Enclosure 1

SHIMP ENGINEERING, P.C.
Design Focused Engineering

November 04, 2026

Thomas Egeland, Jr.
County of Louisa
Department of Community Development
1 Woolfolk Avenue
Suite 201
Louisa, Virginia 23093

Re: Village Motorsports at Kentucky Springs (SP2026-10)
Modification Request – TMP 29-12-2

Submission Date: October 15, 2026
Revision Date: November 04, 2026

Dear Tom,

J & L Holdings LLC (the "Owner") owns Tax Map Parcel 29-12-2 in Louisa County, a 7.430-acre triangular corner lot located southwest of the intersection of State Route 208 (New Bridge Road) and State Route 652 (Kentucky Springs Road). The parcel is zoned C2 – General Commercial, within the Growth Area Overlay District (GAOD). The Owner is pursuing by-right development of the parcel for a recreational vehicle and boat sales and service building with warehouse and storage buildings, travelways, and parking under Final Site Plan SP2026-10. On behalf of the Owner, Shimp Engineering requests that the Board of Supervisors approve modifications, in accordance with Sec. 86-125 of the Louisa County Zoning Ordinance, to the landscaping, buffering, and screening requirements of Sec. 86-123(a) and to the site design and architectural guidelines of Sec. 86-124(2), (3), and (4).

I. Landscaping, Buffering, and Screening – Sec. 86-123(a)

Ordinance Requirements

Below is a summary of Sec. 86-123(a) requirements:

1. An even row of large street trees placed adjacent to the right-of-way at a maximum of 35 feet on center.
2. One (1) ornamental or shade tree per 2,500 sf of development area
3. One (1) landscaped median or island for every 20 required parking spaces, each with one tree meeting the street tree requirements
4. Minimum of eight (8) shrubs per required tree
5. Landscaping maintenance is the owner's responsibility

Justification

The strict application of the requirements set forth in Sec. 86-123(a) would result in 134 trees and 1,072 shrubs, a total of 1,206 plants, on a 7.430-acre site. This quantity is driven largely by the parcel's unique shape: as a triangular corner lot bounded by public right-of-way on three sides, the street tree requirement applies along approximately 2,600 feet of frontage, far more than a typical commercial parcel of similar size. The triangular shape also narrows the

usable area of the site toward its corners, leaving little room for the required plantings without displacing buildings, parking, and travelways. Please refer to exhibit A attached to this request. The unique shape of the parcel and proposed use cannot be successfully implemented with landscaping as required by section 86-123(a).

The proposed use also has unique site needs. As a boat sales, service, and storage business, the site must accommodate boats on trailers, which are considerably longer and wider than typical passenger vehicles and require wide travelways and large turning areas. Customers, delivery trucks, and service vehicles towing boat trailers must be able to enter, circulate, and maneuver through the display, service, and storage areas. Placing one ornamental or shade tree per 2,500 sf of development area and tree-planted islands throughout these areas would obstruct trailer turning movements and reduce the circulation space the use requires.

Visibility is also essential to the use. Boat sales depend on customers seeing the inventory from the road, and the display areas are located along the public road frontages so that boats are visible to passing traffic. A continuous row of street trees at 35 feet on center, with eight shrubs per tree, would form a solid visual barrier along these frontages and hide the display areas, and the business, from public view. The proposed design instead uses spaced shade trees and low shrubs along these frontages to soften the view of the site while keeping the display areas visible.

In addition, the existing overhead utility easement, the proposed stormwater facilities, and the site layout leave limited room for planting. Placing the required quantities in this area would crowd the plantings and leave insufficient space for healthy root and canopy growth, reducing their long-term survival. Exhibit A depicts the site with the plantings required by Sec. 86-123(a).

The combined frontage along State Routes 208 and 652 is approximately 1,600 feet. Shimp Engineering proposes 16 large shade trees along this frontage (approximately one tree per 100 feet), with 133 shrubs planted in a continuous row between the trees. Trees and shrubs are set in a curved alignment along the entire frontage, except at the two site entrances, the storm pipe crossings, and the overhead utility easement.

The southwest side of the property has approximately 1,026 feet of frontage along Old State Route 652 (former Kentucky Springs Road). Along this side, Shimp Engineering proposes 40 evergreen trees at approximately 25 feet on center, a closer spacing than the 35 feet required for street trees. Because evergreens keep their foliage year-round, this row provides continuous screening of the storage area from Old State Route 652 and the adjacent industrial property.

The remaining approximately 360 feet along the western property line, adjoining the Dollar General parcel, cannot accommodate trees or shrubs because of the existing overhead utility easement. This boundary adjoins an existing commercial use (Dollar General) that is compatible with the proposed development; therefore, screening along this property line is not necessary to separate uses.

In total, the proposed design provides 56 trees, 133 shrubs, and approximately 13,080 sf of canopy coverage. It provides a planted edge along all public road frontages, places every tree where it can grow to maturity, keeps the display areas visible from the road, and maintains the circulation space needed for boats and boat trailers. The alternative therefore fulfills the intent of Sec. 86-123(a), which is to improve the appearance of development from public roads, as required by Sec. 86-125(c).

Exhibit B, attached to this letter, depicts the proposed alternative landscaping design that is appropriate for this site and this use as described above

II. Site Design and Architectural Guidelines – Sec. 86-124(2), (3), and (4)

Ordinance Requirements

Below is a summary of Sec. 86-124, (2), (3) and (4) requirements:

1. *Building variety:* Avoid monotony by varying building style, size, setbacks, rooflines, heights, entries, trim, porches, windows, materials, and color.
2. *Building materials and form:* Use natural earth-tone colors and natural materials that blend with the surroundings. Break up large walls and roofs with steps, façade step-backs, window detailing, roof pitch, eave breaks, or a change in siding. Similar buildings along the same frontage or in a group must differ in doorways, roofs, porches, trim, and wall materials.
3. *Building visuals (ZA minimum standards):*
    a. All sides of a building must match the front in style, materials, and detail (360° architecture), unless the ZA approves a better option.
    b. Brick, stone, or stucco must be the primary materials, unless the ZA approves a better option.
    c. Secondary materials may be used in a limited way for accents or branding, but they can't outweigh the primary materials. These include tinted masonry block, precast concrete, tilt-up panels with brick or stone facing, glass, stucco finish or EIFS, fiber-cement, metal or wood siding, and smooth concrete block.
    d. Precast concrete must have integral color, embedded materials, or design detailing so it doesn't look plain.

Justification

A. Retail Building (120 ft x 140 ft)

The proposed retail building is 120 ft x 140 ft. Its east, and south elevations face State Route 208 (Kentucky Springs Road) while the north side faces State Route 208 (New Bridge Road), The building architecture uses a variety of materials, including insulated metal panels with a stucco finish, fiber-cement panels, metal panels and siding, a fiber-cement or metal panel base, canopies, and large storefront glass (see Exhibit E). The west elevation is the rear of the building and contains the service bays used only for boat service, repairs, and drop-off; it is designed with metal panels and large service bay doors. The rear elevation faces the side of the existing Dollar General building at a distance of approximately 200 feet, and that side of the Dollar General building appears to be single-color beige metal siding (see Exhibit C).

In addition, the landscaping along State Route 208 and the 60-ft x 150-ft warehouse/storage building, which is placed perpendicular to the rear of the retail building, will screen the rear elevation from public view and from drivers on State Route 208. Exhibit D shows the proposed building layout, and Exhibit E shows a sample architectural elevation of the retail building.

Sec. 86-124(4)b requires brick, stone, and/or stucco as the primary materials, while Sec. 86-124(4)c classifies stucco finish systems as secondary materials. The stucco shown on the retail building is an insulated metal panel with a stucco finish rather than traditional stucco, and is therefore is considered a secondary material in Sec.86-124-4(c). As a result, none of the retail building's elevations meets the primary material requirement of Sec. 86-124(4)b, even though the north, south, and east elevations use a variety of quality finish materials and architectural elements. We therefore request that all elevations of the retail building be exempt from the primary material requirement of Sec. 86-124(4)b, and that the west (rear) elevation also be exempt from the 360° architecture requirement of Sec. 86-124(4)a.

B. Warehouse/Storage Building (60 ft x 150 ft)

The 60-ft x 150-ft warehouse/storage building is placed perpendicular to the rear of the retail building, and its architectural drawings are not yet finalized. Like the retail building, its north and east elevations, which face State Route 208 and the customer areas of the site, will use insulated metal panels with a stucco finish rather than traditional stucco. Because Sec. 86-124(4)c classifies stucco finish systems as secondary materials, none of the warehouse/storage building's elevations meets the primary material requirement of Sec. 86-124(4)b. Its south and west elevations face the interior of the site and the adjacent Dollar General parcel. We therefore request that all elevations of the warehouse/storage building be exempt from the primary material requirement of Sec. 86-124(4)b, and that the south and west elevations also be exempt from the 360° architecture requirement of Sec. 86-124(4)a.

Note applicable to Sections A and B: Although the north, south, and east elevations of the retail building and the north and east elevations of the warehouse/storage building do not meet the ordinance definition of primary materials, these elevations will still provide the appearance of a primary material. The insulated metal panels proposed for these elevations have a stucco finish, so they will look like traditional stucco from public roads and customer areas. The street-facing elevations of both buildings will therefore achieve the visual quality intended by Sec. 86-124(4)b.

C. Storage Buildings 1 through 10

The site also includes ten storage buildings (Buildings 1 through 10) for boats and boat-related materials. These buildings are pole barn structures consisting of a roof and two sides, without fully enclosed exterior walls (see Exhibit F). Because they do not have conventional walls, the 360° architecture, primary material, and façade articulation requirements of Sec. 86-124(3) and (4) cannot practically be applied to them. The buildings are located in the interior of the site and are screened by landscaping on the east, south, and west sides and by the retail building on the north side. In addition, a

consistent design across the group of storage buildings will provide a more orderly appearance than the variation required by Sec. 86-124(2). We therefore request that the storage buildings be exempt from Sec. 86-124(2), (3), and (4).

III. Conclusion

The requested landscaping modification is driven by conditions unique to this property and to the proposed use. As a triangular corner lot bounded by public right-of-way on three sides, the parcel carries a street tree requirement far greater than a typical commercial site of similar size. As a boat sales, service, and storage business, the site must also provide large circulation areas for boats and boat trailers, and its display areas must remain visible from the road. Strict application of Sec. 86-123(a) would obstruct trailer circulation and hide the display areas from public view. The proposed alternative, consisting of 56 trees and 133 shrubs, places each tree where it can grow to maturity, provides approximately 13,080 sf of canopy coverage, and provides a planted edge along all public roads while keeping the business visible.

The requested architectural modifications are limited and specific to each building. The retail building and the warehouse/storage building use insulated metal panels with a stucco finish, a stucco finish system that Sec. 86-124(4)c classifies as a secondary material rather than the stucco listed as a primary material in Sec. 86-124(4)b; relief from the primary material requirement of Sec. 86-124(4)b is therefore requested for all elevations of both buildings. Relief from the 360° architecture requirement of Sec. 86-124(4)a is requested only for the west (rear) service elevation of the retail building, which faces the side of the existing Dollar General building, and for the south and west elevations of the warehouse/storage building. The ten storage buildings are open pole barn structures without enclosed walls, located in the interior of the site, to which the requirements of Sec. 86-124(2), (3), and (4) cannot practically be applied (see Exhibit F).

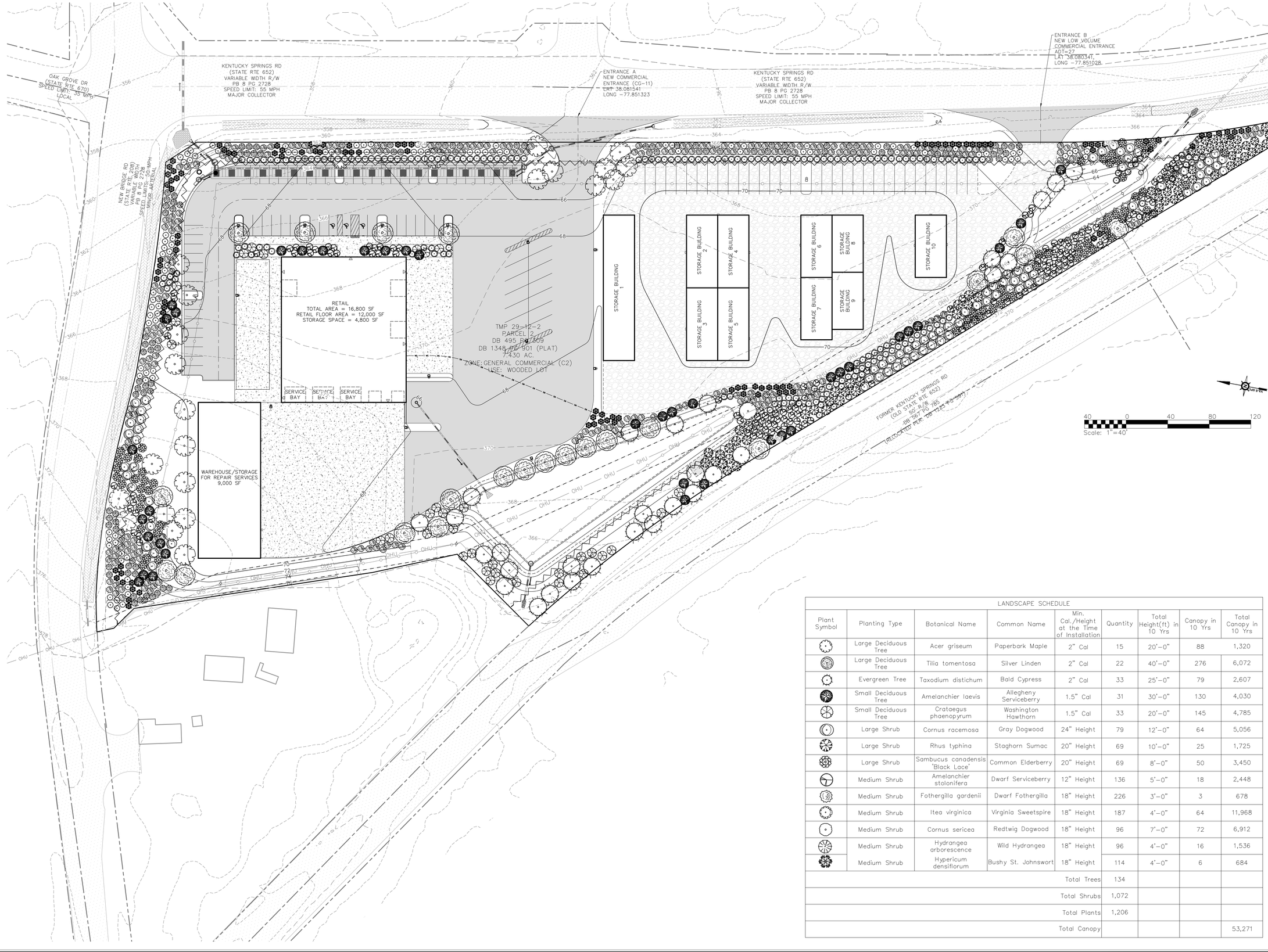
Approval of these modifications will allow the project to move forward while fulfilling the intent of the Growth Area Overlay District (GAOD) to promote high-quality, well-planned development. J & L Holdings LLC is a growing Virginia company, and the property's location at the intersection of State Routes 208 and 652, close to Lake Anna, makes it well suited for a boat and recreational vehicle sales, service, and storage business. Approval of this request will allow the Owner to expand and create jobs in Louisa County. Thank you for your consideration.

If you have any questions or concerns, please feel free to contact me at stephanie@shimp-engineering.com or by phone at 434-227-5140.

Regards,

Stephanie Paul
Project Manager

Shimp Engineering, P.C.



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COMMONWEALTH OF VIRGINIA
JUSTIN M. SHIMP
No. 45183
PROFESSIONAL ENGINEER
FOR REVIEW

LANDSCAPE SCHEDULE								
Plant Symbol	Planting Type	Botanical Name	Common Name	Min. Cal./Height at the Time of Installation	Quantity	Total Height(ft) in 10 Yrs	Canopy in 10 Yrs	Total Canopy in 10 Yrs
	Large Deciduous Tree	Acer griseum	Paperbark Maple	2" Cal	15	20'-0"	88	1,320
	Large Deciduous Tree	Tilia tomentosa	Silver Linden	2" Cal	22	40'-0"	276	6,072
	Evergreen Tree	Taxodium distichum	Bald Cypress	2" Cal	33	25'-0"	79	2,607
	Small Deciduous Tree	Amelanchier laevis	Allegheny Serviceberry	1.5" Cal	31	30'-0"	130	4,030
	Small Deciduous Tree	Crataegus phaenopyrum	Washington Hawthorn	1.5" Cal	33	20'-0"	145	4,785
	Large Shrub	Cornus racemosa	Gray Dogwood	24" Height	79	12'-0"	64	5,056
	Large Shrub	Rhus typhina	Staghorn Sumac	20" Height	69	10'-0"	25	1,725
	Large Shrub	Sambucus canadensis 'Black Lace'	Common Elderberry	20" Height	69	8'-0"	50	3,450
	Medium Shrub	Amelanchier stolonifera	Dwarf Serviceberry	12" Height	136	5'-0"	18	2,448
	Medium Shrub	Fothergilla gardenii	Dwarf Fothergilla	18" Height	226	3'-0"	3	678
	Medium Shrub	Itea virginica	Virginia Sweetspire	18" Height	187	4'-0"	64	11,968
	Medium Shrub	Cornus sericea	Redtwig Dogwood	18" Height	96	7'-0"	72	6,912
	Medium Shrub	Hydrangea arborescence	Wild Hydrangea	18" Height	96	4'-0"	16	1,536
	Medium Shrub	Hypericum densiflorum	Bushy St. Johnswort	18" Height	114	4'-0"	6	684
				Total Trees	134			
				Total Shrubs	1,072			
				Total Plants	1,206			
				Total Canopy				53,271

DESIGNED BY
CM/SP

CHECKED BY
Justin Shimp, P.E.

MODIFICATION REQUEST EXHIBITS

VILLAGE MOTORSPORTS

LOUISA COUNTY, VIRGINIA

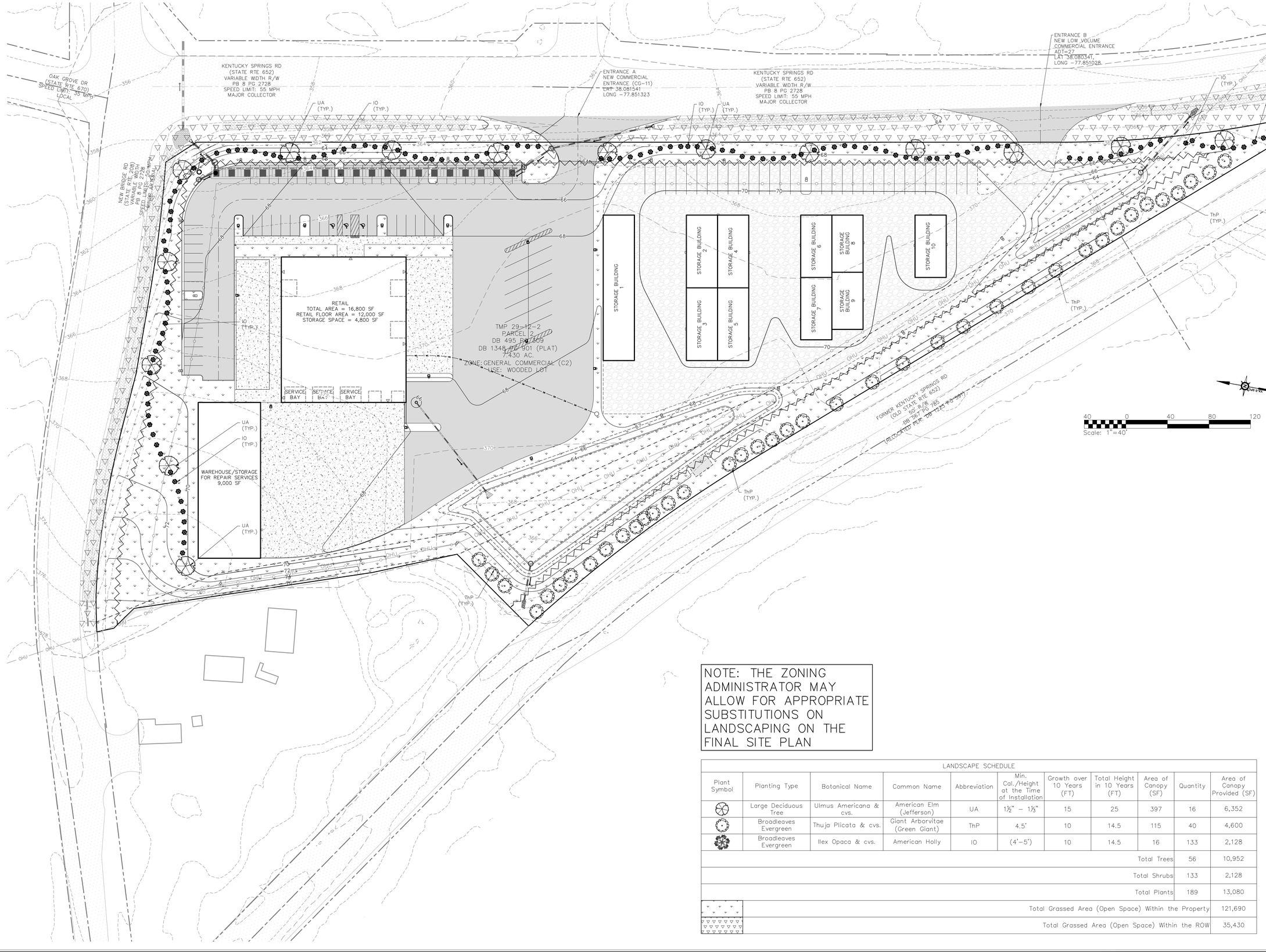
LOUISA COUNTY SITE PLAN # SP2026-10
DEQ SWM #: 2026-0116

SUBMISSION:
2026.10.15
REVISION:
1) 2026.11.04

FILE NO.
25.079

EXHIBIT A - REQUIRED PLANTINGS

E-A



NOTE: THE ZONING ADMINISTRATOR MAY ALLOW FOR APPROPRIATE SUBSTITUTIONS ON LANDSCAPING ON THE FINAL SITE PLAN

LANDSCAPE SCHEDULE

Plant Symbol	Planting Type	Botanical Name	Common Name	Abbreviation	Min. Cal./Height at the Time of Installation	Growth over 10 Years (FT)	Total Height in 10 Years (FT)	Area of Canopy (SF)	Quantity	Area of Canopy Provided (SF)
	Large Deciduous Tree	Ulmus Americana & cvs.	American Elm (Jefferson)	UA	1½" – 1¾"	15	25	397	16	6,352
	Broadleaves Evergreen	Thuja Plicata & cvs.	Giant Arborvitae (Green Giant)	ThP	4.5'	10	14.5	115	40	4,600
	Broadleaves Evergreen	Ilex Opaca & cvs.	American Holly	IO	(4'–5')	10	14.5	16	133	2,128
								Total Trees	56	10,952
								Total Shrubs	133	2,128
								Total Plants	189	13,080
								Total Grassed Area (Open Space) Within the Property		121,690
								Total Grassed Area (Open Space) Within the ROW		35,430

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CM/SP

CHECKED BY
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MODIFICATION REQUEST EXHIBITS

VILLAGE MOTORSPORTS

LOUISA COUNTY, VIRGINIA

LOUISA COUNTY SITE PLAN # SP2026-10
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SUBMISSION:
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FILE NO.
25.079

EXHIBIT B - PROPOSED PLANTINGS

E-B

SINGLE-COLOR BEIGE METAL SIDING



WEST SIDE OF TMP 29-12-2

STATE ROUTE 208

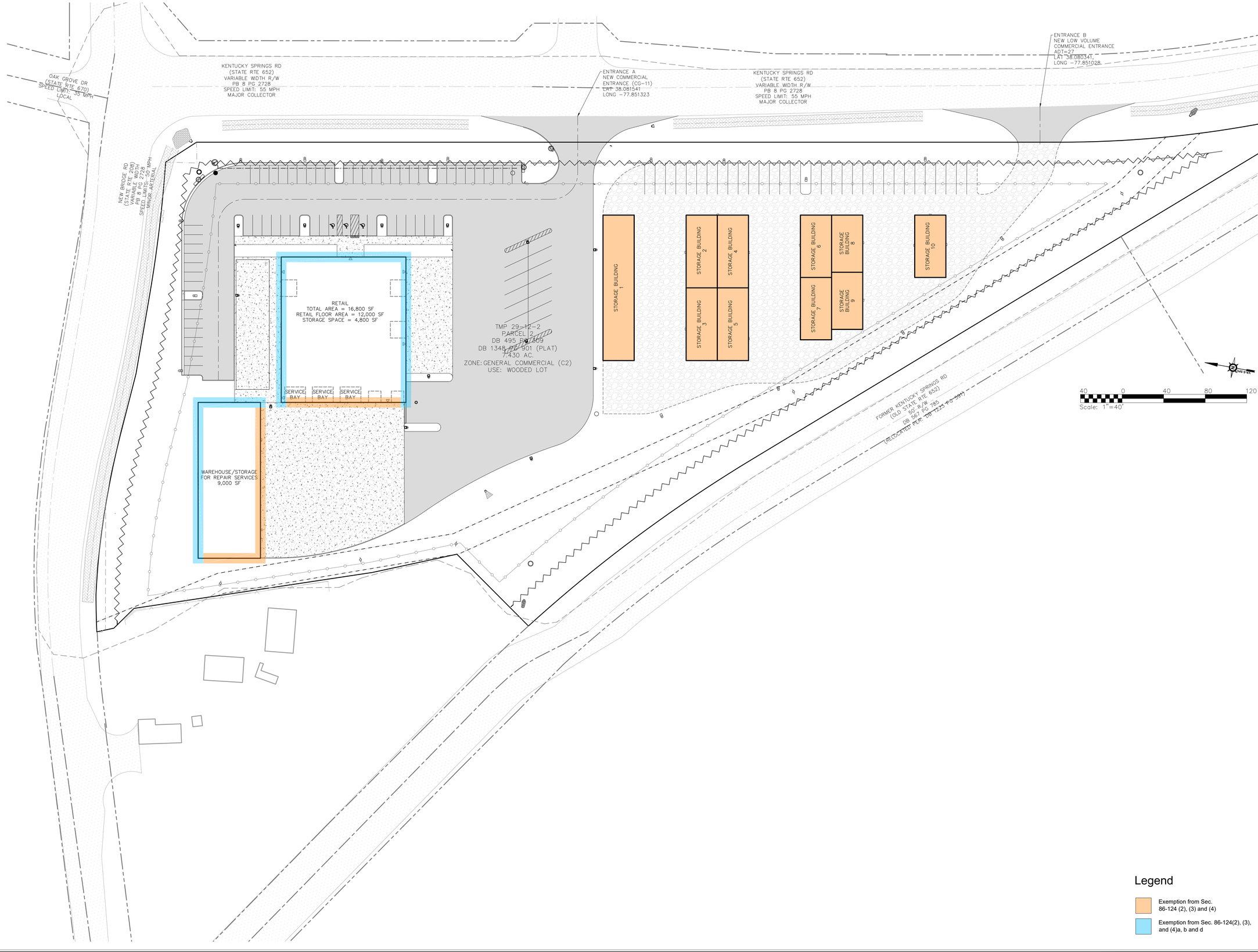
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Village Motorsports
Exhibit C - Dollar General Siding



Legend

- Exemption from Sec. 86-124 (2), (3) and (4)
- Exemption from Sec. 86-124(2), (3), and (4)a, b and d

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MODIFICATION REQUEST EXHIBITS

VILLAGE MOTORSPORTS

LOUISA COUNTY, VIRGINIA

LOUISA COUNTY SITE PLAN # SP2026-10
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EXHIBIT D - PROPOSED BUILDING LAYOUT

E-D



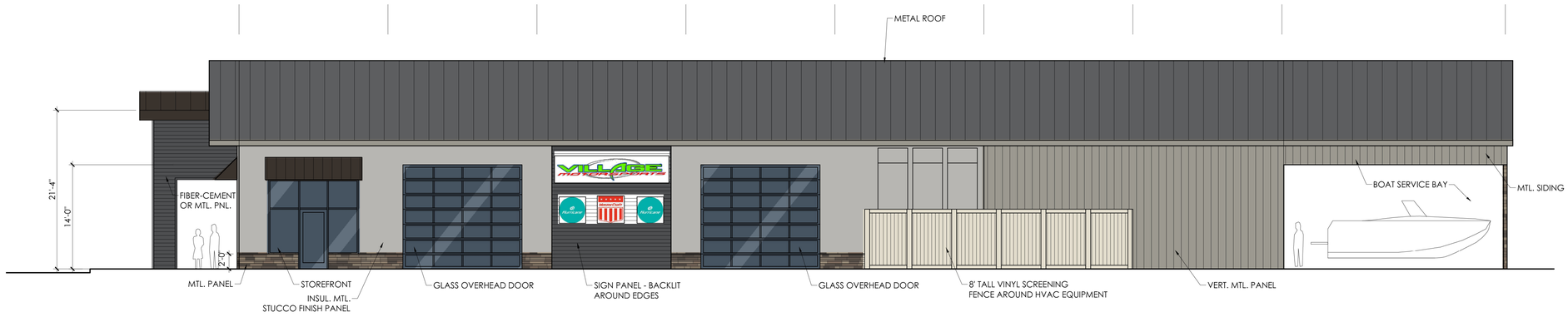
MATERIAL & COLOR LEGEND

- Insulated stucco panel - light gray
- Fiber-cement panel - dark gray
- Base panel - stacked-stone look
- Metal roof - charcoal
- Awnings, canopies, coping - dark bronze
- Vertical metal panel / siding - warm gray
- Storefront & glass overhead doors - tinted
- Insulated service bay doors - light gray
- Vinyl screening fence - almond

Colors are illustrative; final selections by owner/architect.

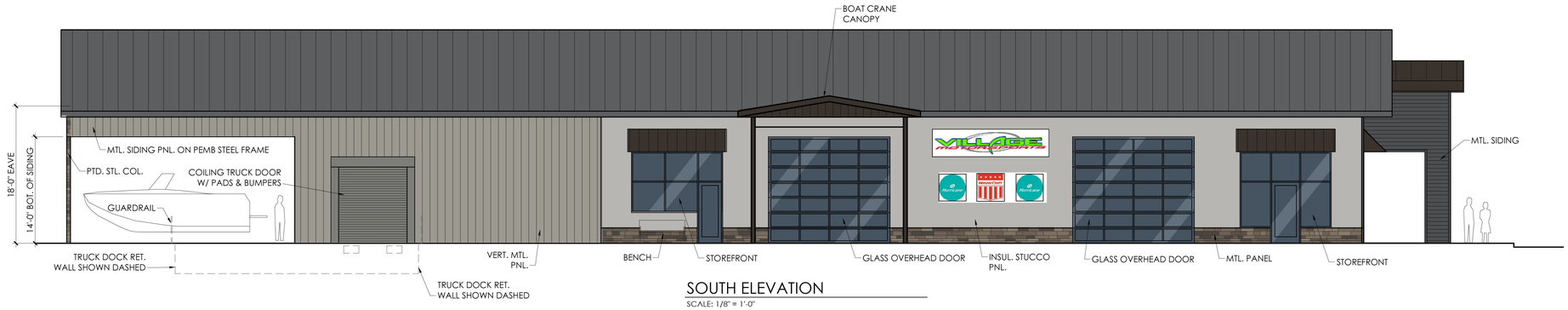
EAST ELEVATION - KENTUCKY SPRINGS

SCALE: 1/8" = 1'-0"



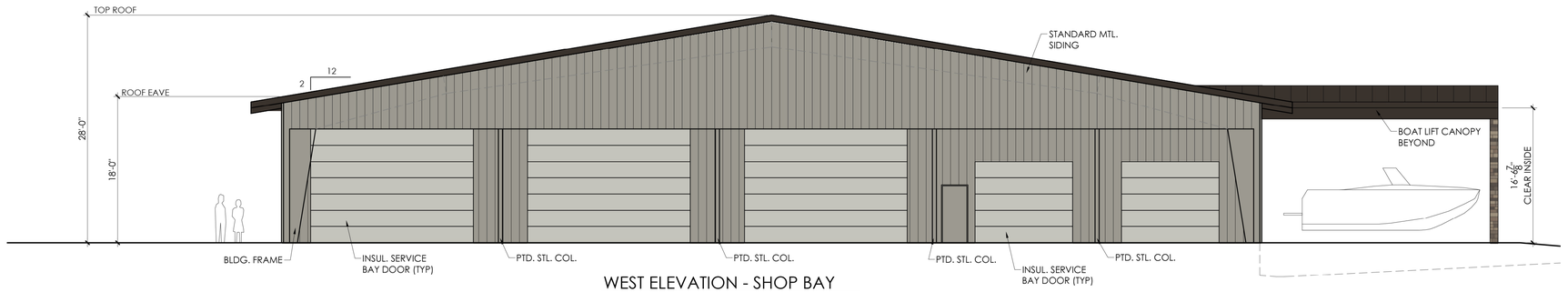
NORTH ELEVATION - RT. 208

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION - SHOP BAY

SCALE: 1/8" = 1'-0"

NOT FOR CONSTRUCTION

SANDERS ARCHITECTURE PC
16125 RACCOON FORD RD
CULPEPER, VIRGINIA 22701
(v)540-829-2590

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NEW WATERSPORTS FACILITY
VILLAGE MOTOR SPORTS
KENTUCKY SPRINGS ROAD
MINERAL, VIRGINIA 23117

COMMONWEALTH OF VIRGINIA
JUSTIN A. SHIMP
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FOR REVIEW

DESIGNED BY
CM/SP

CHECKED BY
Justin Shimp, P.E.

MODIFICATION REQUEST EXHIBITS
VILLAGE MOTORSPORTS

LOUISA COUNTY, VIRGINIA
LOUISA COUNTY SITE PLAN # SP2026-10
DEQ SWM #: 2026-0116

SUBMISSION:
2026.10.15
REVISION:
1) 2026.11.04

REVISIONS:

DRAWN:	DAS
CHECKED:	
SCALE:	NOTED
DATE:	10-19-26
PROJECT #:	2528

EXTERIOR ELEVATIONS

A4.1

FILE NO.
25.079

EXHIBIT E - RETAIL BUILDING ELEVATION DETAIL E-E



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Village Motorsports
Exhibit F - Typical Pole Barn Structure