
- Wayfinding.
- Safe routes to public facilities. Snow removal and routine sidewalk maintenance.

Accessibility improvements benefit not only individuals with disabilities but also older adults, parents with strollers, children, and visitors.

3.4.5 Complete Streets

Future transportation projects should be planned using Complete Streets principles whenever practical.

Roadways should safely accommodate:

- Pedestrians.
- Bicyclists.
- Personal mobility devices.
- Public transit.
- Emergency responders.
- Freight deliveries.
- Passenger vehicles. Golf carts and other small mobility vehicles should be considered where legally permitted, with operating standards that protect public safety.

The application of Complete Streets principles should be appropriate for Stanardsville's size, historic character, and transportation needs.

Figure 3.3 - Pedestrian and Greenway Network

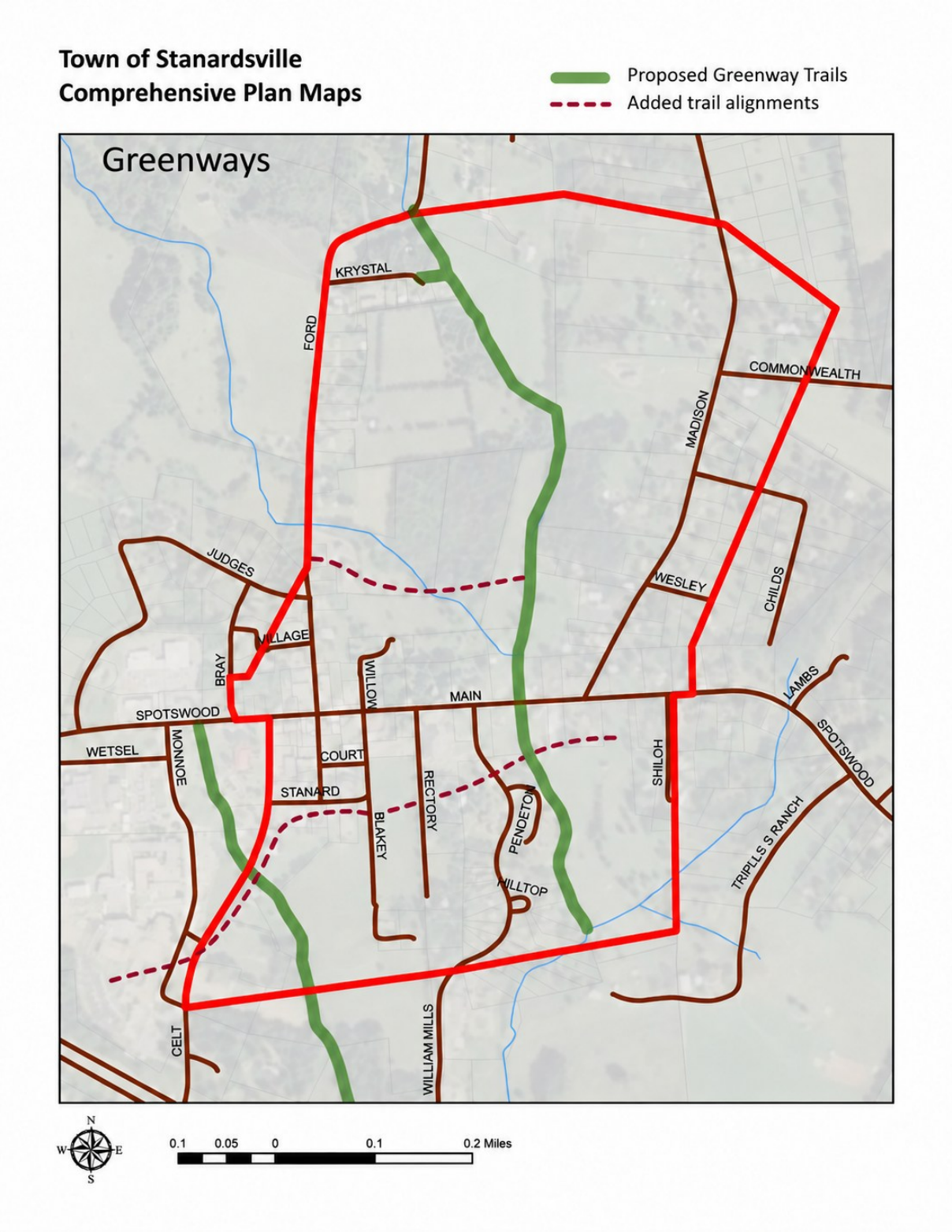


Figure 3.4 – Sidewalk and Crosswalk Map

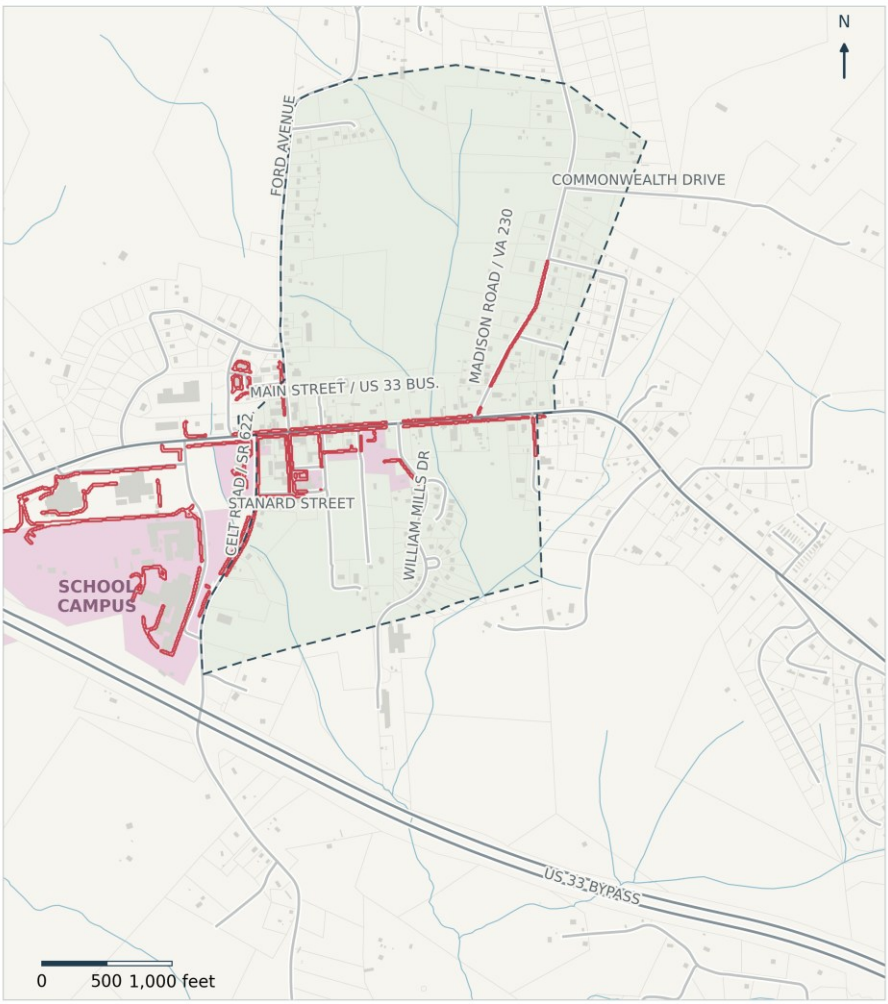
STANARDSVILLE

SIDEWALKS & PEDESTRIAN CONNECTIONS

Walking routes and community destinations

GIS-BASED REVIEW MAP

Greene County GIS provides the roads, parcels, streams, and building footprints. Sidewalk lines are transferred from the supplied map using its Town boundary to register the two maps.



LEGEND

- Sidewalks from supplied map
- Local civic and school sites
- Town limits (VGIN)
- Roads (Greene GIS)
- Streams (Greene GIS)

READING THE MAP

Red lines preserve the sidewalk network shown in the supplied figure, including routes around the school campus and downtown. They are approximate alignments, not a surveyed inventory.

Pink areas use GIS parcels for civic and school sites rather than copying the original shaded shapes.

ITEMS FOR CONFIRMATION

The source legend includes crosswalks, but individual yellow crosswalk lines are not discernible in the supplied image.

Source speed signs show 25 and 35 mph; current limits need verification.

Sources: Greene County WebGIS (Oct. 9, 2026); VGIN Town boundary; supplied sidewalk map.
Sidewalk alignments are approximate and retain the source map's status; existing versus proposed is not distinguished.
Planning map; GIS boundaries are not a survey. Crosswalk locations and current sidewalk conditions require confirmation.

Table 3.2 — Pedestrian Infrastructure Gaps

Location	Issue Type	Description	Impact	Priority
Main Street (Downtown Corridor)	Sidewalk gaps	Sidewalks are present in some areas but not continuous along the full corridor	Reduces walkability and safety for pedestrians	High
Main Street Intersections	Limited crosswalks	Few marked crosswalks and limited pedestrian signaling	Creates safety concerns when crossing roadways	High
Residential Neighborhoods	Lack of sidewalks	Many streets lack sidewalks entirely	Limits pedestrian access to downtown and services	Medium
Key Intersections (Town-wide)	ADA accessibility	Limited curb ramps and accessibility features	Restricts mobility for seniors and individuals with disabilities	Medium
Connection to Civic Uses (Library, Courthouse, Schools)	Connectivity gaps	Incomplete pedestrian routes to major destinations	Reduces safe access to public facilities	High
New Development Areas	Incomplete connections	Sidewalks may not connect to existing network	Creates isolated pedestrian routes	Medium

Table 3.3 — Stanardsville Recommendations

Stanardsville Recommendations

Below are the principal recommendations for Stanardsville's multimodal network. For improvements not including an explanation, the explanation is that it connects portions of the currently existing multimodal network or creates cohesion of the planned multimodal network.

Roadway/Corridor	Segment	Improvement	Explanation
Along Mitchell Creek	Krystal Court to Williams Mill and/or Triple S Ranch	Shared Use Path (Greenway)	Connect Northern and Southern Town Boundaries
Along Creek	Intersection of Main St & Monroe to Southern Town Boundary (connected to above recommendation)	Shared Use Path (Greenway)	
Krystal Ct, Ford Ave, Judges & Bray Road	Krystal Ct to Monroe and Main St (connected to above recommendation)	Shared Use Path	
Main Street	Compete Main Street Improvement	Sidewalks	
Celt Road	South of Stanard Street	Install Crosswalk and Improve Sidewalk Conditions	Increase safety and sidewalk improvement
Ford Avenue	Main Street to Judges Road	Sidewalk (connected to recommended Shared Use Path on Ford Ave)	
Main Street	Across town	Install Paved Shoulder or Sharrows	Increase bicyclist safety traveling in Greene
Madison Road	Start to northern town boundary	Install Paved Shoulder or Sharrows	Increase safety for bicylists traveling in Greene
Madison Road	Wesley Street to Childs Road	Sidewalk Maintenance (clear erosion)	Increase accessibilty
Celt Road	Main Street to Stanard Street	Relocate mailbox	Clear Obstruction

Thomas Jefferson Planning District Commission Bicycle & Pedestrian Infrastructure Assessment 2022

3.5 Regional Connectivity

Stanardsville's transportation network extends well beyond the Town limits. As the seat of Greene County and the community's principal commercial and governmental center, the Town relies on strong regional transportation connections to support commuting, economic development, tourism, public services, and emergency response.

Continued coordination with Greene County, the Virginia Department of Transportation (VDOT), the Thomas Jefferson Planning District Commission (TJPDC), regional transit providers, and neighboring localities will remain essential to maintaining a safe and efficient transportation network.

3.5.1 Regional Highway Network

The regional corridors described in Section 3.2 connect Stanardsville with surrounding communities, Shenandoah National Park, and Skyline Drive.

These corridors carry commuter traffic, freight, visitors, school transportation, and emergency services while supporting the Town's businesses and public institutions.

The Town should continue working with VDOT to maintain safe and efficient travel along these corridors while preserving the character of the downtown area.

3.5.2 Commuting Patterns

Many Stanardsville residents travel outside the Town for employment, education, shopping, and healthcare. Likewise, residents from throughout Greene County regularly travel into Stanardsville to access government offices, schools, businesses, professional services, and community events.

These travel patterns reinforce the importance of maintaining reliable regional transportation connections while continuing to improve mobility within the Town.

Transportation planning should recognize both daily commuting needs and the Town's role as the county's civic and commercial center.

Table 3.4 – Commuting Patterns

Workforce Characteristic	Pattern / Percentage	Planning Implication
Teachers	Approximately 20% of workforce	Education is the largest single employment sector and provides a stable employment base.
Remaining Workforce	Approximately 80%, spread across a wide range of industries	Employment is well diversified with a mix of higher-wage professional occupations and lower-wage service and trades.
Residents Working Within Stanardsville	15%	Most residents leave the immediate area for employment, indicating Stanardsville functions primarily as a residential community.
Commuting to Albemarle County	32%	Albemarle County is the primary employment destination for local residents.
Commuting to Greene County (Outside Stanardsville)	14%	A significant share of residents work elsewhere within Greene County.
Commuting to the City of Charlottesville	11%	Charlottesville remains an important regional employment center.
Commuting to Other Virginia Counties	28%	Nearly one-third of workers commute to other regional employment centers, demonstrating strong regional workforce connections.

3.5.3 Tourism & Visitor Access

The tourism assets discussed in Section 6.5 generate visitor travel through Stanardsville.

These trips create opportunities for the businesses and events described in Chapter 6.

Transportation improvements should continue enhancing wayfinding, pedestrian accessibility, streetscape appearance, and visitor orientation while maintaining efficient regional travel. Wayfinding should highlight local attractions, dining, and visitor destinations, with a coordinated welcome sign and seasonal banners where appropriate.

3.5.4 Public Transportation

Public transportation services provide important mobility options for residents who may not have access to private vehicles, including older adults, individuals with disabilities, and those traveling to employment, medical appointments, and community services.

The Town supports continued coordination with regional transit providers to maintain and improve access to public transportation as community needs evolve.

Where practical, transit stops should be connected to sidewalks and other pedestrian facilities to improve accessibility and safety.

3.5.5 Intergovernmental Coordination

Transportation coordination should involve the partners identified in Section 7.6, together with Central Virginia Transportation Planning partners and regional transit providers and other regional boards as appropriate.

Partnerships will remain essential to securing funding, coordinating infrastructure improvements, implementing transportation studies, and advancing projects identified in this Comprehensive Plan.

3.5.6 Planning Principles

Regional transportation decisions affecting Stanardsville should:

- Maintain safe and efficient access to the Town.
- Support economic development and tourism.
- Strengthen regional mobility.
- Preserve the Town's historic character. Protect historic structures from excessive traffic vibration and evaluate opportunities to reduce heavy truck impacts.
- Improve connections between regional highways and local destinations.
- Coordinate transportation investments with future land use and infrastructure planning.
- Promote cooperation among local, regional, and state agencies.

Stanardsville's transportation system should continue to balance its role as a regional destination with its identity as a safe, walkable, and historic small town.

3.6 Parking & Downtown Access

Parking plays an important role in supporting Stanardsville's businesses, civic facilities, public events, and neighborhoods. Although the Town does not currently experience widespread parking shortages, future redevelopment, increased residential growth, expanded tourism, and additional community events may increase demand for convenient public parking.

The Town should continue planning proactively to ensure that parking remains adequate while preserving the walkable, historic character of downtown.

3.6.1 Downtown Parking

Downtown parking should continue to support:

- Main Street businesses.
- Government offices.
- The Courthouse.
- William Mills House.
- Greene Commons.
- Community events.
- Visitors.

Future redevelopment should seek to balance convenient customer parking with pedestrian safety, streetscape improvements, and preservation of the Town's historic character.

Whenever practical, parking should be located behind or beside buildings rather than dominating the streetscape. Redevelopment should provide adequate on-site or shared off-street parking rather than relying solely on curbside spaces. The Town should evaluate time limits, meters, and enforcement for on-street parking where they would improve customer turnover and access.

3.6.2 Shared Parking

Because many downtown destinations experience peak parking demand at different times of the day, shared parking arrangements should be encouraged whenever practical.

The Town should continue exploring partnerships with public agencies, businesses, churches, and other property owners to maximize the efficient use of existing parking resources before constructing additional public parking areas.

Shared parking can reduce development costs while preserving land for buildings, public spaces, and landscaping.

3.6.3 Event Parking

Greene Commons, community festivals, farmers markets, holiday celebrations, and other special events periodically generate increased parking demand.

Future event planning should continue emphasizing:

- Temporary parking management.
- Pedestrian safety.
- Accessible parking.
- Directional signage.
- Coordination with neighboring property owners.
- Safe pedestrian routes between parking areas and event venues.

Special events should continue to reinforce downtown activity while minimizing impacts on surrounding neighborhoods.

3.6.4 Accessibility

Public parking should remain accessible to residents and visitors of all abilities.

Future improvements should continue emphasizing:

- ADA-compliant parking spaces.
- Accessible routes.
- Sidewalk connections.
- Lighting.
- Wayfinding signage.

Accessibility improvements should be coordinated with future streetscape and sidewalk projects.

3.6.5 Planning Principles

Future parking decisions should:

- Support Main Street revitalization.
- Encourage shared parking.
- Preserve the Town's historic appearance.
- Improve pedestrian safety.

- Balance convenience with walkability.
- Coordinate parking improvements with redevelopment projects.
- Maximize the use of existing parking resources before creating new parking areas.

Parking should be viewed as an important component of downtown vitality rather than simply a transportation function.

3.7 Future Transportation Improvements

The Town of Stanardsville will continue working with Greene County, VDOT, the Thomas Jefferson Planning District Commission, property owners, developers, and regional partners to implement transportation improvements that enhance safety, mobility, accessibility, and economic vitality.

The priorities identified below are intended to guide future planning, capital improvement programming, grant applications, and coordination with transportation partners. Priorities should be reviewed periodically as projects are completed, development occurs, and community needs evolve.

3.7.1 High Priority Improvements

The following projects represent the Town's highest transportation priorities during the planning period.

Main Street Intersections at Ford Avenue and Madison Road

Continue working with VDOT to evaluate and implement improvements that enhance safety, improve traffic operations, replace deteriorating infrastructure, improve pedestrian accessibility, and preserve the historic character of the downtown area.

Sidewalk Network Completion

Complete missing sidewalk segments that connect neighborhoods with Main Street, Greene Commons, schools, civic facilities, and public parking areas. The Ford Avenue connection to Main Street is a specific priority for evaluation.

Priority should be given to projects that eliminate gaps within otherwise complete pedestrian corridors.

Blue Ridge Meadows Connectivity

Coordinate transportation improvements associated with Blue Ridge Meadows to ensure that roadway access, sidewalks, pedestrian crossings, and future street connections integrate with the existing Town street network.

Safe Routes to Public Facilities

Improve pedestrian access to:

- Greene Commons
- William Mills House
- Town Hall
- Library
- Courthouse
- Schools
- Public parking County Administration Building and nearby banking services.

through sidewalk improvements, ADA upgrades, signage, and safer street crossings.

3.7.2 Medium Priority Improvements

As funding becomes available, the Town should continue pursuing improvements that strengthen mobility throughout the community.

Examples include:

- Streetscape improvements along Madison Road; Ford Avenue safety and access improvements are addressed among the high priorities above.
- Bicycle accommodations where practical.
- Additional public wayfinding signage.
- Improvements to transit stop accessibility.
- Traffic calming in appropriate residential areas.
- Lighting improvements that remain consistent with the Town's DarkSky principles.
- Intersection visibility improvements.

3.7.3 Long-Term Improvements

Looking beyond the immediate planning horizon, the Town should continue evaluating opportunities to improve the overall transportation network.

Potential long-term improvements include:

- Additional pedestrian connections associated with future development.
- Expanded public parking opportunities if demand increases.
- Future roadway connections serving growth areas.
- Additional multimodal transportation facilities.
- Smart transportation technologies where appropriate.
- Regional transportation improvements coordinated with Greene County and VDOT. Evaluate a golf cart policy, including eligible streets, permits, insurance, operating requirements, and public safety considerations before authorizing use.

Implementation should occur only after evaluating community need, fiscal impacts, environmental considerations, and consistency with this Comprehensive Plan.

3.7.4 Funding & Partnerships

The funding and partnership framework in Sections 7.6 and 7.8 applies to transportation improvements.

The Town should continue pursuing transportation improvements through available grant programs, developer contributions where appropriate, Capital Improvement Planning, and coordinated infrastructure projects that maximize public investment.

3.7.5 Planning Principles

Future transportation investments should:

- Improve public safety.
- Strengthen pedestrian connectivity.
- Support Main Street revitalization.
- Coordinate transportation and land use decisions.
- Preserve the Town's historic character.
- Improve accessibility for all users.
- Support economic development.
- Maintain fiscal responsibility.

- Encourage regional cooperation.

Transportation improvements should be evaluated not only by their effect on traffic, but also by their contribution to community character, economic vitality, and quality of life.

Table 3.5 – Transportation Improvement Priorities

Priority	Improvement	Primary Benefit	Lead Partner
High	Main Street Intersections (Ford Avenue and Madison Road)	Safety & Traffic Operations	VDOT / Town
High	Sidewalk Network Completion	Walkability & Safety	Town / VDOT
High	Blue Ridge Meadows Connections	Growth Coordination	Developer / Town
High	Civic Facility Pedestrian Access	Accessibility	Town
High	Ford Avenue Streetscape	Economic Development	Town / VDOT
Medium	Madison Road Streetscape	Community Character	Town / VDOT
Medium	Bicycle Improvements	Multimodal Mobility	Town / VDOT
Medium	Wayfinding Signage	Tourism	Town
Long-Term	Additional Parking	Downtown Revitalization	Town
Long-Term	Future Street Connections	Growth Management	Town / Developers

3.8 Transportation Goals & Policies

The following goals and policies establish the Town's long-term transportation vision and should guide future land use decisions, capital improvements, development review, and coordination with regional partners.

Goal 1 — Improve Transportation Safety

Provide a transportation system that safely accommodates pedestrians, bicyclists, motorists, emergency responders, school traffic, and visitors.

Policies

- Improve pedestrian crossings.
- Continue implementing ADA improvements.
- Support context-sensitive traffic calming where appropriate.
- Coordinate transportation improvements with public safety agencies.

Goal 2 — Strengthen Walkability

Maintain and expand Stanardsville's walkable character through continued investment in sidewalks, pedestrian crossings, streetscapes, and accessible public spaces.

Policies

- Complete missing sidewalk segments.
- Improve connections between neighborhoods and community destinations.
- Encourage pedestrian-oriented redevelopment.
- Support Complete Streets principles.

Goal 3 — Support Economic Development

Transportation improvements should reinforce Main Street revitalization, improve access to businesses, and strengthen tourism.

Policies

- Improve downtown accessibility.
- Enhance gateway corridors.
- Support shared parking.
- Improve wayfinding.

Goal 4 — Coordinate Transportation & Growth

Transportation infrastructure should be planned concurrently with future residential and commercial development.

Policies

- Coordinate transportation planning with land use decisions.
- Ensure infrastructure keeps pace with growth.
- Improve connections to Blue Ridge Meadows.
- Encourage interconnected street networks.

Goal 5 — Preserve Community Character

Transportation improvements should reinforce Stanardsville's historic identity.

Policies

- Context-sensitive roadway design.
- Streetscape improvements.
- DarkSky-compatible lighting.
- Historic preservation considerations.

Goal 6 — Strengthen Regional Partnerships

Continue working cooperatively with Greene County, VDOT, TJPDC, and regional partners.

Policies

- Pursue grant funding.
- Coordinate capital improvements.
- Support regional transportation planning.

- Maintain regular communication with partner agencies.

3.9 Transportation Implementation Strategy

Transportation implementation should follow Chapter 7, with the annual project review described below.

Transportation priorities should be reviewed annually during budget preparation, Capital Improvement Program planning, and discussions with VDOT to ensure that projects remain aligned with community needs and available funding. Include the Greene County Sheriff's Office in discussions of speeding and distracted driving.

Implementation should remain flexible. As projects are completed, development patterns change, and new funding opportunities emerge, transportation priorities should be updated while remaining consistent with the vision established by this Comprehensive Plan.

Implementation should advance the transportation goals and policies in Section 3.8.

Table 3.6 - Transportation Performance Measures

Measure	Desired Direction
Sidewalk gaps	Decrease
ADA accessibility	Increase
Pedestrian crashes	Decrease
Crosswalk improvements	Increase
Connected neighborhoods	Increase
Public parking utilization	Monitor
Transportation grant funding	Increase
Coordination with VDOT	Continue annually

3.10 Summary

Stanardsville's compact street network, walkable downtown, regional highway connections, and civic destinations provide the foundation for its transportation strategy.

The goals in Section 3.8 and improvement priorities in Section 3.7 guide future investment.

Transportation decisions should enhance the community rather than simply increase roadway capacity. Coordinating these investments with land use, infrastructure, and economic development will support residents, businesses, and visitors while preserving the Town's character.

SECTION 4 — INFRASTRUCTURE

4.1 Introduction

The Infrastructure chapter addresses the systems necessary to support Stanardsville's existing community and future growth. These systems include water supply, wastewater treatment, stormwater management, broadband access, and other essential utilities.

Infrastructure capacity is one of the most significant factors influencing the Town's ability to accommodate development. The availability, condition, and expansion of infrastructure systems directly affect land use decisions, housing development, and economic growth.

As Stanardsville experiences renewed development activity and increasing regional pressure, careful planning and coordination of infrastructure systems are essential to ensure public health, environmental protection, and long-term sustainability.

4.2 Water Supply System

Existing Conditions

Stanardsville's water system is operated in coordination with Greene County and serves both Town residents and surrounding areas. The system includes:

- A shared reservoir
- Water treatment facilities
- Distribution infrastructure serving residential, commercial, and institutional users

Much of the existing infrastructure is aging, with some components exceeding 40 years in service. While the system has historically met demand, recent growth has placed increased pressure on capacity. Reliability planning should include evaluation of water-main breaks, service interruptions, network redundancy, and isolation valves so repairs can be made with less disruption to residents and businesses.

Water demand has increased due to:

- Residential development within the Town and County
- Growth in institutional and public uses
- Regional population increases

System capacity constraints were identified around 2019, highlighting the need for improvements and expansion.

Capacity and Future Needs

Planned improvements to the water system include:

- Expansion of reservoir capacity to approximately **600 million gallons.**
- Upgrades to treatment facilities with potential expansion to **2.0–4.0 MGD capacity**

These improvements are critical to:

- Supporting future residential and commercial development
- Ensuring system reliability during peak demand
- Maintaining water quality and regulatory compliance The Town supports coordination with Greene County on system improvements and should pursue funding and phased implementation to reduce delays in needed reliability upgrades.

Table 4.1 — Water System Capacity and Demand

Metric	Current Condition	Planned Capacity/Improvement	Notes
Water Supply Capacity	Limited (constraints identified ~2019)	Expanded reservoir (600 MG)	Supports future growth
Treatment Capacity	Existing system	Potential expansion (2.0–4.0 MGD)	Dependent on upgrades
Demand	Increasing	Continued growth expected	Driven by residential development

4.3 Wastewater System

Existing Conditions

Stanardsville is served by a centralized wastewater treatment system that also serves portions of Greene County. The system includes:

- Collection infrastructure
- Pump stations
- Treatment facilities

As with the water system, portions of the wastewater infrastructure are aging and require ongoing maintenance and upgrades. Priority investigations should include reported leaks affecting Mitchell Creek and backups along Main Street, with repair needs coordinated with the system operator.

System Challenges

Key challenges facing the wastewater system include:

- Limited capacity for additional connections without expansion
- Inflow and infiltration in older portions of the system
- Increasing demand associated with new development

These issues can affect system efficiency and increase operational costs.

Future Needs

Future improvements to the wastewater system should include:

- Expansion of treatment capacity
- Rehabilitation of aging sewer lines
- Coordination with new development areas

Ensuring adequate wastewater capacity is essential to supporting planned growth within the Town.

Table 4.2 — Wastewater System Capacity

Metric	Current Condition	Issue/Constraint	Future Need
Treatment Capacity	Limited but functional	Capacity constraints with growth	Expansion required
Collection System	Aging infrastructure	Inflow and infiltration	Rehabilitation needed
Demand	Increasing	Development pressure	System upgrades

4.4 Stormwater Management

Existing Conditions

Stormwater management within Stanardsville is primarily coordinated through Greene County. The Town has limited standalone stormwater infrastructure and relies on:

- Natural drainage patterns
- County-managed systems
- Existing drainage facilities

As development increases, stormwater management becomes more critical to prevent flooding and protect water quality.

Challenges

Stormwater-related challenges include:

- Localized flooding in low-lying areas
- Increased runoff from impervious surfaces
- Limited infrastructure to manage stormwater effectively

Future Needs and Strategies

To address these challenges, the Town should:

- Coordinate stormwater planning with Greene County
- Require stormwater management systems in new development

Encourage low-impact development (LID) practices such as:

- Rain gardens
- Permeable surfaces
- Vegetated buffers

Table 4.3 — Stormwater Issues and Priority Areas

Location	Issue	Description	Priority
Low-lying areas	Flooding	Poor drainage during storms	High
Developed areas	Runoff	Increased impervious surfaces	High
Older neighborhoods	Drainage limitations	Limited infrastructure	Medium
Town-wide	Water quality	Stormwater impacts streams	Medium

4.5 Broadband and Telecommunications

Existing Conditions

Access to reliable broadband infrastructure is essential for economic development, education, healthcare, and quality of life. Historically, broadband access in Greene County and Stanardsville has been limited, particularly in rural areas.

Recent investments have significantly improved service availability. Coordination among providers and Rappahannock Electric Cooperative has supported improved access to high-speed fiber service.

Recent Investments

Broadband expansion has been supported through state and regional programs, including:

- **Virginia Telecommunications Initiative (VATI)**
- **Rural Investment to Strengthen the Economy (RISE)**

These programs have funded:

- Approximately **471 miles of fiber infrastructure**
- Service to approximately **2,687 units**
- Additional expansion serving approximately **400 units and 48 miles of fiber**

Future Considerations

Future priorities for broadband include:

- Maintain broad access within the Town and address any remaining service gaps.
- Supporting remote work and business development
- Maintaining reliability and service quality Coordinate with telecommunications and electric providers to remove abandoned cables, consolidate unused pole attachments, and address safety and visual clutter.

Table 4.4 — Broadband Expansion Summary

Program	Infrastructure Built	Units Served	Notes
VATI / RISE Projects	~471 miles fiber	~2,687 units	Major regional investment
Additional Expansion	~48 miles fiber	~400 units	Continued buildout
Service Availability	Expanding	Increasing access	Supports remote work & business

4.6 Electric, Gas, and Other Utilities

Stanardsville is served by regional utility providers for electric, telecommunications, and other services.

Existing Conditions

- Reliable electric service throughout the Town Continue coordination with Rappahannock Electric Cooperative on upgrades and service reliability.
- Limited availability of natural gas infrastructure
- Expanding telecommunications services

Future Needs

- Coordination with utility providers for system upgrades
- Integration of utilities into new development
- Consideration of energy efficiency and sustainability

Table 4.5 — Utility Providers and Services

Utility	Provider	Notes
Electric	Rappahannock Electrical Cooperative	Reliable service
Broadband	Xfinity, Brightspeed, Firefly	Expanding coverage
Natural Gas	Limited	Not widely available

4.7 Infrastructure and Growth Management

Infrastructure capacity is a key determinant of where and how growth can occur within the Town.

Key considerations include:

- Aligning development with available water and sewer capacity
- Directing growth to designated areas with infrastructure access
- Coordinating infrastructure planning with Greene County

Infrastructure constraints must be carefully managed to avoid overburdening systems and to ensure sustainable growth.

4.8 Infrastructure Goals and Policies

Goal 1 — Ensure Adequate Infrastructure Capacity

Provide infrastructure systems capable of supporting current and future development.

Policies:

- Coordinate water and sewer expansion with development
- Prioritize infrastructure improvements in growth areas
- Monitor system capacity and demand

Goal 2 — Maintain and Improve Existing Systems

Protect public investment through maintenance and modernization.

Policies:

- Replace aging infrastructure
- Improve system reliability
- Address inflow and infiltration issues

Goal 3 — Expand Broadband Access

Ensure access to high-speed internet for all residents and businesses.

Policies:

- Support regional broadband initiatives
- Encourage private investment
- Promote digital equity

Goal 4 — Improve Stormwater Management

Reduce flooding risks and protect environmental quality.

Policies:

- Implement stormwater best practices
- Coordinate with County programs
- Require stormwater management in development

4.9 Implementation Strategies

To support infrastructure improvements, the Town will:

- Coordinate closely with Greene County on water and sewer planning
- Pursue state and federal funding opportunities
- Align infrastructure investment with growth priorities
- Require infrastructure improvements as part of new development

Table 4.6 — Infrastructure Implementation Matrix

Action	Timeframe	Responsible Party
Water system expansion	Short–Mid	County / Town
Sewer upgrades	Mid-term	County
Broadband expansion	Ongoing	Regional
Stormwater coordination	Ongoing	Town / County

4.10 Infrastructure Performance Measures

Performance measures provide a mechanism for monitoring progress toward the goals and policies established in this chapter. These measures should be reviewed annually by Town Council in coordination with Greene County, utility providers, and other partner agencies to evaluate infrastructure capacity, identify emerging needs, and prioritize future investments.

Table 4.7 — Infrastructure Performance Measures

Measure	Desired Direction	Evaluation Method
Available Water Capacity	Increase	Annual review of water system capacity and demand
Available Wastewater Capacity	Increase	Annual review of treatment capacity and system utilization
Water Main and Sewer Line Rehabilitation	Increase	Linear feet improved annually
Broadband Coverage	Increase	Percentage of properties with high-speed broadband access
Broadband Reliability	Increase	Service availability and outage frequency
Stormwater Deficiencies	Decrease	Number of recurring drainage or flooding issues
Infrastructure Investment	Increase	Annual public and partner infrastructure expenditures
Development Supported by Existing Infrastructure	Increase	Percentage of new development served by available infrastructure

Measure	Desired Direction	Evaluation Method
Infrastructure-Related Service Interruptions	Decrease	Annual tracking of outages and service disruptions
Coordination with Greene County	Continue Annually	Joint planning meetings and capital project coordination

Monitoring and Reporting

The Town should prepare a brief annual infrastructure status review that:

- Evaluates progress toward these performance measures.
- Identifies capacity limitations and potential service deficiencies.
- Reviews planned water and wastewater improvements.
- Assesses broadband expansion and service reliability.
- Updates infrastructure priorities based on growth patterns and development activity.
- Coordinates findings with the Town's Capital Improvements Program and Comprehensive Plan implementation efforts.

Long-Term Objective

The Town's objective is to ensure that infrastructure systems remain reliable, financially sustainable, and capable of supporting future development while preserving public health, environmental quality, and the quality of life that residents expect. Community-support planning should also consider childcare access and public cooling and warming spaces in coordination with Greene County, educational institutions, and community partners. These services support workforce participation and resilience.

4.11 Summary

Infrastructure systems are fundamental to Stanardsville’s future. Ensuring adequate capacity, maintaining existing systems, and planning for expansion will enable the Town to accommodate growth while protecting public health and quality of life.

By aligning infrastructure investments with land use and development patterns, Stanardsville can support sustainable and well-managed growth.

SECTION 5 — HOUSING

5.1 Introduction

The Housing chapter evaluates the availability, condition, and diversity of housing within the Town of Stanardsville and establishes policies to support a stable, inclusive, and sustainable residential environment.

Housing is a fundamental component of community well-being. It affects economic opportunity, population stability, and quality of life. As Stanardsville experiences renewed development interest and regional growth pressures, ensuring that the Town provides a range of housing options for current and future residents is essential.

Sections 5.2 through 5.8 examine housing conditions and needs; Sections 5.9 through 5.11 establish policies, implementation strategies, and performance measures.

5.2 Existing Housing Conditions

The historic housing described in Section 1.6 contributes to the Town's character and requires continued reinvestment.

These older homes contribute to:

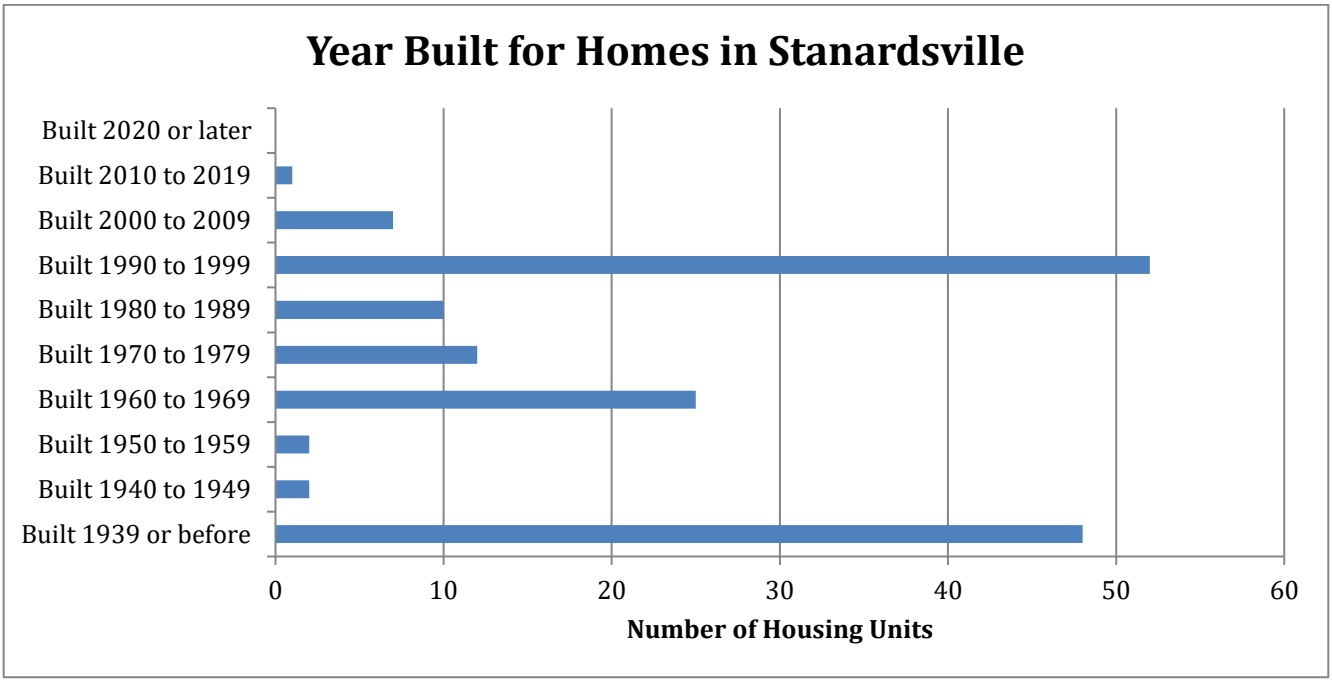
- The Town's historic identity
- Walkable neighborhood patterns
- Architectural diversity

However, they also present challenges related to:

- Maintenance and rehabilitation
- Energy efficiency
- Modern building standards
- Accessibility

In addition to historic housing, the Town includes mid- and late-twentieth-century homes as well as newer residential developments. The overall condition of housing varies, with some units requiring investment to remain viable over time.

Figure 5.1 — Age of Housing Stock



5.3 Housing Types and Distribution

Housing in Stanardsville consists primarily of single-family detached homes, with limited diversity in housing types compared to larger or more urban communities.

Existing housing types include:

- Single-family detached homes (predominant)
- Converted multi-family units within older structures
- Townhomes and newer residential units in recent developments

Blue Ridge Meadows introduces additional housing types; its development trends are discussed in Section 5.7.

Despite this shift, the overall housing stock remains relatively limited in terms of:

- Multi-family housing
- Smaller or more affordable units
- Housing options for seniors or smaller households

See Table 1.2 for Housing Characteristics.

5.4 Housing Supply and Demand

Housing demand in Stanardsville is influenced by broader regional trends, including growth in Greene County and nearby Charlottesville. The Town's small size and limited housing inventory contribute to constraints in supply.

Factors influencing housing demand include:

- Regional population growth
- Commuting patterns
- Demand for small-town living environments
- Proximity to employment and recreation

Blue Ridge Meadows is expected to expand housing supply and diversify housing types; see Section 5.7.

However, demand continues to exceed supply in several key areas, particularly:

- Affordable housing
- Workforce housing
- Smaller units for individuals and seniors

Table 5.1 — Housing Unit Growth and Trends

Time Period	Trend	Notes
Pre-2000	Slow growth	Limited development
2000–2020	Moderate	Incremental additions
Post-2020	Increasing	Blue Ridge Meadows impact 100 Townhomes in Town limits, 336 Single family homes in the adjacent county portion.

5.5 Housing Affordability

Housing affordability is a growing concern in Stanardsville and the surrounding region. Rising home prices and limited rental availability have made it more difficult for some residents to find suitable housing within the Town. A particular priority is housing affordable to families and multigenerational households who need three or more bedrooms. Smaller units alone will not address this need.

Affordability is influenced by:

- Regional housing market conditions
- Limited housing supply
- Construction costs
- Income levels

A portion of households in Stanardsville experience housing cost burdens, meaning they spend a significant percentage of their income on housing costs. This can limit access to other necessities and affect overall quality of life.

Affordable housing is essential to:

- Supporting the local workforce
- Maintaining economic diversity
- Allowing long-term residents to remain in the community

Table 5.2 — Housing Costs and Affordability

Metric	Trend	Implication
Home Values	Increasing	Affordability concerns
Rental Costs	Increasing	Limited rental availability
Cost-Burdened Households	Present	Need for affordable housing

5.6 Special Housing Needs

Stanardsville's population includes groups with specific housing needs that must be considered in planning efforts.

Seniors

The Town has a significant population of older adults who may require:

- Accessible housing, including single-level layouts
- Smaller or low-maintenance units
- Proximity to services and healthcare

Families

Families require:

- Adequate-sized housing units, including affordable three-bedroom options
- Access to schools and recreational facilities
- Safe and walkable neighborhoods

Workforce

Local and regional workers need:

- Affordable housing options
- Proximity to employment opportunities
- Access to transportation

Lower-Income Households

Households with limited income require:

- Affordable rental and ownership opportunities
- Access to assistance programs
- Stable housing options

See Table 1.1 for Demographic Characteristics in Town, County, and Region.

5.7 Residential Development Trends

Recent development activity in Stanardsville reflects a shift toward increased housing demand and diversification of housing types.

The Blue Ridge Meadows development represents a significant change in the Town's housing landscape and includes:

- A mix of housing types
- Higher-density development compared to historic patterns
- Integration of open space

In addition to new development, residential trends include:

- Infill development within existing neighborhoods
- Rehabilitation and reuse of older housing units
- Incremental expansion of housing supply

These trends indicate that the Town is entering a period of growth, with increased demand for a variety of housing options.

See Figure 2.3 Growth Areas Map and Section 2.5.3 for the residential growth area framework.

5.8 Housing and Land Use Coordination

Housing development must be closely coordinated with land use planning and infrastructure capacity to ensure sustainable growth.

Key considerations include:

- Aligning housing development with designated growth areas
- Ensuring availability of water and sewer infrastructure
- Maintaining compatibility with existing neighborhoods
- Supporting walkable and connected development patterns

Section 2.5.2 addresses neighborhood compatibility, Section 2.5.3 addresses growth areas, and Chapter 4 addresses utility capacity.

5.9 Housing Goals and Policies

Goal 1 — Maintain and Improve Existing Housing Quality

Preserve the Town's housing stock while ensuring safety and livability.

Policies:

- Encourage rehabilitation and maintenance of older homes
- Support programs that improve housing quality
- Promote energy efficiency improvements Coordinate enforcement of applicable building and property-maintenance codes with Greene County, address unsafe or substandard conditions, and pair enforcement with rehabilitation assistance where available.

Goal 2 — Expand Housing Opportunities

Provide a range of housing types to meet diverse needs.

Policies:

- Support development of townhomes and small multi-family units
- Encourage infill residential development
- Promote mixed-use residential opportunities

Goal 3 — Improve Housing Affordability

Ensure housing is accessible to a broad range of income levels.

Policies:

- Encourage affordable housing initiatives
- Support workforce housing development
- Coordinate with regional housing programs

Goal 4 — Support Special Housing Needs

Address the needs of seniors, families, and other populations.

Policies:

- Promote accessible housing design
- Encourage housing near services and amenities
- Support aging-in-place strategies

5.10 Implementation Strategies

To achieve housing goals, the Town will:

- Coordinate with Greene County on housing initiatives
- Update zoning regulations to allow a wider range of housing types
- Encourage partnerships with developers and housing organizations
- Pursue funding opportunities for housing programs
- Promote redevelopment and infill housing

Table 5.3 — Housing Implementation Matrix

Action	Timeframe	Responsible Party
Housing rehabilitation programs	Short-term	Town / County
Encourage mixed housing types	Ongoing	Planning Commission
Promote affordable housing	Mid-term	Regional partners
Coordinate housing and infrastructure	Ongoing	Town / County

5.11 Housing Performance Measures

Performance measures provide a framework for evaluating progress toward the Town's housing goals and identifying emerging housing needs. These measures should be reviewed periodically by the Town Council and Planning Commission to assess housing conditions, affordability, neighborhood stability, and the effectiveness of housing policies.

Table 5.4 — Housing Performance Measures

Measure	Desired Direction	Evaluation Method
Total Housing Units	Increase	Periodic review of housing inventory
Housing Diversity	Increase	Number and variety of housing types available
Affordable Housing Opportunities	Increase	Availability of workforce and attainable housing
Rehabilitation of Existing Housing	Increase	Number of rehabilitated or improved housing units

Measure	Desired Direction	Evaluation Method
Owner-Occupied Housing	Maintain or Increase	Percentage of owner-occupied units
Residential Vacancy Rate	Maintain Healthy Levels	Housing market assessment
Cost-Burdened Households	Decrease	Review of housing affordability indicators
Housing Near Services and Amenities	Increase	Proximity of housing to schools, parks, and public facilities
Infill and Redevelopment Activity	Increase	Number of housing units created through redevelopment and infill
Housing Coordinated with Infrastructure Capacity	Increase	Development occurring within planned growth areas

Monitoring and Reporting

The Town should periodically evaluate housing conditions and prepare a housing status review that:

- Monitors housing growth and development activity.
- Assesses affordability trends and housing market conditions.
- Evaluates the availability of housing for seniors, families, and workforce residents.
- Tracks rehabilitation and reinvestment in older housing stock.
- Reviews the relationship between housing growth, infrastructure capacity, and land use planning.
- Identifies regulatory or policy changes that may be needed to support housing objectives.

Long-Term Objective

The Town's long-term objective is to provide a diverse range of safe, attractive, and attainable housing opportunities that support residents throughout all stages of life while preserving neighborhood character and strengthening Stanardsville's small-town identity.

5.12 Summary

Housing is a critical component of Stanardsville’s future. By maintaining existing housing, expanding opportunities, and addressing affordability, the Town can support a stable and diverse population.

Coordinated planning between housing, land use, and infrastructure will ensure that future growth enhances the community while preserving its character and quality of life.

SECTION 6 — ECONOMIC DEVELOPMENT

6.1 Introduction

The Economic Development chapter establishes a framework for strengthening Stanardsville's local economy, supporting business activity, and expanding the Town's tax base. A healthy and resilient local economy is essential to maintaining public services, enhancing quality of life, and ensuring long-term fiscal sustainability.

As the seat of Greene County and a gateway to regional tourism and recreation, Stanardsville is uniquely positioned to build upon its historic assets, civic role, and strategic location. This chapter evaluates existing economic conditions, identifies opportunities and challenges, and outlines policies to support sustainable economic growth.

6.2 Economic Context

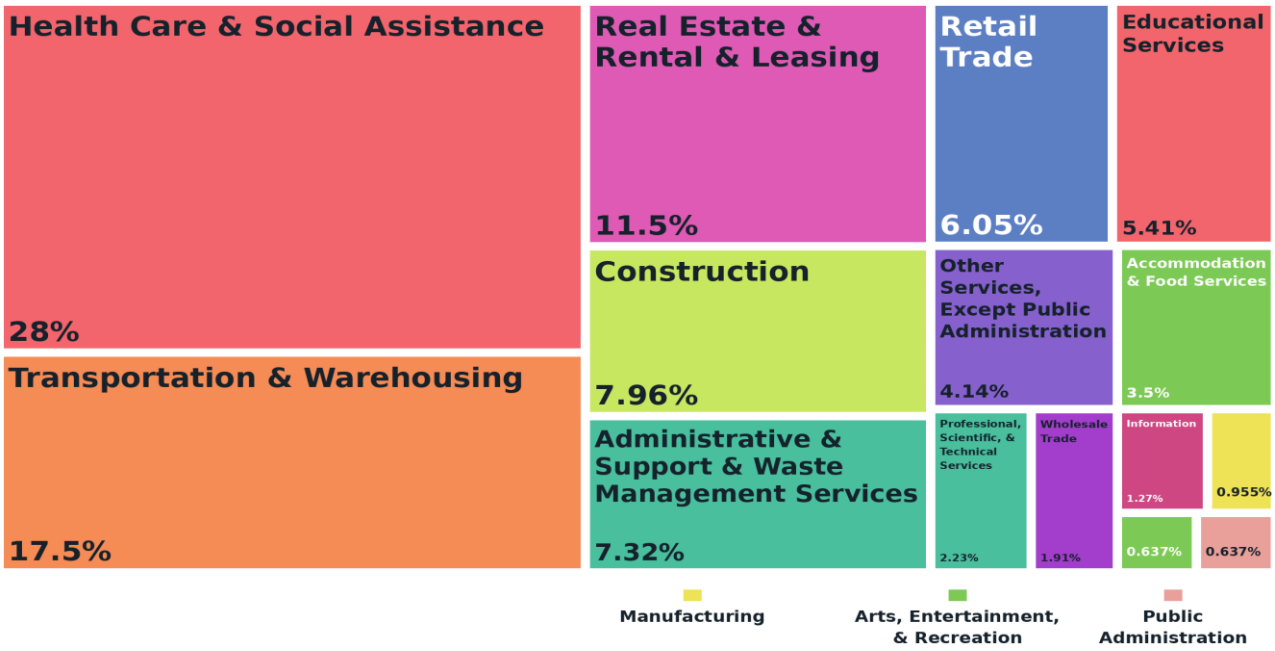
The economic overview in Section 1.7 provides the context for the sector, workforce, and tourism discussions below.

Key characteristics include:

- A significant **public sector presence**, including County government, schools, and public services
- A high level of **commuting** to nearby employment centers such as Charlottesville and Albemarle County
- A growing **tourism economy** associated with Shenandoah National Park and regional attractions

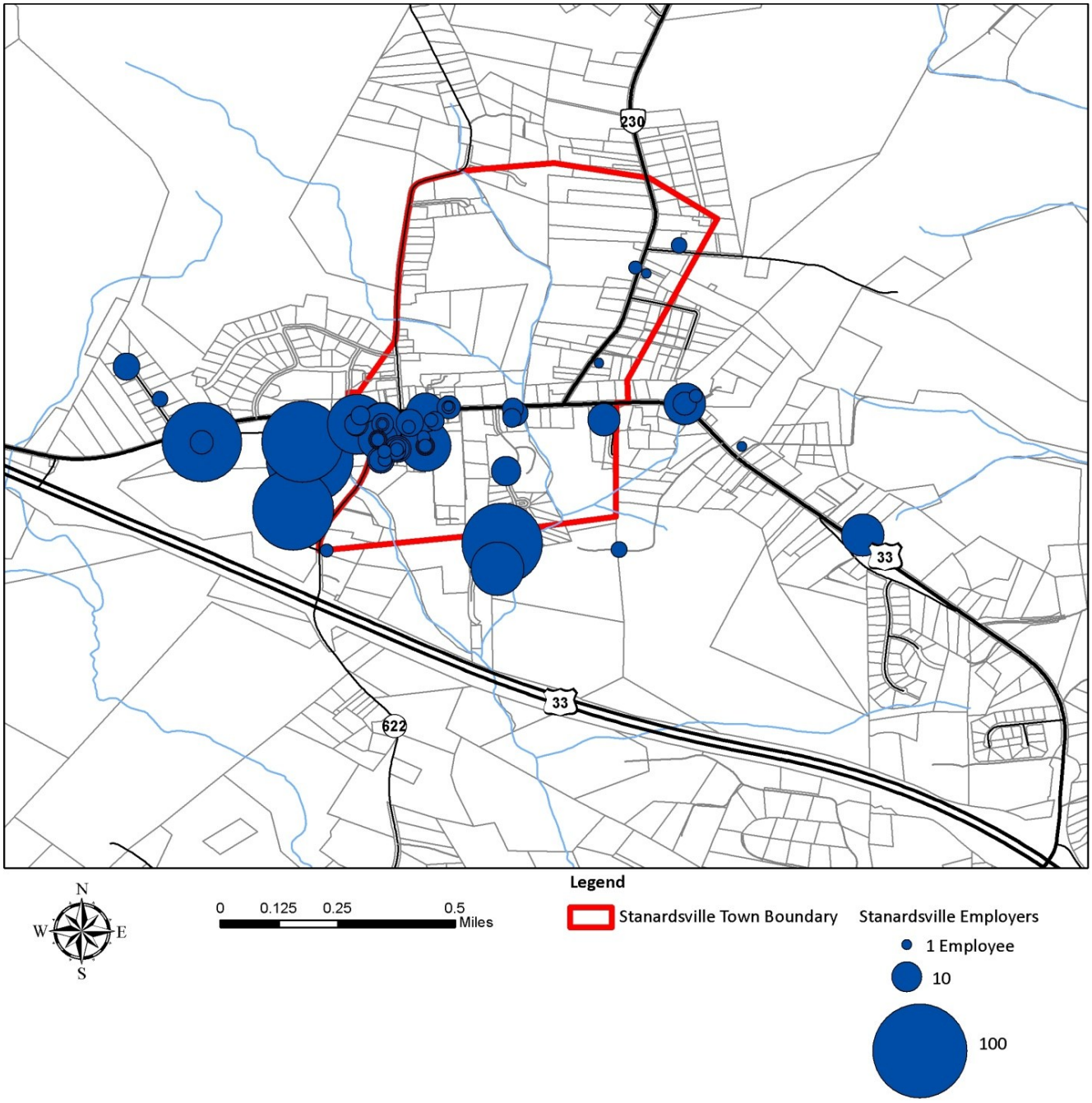
These factors create a stable but evolving economic base, with opportunities for growth through targeted investment and development.

Figure 6.1 — Employment by Sector **315 Workers**



Census Bureau ACS 2024 Estimate

Figure 6.2 — Employment Distribution



6.3 Employment and Workforce

Employment opportunities within Stanardsville are limited compared to larger regional centers. As a result, many residents commute outside the Town for work.

Primary employment sectors for Town residents include:

- Healthcare and social services
- Retail and service industries
- Construction and real estate
- Public administration

The Town's workforce benefits from proximity to regional job centers while also highlighting the need for expanded local employment opportunities.

Table 6.1 – Employment Trends

Category	Trend	Implication
Out-commuting	High	Limited local jobs
Regional employment	Strong	Ties to Charlottesville
Local employment	Limited	Opportunity for growth

Stanardsville's workforce is diverse, with residents employed in a variety of sectors. Supporting workforce development and providing opportunities for local employment are important components of economic planning.

6.4 Downtown and Commercial Activity

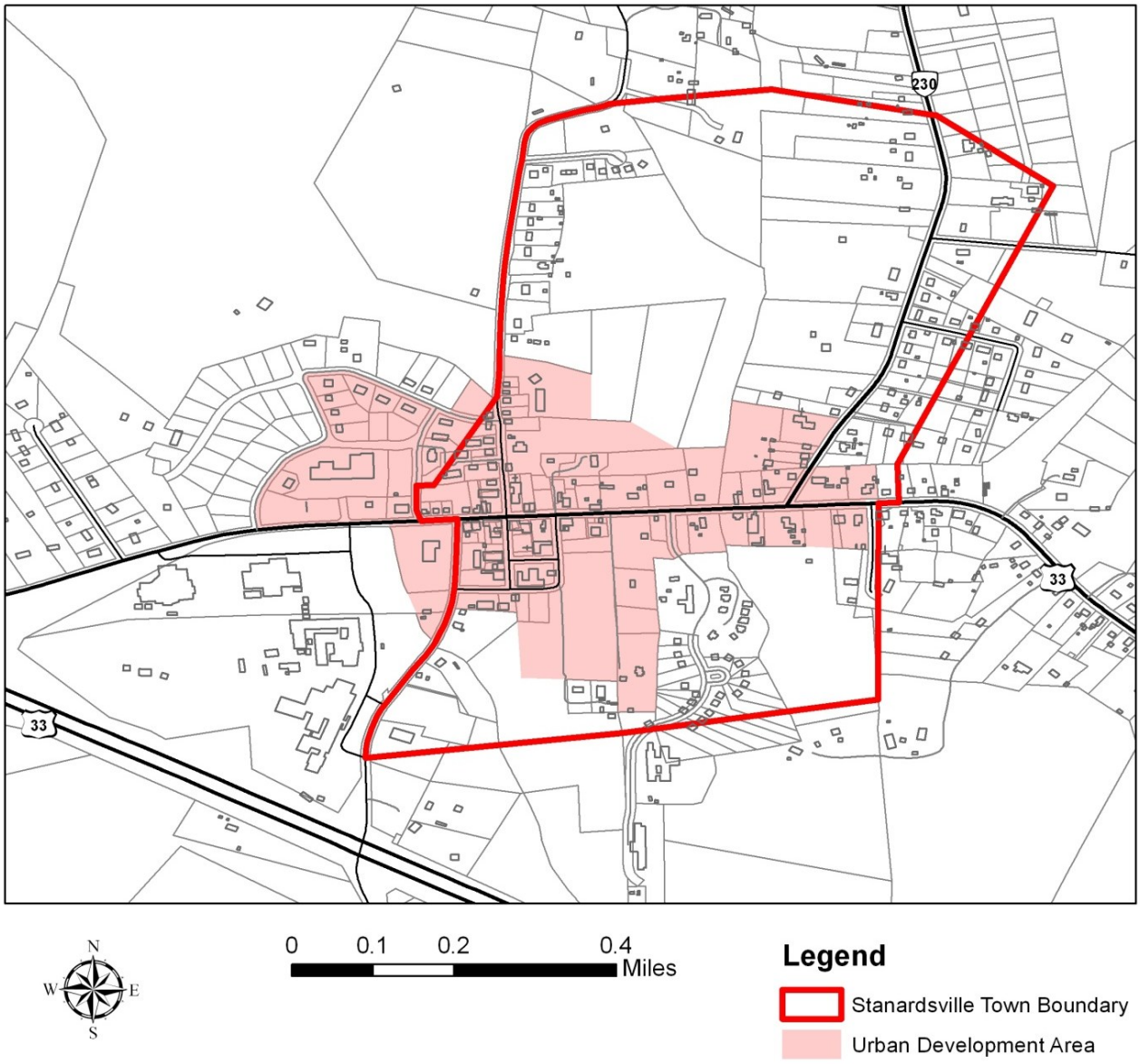
Downtown Stanardsville, centered along Main Street, is the Town's primary commercial district and economic focal point. The downtown area includes a mix of small businesses, service providers, and public institutions.

Existing conditions include:

- A compact and walkable commercial corridor
- Historic buildings and streetscapes
- A mix of active businesses and underutilized properties

The construction of the Route 33 bypass significantly changed downtown dynamics. While it reduced traffic congestion and improved pedestrian conditions, it also reduced pass-through traffic, affecting visibility for some businesses.

Figure 6.3 — Downtown Context Map



Downtown revitalization represents one of the most important economic opportunities for the Town. Efforts to enhance the downtown environment, attract businesses, and encourage redevelopment are essential to strengthening the local economy.

6.5 Tourism and Recreation Economy

Tourism is a significant and growing component of Stanardsville's economy. The Town's location near Shenandoah National Park and other regional attractions provides opportunities to attract visitors and support local businesses.

Key tourism assets include:

- Shenandoah National Park
- Nearby wineries, breweries, and agritourism destinations

- Local festivals and community events
- Scenic rural landscapes and outdoor recreation opportunities

Transportation considerations for visitor access are discussed in Section 3.5.3.

Opportunities exist to expand tourism-related businesses, including:

- Restaurants and cafes
- Lodging accommodations
- Retail and specialty shops
- Visitor services Arts, music, and cultural experiences.

6.6 Business Environment

Stanardsville provides a supportive environment for small businesses, but several challenges limit economic growth.

Strengths

- Historic downtown setting
- Strong community support for local businesses
- Opportunities for adaptive reuse of existing buildings
- Proximity to tourism destinations

Challenges

- Limited commercial space
- Small local customer base
- Competition from nearby regional centers
- Limited infrastructure in some areas

Table 6.2 — Business Strengths and Challenges

Strengths	Challenges
Historic downtown	Limited commercial space
Community support	Small market size
Tourism proximity	Regional competition
Adaptive reuse opportunities	Limited visibility from bypass

6.7 Economic Development Opportunities

Stanardsville has several key opportunities for economic growth:

Downtown Revitalization

- Redevelopment of vacant or underutilized properties
- Targeted streetscape and public-space improvements that support business access and retention

- Attraction of new businesses

Tourism Expansion

- Leveraging proximity to Shenandoah National Park
- Promoting local events and attractions
- Supporting visitor-oriented businesses

Mixed-Use Development

- Integrating residential and commercial uses
- Encouraging development in designated growth areas
- Supporting walkable development patterns

Local Business Development

- Supporting entrepreneurs and small businesses
- Encouraging business retention and expansion
- Providing access to technical assistance and resources Use the William Mills House opportunity to evaluate business incubator space, and coordinate assistance for retaining and recruiting businesses that meet resident needs.

See Figure 2.3 Growth Areas Map and Section 2.5.1 for the Main Street policy framework.

6.8 Economic Development and Land Use Coordination

Economic development is closely tied to land use planning and infrastructure capacity.

Key relationships include:

- Concentrating commercial activity in the Main Street corridor
- Supporting mixed-use development in designated growth areas
- Ensuring adequate infrastructure to support business activity

Section 2.5.1 provides the Main Street policy framework, and Chapter 4 addresses infrastructure capacity. Business recruitment should seek complementary restaurants, arts, music, cultural activities, and appropriate evening entertainment that broaden downtown's appeal. Incentives and partnerships should support businesses that strengthen community character and add services valued by residents.

6.9 Economic Development Goals and Policies

Goal 1 — Strengthen Downtown Stanardsville

Enhance Main Street as the Town's economic and cultural center.

Policies:

- Encourage redevelopment of underutilized properties
- Support façade improvements and historic preservation
- Promote downtown as a destination Review zoning to support compatible mixed-use development and active ground-floor businesses.

Goal 2 — Support Local Businesses

Foster a supportive environment for small businesses and entrepreneurs.

Policies:

- Provide resources and technical assistance
- Encourage business retention and expansion
- Support local business networks

Goal 3 — Expand Tourism Opportunities

Leverage regional assets to increase visitor activity.

Policies:

- Promote Stanardsville as a gateway to Shenandoah National Park
- Support development of visitor-oriented businesses
- Coordinate with regional tourism organizations

Goal 4 — Increase the Local Tax Base

Promote economic development that enhances fiscal sustainability.

Policies:

- Encourage commercial and mixed-use development
- Support investment in growth areas
- Balance development with community character

Goal 5 — Coordinate with Regional Partners

Work collaboratively with Greene County and regional organizations.

Policies:

- Align economic development strategies with County plans
- Pursue regional funding opportunities
- Coordinate marketing and promotion efforts

6.10 Implementation Strategies

To support economic development, the Town will:

- Promote redevelopment opportunities in the downtown area
- Partner with Greene County and regional organizations
- Pursue grants and funding for economic development initiatives
- Support events and activities that attract visitors
- Encourage private investment through zoning and policy alignment Modernize the Town website and communication channels to promote local businesses, available spaces, and visitor information.
- Establish a formal Main Street Business District

Table 6.3 — Economic Development Implementation Matrix

Action	Timeframe	Responsible Party
Downtown revitalization initiatives	Short-term	Town
Support small businesses	Ongoing	Town / County
Tourism promotion	Ongoing	Regional partners
Encourage mixed-use development	Mid-term	Planning Commission

6.11 Economic Development Performance Measures

Performance measures provide a means to evaluate progress toward the Town's economic development objectives and to monitor changes in business activity, tourism, workforce opportunities, and long-term fiscal sustainability. These measures should be reviewed annually by Town Council and incorporated into implementation planning, budget discussions, and economic development initiatives.

Table 6.4 — Economic Development Performance Measures

Measure	Desired Direction	Evaluation Method
Occupied Downtown Commercial Buildings	Increase	Annual business occupancy inventory
New Business Openings	Increase	Business license and permit review
Vacant Commercial Storefronts	Decrease	Downtown vacancy survey
Private Investment in Downtown	Increase	Annual building permits and investment tracking
Tourism Activity	Increase	Event attendance, lodging activity, visitor counts
Local Business Retention	Increase	Annual business status review
Commercial Tax Base	Increase	Assessment and revenue analysis
Mixed-Use Development Projects	Increase	Development approval tracking
Employment Opportunities Within Town	Increase	Business and workforce assessment
Façade and Building Rehabilitation Projects	Increase	Number of completed improvement projects

Measure	Desired Direction	Evaluation Method
Community Events Hosted Annually	Increase	Event and attendance tracking
Coordination with Regional Partners	Continue Annually	Joint initiatives and funding applications

Monitoring and Reporting

The Town should prepare a brief annual economic development report that:

- Tracks business openings, closures, and expansions.
- Monitors occupancy rates within the Main Street corridor.
- Evaluates tourism and community event activity.
- Reviews commercial investment and redevelopment projects.
- Assesses workforce and employment trends.
- Identifies funding opportunities and economic development partnerships.
- Measures progress toward implementation objectives identified in this chapter.

Long-Term Objective

The Town's long-term objective is to strengthen Main Street as the economic heart of Stanardsville, expand opportunities for locally owned businesses, support tourism and recreation-based economic activity, increase the local tax base, and promote investment that preserves the Town's historic character while contributing to long-term fiscal sustainability.

6.12 Summary

Economic development in Stanardsville is centered on strengthening its historic downtown, supporting local businesses, and leveraging its role as a gateway to regional tourism. Arts and music should be integrated into the Town’s marketing narrative as part of its distinctive cultural identity.

By aligning economic strategies with land use, transportation, and infrastructure planning, the Town can support sustainable growth, enhance its tax base, and maintain its unique character.

SECTION 7 — IMPLEMENTATION

7.1 Introduction

The Implementation chapter establishes the framework for carrying out the goals, policies, and strategies identified throughout this Comprehensive Plan. While the preceding chapters define the Town's vision and policy direction, implementation ensures that these policies are translated into measurable actions and outcomes.

Implementation is an ongoing and adaptive process that requires coordination among Town officials, Greene County, regional partners, property owners, and the broader community. The success of this Plan depends on consistent application, regular evaluation, and the ability to respond to changing conditions.

This chapter identifies the tools, responsibilities, and actions necessary to guide the Town's growth and development over the planning horizon.

7.2 Role of the Comprehensive Plan

The Comprehensive Plan serves as the primary policy guide for land use, development, infrastructure investment, and public decision-making within the Town of Stanardsville.

The Plan should be used to:

- Guide zoning and land use decisions
- Inform capital improvement planning
- Support grant applications and funding requests
- Provide a framework for evaluating development proposals
- Coordinate with Greene County and regional partners

Town Council and the Planning Commission should consistently reference this Plan when making decisions that affect the physical development and future of the Town.

7.3 Implementation Framework

Implementation of the Comprehensive Plan is achieved through a combination of regulatory tools, capital investments, administrative actions, and partnerships.

This framework ensures that:

- Policies are translated into actionable steps
- Resources are allocated effectively
- Progress is measurable over time

The following tools provide the foundation for implementation.

7.4 Regulatory Tools

Zoning Ordinance

The zoning ordinance is the primary mechanism for implementing the Future Land Use Plan. It establishes permitted uses, development standards, and design requirements.

Key actions include:

- Updating zoning districts to align with future land use categories
- Revising permitted uses to support mixed-use and residential diversity
- Incorporating design standards that reinforce community character
- Supporting redevelopment and infill development

Subdivision and Development Regulations

Subdivision and site plan review processes ensure that new development is consistent with the Comprehensive Plan.

Key actions include:

- Requiring infrastructure improvements as part of development
- Ensuring street and pedestrian connectivity
- Reviewing development proposals for consistency with adopted policies

Design Standards and Guidelines

Design standards help maintain the Town's historic character and ensure compatibility between new and existing development.

Key considerations include:

- Building scale and massing
- Streetscape design
- Architectural compatibility
- Pedestrian-oriented development

7.5 Capital Improvements Planning

Capital improvements planning is essential to implementing infrastructure and public facility investments identified in this Plan.

The Town should:

- Identify priority projects for water, sewer, transportation, and public facilities
- Coordinate infrastructure investments with development activity
- Align funding decisions with long-term planning goals

A coordinated capital improvements program ensures that infrastructure investments support planned growth and development.

7.6 Partnerships and Coordination

Successful implementation requires collaboration with multiple partners, including:

- **Greene County** — water, sewer, stormwater, and regional planning
- **Virginia Department of Transportation (VDOT)** — roadway improvements and transportation funding
- **Thomas Jefferson Planning District Commission (TJPDC)** — regional planning and technical assistance
- **State and federal agencies** — funding and program support
- **Private sector and nonprofit organizations** — development and community initiatives

Coordination with these partners is essential to achieving the goals of the Comprehensive Plan.

7.7 Growth Management and Phasing

Growth should be managed to ensure that development occurs in a manner consistent with infrastructure capacity, community character, and fiscal sustainability.

Key Strategies

- Direct development to designated growth areas
- Coordinate development with water and sewer capacity
- Encourage infill and redevelopment before outward expansion
- Phase development to align with infrastructure availability

Managing growth effectively allows the Town to:

- Avoid overburdening infrastructure systems
- Maintain quality of development
- Ensure efficient use of public resources

7.8 Funding and Financial Resources

Implementation of this Plan will require a combination of funding sources, including:

Local Funding

- Town budget allocations
- Capital improvement funds

State and Federal Funding

- VDOT transportation funding programs
- Virginia Telecommunications Initiative (VATI)
- Community Development Block Grants (CDBG)
- Infrastructure and economic development grants

Private Investment

- Developer contributions
- Public-private partnerships

The Town should actively pursue funding opportunities and align projects with available funding sources.

7.9 Action Plan

The following actions provide a roadmap for implementing the Comprehensive Plan. Actions are organized by timeframe to guide prioritization.

Short-Term Actions (0–5 Years)

- Update zoning ordinance to reflect the Future Land Use Plan
- Identify, prioritize, and begin phased infrastructure upgrades needed for reliable service and planned growth, in coordination with Greene County and other providers
- Improve pedestrian safety and sidewalk connectivity
- Support redevelopment of vacant and underutilized properties
- Coordinate with Greene County on water and sewer planning

- Maintain broadband access and reliability and address remaining service gaps

Mid-Term Actions (5–10 Years)

- Continue phased infrastructure upgrades to support growth
- Expand pedestrian and greenway networks
- Encourage mixed-use development in designated areas
- Support development of diverse housing types
- Enhance downtown streetscape and public spaces

Long-Term Actions (10+ Years)

- Continue infrastructure expansion as needed
- Evaluate growth patterns and adjust policies accordingly
- Maintain and expand greenway and open space networks
- Support sustained economic development and tourism

Table 7.1 — Implementation Action Matrix

Action	Timeframe	Responsible Party
Zoning updates	Short-term	Town / Planning Commission
Infrastructure planning	Short-term	Town / County
Sidewalk improvements	Short-term	Town / VDOT
Mixed-use development support	Mid-term	Planning Commission
Greenway expansion	Long-term	Town / County

7.10 Roles and Responsibilities

Successful implementation requires clearly defined roles.

Town Council

- Adopt policies and ordinances
- Approve funding and capital projects
- Provide leadership and direction

Planning Commission

- Review development proposals
- Recommend policy updates
- Ensure consistency with the Comprehensive Plan

Town Staff

- Administer regulations and programs
- Coordinate with partners

- Manage day-to-day implementation

Greene County and Regional Partners

- Provide infrastructure services
- Support planning and funding initiatives
- Coordinate regional strategies

7.11 Monitoring and Plan Updates

The Comprehensive Plan should be regularly reviewed to ensure that it remains relevant and effective.

Monitoring

The Town should:

- Track progress on implementation actions
- Evaluate development trends
- Assess infrastructure capacity

Plan Updates

- Review the Plan at least every five years, as required by Virginia law
- Update sections as needed to reflect changing conditions
- Incorporate new data and community input

Chapter-specific performance measures in Sections 3.9, 4.10, 5.11, and 6.11 support this monitoring and update process.

7.12 Public Engagement

Ongoing public engagement is essential to successful implementation.

The Town should:

- Engage residents in planning and decision-making processes
- Provide transparency in development review
- Encourage participation in community initiatives

Public involvement helps ensure that implementation reflects community priorities and values.

7.13 Summary

Implementation is the process that transforms the Comprehensive Plan from a vision into reality. By using the tools, strategies, and partnerships identified in this chapter, Stanardsville can guide growth, support economic development, and preserve its unique character.

Regular evaluation and community engagement should keep implementation responsive to the Town’s needs.

PLANNING COMMISSION

BOARD OF ZONING APPEALS

GREENE COUNTY PLANNING DEPARTMENT
Post Office Box 358
Stanardsville, Virginia 22973

Tel: 434-990-2519
Fax: 434-985-1459

www.greenecountyva.gov
planning@gcva.us

MEMORANDUM

To: Greene County Board of Supervisors

From: Community Development

Re: Monthly Report

Date: September 10, 2026

1. **Comprehensive Plan Review**
   An overview of the County's existing rural subdivision regulations to the Ruckersville Advisory Committee, Planning Commission, and Board of Supervisors. The next step in the process will be the County's first community open house, where staff will present existing conditions and provide an opportunity for residents to learn about current development trends and provide input on the future of the County's rural and growth areas.
2. **Pre-Applications:**
   a. Dunkin Donuts had a pre-app for TMP 60-A-23 and will be submitting a site plan shortly.
      a. https://www.webgis.net/va/Greene/?id=Parcels|PIN|60-A-23

3. **Route 670 Connector Road Project:**
   Staff is working with VDOT and the RT 670 project team to prepare and release the request for bids. Additional information about the project is available at: https://www.greenecountyva.gov/426/Route-670-Connector-Road-Project.

4. **CivicPlus Planning and Zoning Application Program:**

   Beginning July 1, 2025, staff initiated implementation of the CivicPlus electronic application and tracking system. This platform allows community members to submit all applications online, significantly streamlining intake, review, approval, and document management processes. Planning and zoning staff have experienced strong success with the system and have received consistently positive feedback from both residents and developers.

   https://www.civicgov4.com/va_greenecounty/portal/index.php

5. **Site and Subdivision Plans:**
   Preliminary site and subdivision plans are available at the following link:
   https://greenecountyva.gov/DocumentCenter/Index/108

6. **Site Plan Submittals for Review:**
   a. Blue Ridge Meadow Subdivision: 329 Single Family Lots and 82 Townhomes
      i. http://www.webgis.net/va/Greene/default.asp?preset=Parcels&op=id&id=1|parcels|reacct|5321
   b. Grocery Store at Village of Terrace Greene
      i. http://www.webgis.net/va/Greene/default.asp?preset=Parcels&op=id&id=1|parcels|pin|66-A-48
   c. Rappahannock Electric Cooperative
      i. http://www.webgis.net/va/Greene/default.asp?preset=Parcels&op=id&id=1|parcels|pin|66-7-1
   d. Highbrighton Farms: 13 single-family lots (agricultural partitions)
      i. http://www.webgis.net/va/Greene/default.asp?preset=Parcels&op=id&id=1|parcels|reacct|3411
   e. Woodpark Subdivision Plan: 545 lots (near final approval)
      i. http://www.webgis.net/va/Greene/default.asp?preset=Parcels&op=id&id=1|parcels|reacct|3355
   f. Tramontane Subdivision:
      i. http://www.webgis.net/va/Greene/default.asp?preset=Parcels&op=id&id=1|parcels|pin|52-6-B
   g. Payne Flex Plex:
      i. http://www.webgis.net/va/Greene/default.asp?preset=Parcels&op=id&id=1|parcels|reacct|2460

7. **Town of Stanardsville**

   a. Staff will begin assisting the Town with an update of the uses allowed by right and by special use permit in the RC District.
   b. Staff are working with the Council to review 911 addressing, site and subdivision ordinances and E & S regulations.
   c. Staff has assisted the Town with developing a street and addressing ordinance.

8. **Ordinance Revisions Under Review:**

   a. **Agritourism, farm wineries, and breweries.**
   b. **Manufactured homes.**
   c. **Mobile Vendors**

d. **Accessory Dwelling Units (work session 10/21/2026 with PC)**

9. **Zoning Inspections:**

a. New addresses issued: 8
b. Site visits: 54
c. Temp signs removed from VDOT R.O.W.: 79
d. New road signs ordered: 2

Applications	2026												
Date	**Jan**	**Feb**	**March**	**April**	**May**	**June**	**July**	**Aug**	**Sept**	**Oct**	**Nov**	**Dec**	**Total**
Acc. Dwelling Units	0	0	0	0	0	1	0	2	0				3
Special Use Permit	1	0	0	1	2	0	1	1	0				6
ReZone	0	0	0	0	0	0	0	0	0				0
Ordin Rev	0	0	0	0	0	2	0	1	0				3
Site Plan (SPR)	0	0	2	0	4	1	1	0	1				9
Letter Of Revision (LOR)	0	1	0	1	2	1	1	0	1				7
Subdivision	3	8	5	2	5	4	6	7	3				43
Variance	0	0	0	0	0	0	0	0	0				0
BZA Appeal	0	0	0	0	0	0	0	0	0				0
ZC/ZD (Zon. Cert)	6	9	5	6	5	6	5	4	3				49
PETRA (Road Acc)	0	0	1	0	1	0	0	0	0				2
Temp S. Permits	0	0	0	1	3	2	0	3	1				10
S. Permits	2	4	3	0	1	2	1	1	2				16
New Zoning Complaints	3	4	7	3	2	2	3	3	2				29
Zoning Complaints Closed	0	7	2	1	2	3	8	2	2				27
Bonds	0	1	2	2	0	0	0	2	1				8
Total	**15**	**34**	**27**	**17**	**27**	**24**	**26**	**26**	**16**	**0**	**0**	**0**	**209**

Applications	2025												
Date	**Jan**	**Feb**	**March**	**April**	**May**	**June**	**July**	**Aug**	**Sept**	**Oct**	**Nov**	**Dec**	**Total**

Acc. Dwelling Units	0	0	1	0	2	0	0	0	1	0	0	1	5
Special Use Permit	1	0	0	0	1	1	1	1	0	0	0	0	5
ReZone	0	0	0	0	1	0	0	0	1	0	0	0	2
Ordin Rev	0	0	0	2	1	0	0	0	0	0	0	0	3
Site Plan (SPR)	0	0	0	0	0	0	2	3	0	1	2	1	9
Letter Of Revision (LOR)	2	0	0	1	1	0	0	0	2	0	0	2	8
Subdivision	5	5	3	7	5	3	3	3	5	7	4	6	56
Variance	1	0	0	0	0	0	0	0	0	0	0	0	1
BZA Appeal	0	0	1	0	0	0	0	0	0	0	0	0	1
ZC/ZD (Zon. Cert)	6	8	7	6	5	2	10	10	9	4	6	7	80
PETRA (Road Acc)	0	0	0	0	1	0	2	2	0	0	0	0	5
Temp S. Permits	2	1	5	5	4	3	3	3	2	0	0	0	28
S. Permits	2	2	3	3	1	1	1		2	1	0	0	16
New Zoning Complaints	3	8	4	5	4	1	5	4	1	3	1	8	47
Zoning Complaints Closed	4	1	5	4	7	2	1	0	3	1	1	0	29
Bonds	4	3	4	2	3	1	0	0	0	1	0	0	18
Total	**30**	**28**	**33**	**35**	**36**	**14**	**28**	**26**	**26**	**18**	**14**	**25**	**308**

Applications	**2024**												
Date	**Jan**	**Feb**	**March**	**April**	**May**	**June**	**July**	**Aug**	**Sept**	**Oct**	**Nov**	**Dec**	**Total**
Acc. Dwelling Units	0	1	0	0	0	0	0	0	1	1	0		**3**
Special Use Permit	0	2	1	0	0	0	3	1	0	0	1		**8**
ReZone	1	0	0	0	0	0	2	1	0	0	0		**4**
Ordin Rev	0	0	0	0	1	2	0	0	1	0	0		**4**