



2040 FLUVANNA COUNTY DRAFT COMPREHENSIVE COMPILED PLAN

PLANNING DRAFT– JANUARY 2023

**Fluvanna County, VA – Plan Outline
Drafted by Douglas Miles, AICP, CZA
Community Development Director**

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Fluvanna County would like to thank the Planning Commission appointed Advisory Group members who have throughout 2022 contributed to the material found within this Draft / Compiled Comprehensive Plan text. Also, all of the County residents and business owners who provided comments during the Spring 2022 Open House events. Additionally, we will be conducting Spring 2023 Plan Workshops to further refine the goals, objectives and land use recommendations towards the 2040 Plan adoption!

THE COMPREHENSIVE PLAN

The Code of Virginia requires a locality, such as Fluvanna County, Virginia to adopt a comprehensive plan for the physical development of Fluvanna as a local jurisdiction. This compiled Plan will provide Fluvanna the proper guidance and implementation tools to guide the Fluvanna County Staff, Commissioners and Board of Supervisor members.

A comprehensive plan provides a blueprint for the future of a County by establishing a framework for future growth and development or by defining the rural preservation techniques to maintain Fluvanna County's unique rural character and preserve land.

The comprehensive plan must be general in nature, meaning it designates the general or approximate location, character and extent of features shown on the Future Land Use maps and other maps as described in the text of the locality's comprehensive plan.

The comprehensive plan cannot bind the policies of the Board of Supervisors, but as a public policy document that reflects public input, it should guide the land use policies and fiscal Capital Improvement Plan decisions by the Fluvanna County elected officials.

Fluvanna County adopted its first Comprehensive Plan back in 1977 with updates in 1983, 1988, 1993, 2000 and 2009. The 2015 Comprehensive Plan is the most current plan and revisions began in 2020 when the COVID-19 pandemic hit Fluvanna County.

There has been consistent online data collection, site visits, planning research and the extensive GIS mapping work completed during the past two years by our Planning & GIS staff members. In conjunction with both the TJ PDC and Louisa planning colleagues to complete the Zion Crossroads Gateway Plan as the other consultant plans were done.

Fluvanna County Introduction

Fluvanna County is located in central Virginia on the eastern edge of the Charlottesville Metropolitan Area with Palmyra, as the County seat being 20 miles from Charlottesville and 60 miles from Richmond as the Virginia capital and in the center of the Richmond Metropolitan Area. Fluvanna County is fortunate to be located between these two (2) important metropolitan areas as employment centers, with world-class health care at

the University of Virginia (UVA) and Virginia Commonwealth University (VCU) Medical Centers, as educational and research institutions within reasonable driving distances.

The County is approximately 290 square miles, with 4 miles comprised of water in the Rivanna, Hardware and James Rivers and within Fluvanna County's largest community known as Lake Monticello, which is a 340-acre lake with several other smaller creeks.

The James River flows along Fluvanna County's southern border and separates the County from Buckingham County to the south and the Town of Scottsville sits on the bend in the river and forms a gateway into Albemarle County on the western side. The Rivanna River flows in from Albemarle County, past Lake Monticello, and flows through the center of Fluvanna County down to Columbia where it joins the James River and provides water flow into Cobb's Creek Reservoir in Cumberland County.

The northern border is generally formed by Route 250 and Interstate 64 across the top of Fluvanna County where it shares the Zion Crossroads Area with Louisa County. Fluvanna County borders Albemarle County on the western side and then Goochland County on the eastern side of the County. Zion Crossroads is an Urban Development Area in the county that will be an important economic development region well into the future. It seeks to serve the commercial and industrial needs of the four county region of Fluvanna, Louisa, Albemarle and Goochland County along the I-64 corridor.

The Zion Crossroads Area (ZXR), framed by federal interstate routes, U.S. Route 250 and U.S. Route 15, form the intersection hub of the area with Interstate 64 just to the north in Louisa County. Zion Cross Roads, was an auto-centric intersection from the 1930s to 1970s, contained the Crescent Inn motel and restaurant, a Texaco station, and a local grocery store served this area until Interstate 64 was constructed in the early 1970s.

Early Historical Summary

In 1777, Fluvanna County was created out of Albemarle County, after its citizens lobbied the General Assembly to create a new County when Albemarle's seat was relocated from Scottsville to Charlottesville in 1762. Fluvanna County came out of land that originally was a part of Henrico County, one of the original shires of the Virginia

Colony. Fluvanna was named for the Fluvanna River, a name once given to the James River west of Columbia and is now all the land that is due north of the James River.

Fluvanna was defended by six militia companies during the American Revolutionary War. In 1781, an important Virginia arsenal and supply depot was established at the Point of Fork and here Baron von Steuben, commander of the American forces, trained recruits for General Greene's army in the South. von Steuben moved the supply depot stores and weaponry across the James River when British Colonel Simcoe came through with heavy cavalry and destroyed the former stores after von Steuben had retreated.

In 1820, General John Hartwell Cocke completed Bremo, as an excellent example of Palladian-style architecture, who along with master builder John Neilson, who worked for Thomas Jefferson at Monticello and the University of Virginia. There were three separate houses and Lower Bremo and Recess, they were both neo-Jacobean-style architecture inspired by Bacons' Castle located down the James River in Surry County.

When Palmyra became the County Seat in 1828 it quickly became a thriving town after the new Courthouse was completed in 1830. Fluvanna's Historic 1830 Courthouse is defined by integrity, the appearance of simplicity, complexity and power of place. The courthouse retains high historic integrity without exterior additions to its temple form.

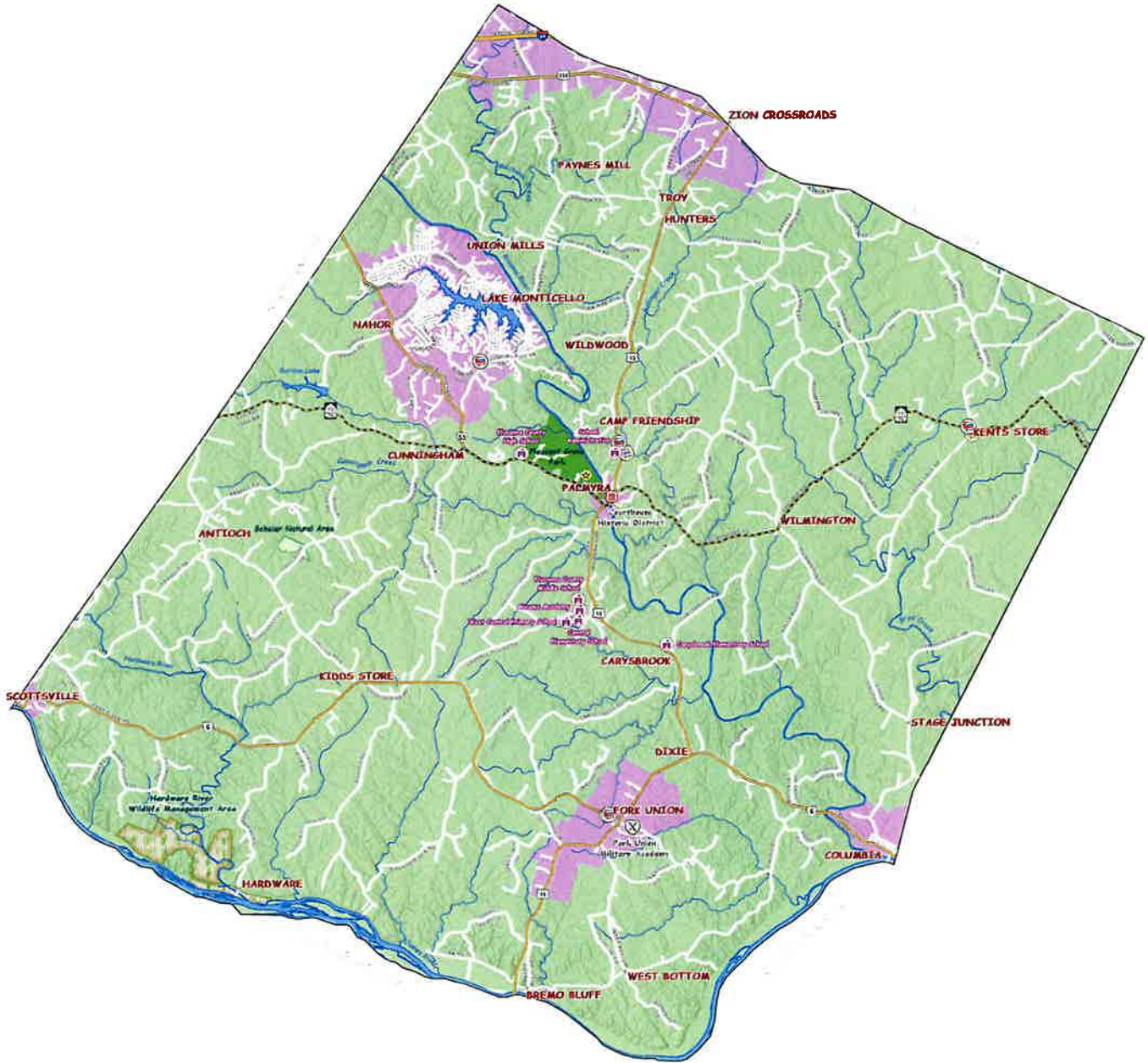
John Hartwell Cocke, of Bremo in southern Fluvanna County is credited with designing the Greek Revival courthouse and then Reverend Walter Timberlake, as a Methodist minister oversaw its construction. Cocke also prepared the plans for the Old Stone Jail built in 1828 that is located near the 1830 Historic Courthouse in historic Palmyra.

In the late eighteenth century, Thomas Jefferson improved the navigability of the Rivanna River, as he owned much of the property along its upper river course like his Shadwell and Monticello plantations. Improvements to the canal and the towpath in the first generation through 1830 along the Rivanna River were sluice cuts, dams and batteaux locks. The second-generation from 1840 to 1870 improvements had included long stretches of the navigable canal serviced by large locks and many of which are still visible along the river. This route serviced a large community of farms and plantations

all throughout Albemarle and Fluvanna County and it was also lined by the industrial facilities, such as those at Union Mills which featured one upper and two lower locks. This new canal system between Charlottesville and Richmond it brought goods and passengers establishing the two cities as the major commercial hubs for commerce.

Fluvanna County Virginia

— Est 1777 —



Legend



- Bike Route 76
- Major Road
- Minor Road
- Creek / Stream

- Lake / River
- Scheier Natural Area
- Hardware River Wildlife Management Area
- Pleasant Grove Park

- Community Planning Area
- Rural Preservation
- Rural Residential

- Rescue Station
- Fire Station
- School



CHAPTER 2 – RURAL CROSSROADS AREAS & RURAL PRESERVATION PLANNING

“Virginia’s Palmyra, the County seat of Fluvanna located eight miles south of I-64 on the James Madison Highway (US 15) is a village community that climbs the tall, verdant hills on the east bank of the Rivanna River and stretches west along the Thomas Jefferson Parkway. Steeped in history, Palmyra has three museums, the expansive Heritage Trail that straddles both sides of the river, and parks with historical signage and memorials.” – Virginia’s Palmyra: Shiretown of Fluvanna (2012) by David Berr.

Successful land use practices have ensured that the rural appearance of the county is not very different than it was twenty years ago even though Fluvanna now has a larger population. Rural land use preservation is equal to the quality of life and is the central focus of the rural planning process. Land’s relationship to the availability of clean air, a clean and adequate water supply, and plus a very successful agricultural and forestry production process are a few of the factors routinely considered in planning decisions.

Agriculture and forestry land uses continue to be the largest and most important land use in the county and in the state and that will continue to be that way in order to be able to provide food, fiber and other agricultural related commodities to the markets. However, the County and local residents understand that farming and forestry is often not an economically viable land use without other sources of supplementary income. For this reason, numerous incentives do exist to assist farmers and foresters in their business endeavors to maintain their property within perpetual open space land uses.

Fluvanna County lies entirely in the Piedmont physiographic province and in Virginia this province lies between the Blue Ridge province on the west and the Coastal Plain on the east. Fluvanna contains 282 square miles of land with the upland areas of the County being no higher than 500 feet above sea level and sloping gently towards the James and Rivanna Rivers, which are both approximately 200 feet above sea level.

The average rainfall is 45 inches annually which is among the lowest in Virginia, and the average growing season usually begins around March 27th and it extends until about October 10th until harvest time in Fluvanna that is a rather productive season.

RURAL CROSSROAD AREAS (RCA)

Rural Crossroad Areas have existed in Fluvanna County for generations and they have been the natural, rural gathering places typically at a general store like in Kent's Store, Kidd's Store, at Cunningham Market and Troy Market and other stores like the Palmyra General Store that now serves as the Commonwealth's Attorney Office on Main Street in Historic Palmyra. These and many other general stores that have operated in the past provided the basic provisions and provided a central hub for the community and there are opportunities to potentially expand and enhance these areas in the future.

Rural Crossroad Areas are an important part of the County's heritage and these areas that once served as commercial and social centers should be considered for growth. In 2022, the Cunningham and Nahor Rural Crossroad Areas were identified within the Planning process as two areas along the Route 53 corridor where new small business uses could be added to serve the surrounding areas. New development within the rural crossroads should respect the existing architecture of nearby structures and the adaptive reuse of existing buildings is encouraged to continue the rural country uses.

SUSTAINABLE RURAL PRESERVATION PLANNING AND AGRICULTURAL PRODUCTION

GOAL 1 – Preserve and protect the natural and rural character of Fluvanna County

GOAL 2 – Encourage agricultural and forestal operations and productivity and ensure the availability of agricultural lands for livestock, timber and crop production uses.

GOAL 3 – Protect the surface water and groundwater resources in Fluvanna County

GOAL 4 – Protect Natural resources, including air quality, soils and rural ecosystems




GOAL 5 – Economic growth should be compatible with Fluvanna County's fragile environmental quality, important agricultural economy with rural character uses

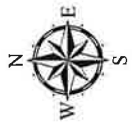
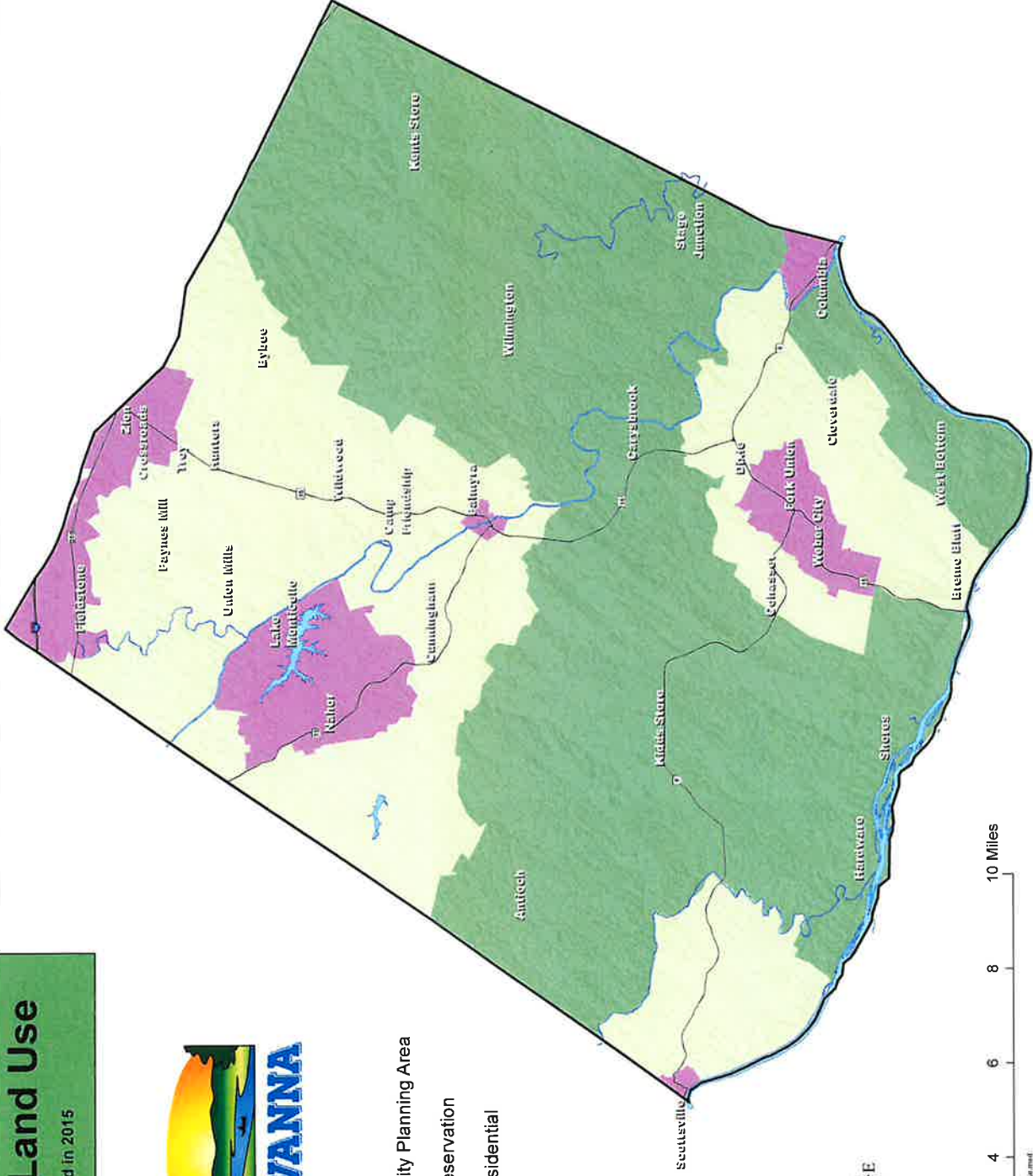


Future Land Use

Adopted in 2015



-  Community Planning Area
-  Rural Preservation
-  Rural Residential



© March 2009, Comp Plan 2015 Future Land Use.mxd

GOAL 6 – Ensure that existing and future residents are protected from noise and light pollution from suburban development that should remain in the CPAs and UDA area

GOAL 7 – Ensure the provision of capital improvements in a manner consistent with both environmental and land use objectives in order to maintain rural character area

CHAPTER 3 – ECONOMIC DEVELOPMENT STRATEGIC PLAN (FY2023 - FY2028)

Our Vision for strategic growth in Fluvanna County will be a focus on People, Prosperity and Placemaking; that will support a vibrant economy and enhance our quality of life.

PEOPLE: Improve employment opportunities to elevate residents and businesses

1. Position all of Fluvanna County's workforce through skills development

In 2020-21, the four year, on time graduation rate for Fluvanna County Public Schools was 95% above the VA state average of 93% on time graduation rate.

Project Fluvanna is priming an entry-level talent pipeline with non-college track students exploring all of the available opportunities within the local workforce.

The Career and Technical Education (CTE) department at Fluvanna County High School encourages local businesses to hire students in areas of true job growth.

Several universities and community colleges, such as the University of Virginia (UVA) and Piedmont Virginia Community College (PVCC) offer commuter classes.

2. Develop talent attraction initiatives to grow opportunities in Fluvanna County

On average, unemployment rates in Fluvanna County are lower at 3.2% than both the Virginia rate at 3.8% and the U.S. national rate of 5.3% as of 2019.

As of 2019, most County residents (9,865) commuted outside of the County for employment to regional areas such as Charlottesville and Richmond, and with (2,549) commuting into the County and (1953) residents work in the County.

PROSPERITY: Attract and retain industries that advance our communities

1. Retain existing employers and industries that build upon our strengths

The top employers include Fluvanna County Public Schools, Fluvanna County Government, Fluvanna Correctional Center, Fork Union Military Academy, along with construction, light manufacturing and retail stores such as Fielder's Choice Enterprises Inc, MMR Constructors Inc, Silk City Printing and Food Lion Market.

2. Attract growth-oriented sectors aligning with our economic objectives

Target industries can have a multiplier effect on local economies and Fluvanna County has chosen to target somewhat lower water and sewer utility users like: Business and Financial Services, Light Manufacturing, Transportation, Logistics, Health Services, Agribusiness, Food Processing and Technology. These targets are informed by our existing industries, strategic location, growing regional demand, and rural assets. These targets leverage the existing strengths and intellectual capital available in our commuter shed and position us for growth.

3. Foster entrepreneurship within Fluvanna County

A robust commitment to better entrepreneurship will help Fluvanna County to keep pace with the evolving needs of County businesses, residents and local workforce. Regional partnerships with the Community Investment Collaborative (CIC) and the Central Virginia Small Business Development Center encourage the development of business concepts and new products with real market traction.

Partnering with both education and industry is an identified route to progress, as is the development of local collaboration spaces. Fluvanna County hopes to enrich the in-county innovation process by developing a business incubator, coworking space or a maker space. A new commercial kitchen was opened by Fluvanna County in 2023 in the Fluvanna Community Center to help boost the catering, food truck and growing restaurant business within Fluvanna County.

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4. Improve the variety of commercial real estate options to support business attractions, retention and expansion efforts

Fluvanna County has ample acreage for Agricultural purposes and commercial and industrial properties with prime frontage is desirable by most prospects. Ongoing infrastructure investments in the County's future growth areas are beneficial and ensures that new public infrastructure aligns with business and community needs. The proposed Fork Union Business Park, situated along Route 15 South and near Route 6 would offer over 500,000 square feet of light industrial space to locating and expanding enterprises. In addition, evaluating the prospect of higher tiered, industrial pad ready sites among stakeholders is an identified priority in key areas of the County. Pad ready sites can accelerate a business owner's speed to market and thus increase Fluvanna's competitiveness.

PLACEMAKING: ENHANCE THE SPACES WHERE PEOPLE LIVE, WORK AND PLAY

1. Prioritize infrastructure to meet the needs of businesses and residents

Fluvanna County has easy access to major transportation routes to meet the needs of a changing and growing population within the County and Zion Crossroads Area.

Fluvanna County's road network includes Interstate 64 that allows for access to Charlottesville and Staunton as major points to the west and to Richmond and Norfolk as major points to the east and Interstate 81 and Interstate 95 are both accessible in each direction along I-64 from Zion Crossroads and Fluvanna County.

U.S. Route 15 is a major North and South corridor through Fluvanna County that traverses 800 miles from Corning, New York down to Walterboro, South Carolina. Route 15 in Virginia is from Leesburg in the north down to Clarksville in the south and this highway plays a very important part in Fluvanna County new development. State Route 6 runs through the southern portion of the County and traverses Virginia from Afton in the west and Richmond in the east as an important road.

The Fluvanna County Community Planning Areas (CPA) have identified water and sewer as areas of investment for business and industrial planned growth areas. The County will continue to invest in these planning areas in the County that include: Columbia, Fork Union, Palmyra, Rivanna, Scottsville and Zion Crossroads Urban Development Area (UDA) as the priority planned growth area. Improved water and sewer infrastructure will accelerate both business attraction and expansion efforts.

2. Leverage Tourism assets to boost Visitor appeal

In 2018, Fluvanna County produced a Tourism Strategic Plan, identifying its objectives for growth in areas of both tourism and outdoor recreational uses. Fluvanna County has elevated its marketing, branding and opportunities for tourism related businesses in the following ways: publishing 101 Things to Do in Fluvanna, erecting a Welcome to Historic Palmyra sign, Pleasant Grove LOVE sign, Buy from Fluvanna marketing campaign, From Fluvanna APP that contains all businesses and services offered in Fluvanna County and established the Pleasant Grove Certified Tourist Information Center as the official tourism location for Fluvanna County.

FLUVANNA COUNTY STRATEGIC GOALS

Goal 1: Position Fluvanna County as a business-friendly county with competitive assets in the Central Virginia region.

Goal 2: Foster entrepreneurship, business growth and expansion in Fluvanna County through business retention efforts.

Goal 3: Develop new and enhance tourism experiences, activities and events in Fluvanna County to increase tourism attraction.

Goal 4: Support Fluvanna County businesses with talent recruitment and retention challenges.

CHAPTER 4 – 2040 RURAL TRANSPORTATION LONG RANGE PLAN

The Thomas Jefferson Planning District Commission (TJ PDC) adopted the 2035 Rural Long Range Transportation Plan in 2010 and it was developed in conjunction with the VTRANS 2035 statewide multimodal long-range plan. The 2040 Transportation Plan, adopted in 2018, serves as an update to the 2035 Transportation Plan and has new data and relies on the most recent trends in transportation including a performance-based approach that mirrors the VDOT Smart Scale transportation funding process.

The 2040 Plan is designed to serve as a tool to help rural localities to better prioritize transportation projects in the Smart Scale process. Fluvanna, as a rural County, has been successful in having new roundabouts ranked and successfully funded at Route 53 and Route 618 in 2019 and a new roundabout to begin in 2025 at Route 250 and Troy Road in Zion Crossroads. In fact, in the VDOT Culpeper District, Orange County was the only other rural jurisdiction to have received funding in Smart Scale Round 4 along with Fluvanna County by equally competing with the larger, rural jurisdictions.

2040 Rural Long Range Transportation Plan (RLRP)

The TJ PDC Rural Technical Advisory Committee (RTAC) along with a Fluvanna County Planning staff member participating, established Goals and Objectives that directly relate to the VDOT Smart Scale Planning Factors such as: Accessibility, Land Use and Economic Development, Operations and Management, Safety, Congestion Reduction and Community and Environment factors that are equally important in transportation.

ACCESSIBILITY GOAL: Improve inter- and intra-regional access and mobility for All users such as people, goods and services by integrating various modes of transportation in an effort to improve connectivity in the TJ PDC Region.

Accessibility Objectives: Improve access to transit for all users by ensuring the diverse needs of an aging and changing population are met such as the elderly, disabled and persons lacking access to private vehicles; Ensure the appropriate types, connections and levels of truck and rail freight service are provided to the entire region; Continue

to support efforts to enhance access to intra-regional transit services to include air, bus and passenger rail services; and increase awareness and continue to support RideShare and Travel Demand Management (TDM) services.

LAND USE AND ECONOMIC DEVELOPMENT GOAL: Support the overall region’s economic competitiveness by ensuring the integration of land use and transportation decisions in the Planning process to enhance efficiency across all modes of available transportation.

Land Use and Economic Development Objectives: Improve the effectiveness of the existing transportation network, by recognizing internal and external future travel demands from commuters, freight and tourism activities; Assure designated growth areas are designed to accommodate a wide range of transportation modes; Target transportation improvements to support local land use and development priorities.

OPERATIONS AND MANAGEMENT GOAL: Encourage and promote cost-effective operations and maintenance of the regional transportation network that delivers optimum performance for all transportation users.

Operations and Management Objectives: Identify and prioritize addressing of physical deficiencies, to include pavement, bridges and other multi-model concerns; Improve communication among stakeholders regarding data, best practices and technologies; Develop better efficiencies for prioritizing rural roadway pave in place, rural rustic and rural addition roads; Improve secondary road network by prioritizing improvements that enhance access and improve shoulder maintenance widening for all road users.

TRANSPORTATION SAFETY GOAL: Improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.

Transportation Safety Objectives: Reduce the number of and the severity of crashes; Identify key safety deficiencies in roadway networks at intersections and along the roadway segments like spot improvements, intersections, shoulders, and railroad crossings; Identify, evaluate recommend and prioritize other safety deficiencies.

ENVIRONMENT AND COMMUNITY GOAL: Promote sustainable transportation improvements that mitigate impacts on the environment and ensure non-discriminatory planning within the region.

Environment and Community Objectives: Incorporate environmentally and contextually-sensitive design into roadway, bicycle and pedestrian facilities and transit improvements to improve or maintain the aesthetic values of the surrounding environment; Minimize environmental impacts and avoid encroachment on historic and culturally-significant assets; Promote the inclusion of minority and otherwise disadvantaged populations in the transportation planning process.

TRANSPORTATION ROAD FUNCTIONAL CLASSIFICATIONS

Functional Classification is the process by which streets and highways are grouped into classes, or systems according to the character of service they are intended to provide as roads. The functional classification defines the role that a particular roadway segment plays in serving the flow of traffic throughout the road network. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides in the system.

The classified roadway segments in the region are grouped into four major categories: Principal Arterial, Minor Arterial, Major and Minor Collector and Local roads. In 2021, Fluvanna County upgraded both Route 250 and Route 15 from Major Collector over to be Minor Arterial roads in conjunction with Albemarle County in the VDOT Culpeper District which will provide for better Smart Scale scoring and funding opportunities. This way an instrumental effort of regional planning and cooperation with Albemarle County and Fluvanna County working together as transportation planners with the support of the VDOT Culpeper District Planning Manager and TJ PDC staff members.

According to VDOT's road forecast an overall increase in traffic volume on the majority of roadway segments is expected by 2040. Some of the increased areas will include: I-64 East in Fluvanna and Louisa County with an increase by over 10,000 vehicles; US 29 South into Nelson County, US 15 South from Zion Crossroads into Fluvanna County,

and Route 53 into Fluvanna County down to its intersection with Route 15 in Palmyra with increases of 5,000 to 10,000 vehicles. The functional reclassification of Route 15 by Fluvanna County will be beneficial in the VDOT Smart Scale road funding process.

2019 TJ PDC – JEFFERSON AREA BICYCLE AND PEDESTRIAN PLAN (JABPP)

The Thomas Jefferson Planning District Commission (TJ PDC) in conjunction with the Charlottesville-Albemarle Metropolitan Planning Organization (CAMPO) in March of 2019 adopted this regional transportation plan. Increasingly, Virginia localities are recognizing that bicycle and pedestrian infrastructure offers multiple quality-of-life benefits in terms of economic development, environment, sustainability, tourism and transportation choice. VDOT and all local governments in the Planning District have recognized that providing multi-modal transportation choices is important to ensuring that the transportation system of the future in the region and the state is equitable, safe and sustainable for all users and whether they are regional residents or tourists.

The JABPP Plan Area includes such nationally-renowned tourism and recreational sites like the Blue Ridge Parkway, Crabtree Falls, Monticello, and Shenandoah National Park, where in Greene County there is one of the busiest gateways to the Park at Swift Run Gap for bicycle and pedestrian trails, a section of the Appalachian Trail that extends from Georgia to Maine and a section of the TransAmerica Bike Route 76 that extends from Astoria, Oregon to Williamsburg, VA with a portion along Route 53 in the County.

There are regionally significant tourism and recreational sites like the Charlottesville Downtown Pedestrian Mall, Albemarle County regional parks that are connected to the parks in Charlottesville, Wintergreen Resort and Pleasant Grove Park in Palmyra that is connected to other trails and boat ramps along the Rivanna River. There have been other plans that have been prepared to continue to connect the Rivanna River to the region's parks and recreational amenities to include work being done by Virginia DCR staff members like the James River Heritage Trail across Virginia and through the TJ PDC region and James River watershed connecting the existing regional trail systems.

The JABPP Plan recommendations for Fluvanna County include connecting the area of Columbia with eventual completion of the James River Heritage Trail by DCR in a way that Columbia can serve as a key trail access point and continue to make streetscape improvements along Saint James Street (SR 6) in conjunction with VDOT planning staff.

Continuing up Route 6 and onto Route 15 extend the sidewalk along the eastern side of Route 15 in Fork Union from its current terminus down to the commercial areas as a VDOT streetscape project to include connection with the completed streetscape area at Fork Union Military Academy (FUMA) with further connection towards the Route 6 area that traverses through the southern portion of Fluvanna County onto Scottsville.

Infrastructure recommendations of the Plan include utilizing the wider VDOT road right-of-way along River Road (SR 6) from Columbia down to Scottsville by paving the shoulders for a shared use lane with shoulder and spot safety road improvements. The same should be done along Thomas Jefferson Parkway (SR 53) from Turkeysag Trail (SR 1015) down to James Madison Highway (US 15) in Palmyra as part of the existing US 76 TransAmerica Bike Route and connecting up with Pleasant Grove Park.

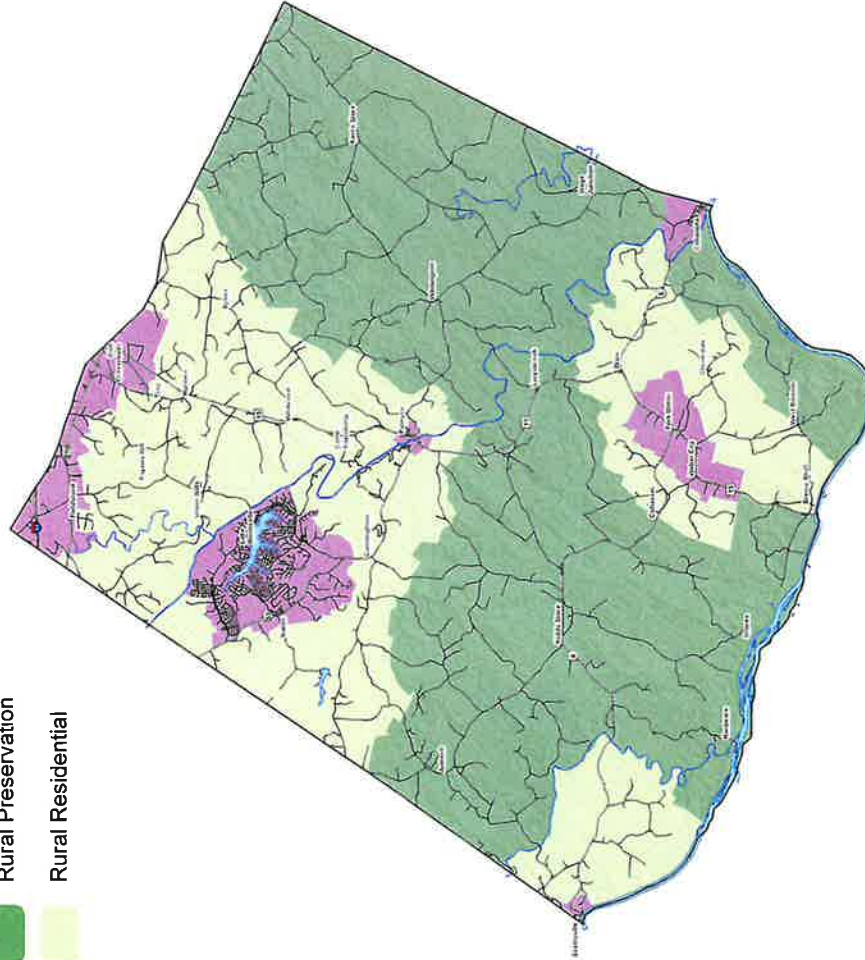
The Lake Monticello development should consider a shared use path and sidewalk facilities that will connect this major development with the all adjacent commercial developments that have existing VDOT sidewalks and bike paths onto the main roads. The Lake Monticello Owners' Association (LMOA) could partner up with VDOT to fund additional sidewalk connections to the golf cart paths and other parks and recreation areas under LMOA control to limit the need for obtaining any necessary easements.

Consider making a link to Lake Monticello to Pleasant Grove Park and Palmyra through the extension of the Heritage Trail and all the surrounding neighborhoods along the Rivanna River. VDOT can be a source of infrastructure funding for pedestrian bridges and the Department of Wildlife Resources (DWR) can assist with boat ramp amenities that provide for canoes, kayaks and rafting companies that travel on the Rivanna River.

Future Land Use

Adopted in 2015

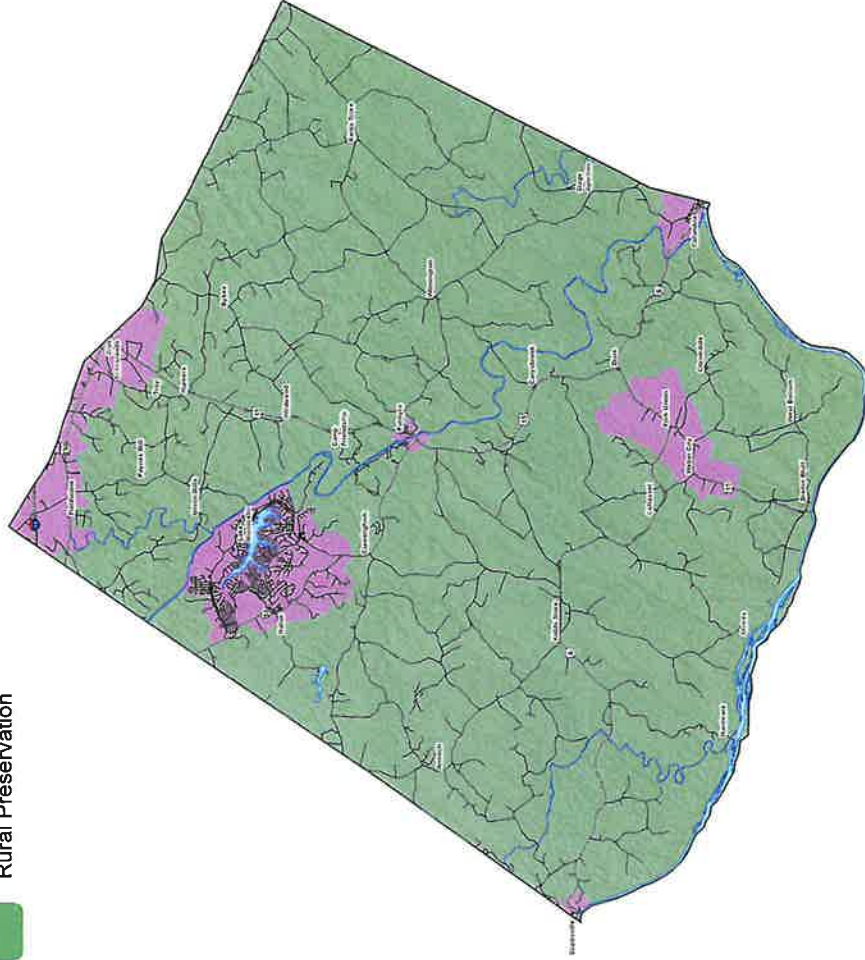
- Community Planning Area
- Rural Preservation
- Rural Residential



Future Land Use

Potential 2040

- Community Planning Area
- Rural Preservation



There are several multi-use and shared path trails that are being planned to traverse through Fluvanna County and the comprehensive planning process is where staff has been engaging with other state and regional planners along with other existing trail operators such as the other highly successful trails like the Virginia Capital Trail that operates between the City of Richmond / Henrico County and down to James City County / City of Williamsburg connecting the current and colonial Virginia capitals.

The planning process that is used when working on any multi-jurisdictional trail, such as the James River Heritage Trail, includes these types of goals that make a plan work:

Planning and Data Sharing with inter-jurisdictional coordination and the updating trail data; Access to the Riverfront public access to the river for both land and water-based activities; Private Property Rights be sensitive to adjacent property owners through the adequate monitoring and management of the trails and use of good design standards; Shared Roadways Safety existing road routes should be safe and enjoyable and where possible the use of park roads and off-road trails; Preserving the Resource promote and preserve integrated green corridors for aesthetics, habitat, water quality and the recreational benefits of such trail system; and Financial Planning for Sustainability to develop a stable and diversified funding portfolio to plan for, construct, operate and maintain any trail system and state and federal grants can be very helpful to a project.

CHAPTER 5 – PUBLIC FACILITIES AND UTILITIES INFRASTRUCTURE

2020 – 2060 Utility Master Plan as prepared by Dewberry Engineering: Fall 2022

The Fluvanna County Capital Improvement Plan (CIP) includes utility infrastructure projects, especially within the Zion Crossroads Urban Development Area (UDA) in the northern area of the County. It is important to use this Utility Master Plan more as a living document and coordinate the needs of the actual growth with the availability of resources and demands at various stages of this projected utility development plan.

Cost efficient, environmentally sound water and wastewater service is a major and important contributor to the County's overall quality of life and new development. This plan will need to be updated by the Public Works Department based on actual development in the County and in direct response to the changes that the County makes to its Comprehensive Plan during the next 20-25 year planning timeframe.

The implementation plan establishes the timing by phase and the cost associated with each water and wastewater improvement project needed to meet projected growth during the 20 year planning period and to continue to improve the existing systems. There shall be an initial focus on the short-term water supply goal on rehabilitation and maximizing the available system capacity in the County wells all while the James River Water Line (JRWL) process is ongoing towards completion. The next major project will be the construction of a County owned Water Treatment Plant (WTP) located within Zion Crossroads to serve the UDA properties for economic development purposes.

The Fork Union Sanitation District (FUSD) water system is located along Route 15 and includes parts of Carysbrook, Dixie, Fork Union, Bremono Bluff, Cohasset and Weber City. The Pleasant Grove water system serves the Fluvanna County High School complex and the park tourism center and recreational office building on a small, closed well system. The Palmyra water and wastewater system serves the Palmyra village and government center complex and surrounding commercial uses on a larger water and sewer system. In the future, the interconnection of the smaller water systems will provide necessary looping and much better water pressure to serve the additional commercial land uses.

Chapter 6 – FUTURE LAND USE AND COMMUNITY PLANNING AREAS

The 2040 Comprehensive Plan categorizes the County into one of two classifications: Community Planning Area or Rural Preservation Area and the designation of each of these areas is based upon the existing conditions, existing and planned public facilities and services, the direction of growth or preservation, transportation and other factors.

Rural Preservation Area

The Rural Preservation Area is intended to be the least developed area of the County especially as it relates to residential density and it is not intended for rural cluster lots. Large public parks, like Pleasant Grove, agricultural and forestal districts, family farms, and passive open spaces should comprise most of the land uses with very low density residential development that serves those residents that reside on the working farms.

Large subdivisions in the Rural Preservation Area they should be discouraged since the existing County infrastructure such as public facilities like fire stations and schools are typically far away and can cause delayed response times and longer school bus routes. The importance of maintaining both the Scenic views and the Rural landscape of the County comes down to what constitutes Rural Character and most importantly how do we preserve it through the Comprehensive Plan and revisions to the Zoning Ordinance.

Agricultural activities with barns, pastures, livestock along with rustic country stores and antique shops, along with productive orchards and vineyards accessed by long, windy gravel roads, mainly containing farm combines and cattle trucks on them are what make up rural character elements along with tree lined gateways and roadways.

The small town and rural character of the community is a major asset, and depends on the isolated farmhouses on open farmland with crops, forests, livestock and wildlife. If Fluvanna County is to remain rural then these rural qualities must be protected by us all and by protecting and enhancing natural features and scenic views in the County.

Public comments from County residents, which were refined by the Rural Preservation Advisory Group, focused on the strong desire to preserve the scenic beauty as an asset of Fluvanna County. The threats to this invaluable and irreplaceable resource include incompatible development, residential growth pressures, that also lack commercial and office uses and light and noise pollution if not properly regulated through the County ordinances. The Comprehensive Plan process seeks to support and carry forward the proper process to continually protect and preserve the rural character.

These scenic views can be found along important corridors and can serve as gateways into the community that each corridor serves in Fluvanna County. Special measures such as scenic corridor regulations could be taken to preserve these views along the primary gateways and corridors such as: US Route 250 (Richmond Road) and Route 15 (James Madison Highway) that form the Zion Crossroads Urban Development Area (UDA) gateway area that is shared with Louisa County and is a part of a Gateway Plan.

The Route 53 (Thomas Jefferson Parkway) corridor is a strategic area that contains the Cunningham and Nahor Rural Crossroads Areas for special consideration for gateway intersection designations to further enhance the rural, commercial characteristics of both of these areas along Route 53. Features such as quality site landscaping, limited signage, and screened parking areas positively affect the visual quality of gateways and overall corridor designs. Formal and informal measures are available to address the needs of these corridors. These methods include community-defined designs within the corridors that then correspond with Corridor Overlay Areas being added to the Zoning Ordinance; the VDOT Adopt-A-Highway Program being used for community cleanup drives and roundabout and gateway entrance area landscaping projects.

The focus for much of our Plan revision work was to encourage new development to migrate towards the Zion Crossroads Urban Development Area while still having both new office and commercial shopping center development to be added around Lake Monticello. Commercial areas such as Jefferson Centre Shopping Center and the Main Gate area both have good potential to provide the necessary retail grocery stores, medical office spaces and supporting uses to service the needs of the surrounding area in the County that were demonstrated at a high level during COVID-19 conditions.

CHAPTER 7 – FLUVANNA HOUSING AND AGING IN PLACE PLAN

This page is intentionally left blank for review of the Regional Housing Plan during the planned Spring 2023 Public workshops and Aging in Place concepts for senior residents

CHAPTER 8 – PLAN IMPLEMENTATION & APPROVED CONSULTANT DOCUMENTS

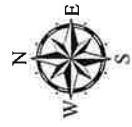
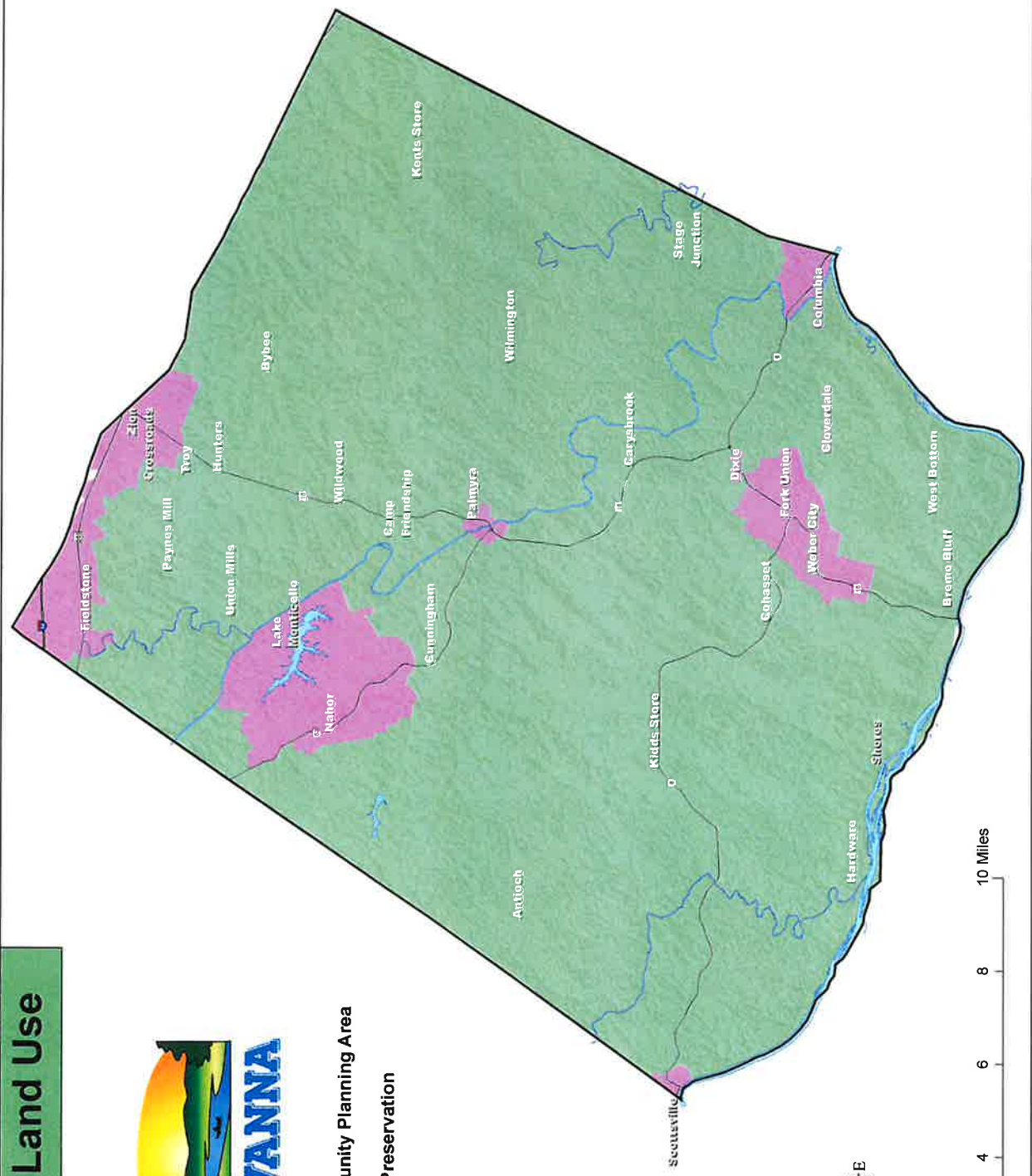
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Future Land Use



-  Community Planning Area
-  Rural Preservation



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