



**Planning Commission
County of Louisa
Thursday, April 10, 2025
Louisa County Public Meeting Room
5:00 PM**

CALL TO ORDER

I. OLD BUSINESS

1. Focus Area Plans

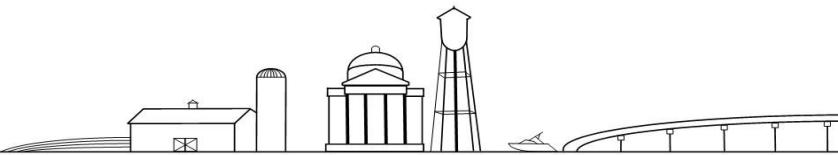
II. NEW BUSINESS

1. ORD2025-01 Draft Amendments, Chapter 86 Land Development Regulations (Phase III)

III. OTHER

ANNOUNCEMENTS AND ADJOURNMENT

**BY ORDER OF:
JOHN DISOSWAY, CHAIRMAN
PLANNING COMMISSION
LOUISA COUNTY, VIRGINIA**



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

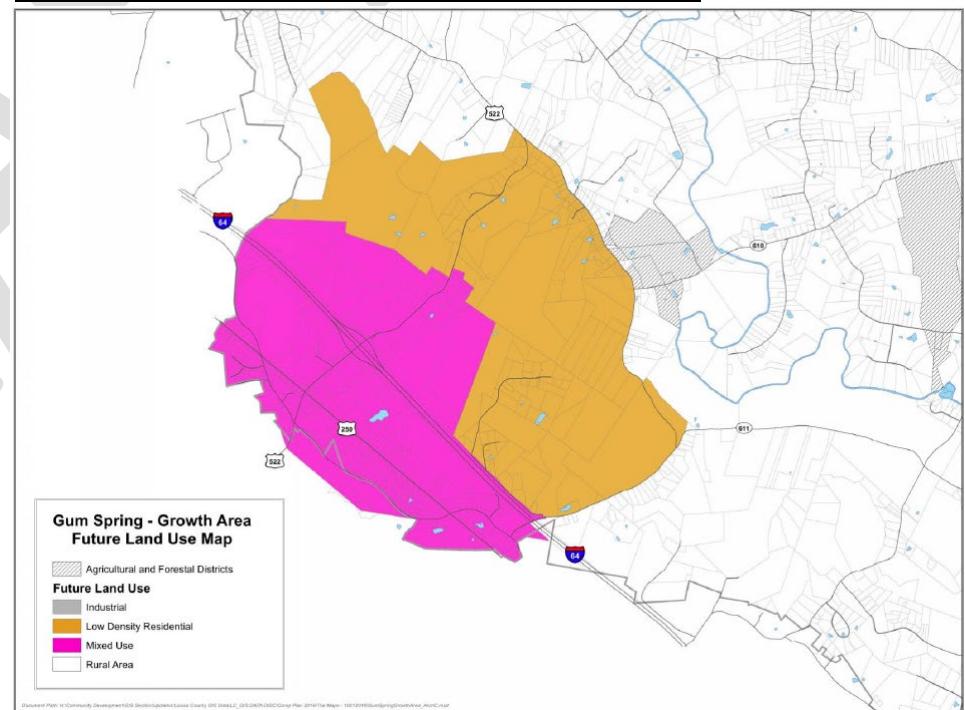
The Gum Spring Growth Area should focus on attracting small local businesses that support both residents and farmers. Planned Unit Development (PUD) should be the primary approach for any new development involving ten or more acres as the Gum Spring exit becomes an increasingly desirable location to 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.

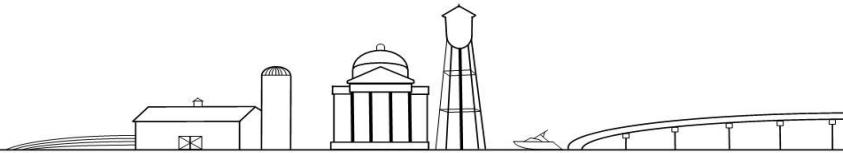
GROWTH OVER TIME

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

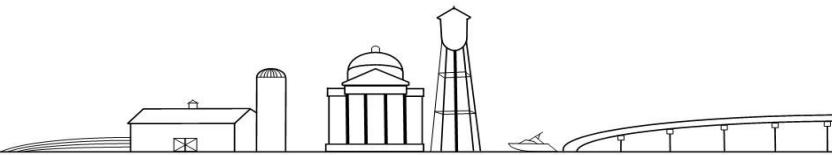


VDOT completed the construction of a roundabout at the intersection of Route 250 and Route 522 in 2024. VDOT selected the roundabout at this intersection to improve safety and efficiency. The intersection of Route 250 and Route 522 is used by Louisa and Goochland residents looking to travel on Interstate 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

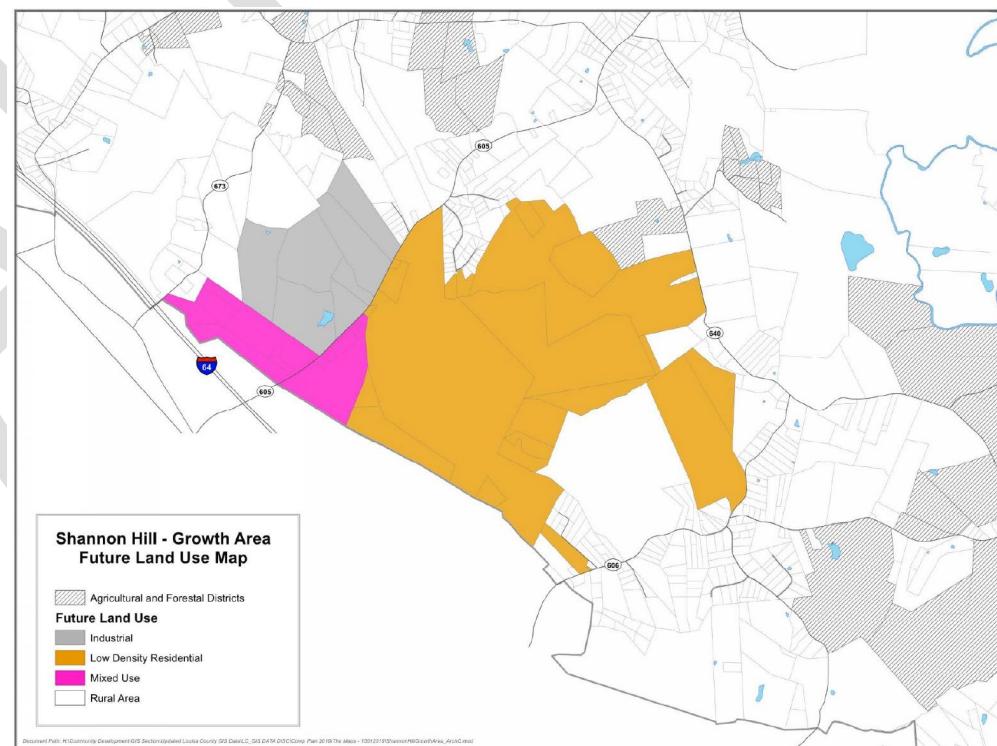
The Shannon Hill Growth Area is primarily a residential and agricultural area. The Shannon Hill Regional Business Park (SHRB) comprising almost 700 acres is located within the Growth Area and is zoned General Industrial I-2 (GAOD). Across from the Shannon Hill Business Park is Clark Country, an almost 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.

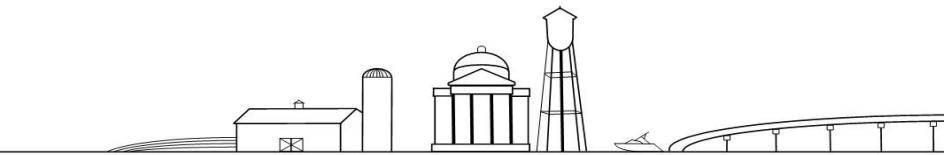
GROWTH OVER TIME

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





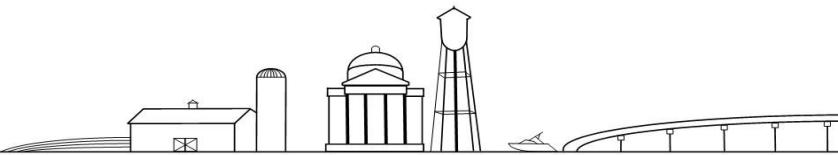
TRANSPORTATION

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.

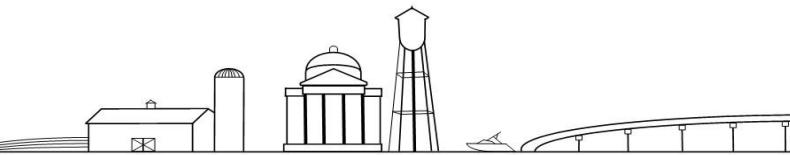




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- Promote shared driveways and inter parcel **connectivity for commercial and industrial uses.**
- Promote agriculture tourism.
- Avoid supporting commercial strip development layouts and encourage development design that creates a sense of place and community character.
- 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

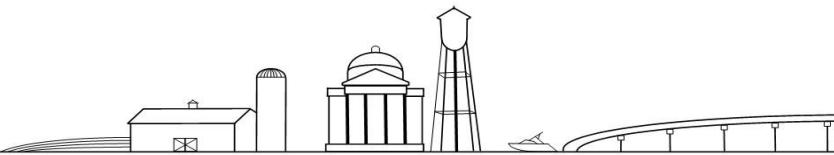
National Historic District. Police, Fire, and EMS services are provided by a station in the Town of Louisa, which is 15 miles from the intersection of Route 250 and Route 208.

FERNCLIFF BUSINESS PARK

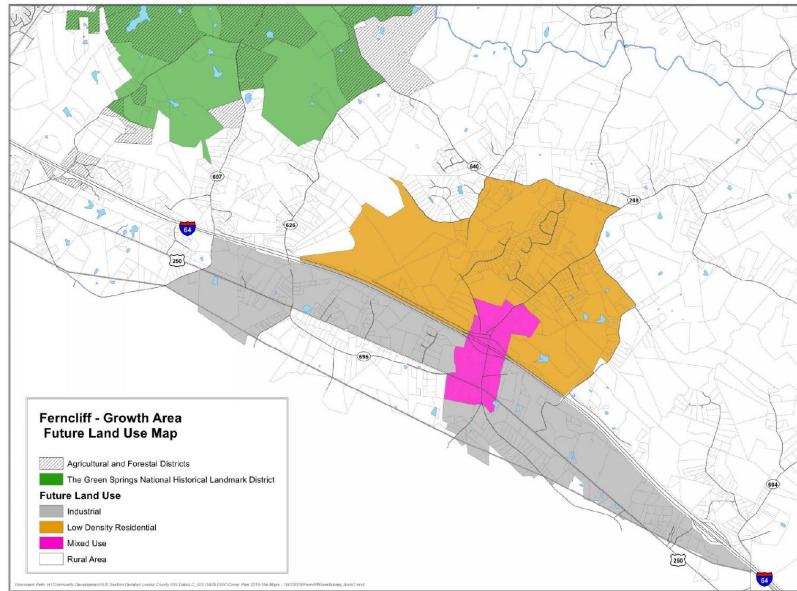
The Ferncliff exit is home to the Ferncliff Business Park located on Route 250 just west of the intersection of Route 208 and Route 250. The Ferncliff Business Park is a 104-acre parcel zoned industrial and commercial that is 70% cleared and has lots up to 22 acres in size. These lots may be consolidated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



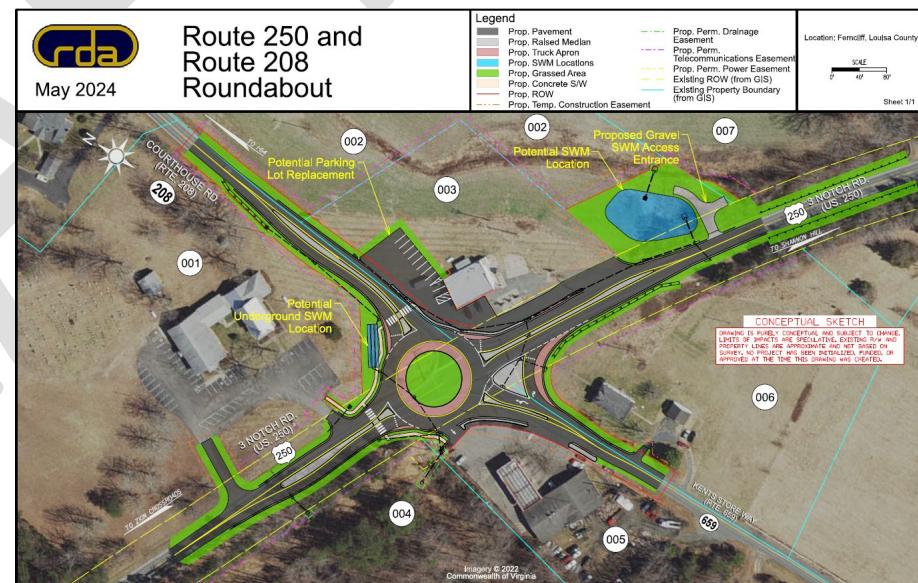
TRANSPORTATION

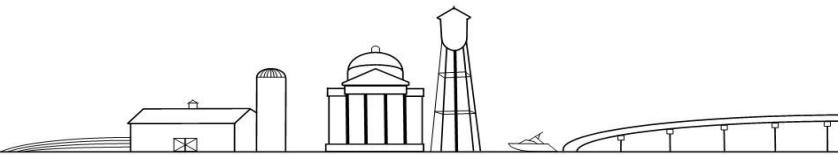
Currently, the Ferncliff exit off Interstate 64 is only congested at peak AM and PM travel times as people enter and exit Louisa for work or shopping. If Interstate 64 becomes congested, residents use Route 250 as an alternative route east and west. The Ferncliff exit is also used as a by-pass for trucks 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.



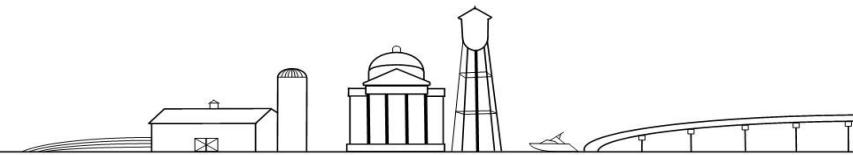


CHARACTER

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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.

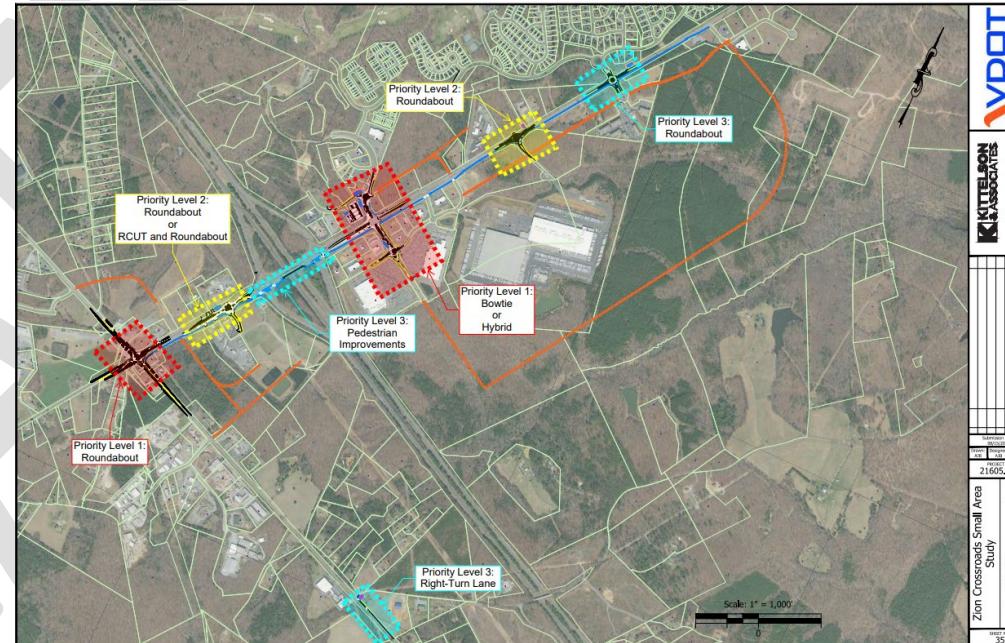
The Zion Crossroads Growth Area contains the highest concentration of commercially zoned acreage in the County. Zion Crossroads also contains the Sommerfield Business Park and the Zion Industrial Park containing Industrially zoned parcels. The Sommerfield Business Park is located in the northern portion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

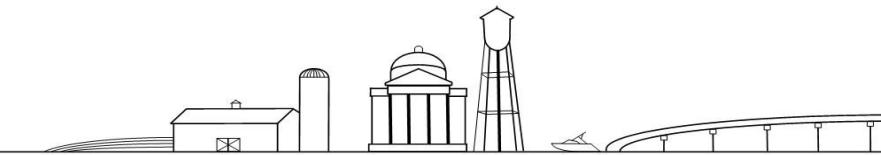
was developed to alleviate future traffic congestion as the area grows. The Zion Crossroads Area Transportation Plan will become a guiding document for future developers looking to connect to the existing transportation network. Additional transportation improvements will be necessary as the Zion Crossroads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

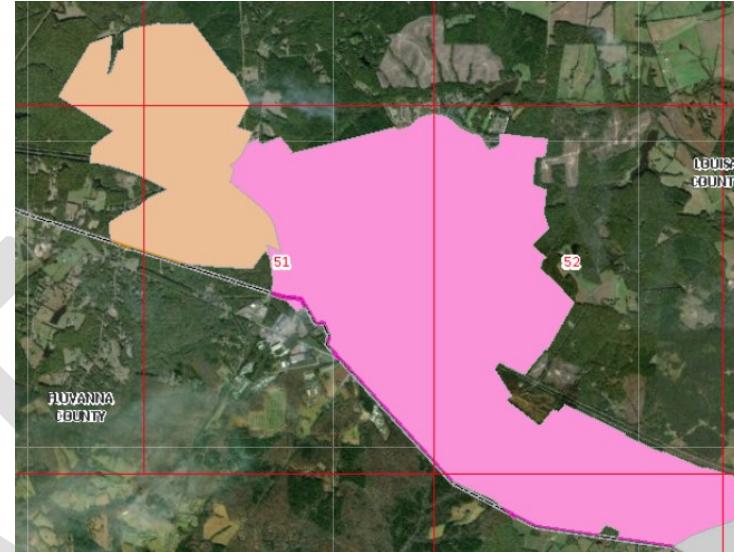
GROWTH OVER TIME

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.

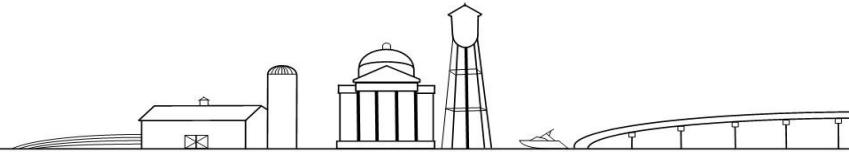
ZION CROSSROADS GROWTH AREA MAP



CHARACTER

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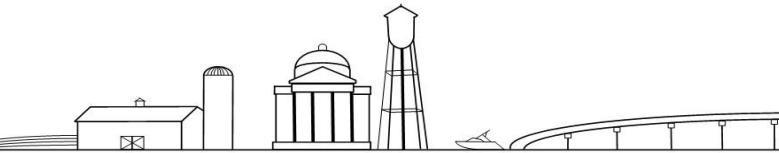
- Promote small town and mixed-use development supporting walking, biking, and on-street parking.
- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel **connectivity for commercial and industrial uses**.
- Promote agriculture tourism.
- Avoid supporting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

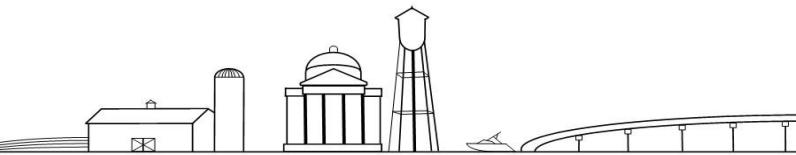
The Gordonsville Growth Area is a mix of single-family residential uses and some large industrial sites that include Klockner Pentaplast and Dominion Energy. In addition, existing vacant industrial parcels could allow for industrial growth within the Growth Area. Currently there are very few commercial 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.

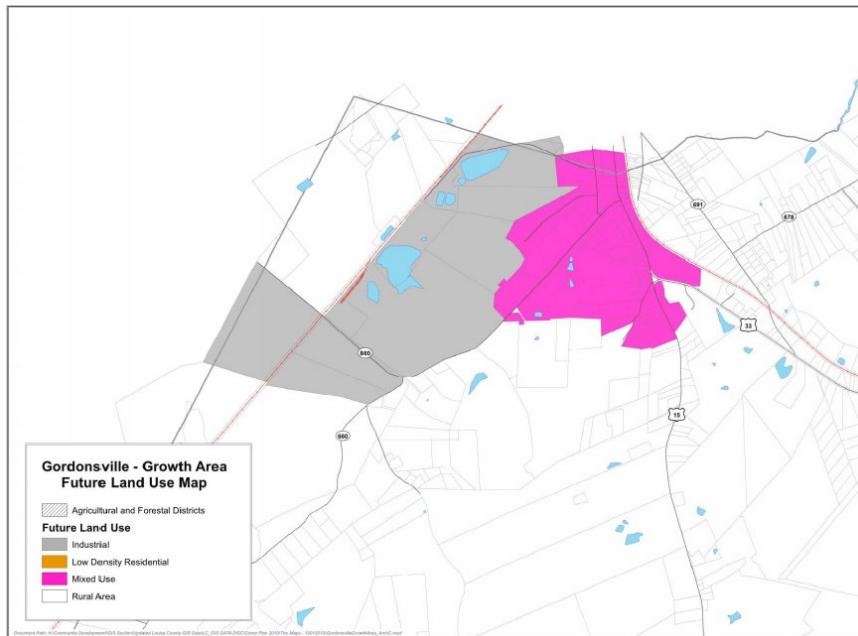
Future developers in the Gordonsville Growth Area will need to work closely with both the Town of Gordonsville and County of Louisa for services. The Town of Gordonsville provides Police, Fire, and EMS services a couple of miles into Louisa County under a mutual aid agreement. The Zion Crossroads Fire & 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



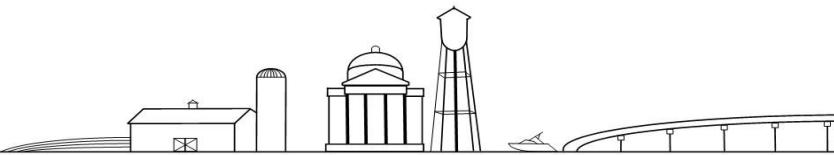
TRANSPORTATION

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.

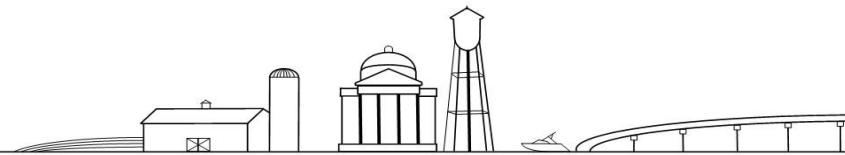
It is expected that a large Resort Development named Cutalong and a Planned Unit Development named Lake Anna Resort will begin construction over the next decade. These two projects combined will bring an increase in residential density of around 987 dwellings while also increasing tourism within the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



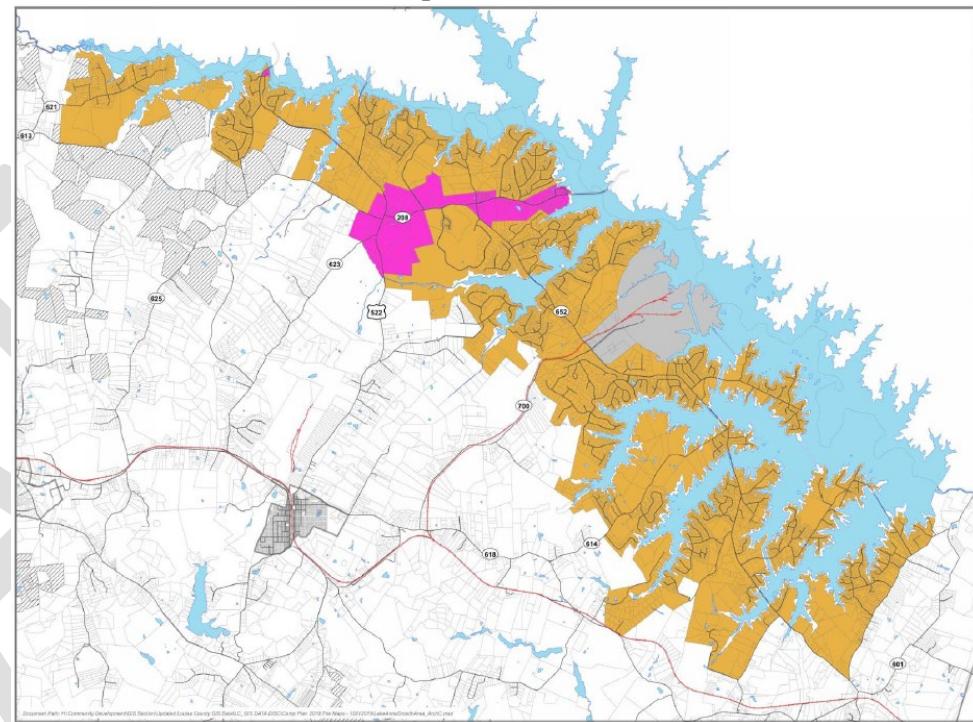
The Route 522 and Route 208 intersection is also used as a bypass for trucks traveling north and southbound on Interstate 95. By using Route 208 and Route 623, trucks traveling southbound on Interstate 95 can reach Charlottesville or Interstate-81 while avoiding the City of Richmond.

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.

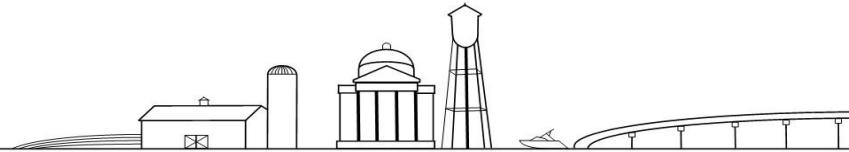
Lake Anna Future Land Use Map



CHARACTER

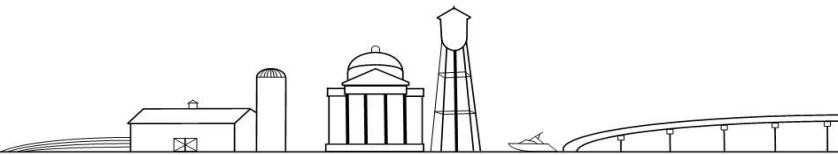
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- Promote small scale mixed-use commercial development.
- Promote shared driveways and inter parcel connectivity **for commercial and industrial uses.**
- Promote agriculture tourism.



- 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.

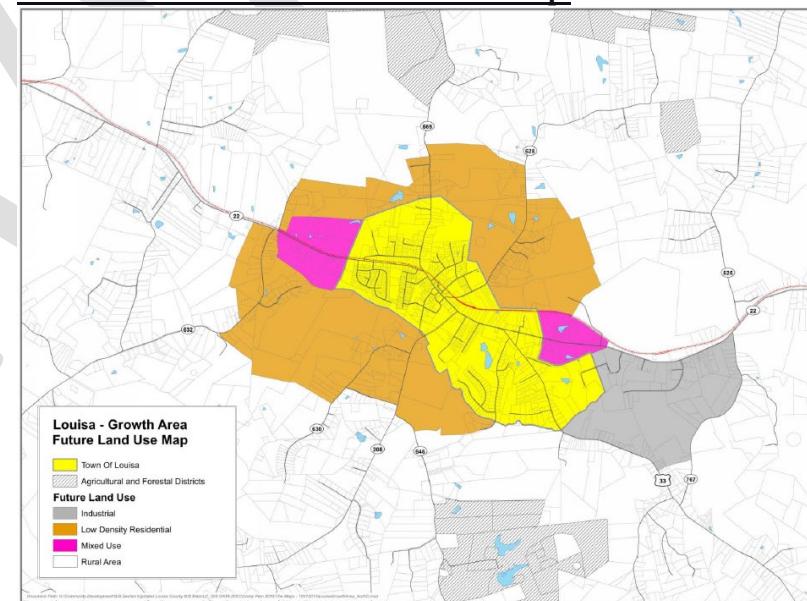
BUSINESS PARKS

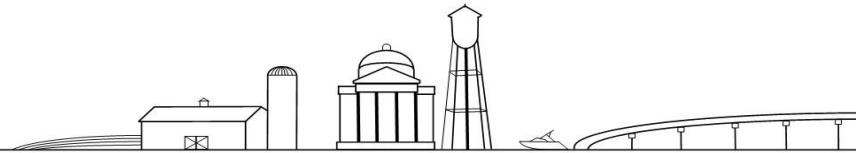
The Louisa County Industrial Air Park is a 323.28-acre, multi-lot development on the eastern edge of the growth area; where the Louisa Airport (Freeman Field) is located. The Industrial Air Park is located 10 miles from the Interstate-64 Ferncliff exit (143) and currently hosts several manufacturing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

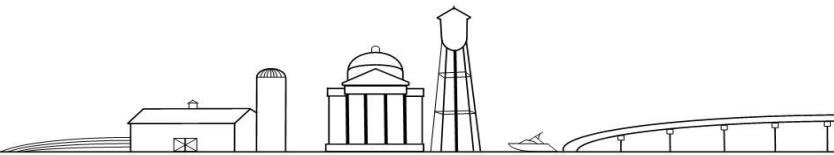




CHARACTER

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.

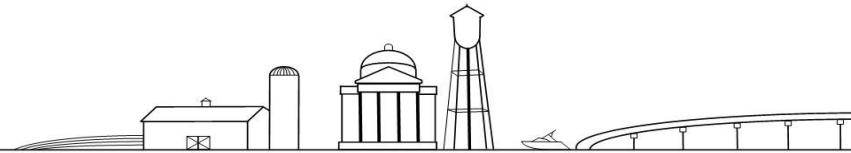
TRANSPORTATION

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.

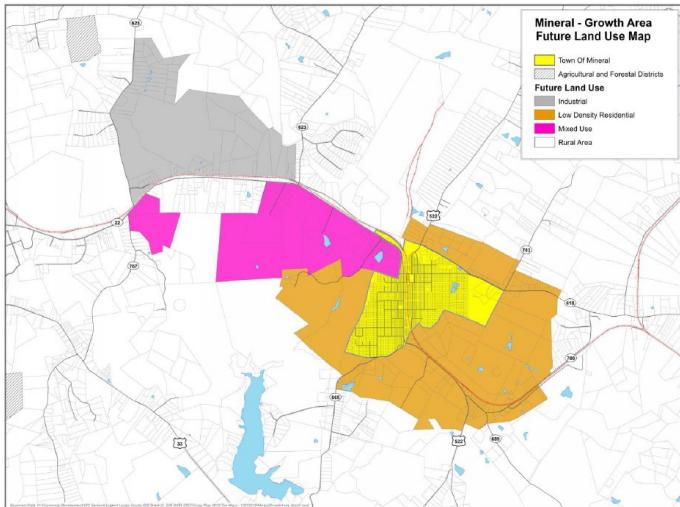
VDOT, in 2022, completed a Smart Scale project east of the Town of Mineral to create a re-alignment of Route 767 (School Bus Road). Left and right turn lanes have been added on Route 22/208 at the intersection due to the safety improvement.

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:

- 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 522 should contribute towards transportation solutions.**



COUNTY OF LOUISA

MEMORANDUM

TO: Members, Louisa County Planning Commission

FROM: Staff, Community Development Department

DATE: April 3, 2025

RE: Proposed Amendments to Chapter 86. Land Development Regulations
(Phase III)

Purpose:

The following amendments to the Land Development Regulations are proposed to improve the efficiency of the Zoning and Subdivision Ordinances and to better serve the community by removing conflicts and outdated provisions.

1. Definitions Amendment

Amendments are proposed amend, delete or add definitions as follows:

- Delete *Buffering and screening yard*
- Amend *Division, parcel*
- Amend *Emergency shelter*
- Add *Off-grid construction (residential)*
- Amend *Private lane*
- Amend *Religious assembly*
- Amend *Residue or residual parcel or lot*
- Amend *Subdivision*
- Amend *Vegetative Buffer*

2. Update Short Term Rental of a Dwelling

Update short term rental of a dwelling to add the Resort Development zoning district and correct the effective date of the original ordinance.

3. Yard Regulations in the A-2 Zoning District

Remove the increased setback for “other permitted structures greater than 50 feet in height.”

4. Amend Provisions for Subdivisions in the A-2 Zoning District

Remove provisions for density bonus of three (3) additional lots for affordable housing purposes. The current regulations do not include any specific criteria or mechanisms on current and future enforcement. There is no longer an Affordable Housing Committee to provide recommendations and input on implementation and management. There has only been one subdivision development that received all three-density bonus lots in 2012.

5. Subdivision Plat Requirements and Standards

Included language to require submittal of a performance agreement for new subdivisions that would require completion of improvements within a set time. Language has also been added that clarifies the County has no obligation to install or maintain any improvements (roads) that are part of a subdivision development, based on the language in the State Code of Virginia; permits a maximum of two (2) private lanes be used in a subdivision development; and, requires that security/guarantee posted with the County is renewed and reviewed every twenty-four (24) months to ensure sufficient funds remain in place for project completion.

6. Plat Approvals

Language has been added that requires the private road disclosure language be included on all subdivisions plats; that will indicate the roads are private until such time as they have been accepted into the State secondary road system. Plats will also be required to include a note that an entrance permit must be obtained from VDOT for access to each lot on the subdivision plat.

7. Lake Anna Shoreline Use and Design Standards

Language has been added that clarifies that dry hydrants and restroom facilities will only be required in common areas if required by the Department of Fire/EMS and Virginia Department of Health, respectively. If these facilities are required, the location will be coordinated with Dominion Energy.

8. Telecommunications Regulations

Clarifies that generators may be located on site; but only operated during power outages or testing.

9. Sign Regulations

Language has been added to strengthen the current language as it pertains to electric message (or illuminated) signs. Two options have been provided for consideration.

10. Interim Road Maintenance Agreement and Performance Agreement

The current Interim Road Maintenance Agreement and a draft Subdivision Performance Agreement have been included for review and discussion purposes.

Conclusion:

The amendments proposed at this time, reflect the County's commitment to ensuring that the Zoning Code remains responsive to current needs, reduces unnecessary regulation, and aligns with State and Federal laws. The proposed changes will enhance clarity, efficiency, and fairness in the administration of the Zoning Code while supporting the County's long-term planning goals.

AMENDMENTS – (Phase III)

Chapter 86 - LAND DEVELOPMENT REGULATIONS

The purpose of these amendments is to resolve any discrepancies that currently exist; update sections based on amendments to the State Code of Virginia; amend sections to provide clarification, and consistent application of regulations. **THESE REGULATIONS APPLY THROUGHOUT ALL OF LOUISA COUNTY**; and are proposed pursuant to Va. Code §§ 15.2-2285 and 15.2-2286.

ARTICLE I. GENERAL PROVISIONS

DIVISION 2. DEFINITIONS

Sec. 86-13. Definitions

Buffering or screening yard. A yard or designated area with certain screening, like opaque fencing or landscaping materials, required between abutting zoning districts of differing use intensities or between adjoining land uses for decreasing the adverse impact of differing uses and districts.

Division, parcel. To divide a parent parcel into no more than two additional parts for the purpose of transfer of ownership or building development. Lots shall be divided from parent tracts, or the residue parcel that remains after a prior one-lot division, so long as such residue parcel has five or more acres and a minimum of 4300 feet of existing state road frontage. For clarity, it is the specific intent of this provision to allow a maximum of three total lots, including the residual parcel, to be created from any parent parcel by division, if any. Divisions are not subject to the provisions set forth in the subdivision ordinance except for subsection [86-567](#) (11), private lanes. However, similar to the requirements of [section 86-587](#), a lot created by division shall be required to include provisions for the dedication of right-of-way when the property is adjacent to a state road that is less than 50 feet in width; provided that, this requirement does not apply to a residual portion of the parent tract that is five or more acres and or has a minimum of 4300 feet of existing state road frontage.

Emergency shelter. A facility providing temporary housing for one or more individuals who are temporarily or permanently homeless. A facility providing temporary housing and supportive services to individuals or families who are temporarily or permanently homeless. Emergency shelters must comply with all applicable state, and federal health, safety, accessibility, and operational standards. A *religious assembly* may operate an *emergency shelter* for the duration of a State or Locally declared State of Emergency, without benefit of a conditional use permit. **Correspondence has been received and is attached, with additional language requested to be included.**

Off-grid construction (residential) - the practice of building a home without connecting to public utilities. Off-grid homes are self-sufficient and generate their own power and water, with no physical connection or relationship with any sort of utility service, and all the power it uses comes from an energy source that it generates and stores on its own. Off-grid

construction shall be considered as conventionally constructed dwellings, in compliance with all requirements of the USBC.

Private lane. An access way for residential use ~~in divisions of serving~~ less than three lots only ~~or for agricultural use~~ which is within a 50-foot deeded right-of-way or easement and built to the design standards in [section 86-567](#)(11). Private lanes are restricted as to the hours of access by the public or by those who may use it and are maintained by the property owners association or by the lot or parcel owners who are afforded access to their lots or parcels by such private lanes.

Religious assembly. A use located in a permanent building ~~and~~ providing regular organized religious worship and related incidental activities. Primary or secondary schools are not included in this definition as a related incidental activity. Day ~~care~~ and ~~day~~ care centers, as defined, are permissible as an accessory use to a religious assembly when ~~operated~~ directly by a religious organization. **A religious assembly may operate an emergency shelter, as defined in this section, for the duration of a State or Locally declared State of Emergency, without benefit of a conditional use permit. Correspondence has been received and is attached, with additional language requested to be included.**

Residue or residual parcel or lot. The remaining portion ~~of~~ a parent parcel or tract after division or subdivision takes place. Residue parcels ~~are~~ five or more acres ~~and or~~ have a minimum of **4300** feet of existing state road frontage. For determining if the splitting of land is either a division or subdivision, a residue parcel ~~shall not be counted as~~ a lot in **agricultural or** residential districts ~~when the residue parcel is at least five acres or~~ has at least **4300** feet of existing state road frontage, ~~, and has a VDOT approved access~~. Residue parcels in commercial and industrial districts ~~shall not be counted as~~ a lot for determining if the splitting of land is either a division or subdivision, regardless of the lot size, existing state road frontage, or existing access.

Subdivision. Splitting any tract, parcel or lot of land into two or more parts, other than a division of a parent parcel or a family subdivision, for the purpose of transfer of ownership or building development. ~~Subdivided lots shall generally be less than five acres and front on less than 400 feet of existing state road frontage, but subdivided lots shall front on a road that meet VDOT specifications.~~ Consistent with this definition, any new road constructed to serve more than two lots shall be constructed to VDOT standards for subdivision roads. The residue tract after subdividing is not counted ~~as~~ a lot for the purposes of this definition. Subdivided parcels may not be further subdivided or divided unless the remaining division rights are noted on a recorded plat or in conformance with existing ordinances.

Vegetative buffer. A vegetative buffer for screening purposes shall include a mix of trees and shrubs with varying heights and densities to provide maximum screening throughout the year, considering factors like evergreen vs. deciduous foliage. Wooden privacy fences and berms may be used to supplement existing and proposed plantings at the discretion of the zoning administrator; who may choose to forward the proposal to the planning commission for a recommendation. **The terms buffering or screening yard, or any variation of these terms,**

as used throughout the ordinance in conjunction with *vegetative buffers* shall include a yard or designated area with certain screening, like opaque fencing or landscaping materials, required between abutting zoning districts of differing use intensities or between adjoining land uses for decreasing the adverse impact of differing uses and districts.

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DIVISION 4. ADDITIONAL REQUIREMENTS

Sec. 86-114. - Short-term rental of a dwelling.

For only this section GAOD means all properties zoned residential limited (R-1); **and** residential general (R-2); **and resort development (RD)** located within the boundaries of a designated growth area as shown on the 2040 Comprehensive Plan. The following are requirements for use in R-1 GAOD; **and** R-2 GAOD; **and the RD zoning districts:**

- (1) Owners of dwellings used for short-term rental shall provide contact information for the owner and/or any authorized property manager to Louisa County and the dwelling's subdivision governing body, if one exists.
- (2) The owner shall provide the current Louisa County Code chapters relative to noise (51) and solid waste (62) as well as the definitions for special occasion facilities and gatherings as part of short-term rental contracts.
- (3) Owner must notify tenants that events, rentals, special occasion facilities and related uses are prohibited, except with valid conditional use permit according to Louisa County Code.
- (4) Owner must comply with all Virginia Department of Health regulations.
- (5) The dwelling must comply with all applicable state building code and safety regulations.
- (6) Owners unable to meet all of the above requirements shall be prohibited from operating a short-term rental of a dwelling without obtaining a conditional use permit from Louisa County Board of Supervisors.
- (7) A violation under this section shall be enforced as provided in [section 86-11](#) and [section 86-11.1](#).
- (8) The effective date of this Code shall be January 1, ~~2024~~2025.

DIVISION 6. ZONING DISTRICTS AND LAND USES

Sec. 86-159. - Yard regulations.

In the agricultural (A-2) district, the yard regulations shall be:

(3) Accessory structures shall be no closer than ten feet to any side or rear property line. ~~Any other permitted structure that exceeds 50 feet in height shall be no closer than 25 feet from any side or rear property line.~~

Sec. 86-198. - Frontage; minimum lot width.

In the residential general district (R-2), the minimum lot width at the building setback line shall be 125 feet; for two-family dwellings it shall be 175 feet.

The minimum road frontage shall be as provided in Section 86-118 of this chapter.

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ARTICLE II.ZONING ORDINANCE AND MAPS

DIVISION 6. ZONING DISTRICTS AND LAND USES

Sec. 86-161. - Subdivisions.

To preserve and maintain agricultural and forestry activities; protect ground and surface water supplies; and conserve natural, historic and scenic resources, subdivisions in the agricultural (A-2) district shall comply with the regulations herein.

Restrictions on road extension. No road may be extended to a second parent parcel with the primary purpose of providing access for a subdivision; with the exception that a road may be extended when the total number of proposed lots for all parent parcels does not exceed seven. ~~plus any density bonuses that may apply as provided for herein.~~

(2) *Lot density.* Lot density shall be limited, ~~except where specifically stated otherwise herein,~~ to a maximum of seven lots per parent parcel.

a. ~~Density bonuses.~~ The zoning administrator may allow up to three additional lots for a subdivision, for a total of up to ten lots, in the following circumstances:

1. ~~Affordable housing.~~ A density bonus of three additional lots for a subdivision when at least three lots are dedicated for affordable housing.

ARTICLE III. SUBDIVISION

DIVISION 3. PLAT REQUIREMENTS AND STANDARDS

Sec. 86-567. - Streets and alleys.

All streets in the proposed subdivision shall be designed and constructed in accordance with the following minimum requirements by the subdivider at no cost to the locality. All street names shall be approved by the agent or agent's representative. The developer shall be responsible for all costs associated with the manufacturing and installation of signs for said streets, roads or lanes (public or private).

(4) *Construction requirements.* All construction of streets, private roads or streets must comply with the requirements and specifications of the state department of transportation for subdivision streets, which may be found on file at the office of the resident engineer of the county department of highways. This includes all new internal subdivision streets for agricultural; residential; commercial; industrial; resort developments; or planned unit developments.

a. All review for road plans and profiles; and inspections during road construction shall be conducted by ~~a third party review firm chosen by the county, or on the county's contracted list of engineering firms~~**an engineer licensed in the State of Virginia**.

d. All costs associated with the ~~third party~~ plan review; inspections; and road certification will be the responsibility of the developer.

e. Upon the completion of construction, as-built plans will be required from the developer's engineer as part of the final certification ~~by the third party engineer~~.

g. Prior to approval of any subdivision plats where a new internal subdivision street is proposed for acceptance into the state road system, **a performance agreement and** interim road maintenance agreement shall be provided for approval by the county attorney and must be recorded with the final subdivision plat. The **performance agreement and** interim road maintenance agreement must identify the responsible party for construction and continuing maintenance of the road improvements; and include the language found in subsections **86-567**(10)g. and h. The **performance agreement and** interim road maintenance agreement shall remain in effect until the roads have been accepted by the Virginia Department of Transportation/Commonwealth Transportation Board.

h. Prior to approval of any subdivision plats where a new internal subdivision street is proposed to remain private after approval of a private road waiver by the planning commission, **a performance agreement and** road maintenance agreement shall be provided for approval by the county attorney and must be recorded with the final subdivision plat. The **performance agreement and** road maintenance agreement must identify the responsible party for construction and continuing maintenance of the road improvements; and include the language found in subsections **86-567**(10)g. and h.

i. Dedication of rights-of-way for streets, alleys or other public use as shown on an approved and recorded subdivision plat; and the County's obligation to install or maintain any such facility, shall be as provided for in State Code Section 15.2-2265.

Nothing in this section shall obligate the locality to install or maintain such facilities unless otherwise agreed to by the locality.

(11) *Private lanes.* Lots accessed by roads in subdivisions of less than three lots can be accessed by private lanes which do not meet VDOT subdivision street standards and are approved by the agent. Lots in subdivisions of less than three lots must have the minimum frontage requirements on a deeded access way or easement which is owned by the property owners association or developer or by the lot or parcel owners who are afforded access to their lots or parcels by such private lanes of such subdivision. **There shall be permitted a maximum of two (2) separate private lanes in a subdivision.** All plats describing lots served by private lanes shall include language found in [section 86-587](#) (10) g.1-3. Subdivision roads serving less than three lots shall be approved by the zoning administrator and shall meet the following minimum standards:

(Road Minimum Standards chart intentionally excluded.)

Sec. 86-576. - Security.

Before any subdivision plat will be finally approved by the agent, the subdivider shall, in lieu of construction, furnish security to be approved by the governing body and county attorney, in an amount calculated by the agent to secure the required improvements in a workmanlike manner, and in accordance with specifications and construction schedules established or approved by the appropriate engineer, which security shall be payable to and held by the governing body. Such security may be posted in the form of a surety bond, letter of credit or cash escrow.

Letters of credit will only be accepted from financial institutions approved to do business in the commonwealth.

In order to ensure that sufficient security is maintained throughout project construction and completion; the security/guarantee shall renew every twenty-four (24) months for the duration of the project. The guarantee shall increase or decrease by an amount equal to the most recent quarterly Construction Cost Index published by Engineering News-Record. (from Greene County Ordinance) This ensures that the estimated costs escalate as the Construction Cost Index escalates so that the security amount reflects the most current cost to perform the improvements.**

In the case of default, the county shall follow the last policy adopted by the Board of Supervisors for liquidation of any security/guarantee held by the County. In no event, however, shall the county be bound to supplement the performance guarantee funds with other county funds in order to complete the improvements.

For Information Purposes Only

****Link to Engineering News-Record – Requires Paid Subscription****

https://www.enr.com/?_gl=1*yw9txh*_ga*NTQ0NzAwNzI2LjE3NDEyNzI2NDQ.*_ga_CH7QLSK31E*MTc0MTI3MjY0NC4xLjEuMTc0MTI3MjY2Ny4zNy4wLjA.

DIVISION 5. PLAT APPROVAL

Sec. 86-614. - Final plats.

(15) All plats, contracts of sale and deeds for a lot in a subdivision with a new internal subdivision street shall contain language which clearly discloses to a potential purchaser the following minimum information:

1. Until such time as the new internal street(s) shown on this plat has been accepted into the State secondary road system, the lots are served by a privately maintained road and will not be maintained by the state or county. Any costs necessary to bring the road to a condition qualifying it for acceptance as part of the secondary system of state highways shall be sustained from resources other than those administered by the state department of transportation and the county or any other public agency.
2. School bus service is not provided by the county along private roads, lanes or streets;
3. United States postal service is not provided along private roads, lanes or streets;
4. The expense and responsibility for maintaining the roads within the development will be paid for and borne by the lot owners and/or developer, as the case may be; and
5. It shall be the responsibility of the developer for the initial construction and subsequent maintenance, if any, of the roads, the responsibility of the buyer, and the ownership of the roads. If the roads are to be maintained by a property owners association or other legal entity, the disclosure must clearly so inform the buyer.

(16) All plats must contain a note stating, “An entrance permit must be obtained from the Virginia Department of Transportation for access to each lot shown on this subdivision plat.”



ARTICLE IV. – SUPPLEMENTARY REGULATIONS

DIVISION 4. - LAKE ANNA SHORELINE USE AND DESIGN STANDARDS

Sec. 86-655. - Statement of intent; policy guidance.

(Only the third paragraph included for amendment purposes)

The standards set forth in this division are mandatory unless a waiver is granted. Applications that meet all of the ordinance standards will be reviewed administratively by staff. Applications should include site plans that meet the criteria included in the "Lake Anna Shoreline Site Plan Requirements Checklist," to include an approval statement by Dominion Energy for proposed development on Dominion Energy's shoreland or shoreline. Where criteria is not clearly illustrated on a site plan, a survey shall be required to demonstrate compliance with the ordinance, or in order to process special exception requests. If a waiver is requested, then the application will be reviewed by staff (per section 86-22- 119 of this chapter). If a waiver is denied, applicants may resubmit a revised waiver at any time or appeal staff's decision to the board of supervisors.

Sec. 86-656. - Use and design standards

(b) Safe Navigation

(7) *Common areas.*

- a. Common area ramps shall be constructed of reinforced concrete with a minimum thickness of six inches and shall be a minimum distance of 75 feet from designated swimming areas.
- b. **If determined to be necessary or required by the Department of Fire/EMS during site plan review, common areas are may be required to have a dry hydrant in a location to be determined on the site plan in coordination with Community Development; Department of Fire/EMS; and Dominion Energy.**
- c. Common area boat ramps shall be placed or positioned to minimize wave interference from boats passing nearby through high concentration navigation choke points as determined by the county during site plan review (i.e., cove entrances, narrow channels, sharp bends, bridges, etc.).

(c) Neighbor policies

(4) *Common areas.*

- a. **If determined to be necessary or required by the Virginia Department of Health, restroom facilities are may be required in areas with structures for persons or watercraft for common areas with 25 or more lots. and shall be placed in a location to be determined on the site plan in coordination with Community Development; the Virginia Department of Health; and Dominion Energy.** Restrooms are not allowed within the Dominion Energy easement without their approval.

- b. All structures in a common area shall maintain a 100-foot side setback from residential and agricultural zoning districts (not part of the subdivision), and a 50-foot side setback from resort development, commercial, and industrial zoning districts.
- c. 25-foot vegetative buffer between the common area and adjoining property owners (not part of the subdivision) shall be required. Buffers shall consist of evergreen vegetation but may also include deciduous species. County staff may grant a special exception to this requirement on a case-by-case basis.

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DIVISION 5. TELECOMMUNICATIONS REGULATIONS

Sec. 86-671. - Mitigation and replacements.

(c) Applicants for modifications to existing antenna colocations or new antenna colocations must provide a Structural Analysis (SA) which demonstrates that the existing tower has the structural integrity to support the proposed antenna loads as well as the existing/remaining antenna loads and appurtenances, as outlined in the current version of “ANSI/TIA-222 Structural Standard for Antenna Supporting Structures and Antennas”. The Structural Analysis shall comply with the following criteria:

- 1. The SA Report shall be sealed and signed by a Professional Engineer (PE), licensed in the Commonwealth of Virginia.**
- 2. Any “Assumptions” or “Standard Conditions” asserted by the PE relative to the maintenance or physical condition of the tower or structure shall be resolved, validated, or confirmed in writing. ANSI/TIA-222 recommends inspections of self-support towers once every five (5) years. Applicants shall provide a copy of the TIA-222 Inspection Report to resolve or validate assumptions pertaining to the maintenance or physical condition of a tower or antenna support structure.**
- 3. Any Assumptions or Standards Conditions asserted by the PE relative to the accuracy of the information or data provided to the PE which is utilized in completing the SA shall be resolved, validated, or confirmed to be correct.**

Sec. 86-674. - Development standards for freestanding antenna support structures greater than one hundred feet in height.

(i) Sounds. No unusual sound emissions such as alarms, bells, buzzers, or the like are permitted. Generators shall not be ~~stored or~~ operated at WCFs except during power outages **or during testing.**

ARTICLE V. SIGNS (Alternative Option attached)

Sec. 86-683. - General provisions.

(a) *Prohibited signs.* The following types of signs are prohibited in all zoning districts:

(1) Flashing signs; which include any illuminated sign on which the artificial light or lights are not constant in intensity and color at all times shall be prohibited. This prohibition shall not apply to signs giving public service information such as time, date, temperature, weather or similar information; or message board, when such sign does not constitute a public safety or traffic hazard. (i.e. - electric message sign for schools, churches, etc.) **Refer to (c) below for Illumination requirements and restrictions.**

(5) ~~Any sign or illumination that causes any direct glare into or upon any building other than the building to which the sign may be related.~~

(6) ~~(5) Any sign that violates any provision of any law of the state relative to outdoor advertising.~~

(7) ~~(6) Political signs posted on county property.~~

(8) ~~(7) Signs that violate state or federal laws, whether or not identified in this ordinance as being permitted.~~

(c) *Location; Illumination.* No sign shall be located or illuminated in such a manner as to cause a traffic hazard. Where a permit is required, the permit shall not be issued until the location and illumination, if any, of the sign are approved by the zoning administrator. **All lighting must comply with dark sky lighting standards.**

(1) **Signs may be illuminated, either internally or externally, as permitted by this ordinance, provided that the illumination is fully shielded and directed at the sign and not in a manner as to cause a traffic hazard.**

(2) **All lighting must comply with dark sky lighting standards.**

(3) **No light from any illuminated sign shall cause direct glare onto any adjoining piece of property, right-of-way, or building other than the building to which the sign applies to.**

(4) **Electronic message signs may not flash, scroll, move, or change at timed intervals of less than twenty (20) seconds.**

(5) **All electronic message signs must be equipped with an automatic dimmer that controls the intensity of the light source. The intensity of light allowed for all illuminated signs shall be eighty five percent (85%) by day and fifty percent (50%) at night.**

Sec. 86-689. - Waivers.

Notwithstanding the other regulations of this chapter, a waiver may be approved by staff (per section 86-119 of this chapter) to the regulations of this article that are specific to the number of allowed signs, the maximum sign area, and the sign height. In no circumstances shall a waiver increase the number, size, or height of a sign(s) by more than 100 percent of the ordinance standard. A waiver may only be granted if it can be demonstrated that the proposed standards, with conditions, better ensure that the intent of this ordinance, as specified in section 86-682 ~~86-246~~, will be met. Requests for a waiver to this article shall accompany a master plan of the entire development showing all proposed business signs.

DRAFT

Linda Buckler

From: Erin Jones <erin.rose0710@gmail.com>
Sent: Wednesday, April 2, 2025 8:20 PM
To: James Dickerson
Cc: Planning Commission
Subject: Proposed amendment to the definition of religious assemblies

Some people who received this message don't often get email from erin.rose0710@gmail.com. [Learn why this is important](#)

CAUTION: External email

Hello Mr. Dickerson,

I work with the Louisa Homeless Coalition and am wondering if in the meeting scheduled for April 10th you are willing to support an amendment to the definition for religious assemblies that includes an exemption for nights that pose the risk of hypothermia. The proposed language for such an amendment would be:

A religious assembly may operate an emergency shelter, as defined in this section, for the duration of a State or Locally declared State of Emergency, or when the National Weather System indicates that overnight forecasted temperatures will be below 40 degrees Fahrenheit, without benefit of a conditional use permit.

Alternatively, [Cold.DC.Gov](#) defines hypothermia season as November through March. And therefore, we believe it would have the same effect to amend the proposed changes to read:

A religious assembly may operate an emergency shelter, as defined in this section, for the duration of a State or Locally declared State of Emergency, or to provide hypothermia shelter from November through March, without benefit of a conditional use permit.

These updates would also need to be applied to the corresponding section under the proposed definition for "Emergency Shelter."

Thank you for your consideration!

Erin Jones
4190 Columbia Rd.
Gordonsville, VA 22942

Linda Buckler

From: David McWilliams <davidmcwilliams@vaumc.org>
Sent: Wednesday, April 2, 2025 3:01 PM
To: James Dickerson
Cc: Planning Commission
Subject: Re: Planning Commission - Overnight Shelter

Some people who received this message don't often get email from davidmcwilliams@vaumc.org. [Learn why this is important](#)

CAUTION: External email

Hello Mr. Dickerson,

I wanted to take a moment to follow up regarding our conversation at the end of the last planning commission meeting regarding the definition for religious assemblies.

I'm wondering if you are willing to propose an amendment to the definition that includes an exemption for nights that pose the risk of hypothermia. My proposed language for such an amendment would be:

A religious assembly may operate an emergency shelter, as defined in this section, for the duration of a State or Locally declared State of Emergency, or when the National Weather System indicates that overnight forecasted temperatures will be below 40 degrees Fahrenheit, without benefit of a conditional use permit.

Alternatively, [Cold.DC.Gov](#) defines hypothermia season as November through March. And therefore, I believe it would have the same effect to amend the proposed changes to read:

A religious assembly may operate an emergency shelter, as defined in this section, for the duration of a State or Locally declared State of Emergency, or to provide hypothermia shelter from November through March, without benefit of a conditional use permit.

I would greatly appreciate a reply prior to the next scheduled planning commission meeting on Thursday, April 10th.

Thank you for your consideration!

Peace,

David McWilliams

Zion United Methodist Church

1674 Zion Rd. Troy, VA 22942

On Fri, Mar 7, 2025 at 9:33 AM David McWilliams <davidmcwilliams@vaumc.org> wrote:
Hello James,

My name is David McWilliams. I am the pastor of Zion UMC as well as a resident of the Green Springs District. I am reaching out regarding county codes regarding overnight shelter and potentially amending the code to allow religious assemblies to have an accessory use exception (with reasonable

conditions).

At this point, we are seeking to offer an overnight, hypothermia shelter during the winter months. This is something that we have been working to provide through a collection of churches, however the current zoning codes create an overwhelming obstacle to offering this ministry to our unhoused neighbors. Not only has our team identified several Louisa County families sleeping in their cars but we have personally spent funds to temporarily house people at the Loyalty Inn. Additionally, Charlottesville is currently turning away people from their shelter collaboration (PACEM) due to the overwhelming demand, some of which is caused by Louisa residents seeking shelter in Charlottesville during the winter.

I would love the opportunity to speak with you briefly, before the next planning commission meeting next Thursday, about the possibility of amending the code in a reasonable, community beneficial manner.

Thank you for all of your behind the scenes leadership in supporting our county and district.

Peace,
David McWilliams
Pastor, Zion UMC
1674 Zion Rd. Troy, VA

Linda Buckler

From: sue Frankel-Streit <suefrankelstreit@gmail.com>
Sent: Wednesday, April 2, 2025 3:45 PM
To: C. Ellis Quarles; Planning Commission
Subject: Amendment

Some people who received this message don't often get email from suefrankelstreit@gmail.com. [Learn why this is important](#)

CAUTION: External email

Hello,

As a resident of your district I am writing to ask that at your next planning commission meeting you amend the definition for religious assembly to include an exemption for emergency shelter for nights that pose the risk of hypothermia. My proposed language for such an amendment would be:

A religious assembly may operate an emergency shelter, as defined in this section, for the duration of a State or Locally declared State of Emergency, or when the National Weather System indicates that overnight forecasted temperatures will be below 40 degrees Fahrenheit, without benefit of a conditional use permit.

Alternatively, [Cold.DC.Gov](#) defines hypothermia season as November through March. And therefore, I believe it would have the same effect to amend the proposed changes to read:

A religious assembly may operate an emergency shelter, as defined in this section, for the duration of a State or Locally declared State of Emergency, or to provide hypothermia shelter from November through March, without benefit of a conditional use permit.

These updates would also need to be applied to the corresponding section under the proposed definition for "Emergency Shelter."

Thanks,

Sue Frankel Streit

ARTICLE V. SIGNS

Sec. 86-683. - General provisions.

(a) *Prohibited signs.* The following types of signs are prohibited in all zoning districts:

(1) Flashing signs; which include any illuminated sign on which the artificial light or lights are not constant in intensity and color at all times shall be prohibited. This prohibition shall not apply to signs giving public service information such as time, date, temperature, weather or similar information; or message board, when such sign does not constitute a public safety or traffic hazard. (i.e. - electric message sign for schools, churches, etc.) **Refer to (c) below for Illumination requirements and restrictions.**

(5) ~~Any sign or illumination that causes any direct glare into or upon any building other than the building to which the sign may be related.~~

(6)(5) Any sign that violates any provision of any law of the state relative to outdoor advertising.

(7)(6) Political signs posted on county property.

(8)(7) Signs that violate state or federal laws, whether or not identified in this ordinance as being permitted.

(c) *Location; Illumination.* No sign shall be located or illuminated in such a manner as to cause a traffic hazard. Where a permit is required, the permit shall not be issued until the location and illumination, if any, of the sign are approved by the zoning administrator. **All lighting must comply with dark sky lighting standards.**

(1) **Signs may be illuminated, either internally or externally, as permitted by this ordinance, provided that the illumination is fully shielded and directed at the sign and not in a manner as to cause a traffic hazard.**

(2) **All lighting must comply with dark sky lighting standards.**

(3) **No light from any illuminated sign shall cause direct glare onto any adjoining piece of property, right-of-way, or building other than the building to which the sign applies to.**

(4) **Electronic message signs may not flash, scroll, move, or change at timed intervals of less than twenty (20) seconds.**

(5) ~~All electronic message signs must be equipped with an ambient light sensor; and an automatic dimmer that controls the intensity of the light source. The intensity of light allowed for all illuminated signs shall be eighty five percent (85%) by day and fifty percent (50%) at night.~~

(5) Electronic Message Signs Criteria:

The night-time illumination of an electronic message sign shall conform with the criteria set forth in this section.

A. Electronic Message Sign Illumination Measurement Criteria: The illuminance of an electronic message sign shall be measured with an illuminance meter set to measure footcandles accurate to at least two decimals. Illuminance shall be measured with the electronic message sign off, and again with the electronic message sign displaying a white image for a full color-capable electronic message sign, or a solid message for a single-color electronic message sign. All measurements shall be taken as close as practical to a perpendicular plane of the sign at the distance determined by the total square footage of the electronic message sign as set forth in the accompanying Sign Area Versus Measurement Distance table (below).

B. Electronic Message Sign Illumination Limits: The difference between the off and solid-message measurements using the electronic message sign Measurement Criteria (A) shall not exceed 0.3 footcandles at night over ambient lighting conditions. This is calculated by subtracting the ambient foot candle measurement from the brightest lighted foot candle measurement.

C. Dimming Capabilities: All permitted electronic message signs shall be equipped with a sensor or other device that automatically determines the ambient illumination and programmed to automatically dim according to ambient light conditions, or that can be adjusted to comply with the 0.3 footcandle measurements.

D. Prior to the final sign inspection, a report must be provided to the Community Development Department that provides the foot candle measurement, in compliance with the requirements described in A and B above.

SIGN AREA VERSUS MEASUREMENT DISTANCE**	
Area of Sign (square feet)	Measurement (feet)
10	32
15	39
20	45
25	50
30	55
35	59
40	63
45	67
50	71
55	74
60	77
65	81
70	84
75	87

80	89
85	92
90	95
95	97
100	100
110	105
120	110
130	114
140	118
150	122
160	126
170	130
180	134
190	138
200	141
220	148
240	155
260	161
280	167
300	173

* For signs with an area in square feet other than those specifically listed in the table (i.e., 12 sq ft, 400 sq ft, etc), the measurement distance may be calculated with the following formula: Measurement Distance = $\sqrt{\text{Area of Sign Sq. Ft.} \times 100}$

**Source - 2016 International Sign Association Research – Night-time Brightness Level Recommendations for On-Premises Electronic Message Centers (Signs)

Sec. 86-689. - Waivers.

Notwithstanding the other regulations of this chapter, a waiver may be approved by staff (per [section 86-119](#) of this chapter) to the regulations of this article that are specific to the number of allowed signs, the maximum sign area, and the sign height. In no circumstances shall a waiver increase the number, size, or height of a sign(s) by more than 100 percent of the ordinance standard. A waiver may only be granted if it can be demonstrated that the proposed standards, with conditions, better ensure that the intent of this ordinance, as specified in [section 86-682](#) ~~86-246~~, will be met. Requests for a waiver to this article shall accompany a master plan of the entire development showing all proposed business signs.

Section 86-13 Definitions

Ambient lighting or illumination - the general illumination or light that is naturally present in an environment, providing overall brightness and visibility, as opposed to specific, focused light sources.

Foot candle – a measurement of light intensity.

DRAFT

SUBDIVISION AGREEMENT

THIS AGREEMENT, made this _____ day of _____, 20____, by and between corporation/partnership/llc, or husband and wife, or individually, and all successors in interest, party(ies) of the first part, hereinafter referred to as "OWNER", and the COUNTY OF LOUISA, VIRGINIA, a political subdivision of the Commonwealth of Virginia, party of the second part, hereinafter referred to as "COUNTY".

WHEREAS, the party(ies) of the first part is (are) the owner of a certain tract of land located in the County of Louisa, Virginia; and

WHEREAS, the said parcel of land is being subdivided by the Owner into the subdivision known and designated as:

and the Owner has caused a plat of said subdivision dated _____, and as last revised, to be prepared by _____, Certified Land Surveyors, or Civil Engineers, which said plat the Owner desires to admit to record in the Clerk's Office of the Circuit Court for the County of Louisa, Virginia; and

WHEREAS, the Owner agrees to construct and locate all physical improvements in said subdivision, as required by the Subdivision Ordinance of the County of Louisa, Virginia, or shown on the development plans approved by the Agent of the Subdivision Ordinance, hereinafter to as "AGENT"; and

WHEREAS, the Owner has posted sufficient bond, letter of credit or certified check, pursuant to existing ordinances, approved as to form by the County Attorney, and with surety satisfactory to the County in the amount of _____ and 00/100 Dollars (\$_____) guaranteeing the installation of the aforementioned improvements within twenty-four (24) months from the date of this agreement; and

WHEREAS, the County of Louisa has agreed that it will permit the recordation of the plat of said subdivision upon the execution of this agreement.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the premises and the approval of said subdivision and the covenants and agreements herein contained, the parties hereto agree as follows:

1. The Owner does covenant and agree that it will, without cost to the County, within twenty-four (24) months from the date of this agreement, construct to the approval of the County all physical improvements as required by the Subdivision Ordinance of the County, or shown on the development plans approved by the Agent. If, in the sole judgment of the County, circumstances beyond the control of the Owner prevent the Owner from completing the improvements in the time set forth herein, then the County may at its sole discretion grant an extension of time for completion of said improvements and in such instance the County shall require an amended bond, letter of credit, or certified check, approved as to form by the County Attorney, and with surety satisfactory to the County in an amount to guarantee the installation of the aforementioned improvements.

2. It is mutually understood and agreed that in the event the Owner fails to properly complete the physical improvements provided hereinabove, the County may complete, or cause to have completed, the same and render a bill therefore to the Owner who shall be liable to the County for all proper costs so incurred by the County or the County may draw the amount necessary from the surety to complete or cause to have completed the same.

3. It is mutually understood and agreed that this agreement does not relieve the Owner of any responsibilities or requirements placed upon them by the various ordinances of the County applicable to such subdivision and development of the property, and the subdivision and development of the property will be done in strict accordance with such ordinances.

4. It is mutually understood and agreed that if the Owner shall faithfully execute each and all requirements of the said Subdivision Ordinance and the provisions of this agreement, and shall indemnify, protect and save harmless the County of Louisa from all loss, damage, expense or cost by reason of any claim, suit or action instituted against the County of Louisa or its agents or employees thereof, on account of, or in consequence of any breach on the part of the Owner, then the aforementioned bond, letter of credit, or certified check, shall be released by the County to the Owner.

DRAFT

5. The Owner does hereby agree to indemnify, protect and save harmless the County from and against all losses and physical damages to property, and bodily injury or death to any person or persons, which may arise out of or be caused by the construction, maintenance, presence or use of the streets, utilities and public easements required by, and shown on, the development plans and the subdivision plat until such time as the said streets shall be accepted as part of the Virginia Department of Transportation's system and utilities and public easements shall be accepted as a part of the County's system. To insure such indemnification, the county may require and the owner shall provide upon request a Certificate of Public Liability Insurance in an amount approved by the County Attorney as sufficient, including a governmental endorsement thereto, naming the County as an insured, issued by an insurance company licensed to do business in the Commonwealth of Virginia.

6. It is mutually understood and agreed, that the approval on final plat or plats of this subdivision, or section thereof, shall not be deemed to be an acceptance by the County of any street, alley, public space, sewer or other physical improvements shown on the plat or plats for maintenance, repair or operations thereof, and that the Owner shall be fully responsible therefore and assume all of the risks and liabilities therefore. Nor shall approval on final plat or plats of this subdivision be deemed to guarantee public water or sewer service or available capacity.

(Type) Name of Corporation/Partnership/LLC

By:

Signature of the Authorized Person to Sign for the Corporation/Partnership/LLC

Title of the Authorized Person to Sign for the Corporation/Partnership/LLC

STATE OF _____

CITY/COUNTY OF _____, to-wit:

The foregoing document was acknowledged this the _____ day of _____, 201____, by

corporation/partnership/llc (if applicable.) (title) of the

Notary Public

My Commission Expires: _____
Registration number: _____

(sign individual owner)

(sign individual owner)

STATE OF _____

CITY/COUNTY OF _____, to-wit:

The foregoing document was acknowledged this the _____ day of _____, 201____, by

(Individual owner(s))

Notary Public

My Commission Expires: _____
Registration number: _____

DRAFT

COUNTY OF LOUISA, VIRGINIA

By: _____

(Print Name)

County Administrator

STATE OF VIRGINIA

COUNTY OF LOUISA, to-wit:

The foregoing document was acknowledged this the _____ day of _____, 20____, by _____, who is the County Administrator of Louisa County.

Notary Public

My Commission Expires: _____
Registration number: _____

APPROVED AS TO FORM:

COUNTY ATTORNEY

INTERIM ROAD MAINTENANCE AGREEMENT FOR _____
SUBDIVISION WITH INTERNAL STREETS DESIGNATED FOR ACCEPTANCE INTO
THE STATE SECONDARY ROAD SYSTEM

THIS INTERIM ROAD MAINTENANCE AGREEMENT dated this _____ day of

_____, 20_____, is by and between _____ (Land Owner) and Louisa County, Virginia, a political subdivision of the Commonwealth exercising its powers by and through its Board of Supervisors ("the County").

WHEREAS, the Land Owner is the owner of _____ subdivision, _____ Magisterial District, Louisa County, Virginia ("the Lots"); and

WHEREAS, the access to the aforementioned lots is over, along, and across _____ (name of roads) _____ "Roads" as shown on the plat of survey for _____ subdivision; which is attached hereto and made a part hereof; and

WHEREAS, the Land Owner desires to provide for the construction, care, maintenance, upkeep and repair of the Road(s) and for the benefit of future lot owners *until such time* as the Roads and the internal subdivision streets ("the subdivision streets") shown on a plat survey titled Subdivision Plat of _____ prepared by _____ and dated _____ are accepted by the Commonwealth of Virginia into the state secondary road system ("the Date of Acceptance").

Now therefore the Land Owner and the County agree that:

1. The Lots are served by the Roads, privately maintained roads which will not be maintained by the state or County.
2. The Land Owner understands that school bus service is not provided by the Louisa County School Division along private roads, lanes, or streets.
3. The Land Owner understands that United States Postal Service is not provided along private roads, lanes, or streets.
4. The expense and responsibility for maintaining the Road and the subdivision streets will be paid for and borne by the Land Owner or his assigns under this Agreement. The Land Owner may assign its obligations under this Agreement with written permission from the County, which will not be unreasonably withheld.
5. It is the responsibility of the Land Owner to undertake construction and subsequent maintenance, if any, of the roads. On purchase of any of the Lots by any person prior to the Date of Acceptance, the Land Owner must provide the buyer with a copy of this Agreement.
6. In addition, the Land Owner will maintain roads and provide for snow removal. Snow plowing shall be required when there has been an average accumulation of four inches or

more and shall continue until roads are cleared to a maximum average depth of four inches. Snow plowing shall commence no later than six hours after the snow has ceased falling or two hours after dawn, whichever time is the later.

7. The County or its representative may inspect the Road and the subdivision streets at any time for compliance with the terms of this Agreement.
8. In event of any failure by the Land Owner in the performance of any term of this Agreement, the County, after providing 30 days' notice and opportunity to cure, may perform necessary maintenance or repairs. All costs expended by the County will constitute a lien on the Lots. However, nothing herein should be construed to obligate the County to maintain the Road and the subdivision streets.
9. This Agreement is a covenant that runs with the land, and inures to the benefit of and will be binding on the Land Owner and the County, their heirs and assigns, and all subsequent owners of the Lots, until the Date of Acceptance.
10. On execution, the Land Owner will record this Agreement among the land records of Louisa County, Virginia, at its own expense.
11. This Agreement will terminate only by written agreement signed by the Land Owner and the County.
12. Invalidation of any provision of this Agreement by judgment or decree of Court will not affect any of the other provisions of this Agreement, but the remainder will continue in full force and effect.

IN WITNESS WHEREOF, the Land Owner has caused this Agreement to be signed in its names by a duly authorized person.

SIGNATURES ON THE FOLLOWING PAGES

Name of Corporation/Partnership/LLC

BY: _____

Signature of the Authorized Person to Sign
For the Corporation/Partnership/LLC

Its: _____

Title of the Authorized Person to Sign
For the Corporation/Partnership/LLC

STATE OF _____

CITY/COUNTY OF _____: to wit:

The foregoing agreement was acknowledged this _____ day of
_____, 20____, by _____ (owner(s))
who is the _____ of the corporation/partnership/LLC (if
applicable) _____ (title).

Notary Public

My Commission Expires:
Registration No.:

(sign) Individual Owner

(sign) Individual Owner

STATE OF _____

CITY/COUNTY OF _____ : to wit:

The foregoing agreement was acknowledged this the _____ day of
_____, 20_____, by _____ (individual
owner(s)).

Notary Public

My Commission Expires:
Registration No.:

COUNTY OF _____, VIRGINIA

By: _____

STATE OF _____

CITY/COUNTY OF _____: to wit:

The foregoing agreement was acknowledged this the _____ day of
_____, 20____, by _____.

Notary Public

My Commission Expires:

Registration No.:

APPROVAL AS TO FORM:

COUNTY ATTORNEY