

GUM SPRINGS FOCUS AREA PLAN

INTRODUCTION

The Gum Spring Growth Area of Louisa County is mainly comprised of single-family residences and active farmland. Route 522 intersects the Gum Spring exit and is a travel corridor for many Louisa and Goochland residents. Currently, this Interstate 64 exit contains only a few commercial services and businesses.

LAND USE

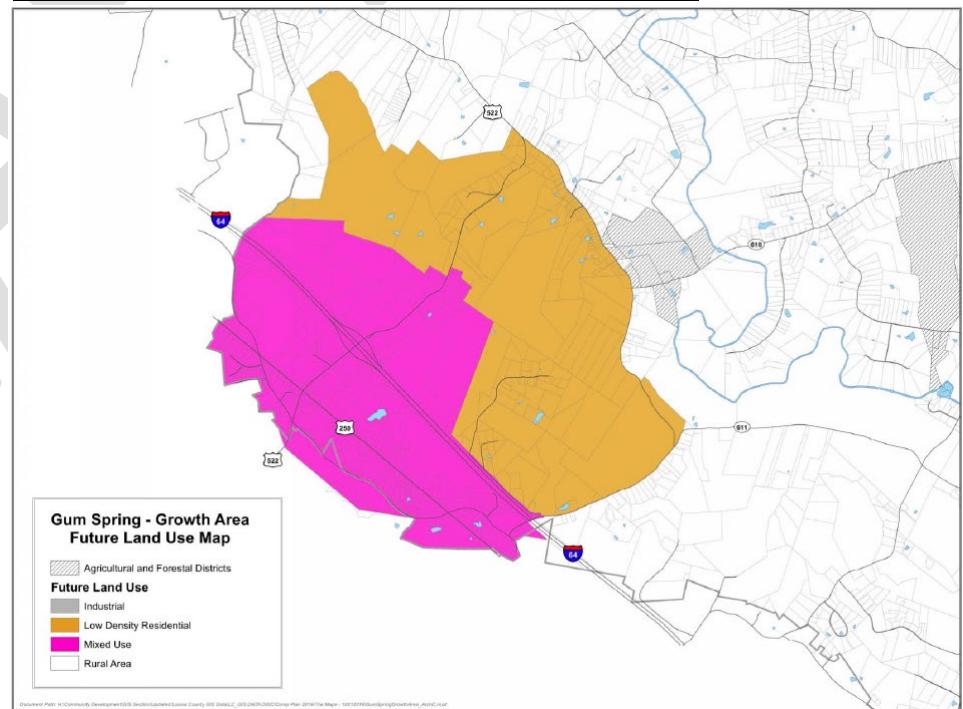
The Gum Spring Growth Area should focus on attracting small local businesses that support both residents and farmers. Planned Unit Development (PUD) should be the primary approach for any new development involving ten or more acres as the Gum Spring exit becomes an increasingly desirable location to live and shop due to its central location between the City of Richmond and City of Charlottesville. Regional and large-scale development or businesses should not be encouraged if central water and sewer service is not available.

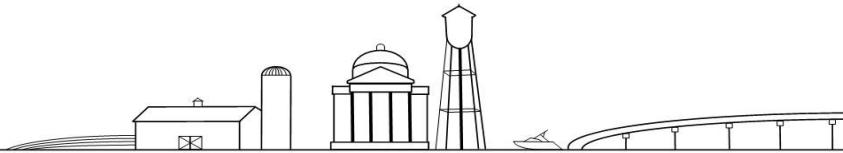
GROWTH OVER TIME

As the City of Richmond and Henrico County continue suburban sprawl to the west, it is possible the Gum Spring Growth Area could become an attractive growth point. The Gum Springs Growth Area should be used as a buffer to protect the rural and agricultural nature of the area. Currently, the Goochland Comprehensive Plan does not have growth planned for this area of the County, while Louisa has mixed uses and residential development envisioned surrounding the Interstate 64 exit.

The March 5, 2012, Comprehensive Plan called for a similar sized Growth Area to the Growth Area adopted in August 2019. In the 2040 Comprehensive Plan, the 2012 Regional Service Area designation was replaced with Mixed Use and a portion of the Mixed-Use area in 2012 Plan is now designated low density residential. The Gum Springs area of the County has only seen limited services and residential growth over the past few decades. Preservation of existing farmland should be a key factor in future development.

Gum Springs Growth Area Future Land Use Map





TRANSPORTATION

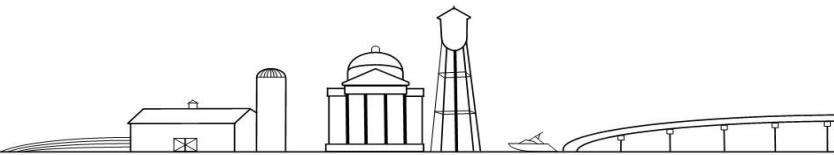


VDOT completed the construction of a roundabout at the intersection of Route 250 and Route 522 in 2024. VDOT selected the roundabout at this intersection to improve safety and efficiency. The intersection of Route 250 and Route 522 is used by Louisa and Goochland residents looking to travel on Interstate 64. A Virginia Department of Transportation Park and Ride Lot is also near this intersection. It is anticipated that additional traffic improvement projects will be needed near the Interstate 64 exit and bridge crossing to address increased traffic as the Gum Spring Growth Area develops.

CHARACTER

Louisa County is an agricultural community proud of its rich heritage. To keep that heritage alive, Louisa County's goal for future development is to produce a high-quality appearance. This goal can be accomplished through development standards that support the following items:

- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel **connectivity for commercial and industrial uses.**
- Promote agriculture tourism.
- Avoid supporting commercial strip development layouts and encourage development design that creates a sense of place and community character.
- Medium to large scale commercial development should not be encouraged until such time water and sewer become available
- **Future development near the interstate should contribute towards transportation solutions.**



SHANNON HILL FOCUS AREA PLAN

INTRODUCTION

The Shannon Hill Growth Area is located northeast of the Shannon Hill exit off of Interstate I-64. This interstate exit currently contains no commercial services and is comprised of agricultural and residential uses. Route 605 intersects the Growth Area and acts as an artery for both Louisa County and Goochland County residents.

LAND USE

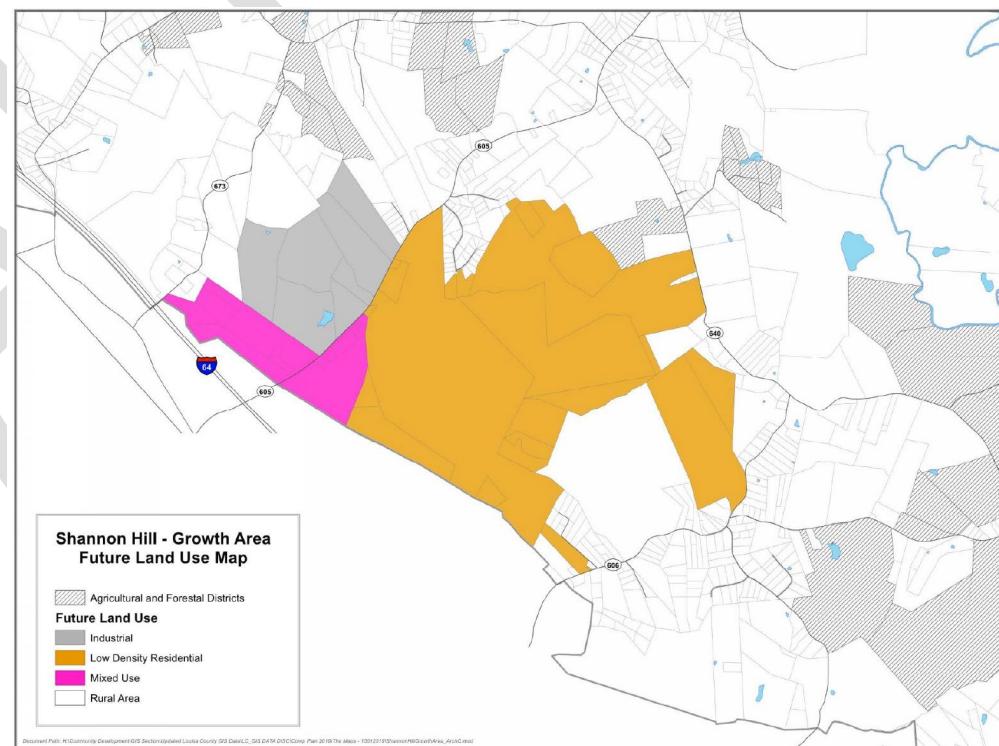
The Shannon Hill Growth Area is primarily a residential and agricultural area. The Shannon Hill Regional Business Park (SHRB) comprising almost 700 acres is located within the Growth Area and is zoned General Industrial I-2 (GAOD). Across from the Shannon Hill Business Park is Clark Country, an almost 2,000-acre residential project zoned Resort Development (RD). Currently there is no central water or sewer infrastructure in the Shannon Hill Area. However, planning and permitting is underway to bring both water and sewer from the Zion Crossroads area to the Shannon Hill Industrial Park. The James River Water Project once completed will be the water source. Future central water and sewer infrastructure should only be used for the Shannon Hill Industrial Business Park and small-scale commercial development supporting this area of the County.

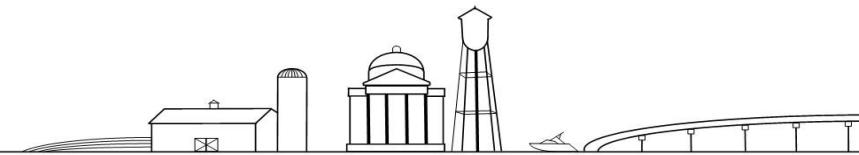
GROWTH OVER TIME

The Shannon Hill Growth Area has had the most significant change from the 2012 Comprehensive Plan to the 2040 Comprehensive Plan. This change is due to Louisa County pursuing an industrial business park in 2019 at Shannon Hill. The

Shannon Hill Regional Business Park will require commercial support services for employees and industrial businesses. The 2012 Growth Area had Shannon Hill designated primarily mixed use with a pocket of community services near the Interstate. The Shannon Hill area of the County has had no growth in commercial services and little residential growth over the past few decades. Preservation of existing farmland should be a key factor in future development of the Shannon Hill Area

SHANNON HILL GROWTH AREA MAP



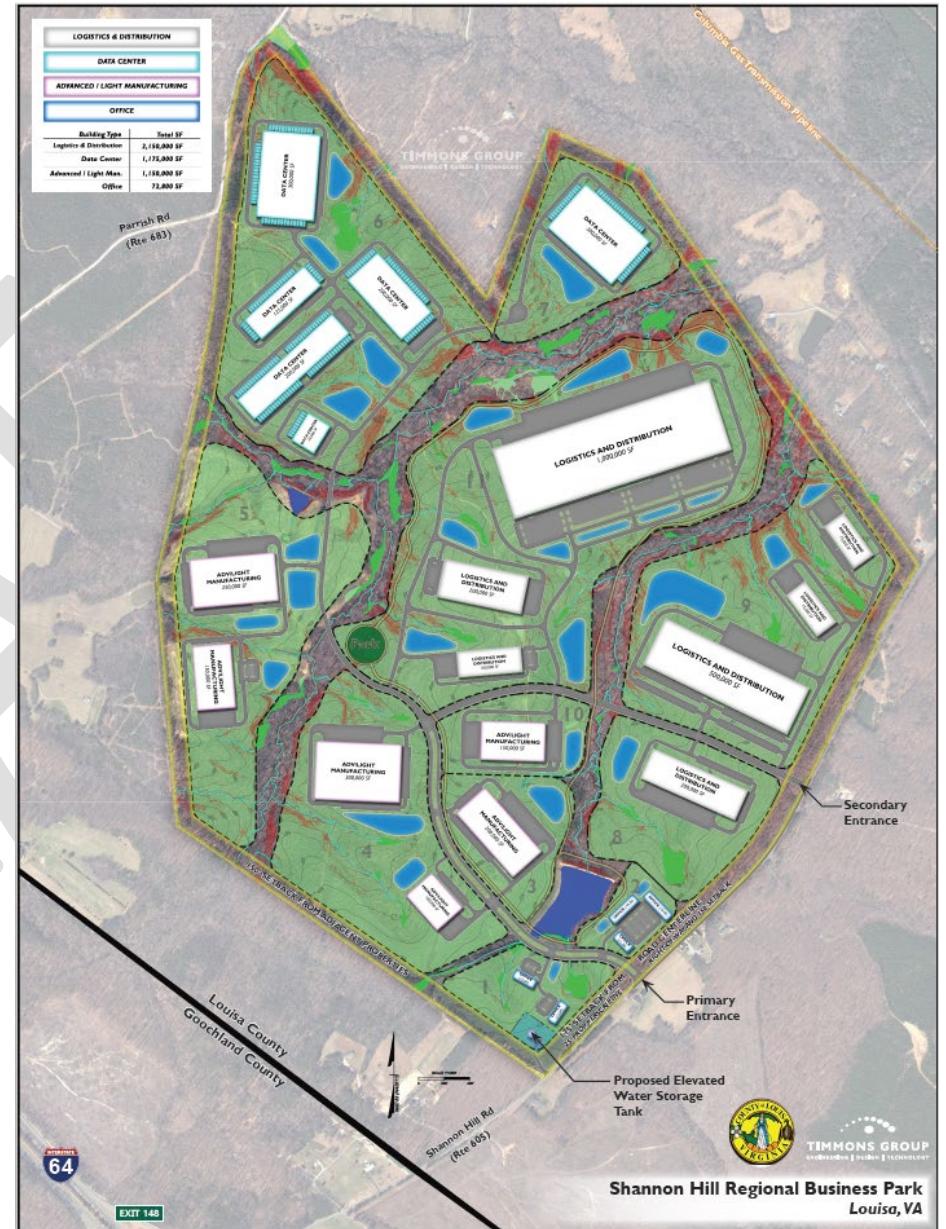


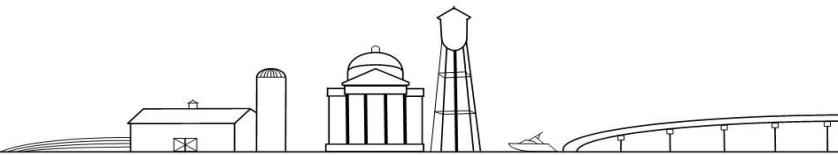
TRANSPORTATION

The Shannon Hill Interstate 64 exit will require improvements to allow for increased traffic created by the build out of the Shannon Hill Regional Business Park, Clark County, and parcels designated mixed use. Route 605 around the industrial park may also require additional improvements. As the Shannon Hill exit is in Goochland County it is important the County of Louisa and the County of Goochland work together on ordinances and infrastructure that shares the same goals for the Shannon Hill area. Future development near the interstate should contribute towards transportation solutions.

SHANNON HILL INDUSTRIAL PARK

The Shannon Hill Regional Business Park is going through a study period to determine the best possible layout of the proposed business park. The Shannon Hill Regional Business Park is in a great location between the Cities of Charlottesville and Richmond. During the rezoning process for the Shannon Hill Regional Business Park, the County provided proffers that would create visual screening buffers and prevent businesses that would not best benefit the County of Louisa from locating in the park. A goal of the Shannon Hill Regional Business Park is to attract high quality businesses to the region. The study period of the project is being funded through a grant from the State of Virginia's Go Virginia Regional Economic Growth Fund. Detailed information and updates about The Shannon Hill Regional Business Park can be found on the County of Louisa's Economic Development website or by contacting the Director of Economic Development.

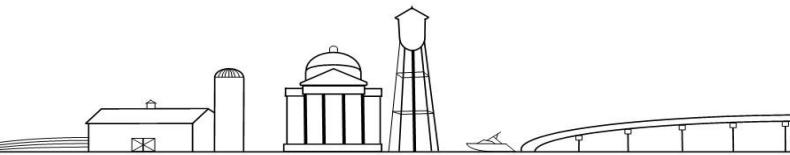




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- Promote agriculture tourism.
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- Agriculture and small neighborhood scale business should be perpetuated in this area.
- Future development near the interstate should contribute towards transportation solutions.



FERNCLIFF FOCUS AREA PLAN

INTRODUCTION

The Ferncliff Growth Area surrounds the Ferncliff exit at Interstate 64. The Growth Area consists of mainly low-density residential, mixed-use, and industrial classifications. Interstate 64, Route 208, and Route 250 intersect the growth area and are used as arteries to reach the Town of Louisa, Lake Anna, and beyond. Louisa County residents traveling to Richmond, Charlottesville, and Zion Crossroads also heavily use this interchange. The Ferncliff Growth Area has the potential to be a mixed-use area that would provide needed services to Louisa County residents and industrial businesses.

LAND USE

Development in the Ferncliff Growth Area consists of single-family dwellings located in subdivisions and on freestanding single-residential parcels. Several farms produce hay and cattle or raise horses, however residential growth is putting development pressure on remaining farmland. In 2022 a vineyard and brewery opened just outside the Ferncliff Growth Area, which is indicative of the growing agricultural tourism industry in Virginia. The proximity of Moss Nuckols Elementary School could cause an increase in single-family construction as the school is located between Interstate 64 and the Town of Louisa. Any significant future development that is either residential or commercial and ten acres or more in size should be submitted as a Planned Unit Development to promote a mix of uses and high-quality development. Once the James River Water Project is completed sewer and water infrastructure could be expanded in the Ferncliff area for existing and future commercial and industrial users. The Ferncliff area is a few miles southeast of the Green Springs

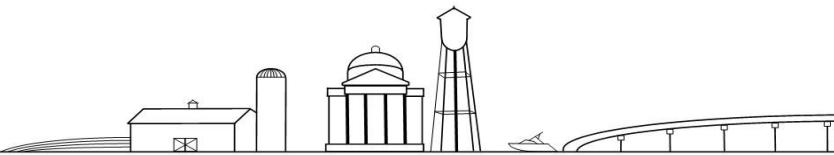
National Historic District. Police, Fire, and EMS services are provided by a station in the Town of Louisa, which is 15 miles from the intersection of Route 250 and Route 208.

FERNCLIFF BUSINESS PARK

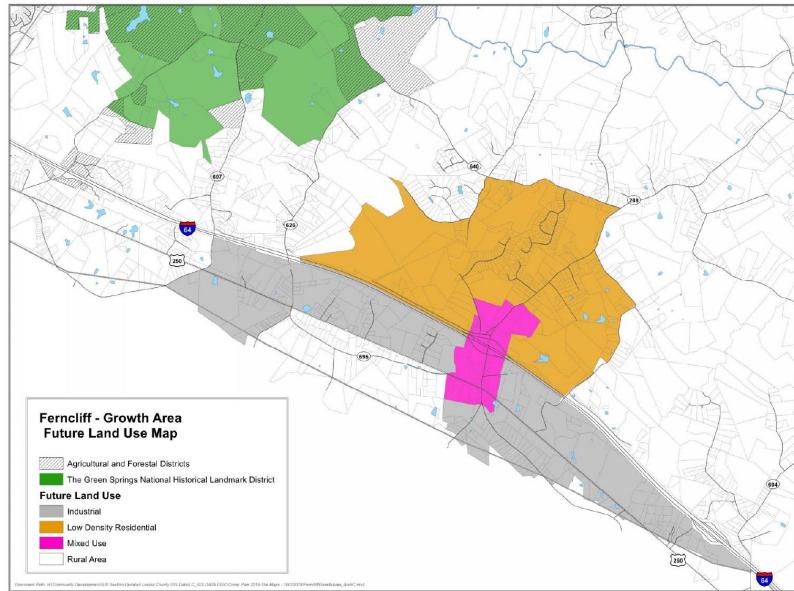
The Ferncliff exit is home to the Ferncliff Business Park located on Route 250 just west of the intersection of Route 208 and Route 250. The Ferncliff Business Park is a 104-acre parcel zoned industrial and commercial that is 70% cleared and has lots up to 22 acres in size. These lots may be consolidated in any combination to create larger lots.

GROWTH OVER TIME

The March 5, 2012, Comprehensive Plan called for a much larger Growth Area than the current Growth Area adopted in the 2040 Comprehensive Plan. In the 2040 Comprehensive Plan, the Low-Density Residential area of the 2012 Comprehensive Plan was reduced in overall size to support more rural designated land uses. The mixed-use and industrial areas were also revised to reflect the current corridor and possible future utility infrastructure improvements.



Ferncliff Growth Area Future Land Use Map



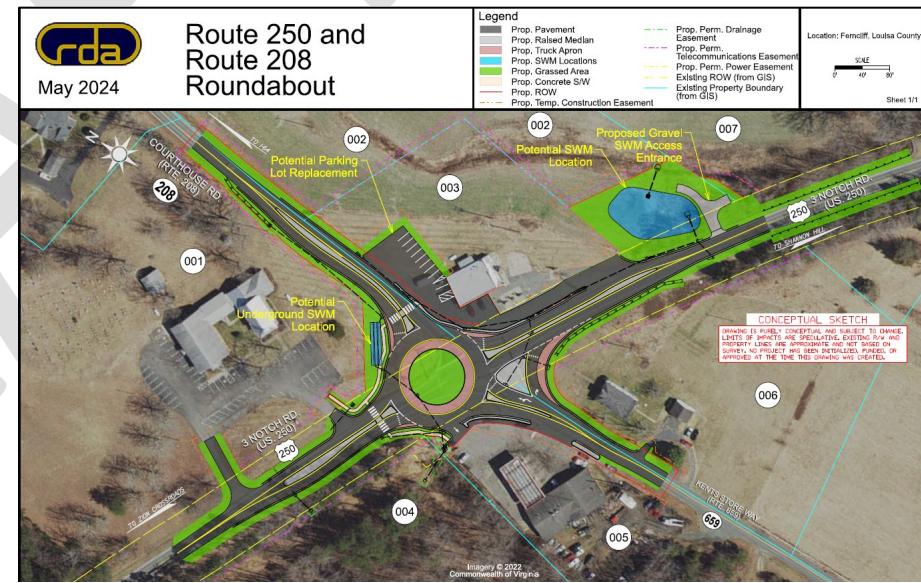
TRANSPORTATION

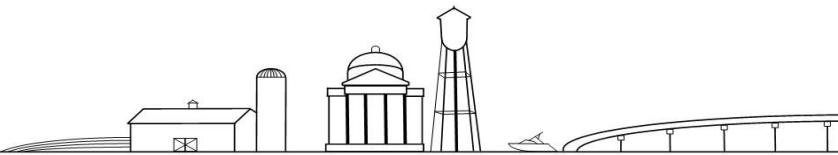
Currently, the Ferncliff exit off Interstate 64 is only congested at peak AM and PM travel times as people enter and exit Louisa for work or shopping. If Interstate 64 becomes congested, residents use Route 250 as an alternative route east and west. The Ferncliff exit is also used as a by-pass for trucks traveling north and southbound on Interstate 95. By using Route 208, trucks traveling southbound on Interstate 95 can reach Charlottesville or Interstate-81 while avoiding the City of Richmond. If density and uses intensify in this corridor, then transportation improvements will be necessary at the on and off ramps to prevent a decrease in the level of transportation service.

Additionally, the Ferncliff exit is used by Recreational Vehicles going to Lake Anna and those using the Small County Campground, which

hosts events throughout the year.

It is anticipated that additional traffic improvement projects will be needed to address increased traffic as the overall Ferncliff Area develops. The Route 250 and Route 208 intersection is currently a blinking red light. This intersection will likely require improvements as industrial and commercial uses develop along Route 250. In 2024 the County, in consultation with the Virginia Department of Transportation (VDOT), determined that the Route 250 and Route 208 intersection would benefit from a roundabout for safety reasons. The County submitted the intersection to VDOT during Smart Scale Round 6 in hopes that a roundabout would be selected for state funding.



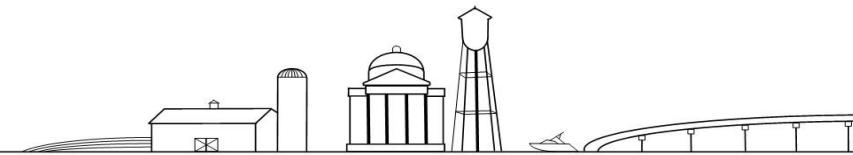


CHARACTER

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- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel connectivity **for commercial and industrial uses.**
- Promote agriculture tourism.
- Avoid supporting commercial strip development layouts and encourage development design that creates a sense of place and community character
- Large or regionally sized businesses and residential development must mitigate their impact to the Fire & EMS, Sheriff, schools, and general service facilities.
- **Future development near the interstate should contribute towards transportation solutions.**

DRAFT



ZION CROSSROADS FOCUS AREA PLAN

INTRODUCTION

The Zion Crossroads Growth Area has seen the highest residential, industrial, and commercial growth in Louisa County over the past 15 years, creating both opportunities and challenges. Zions Crossroads is a gateway to Louisa County, Orange County, and Fluvanna County. It is also where many citizens in the region shop for goods and services.

LAND USE

The Zion Crossroads Growth Area is a mix of master planned developments comprised of Planned Unit Development (PUD) and Resort Development (RD) rezonings. Parcels within the Growth Area range in zoning from Industrial to Agricultural. The County has an opportunity to guide future development of these parcels with updates to the Comprehensive Plan and corresponding updates to the Land Development Regulations. The James River Water Project is projected to provide water to the area once completed.

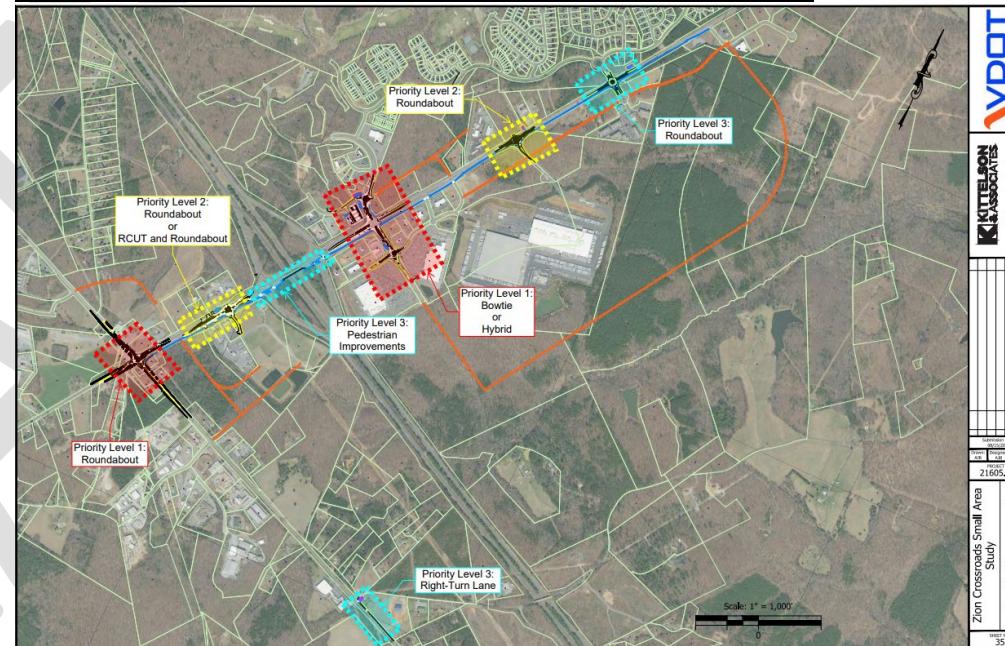
The Zion Crossroads Growth Area contains the highest concentration of commercially zoned acreage in the County. Zion Crossroads also contains the Sommerfield Business Park and the Zion Industrial Park containing Industrially zoned parcels. The Sommerfield Business Park is located in the northern portion of Zion Crossroads, while the Zion Industrial Park is near the Route 250 and Route 15 intersection.

TRANSPORTATION

The Zion Crossroads Growth Area has Virginia's first Diverging Diamond Interchanges (DDI), designed to keep traffic flowing in turning movements to Interstate 64. The Thomas Jefferson Planning District Commission (TJPDC) in August of 2022 published a comprehensive transportation plan for the Zion Crossroads area in a joint effort with Louisa County and Fluvanna County. The Zion Crossroads Gateway Plan

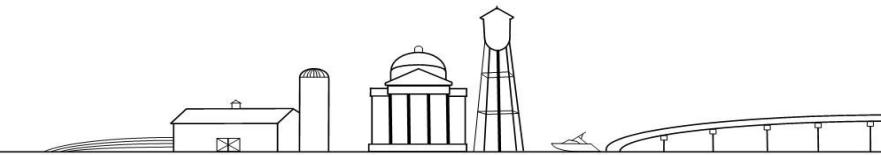
was developed to alleviate future traffic congestion as the area grows. The Zion Crossroads Area Transportation Plan will become a guiding document for future developers looking to connect to the existing transportation network. Additional transportation improvements will be necessary as the Zion Crossroads Growth Area continues to grow.

2022 ZION CROSSROADS SMALL AREA STUDY MAP



It is the County's expectation that interconnectivity be used to allow for travel between businesses without having to add additional access points to Route 15 and Route 250. Other transportation concerns are a lack of existing sidewalks, or bike lanes.

Lastly, the existing VDOT park and ride lot may not be sufficient in size for commuters as the population continues to increase in the Zion Crossroads Area.



GREEN SPRINGS NATIONAL HISTORIC DISTRICT

The Green Springs National Historic Landmark District is just north of the Zion Crossroads Growth Area and contains 14,000 acres of agricultural land intersected by Route 15. This area of the County has been farmed continuously for over two hundred years. The Zion Crossroads Growth Area and the Agricultural Forestal Districts nearby are tools that can be used to protect the Green Springs Historic District from development pressures by focusing development near Interstate 64.

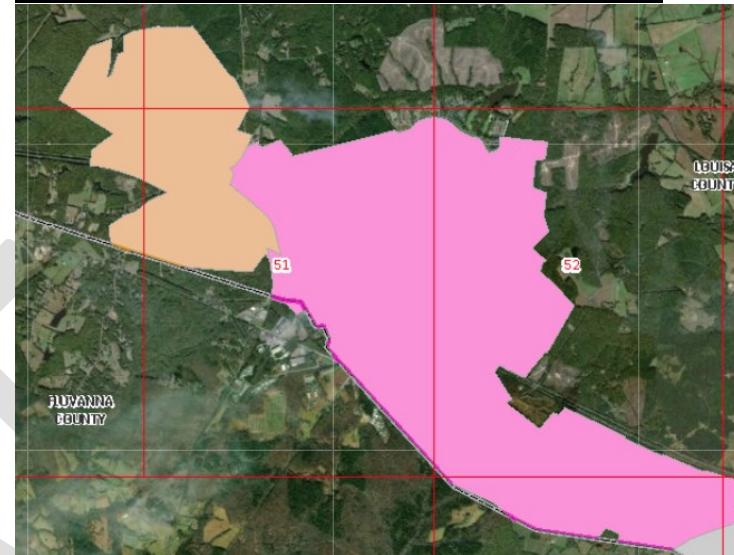
GROWTH OVER TIME

The 2040 Comprehensive Plan reduced the area designated for residential growth near the county border. The current focus of the Zion Crossroads Growth Area's is a mix of uses that supports commercial expansion to serve the residents of Louisa County. Recent development trends point to more higher quality development in the form of Planned Unit Developments (PUD) becoming the primary approach for new development projects involving 10 or more acres in the Zion Crossroads Growth Area.

GROWTH LIMITING FACTORS

The Zion Crossroads Growth area is currently limited in growth by well water until the James River Water Project is approved and operational. Other limiting factors include a transportation network that may decrease service levels as average daily trips increase from future residential and commercial growth. Lastly, natural gas connections are not available for residents, businesses, or industry. Gas must be stored in tanks and delivered by trucks. A balanced approach to development will accommodate future population growth and development.

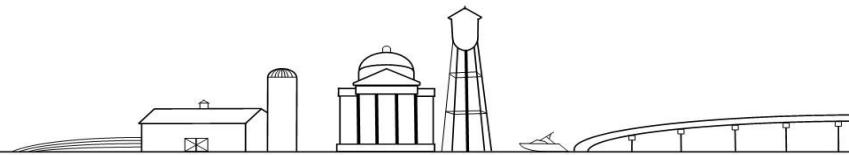
ZION CROSSROADS GROWTH AREA MAP



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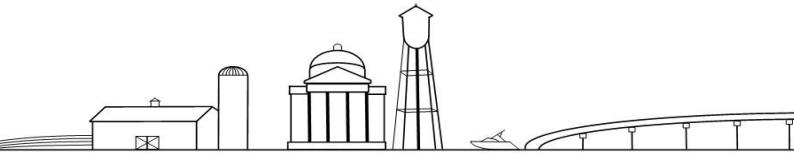
- Promote small town and mixed-use development supporting walking, biking, and on-street parking.
- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel **connectivity for commercial and industrial uses.**
- Promote agriculture tourism.
- Avoid supporting commercial strip development layouts and encourage development design creating a sense of place and community character.
- Solar development should be encouraged in parking lots and on roof tops



of commercial and industrial structures to preserve the agricultural integrity of the district.

- A walking network should be established in the area.
- Large and regionally sized businesses and residential development must mitigate their impact to the Fire & EMS, Sheriff, schools, and general service facilities.
- Agriculture and small neighborhood scale business should be perpetuated in this area.
- Future development near the interstate should contribute towards transportation solutions.

DRAFT



GORDONSVILLE FOCUS AREA PLAN

INTRODUCTION

The Gordonsville Growth Area is located in the northwestern portion of Louisa County and adjoins Albemarle County and the Town of Gordonsville. This Growth Area is intersected by Route 15 and Route 33 which Louisa County residents traveling to Charlottesville, Northern Virginia, and locally use. The Gordonsville Growth Area focuses on the development of small local businesses along Route 15 and Route 33. Focusing businesses and services along the transportation corridor will create a buffer to nearby residential and agricultural uses.

LAND USE

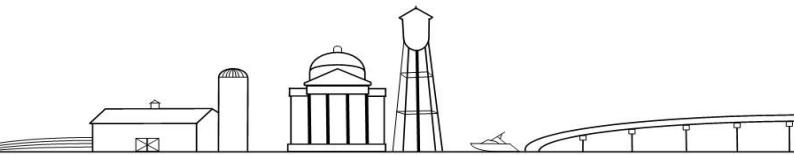
The Gordonsville Growth Area is a mix of single-family residential uses and some large industrial sites that include Klockner Pentaplast and Dominion Energy. In addition, existing vacant industrial parcels could allow for industrial growth within the Growth Area. Currently there are very few commercial businesses within the Gordonsville Growth area even though several commercially zoned lots exist along Route 15. The area designated as mixed-use will most likely either stay as existing single-family structures or transition to a commercial service corridor if the Town of Gordonsville spurs growth into this area of Louisa County. Future development should mimic the small

town feel and character of the Town of Gordonsville. Therefore, Planned Unit Developments (PUD) and Growth Area Standards will guide any new development involving ten or more acres.

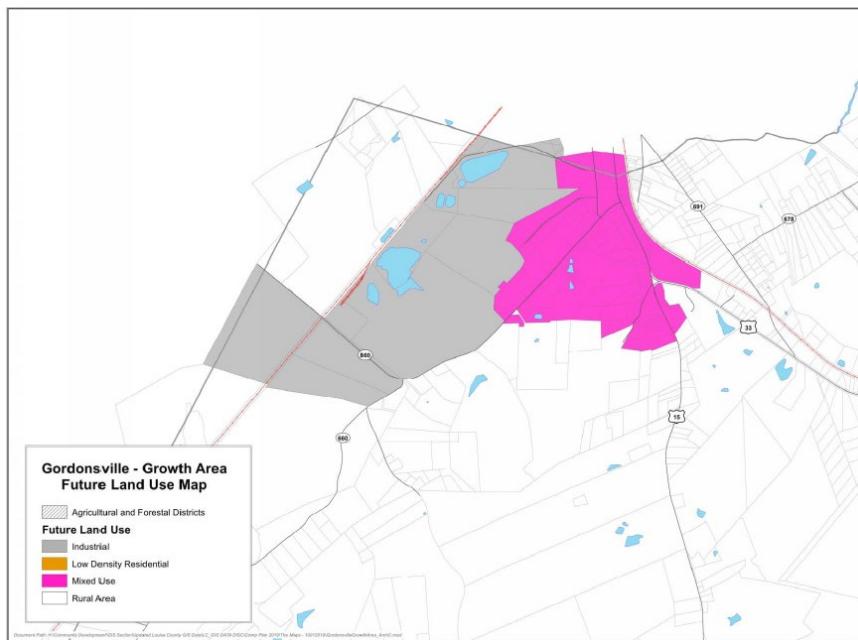
Future developers in the Gordonsville Growth Area will need to work closely with both the Town of Gordonsville and County of Louisa for services. The Town of Gordonsville provides Police, Fire, and EMS services a couple of miles into Louisa County under a mutual aid agreement. The Zion Crossroads Fire & EMS station is the closest Louisa County station to this area of the County. Future commercial and residential development should assist in developing additional Fire & EMS, Sheriff, General Service facilities, and Transportation improvements to the Growth Area.

GROWTH AREA OVER TIME

During the 2040 Comprehensive Plan update, this growth area was reduced in overall size due to growth limiting factors. A significant change in this area would require transportation infrastructure improvements within both the growth area and in the Town of Gordonsville. Louisa County has no plans to provide water and sewer that could spur new development. Growth will be limited by well and septic capacity unless the Town of Gordonsville and the Rapidan Water and Sewer Authority extends its water and sewer systems into the Mixed Use and Industrial designations of the Gordonsville growth area. These limiting factors contributed to the reduced size of this growth area in 2019.



Gordonsville Growth Area Future Land Use Map



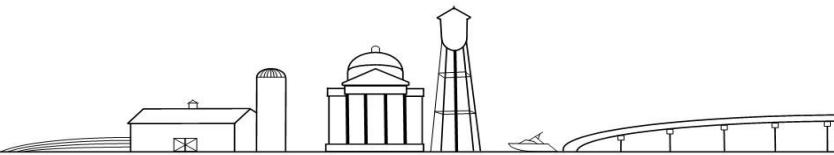
TRANSPORTATION

This Growth Area is intersected by Route 15 and Route 33 that is fed by a large network of secondary rural roads. As residential, commercial, and industrial development grows, the need for turn lanes and deceleration lanes should be studied and implemented by developers to prevent negative traffic impacts along this major transportation corridor. In addition, the Intersection of Route 15 and Route 33 may be a candidate for a roundabout, if long queue times occur.

CHARACTER

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- Promote small town and mixed-use development supporting walking, biking, and on-street parking.
- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel connectivity **for commercial and industrial uses.**
- Promote agriculture tourism.
- Avoid supporting commercial strip development layouts and encourage development design creating a sense of place and community character.
- Agriculture and small neighborhood scale business should be perpetuated in this area.
- A walking network should be established in the area.
- Large or regionally sized businesses and residential development must mitigate their impact to the Fire & EMS, Sheriff, schools, and general service facilities.
- Solar development should be encouraged in parking lots and on roof tops of commercial and industrial structures to preserve the agricultural integrity of the district.
- **Future development near Route 15, Route 33, and Kloeckner Road should contribute towards transportation solutions.**



LAKE ANNA FOCUS AREA PLAN

INTRODUCTION

The Lake Anna Growth Area contains thousands of single-family homes that enjoy the recreational opportunities that Lake Anna provides year-round. Lake Anna is one of Virginia's largest freshwater inland lakes, covering an area of approximately 13,000 acres. The land surrounding the lake makes up a majority of the Lake Anna Growth Area.

Lake Anna was created in the 1970s by Dominion Energy (formerly Virginia Electric Power Company) to provide cooling for the North Anna Nuclear Power Plant. The lake was formed by damming the North Anna River. Dominion has rules and regulations that strictly govern the use of the lake. As a result, Louisa has adopted local laws to enforce the Dominion Energy rules and regulations and to help protect the lake as it develops.

LAND USE

Much of the land is zoned General Residential (R-2) surrounding Lake Anna. This has led to several large subdivisions built adjacent to the lake, with growth only limited by topography, well, and septic conditions. Few commercial businesses and services along Route 208, Route 522, and Route 652 exist to support the area. Dominion Energy currently restricts commercial activity on the Waste Heat Treatment Facility side of the lake.

In 2019 a sizeable commercial development named the

Gateway was approved at the Intersection of Route 522 and Route 208, but has not started construction.

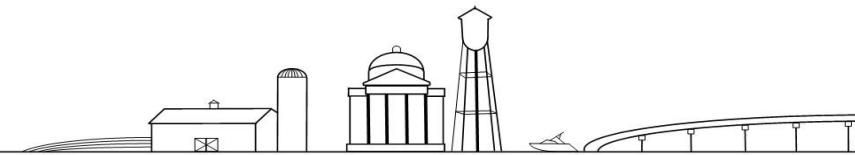
It is expected that a large Resort Development named Cutalong and a Planned Unit Development named Lake Anna Resort will begin construction over the next decade. These two projects combined will bring an increase in residential density of around 987 dwellings while also increasing tourism within the Growth Area.

A new Fire & EMS station was built in 2023 on Route 208 to support Lake Anna as the population continues to increase. It is anticipated this new station, built on donated land, will need to be expanded if growth continues in the area. In 2023 the Board of Supervisors purchased an existing water and sewer treatment plant at Lake Anna Plaza. This plant will allow controlled growth of commercial development along Route 208. Central water and sewer infrastructure does not exist along Route 208 outside of the Lake Anna Plaza Resort Development project.

TRANSPORTATION

Two main arteries cross through the Lake Anna Growth Area: Route 208 and Route 522. Unfortunately, there have been several accidents along these corridors in the past few years. As a result, VDOT has recently constructed a roundabout at the intersection of Route 522 and Route 208 to improve the safety and efficiency of the interstation.

Tourists, residents, and businesses use Route 522 and Route 208 heavily since both routes connect Louisa County to Northern Virginia and beyond. It is anticipated that more road improvements will be needed on both routes in addition to the recently completed roundabout, as traffic will continue to increase in the future.



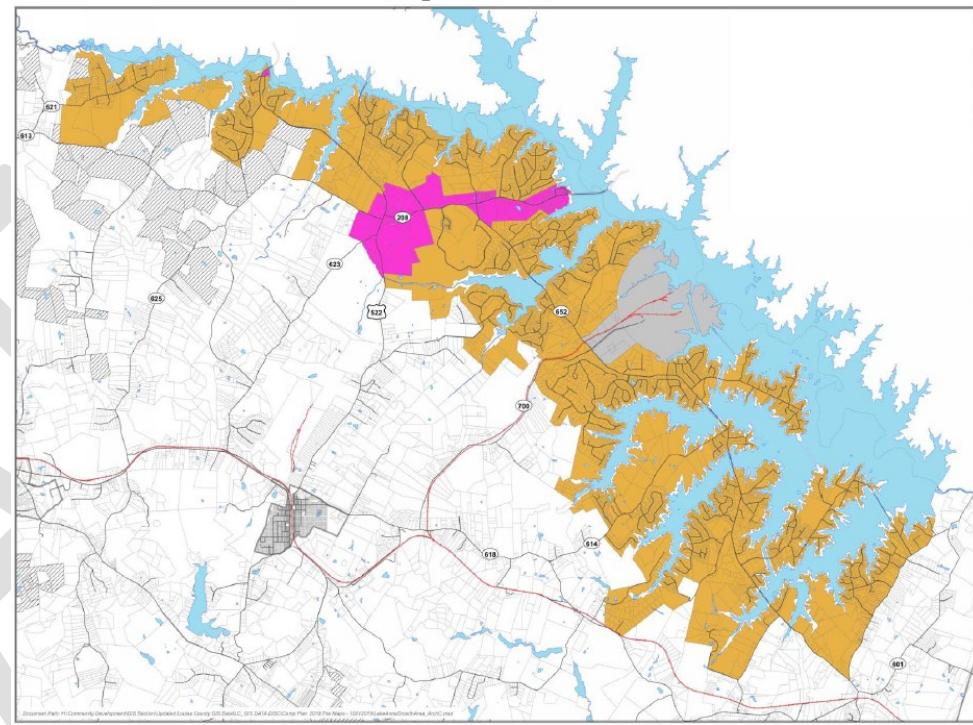
The Route 522 and Route 208 intersection is also used as a bypass for trucks traveling north and southbound on Interstate 95. By using Route 208 and Route 623, trucks traveling southbound on Interstate 95 can reach Charlottesville or Interstate-81 while avoiding the City of Richmond.

Traffic has become an increasing concern in recent years as more and more visitors and residents visit Lake Anna. There are few places to park boats along the Louisa County side of the lake other than Lake Anna Plaza and Pleasants Landing. Most visitors to Lake Anna launch watercraft on the Spotsylvania County side of the lake, as there are currently few boat ramps publicly available on the Louisa County side.

GROWTH OVER TIME

Even though the Lake Anna Growth Area is the largest Growth Area in the County today, it has only slightly decreased in size with the adoption of the 2040 Comprehensive Plan. As a result, additional focus has been placed on Route 208 and Route 522, developing into commercial service corridors that support Lake Anna's growing residential and tourism population. The North Anna Nuclear Power Plant is a local and regional employer and continues to serve as an economic backbone for Louisa County. In 2024 Amazon Web Services (AWS) started the permitting process to build a Data Center campus near the North Anna Power Plant. AWS is anticipated to provide even more highly skilled jobs to the Lake Anna Growth Area.

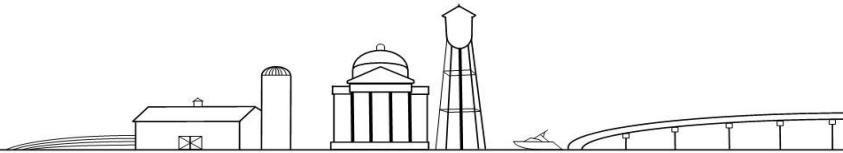
Lake Anna Future Land Use Map



CHARACTER

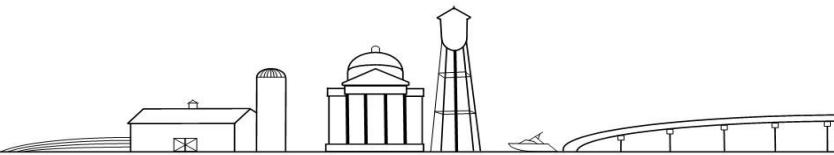
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- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel connectivity **for commercial and industrial uses.**
- Promote agriculture tourism.



- Avoid supporting commercial strip development layouts and encourage development design creating a sense of place and community character.
- Agriculture and small neighborhood scale business should be perpetuated in this area.
- Tourism related businesses are encouraged to support Lake Anna.
- Large or regionally sized businesses and residential development must mitigate their impact to the Fire & EMS, Sheriff, schools, and general service facilities.
- Solar development should be encouraged in parking lots and on roof tops of commercial and industrial structures to preserve the agricultural integrity of the district. This type of solar development will also protect the viewshed of Lake Anna and limit any erosion issues a solar project on the ground could cause.
- Future development along Route 522 and Route 208 should contribute towards transportation solutions.

DRAFT



LOUISA FOCUS AREA PLAN.

INTRODUCTION

The Louisa Growth Area is comprised of parcels outside the Town of Louisa and includes mainly low-density residential, mixed-use, and industrial designations. These designations take into account existing water and sewer infrastructure. Single-family residential is scattered throughout the growth area, and commercial uses are concentrated along Route 208, Route 22, and Route 33.

The Town of Louisa is at the center of the Louisa Growth Area but is not included. The Town of Louisa operates its own government with different land use and development regulations. Due to the considerations of adjoining local governments, it is essential the Town and County work together on future growth plans. Even though the Town of Louisa is not in the Louisa Growth Area, it still offers goods and services for County residents. The Louisa Growth Area is transected by state Routes 33, 22, and 208, which are primary arteries used by County residents and visitors to travel throughout Louisa County and nearby areas.

LAND USE

A majority of the Louisa Growth Area is designated as low-density residential, with a small amount of mixed-use concentrated along the roads leading in and out of the Town of Louisa. The Industrial portion of the growth area includes the Louisa County Industrial Air Park. The Town of Louisa is also one of the few areas with central water, sewer, and internet service, making it attractive for future development. Coordination between the Town and the County is key to quality and controlled growth that can maintain a high level of government services.

TRANSPORTATION

It is anticipated that additional traffic improvement projects will be needed to address increased traffic as the overall Louisa Growth Area develops. A choke point occurs on Route 208 heading into the Town of Louisa at peak traffic hours and when school buses let out from the middle school and high school nearby. Therefore, an alternative connection within the Town of Louisa to alleviate congestion where Route 208 and Route 33 converge was applied for by the County of Louisa in VDOT Smart Scale Round 4, but was not selected for funding.

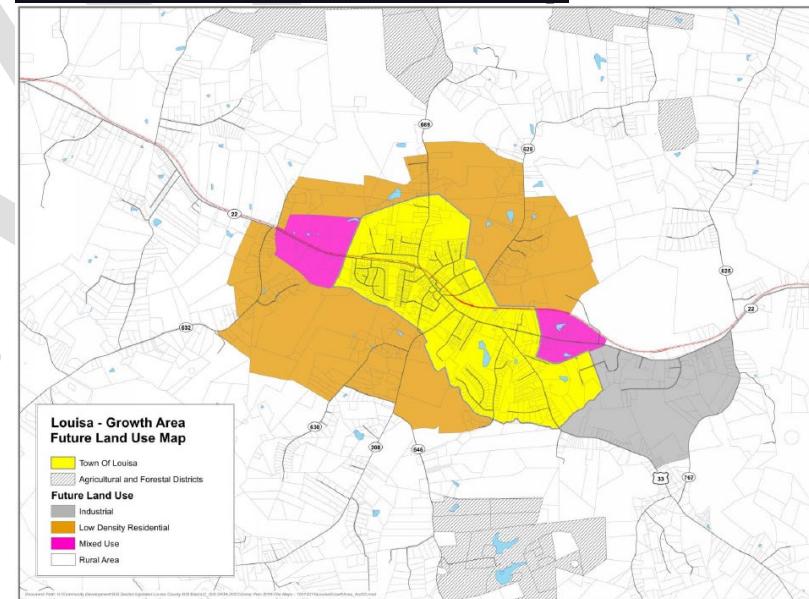
BUSINESS PARKS

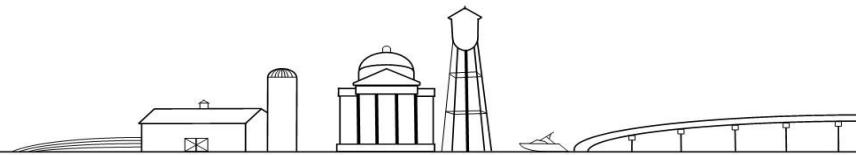
The Louisa County Industrial Air Park is a 323.28-acre, multi-lot development on the eastern edge of the growth area; where the Louisa Airport (Freeman Field) is located. The Industrial Air Park is located 10 miles from the Interstate-64 Ferncliff exit (143) and currently hosts several manufacturing companies and small businesses.

GROWTH OVER TIME

The March 5, 2012, Comprehensive Plan called for a much larger Growth Area than the Growth Area adopted in August 2019 (the 2040 Comprehensive Plan). In the 2040 Comprehensive Plan, the Low-Density Residential area of the 2012 Comprehensive Plan was reduced in overall size to support more rural designated land uses as growth outside of the town would require an expansion of water and sewer infrastructure from the Town of Louisa. In addition, the mixed-use and industrial areas have been modified to reflect anticipated growth of the corridor

Louisa Growth Area Future Land Use Map

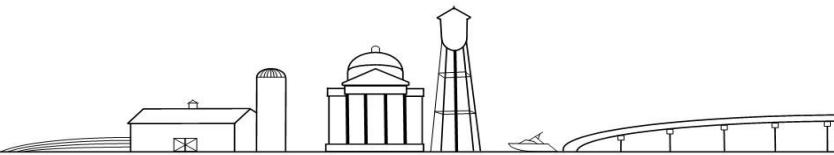




CHARACTER

Louisa County remains an agricultural community proud of its rich heritage. To keep that heritage alive, Louisa County's goal for future development is to produce a high-quality appearance. This goal can be accomplished through development standards that support the following items:

- Promote small town and mixed-use development supporting walking, biking, and on-street parking.
- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel connectivity **for commercial and industrial uses.**
- Promote agriculture tourism.
- Avoid supporting commercial strip development layouts and encourage development design creating a sense of place and community character.
- Agriculture and small neighborhood scale business should be perpetuated in this area.
- A walking network should be established in the area.
- Large or regionally sized businesses and residential development must mitigate their impact to the Fire & EMS, Sheriff, schools, and general service facilities.
- Solar development should be encouraged in parking lots and on roof tops of commercial and industrial structures to preserve the agricultural integrity of the district.
- **Future development near Route 22, Route 208, and Route 628, and Route 669 should contribute towards transportation solutions.**



MINERAL FOCUS AREA PLAN

INTRODUCTION

The Town of Mineral was initially known as Tolersville, but adopted its current name when it was incorporated in 1902 due to the mining industry that supported the community. It was the center of gold mining activity in Louisa County, and during its heyday, there were no fewer than fifteen gold mines located within two miles of the Town. A zinc and lead mine also operated in the area into the 1970s.

The Town of Mineral is the center of the Mineral Growth Area but is not part of it. The Town of Mineral has its own Government and regulations while County regulations guide the Growth Area surrounding it. It is important the Town and County work together on future growth plans. Even though the Town of Mineral is not in the Mineral Growth Area, it still offers goods and services for County residents. The Town is intersected by Route 522, Route 22, and Route 208, which are all used by County residents and visitors to travel throughout Louisa County and beyond.

LAND USE & SOLAR DEVELOPMENT

The Mineral Growth Area is comprised of land outside the Town of Mineral designated as low-density residential, mixed-use, and industrial. The residential and agricultural designation surrounds the Town of Mineral, while the mixed-use and industrial designated areas are concentrated along Route 208 just outside the western portion of the Town of Mineral. The Mineral area outside of the Growth Area remains primarily undeveloped and forested. The County Middle and High schools are part of the mixed-use area of the Mineral Growth Area.

Within the Mineral Growth Area is the Cooke Industrial Rail Park, a 1400-acre tract of land between the Towns of Mineral and Louisa on

Davis Highway. In 2022 the Cooke Industrial Business Park was approved for a Utility Scale Solar Project called Two Oaks. In 2021 The Aditya Solar project received approval for a 94 acre solar generating facility near the intersection of Route 22 and School Bus Road on property designated as mixed-use.

Due to the existing water and sewer infrastructure in the Town of Mineral, residential, commercial, and industrial development could expand in the future around the Town of Mineral. Water and sewer capacity should be reserved for the development of commercial, industrial, and multiuse buildings only.

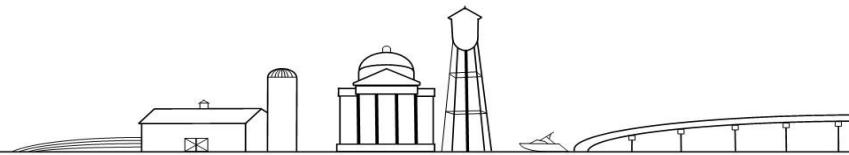
TRANSPORTATION

Although the Town of Mineral has sidewalks and wide roads, the sidewalk network does not extend out of the Town, nor are there general parking areas that would assist with future development, park and ride lots, or a pedestrian supportive environment. It is anticipated that additional traffic improvement projects will be needed to address increased traffic as the overall Mineral Growth Area develops.

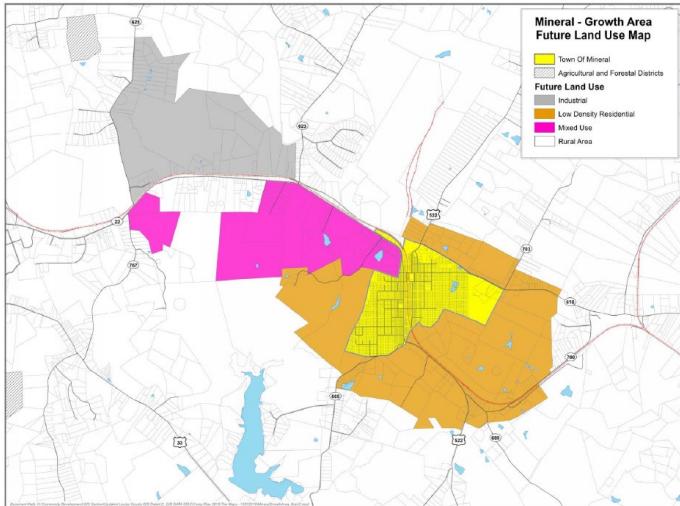
VDOT, in 2022, completed a Smart Scale project east of the Town of Mineral to create a re-alignment of Route 767 (School Bus Road). Left and right turn lanes have been added on Route 22/208 at the intersection due to the safety improvement.

GROWTH OVER TIME

The March 5, 2012, Comprehensive Plan called for a much larger Growth Area than the Growth Area adopted in August 2019. In the 2040 Comprehensive Plan, the Low-Density Residential and Mixed-Use areas of the 2012 Comprehensive Plan were reduced in overall size to support more rural designated land uses.



Mineral Growth Area Future Land Use Map



CHARACTER

Louisa County remains an agricultural community proud of its rich heritage. To keep that heritage alive, Louisa County's goal for future development is to produce a high-quality appearance. This goal can be accomplished through development standards that support the following items:

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- Solar development should be encouraged in parking lots and on roof tops of commercial and industrial structures to preserve the agricultural integrity of the district.
- **Future development near Route 22, Route 208, and Route 522 should contribute towards transportation solutions.**