Town of Louisa
Comprehensive Plan
Adopted
January 16, 2018

"In the heart of it all"

Table of Contents

Introduction. 4

Louisa Yesterday 7

Louisa Today 12

- Background. 12
- Government 12
- Services 14
- Population. 16
- Finances 18
- Capital Improvements 22
- Housing and Growth Management 25
- Economy 30
- Transportation 34
- Infrastructure 37

Louisa Tomorrow 40

- Existing Land Use 40
- Future Land Use 43
- Growth Policy Statement 52
- Town Council Vision 53

Appendix I Budget Information

Appendix II Town of Louisa Zoning Map

Appendix III Town of Louisa Future Land use Map

Appendix IV Louisa County Transportation Plan (Louisa Section)

Appendix V Louisa County Long Term Water Supply

Louisa Town Council Vision Statement

"The Town of Louisa is the center of government, commerce, culture, and arts for the County. As the heart of the County, we take responsibility for our destiny and commit to leadership that will ensure our economic and collective success. We are a community that preserves and builds on our history while retaining our social fabric and small town appeal. Our Main Street defines us, providing a sense of place and identity, and drawing citizens together to create a progressive, vibrant, and caring community."

Louisa Town Council

Mayor R. Garland Nuckols
Vice Mayor Jessie Lassiter

A. Daniel Carter
H. I. "Bud" Dulaney
Mary Jane Clark
James Artz

INTRODUCTION

In January 2007, the Louisa Town Council asked the Town of Louisa Planning Commission to review and update the 2004 Comprehensive Plan as a result of several issues that came to light. Most significant was the rezoning application submitted by Wal-Mart, USA. Although the rezoning process was cancelled at the applicant's request, the process identified several weaknesses in the existing Comprehensive Plan and suggested an update was needed prior to the five year review period. Beginning in January 2012, the Planning Commission began the five year review of the Comprehensive Plan. The existing plan was examined for content, census data updated, and the commission reviewed the overall goals of the town's growth and economic development. Additionally, changes in zoning and land use ordinances were incorporated.

Since the last rewrite of the Town of Louisa Comprehensive Plan, the town participated actively in the developing of the Louisa County Transportation Plan and the Louisa County Regional Water Supply Plan, both documents will be incorporated by reference into this comprehensive plan.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan, in general, is an outline of the kind of community the residents of an area wish to have in the future. The Town of Louisa Comprehensive Plan includes information about the past and present – the people who live here and the town's physical characteristics. The planning process includes an examination of the town's assets as well as its problems, and the development goals, which will maintain the assets and alleviate the problems. The plan suggests some ways to achieve these goals, but they are intended to be examples of the possibilities and not limits to the imagination. The plan also recognizes that resources, both human and physical, are limited and that by planning ahead, the town staff and council can often achieve more than one purpose with a single action.

WHY DO WE NEED A COMPREHENSIVE PLAN?

In addition to efficient use of resources, there are two additional reasons for adopting a Comprehensive Plan. The most compelling is that Virginia State law requires it: "Every governing body in this State shall adopt a comprehensive plan for the territory under its jurisdiction … with the purpose of guiding and accomplishing a coordinated… and harmonious development of the territory which will…best promote the…general welfare of the inhabitants." The second reason is that a comprehensive plan provides a reasoned justification for the local zoning ordinance. A zoning ordinance, which is not based on a comprehensive plan, can often be successfully overturned in court, simply because the local government cannot provide reasons which justify the zoning decisions.

Work began on revising the comprehensive plan in the winter of 2007 and was completed and adopted in December, 2007. Many changes have taken place since within the town since the 2007 re write of the original plan which has led to a 2012 revision. The following is the 2017 five year update.

It is for these reasons that the Comprehensive Plan was developed. This Plan is intended as a guide for the future which should be re-examined regularly, and it will be changed as conditions and attitudes of town resident's change.

Town of Louisa Planning Commission

Chairman A. Carter Cooke

Maxine Butcher ***Cochran Garnett***
Ronald Bullock ***A. Daniel Carter***

The Town of Louisa Comprehensive Plan Summary

- Achieve a balanced and sustainable land use pattern that will retain Louisa's historic, small town character in a rural setting.
- Uphold a high standard of environmental stewardship.
- Provide safe and orderly flow of traffic in Louisa.
- Encourage a range of quality residential development and redevelopment sensitive to the town's interest in maintaining its character, being pedestrian friendly and providing parks and open spaces.
- Create and sustain commercial development within the commercially zoned core area in the center of town.
- Preserve and protect the town's historic and cultural resources to maintain a unique sense of place and provide for increased social interaction.
- Control type and rate of growth of residential and commercial development to ensure infrastructure can support it without overloading.

The Comprehensive Plan provides a series of strategies to ensure that the town and surrounding area continue to be positioned prominently among jurisdictions as an exceptional place to live, work and visit.

The Town of Louisa's Comprehensive Plan is a policy and strategic guide for public decision-making. The Plan describes the community's historic, physical and social character, examines and responds to local and regional issues, and provides a blueprint for the future. The Plan also describes a desired future and provides recommended paths for attaining that future state.

Key Action Items

1. Monitor the number of sewer and water taps granted for new development in the town and surrounding area to protect the groundwater resources for the town. Connections should be approved only when capacity is available and the existing pipelines can support the new customers without decreasing the quality of service for others.

2. Evaluate existing town and county zoning district regulations and the Zoning Map for their compatibility with the goals and policies of this Plan, and identify necessary or desirable amendments.

3. Review town ordinances and regulations accordingly, to ensure that growth is managed to avoid overtaxing public services.

4. Expand and refine the town's capital improvements plan and establish a funding plan for long term capital needs for all public facilities and utilities.

5. Assist local landowners/developers to maintain open space by identifying and designating specific natural features and locations in and around the town for public open space. Suggested means include bike paths, community gardens, wildlife refuges, old railroad right-of-ways, and historically significant places.

Louisa Yesterday.....

The ordinary or tavern, located at the site of the courthouse, served as a place of refreshment and lodging for the justices and visitors to the monthly courts and also to such travelers who might go through the county on the roads from Richmond to Charlottesville. This, however, was not the only function of the establishment. It served as a gathering place for persons on scores of duties or pleasure bent. Legal notices and newspapers were on file, mail was distributed and the taproom was a clearinghouse for news and gossip. The tavern carried a small stock of necessities, which could be purchased by the surrounding populace.

No record exists as to the growth of this plantation settlement, which on Court Days became a scene of commercial activity. It is hoped that customers were served with a more substantial and cleanly fare than that which prevailed in 1782 when the Marquis de Chastellux made his pilgrimage through Louisa Courthouse on his way to visit Mr. Jefferson at Monticello.

In his account of his trip, he records that on April 17, 1782, while traveling from Willis' Ordinary, which was located in the vicinity of where Bumpass or Buckner are today, he still had about twenty seven or eight miles to ride to the only tavern where it was possible to stay before reaching Mr. Jefferson's - this being Boswell's Tavern. He had been strongly advised by M. de Rochambeau, who had traveled the same road two months before, not to sleep at the tavern at Louisa Courthouse, it being the worst lodging he had found in America. However, in his curiosity to see the place and using the pretense of inquiring for the road, Chastellux went in and saw that there was no other lodging for travelers than the landlord's own room.

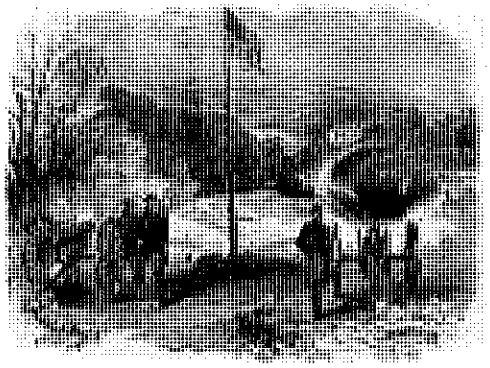
The landlord, Major Thomas Johnson, was a man of enormous girth - to the extent that he was confined to an armchair in which he lived, slept, and ate, unable to arise. Rochambeau described the place as the dirtiest, most shocking, most stinking barracks he had ever seen and that the Major lived with a wretched woman who wasted his property and left him to die of uncleanness and misery. This was the same Major Johnson who opposed the removal of the courthouse to another site in 1787, no doubt due to the fact that he, as a justice would be unable to attend court on account of his highly inflated condition.

An Act of Congress, approved April 23, 1800, established a "post road from Fredericksburg, by Spotsylvania Courthouse and Louisa Courthouse to Columbia." This road was to connect the Rappahannock River and the James River and is roughly Route 208 of today, which reaches from Interstate 95 to Interstate 64 at Ferncliff.

A post office was established at Louisa Courthouse on September 19, 1800, and the first postmaster was Ludlow Branham. The mail at this time, was carried by post riders and stagecoaches. Apparently this assumed some degree of regularity in delivery. Prior to these methods they had not before prevailed in regularity.

No actual records of the village exist as to its content in the manner of occupants or business until the publication of a "Gazetteer of Virginia" by John Martin in 1835. In this work, Louisa Court House is described as a Post Village, located 110 miles southwest of Washington; 54 miles northwest of Richmond and 30 miles from

Charlottesville. It contained, besides the Courthouse, jail, and a large house of worship, the following merchandise stores; a silversmith, blacksmith, 2 carriage makers, a shoe maker, cabinet maker, saddler, 2 taverns, a milliner, 2 lawyer's offices and a physician's.
A total of nineteen places of business but there was no mention of the population of the Village as there were, at that time, no boundary lines.



On December 1, 1838, the Louisa Railroad, which had been started in 1836, reached Louisa Courthouse. Thus began a contact with the outside world for what had been a landlocked settlement, served only by post roads and wagon trails and which had grown to the status of a village, with streets, stores, and professional men. The coming of the railroad proved to be a boon to the village in later years and was a contributing factor to its growth.

Louisa played a part in the Civil War, not only furnishing a Company of men, the Louisa Blues, as a part of the 23rd Virginia Infantry of the Confederate forces, but also as a result of the Battle of Trevilian Station, which occurred on the 11th and 12th of June, 1864. This battle occurred when Sheridan attempted a raid on the Virginia Central Railroad in an attempt to break General Lee's vital supply line from the Shenandoah Valley. Some 13,000 cavalrymen were involved in the battle, of which 1,619 from both sides were either killed or injured. Field hospitals were set up at the Trevilians Depot and at the Tavern, together with additional ones at Louisa in the Methodist Church, the Courthouse and many private homes. Oakland Cemetery on West Street in Louisa provided the last resting place for 94 marked but unknown victims, of this fierce battle.

At the time of the incorporation of Louisa Courthouse as a town, Chataigne and Ellis, in their Virginia Business Directory and Gazetteer, show that the town contained about 250 inhabitants. Included were four churches, a hotel, seven lawyers, one druggist, one saddler, one milliner, one confectioner, a lumber firm, a music store, seven general stores, one general merchandise merchant, and one liquor dealer (exclusively), one grocer, one flour mill, one distiller, and a tinner, in all twenty-seven places of business.

The Town of Louisa was incorporated under Chapter 125 of the Acts of the General Assembly 1872-1873 and approved on March 8, 1873.

The boundaries of the Town were stated in the Act, but the designation of the various corners and markers were so vague that it is almost impossible to determine from the descriptions exactly where they lay, as it called for lines to trees, fence corners, posts, etc. A plat of the boundaries does exist and from it can be determined the approximate boundaries.

The officers were to consist of seven trustees, who would compose the town council, and the following persons were named in the Act: George J. Sumner, Hyman Levy, F.W. Jones, Jesse W. Melton, Henry W. Murray, Dr. Gulielmus Smith, and Samuel H. Parsons. They were given the power to pass all by-laws and ordinances for the governing of the town; provide for keeping the streets; grading, paving, and making such other necessary improvements. To accomplish these ends, they were empowered to levy

such tax as they might deem proper on all property in town not exceeding fifty cents on the one hundred dollars and on all avocations, professions, and business as were subject to taxation by the revenue laws of the state.

The Board of Trustees were to elect a president from its own body who would preside at all meetings, and when the trustees were equally divided should, in addition to his own vote, give the deciding vote.

Annual elections were to be held on the first Monday in November; seven trustees and one town sergeant were to be elected by the qualified voters. The Trustees were empowered to elect a secretary to the council, who would be ex-officio treasurer of the town and who was to give bond for all funds that would come into his hands. The collection of taxes, however, was one of the duties of the town sergeant.

It might be well to recall here that 1873 was the beginning of the financial panic under President Grant which was to last for six years, but this apparently did not have a tremendous effect upon Louisa, inasmuch as the area had never recovered from the so-called Reconstruction after the Civil War.

The first meeting of the Town Council was held on March 8, 1873, with the gentlemen named in the Charter in attendance. From this group, George J. Sumner, a merchant of the town, was elected President or Mayor of the Council and served for two terms. At this meeting, a set of bylaws or ordinances by which the town would be governed were adopted. These were mostly police regulations and the penalties, which would be assessed for failure to observe them.

The next few years, according to the records, were concerned with such mundane matters as the repairs of streets and sidewalks and the general administration of the town government. In 1878, the first streetlights, twelve in number, were installed and were large oil lamps on posts placed at strategic locations in the Town. These were attended to by Mr. W.H. Vaden, who came around each morning with a small ladder, a pair of scissors for trimming the wicks, a can of oil, and tissue paper for cleaning the globes. He would then return about dusk and light the lamps for the night. It was not until 1925 that adequate electric lights for both municipal and private homes were secured from the Louisa Light & Power Company at Mineral, an operation conducted by the Fisher brothers. Prior to this, there had been several attempts to operate a small light plant using direct current furnished by a gasoline engine and a generator, but this was never successful. Several of the stores had their own private Delco plants and some even used gas for lighting.

The sidewalks in 1873 were mostly plank walks laid in the Main Street business area with walks made of tanbark for the outlying sections. By the early 1900's these had gradually been replaced by some cement sidewalks in the business area, with the merchants paying a proportionate part of the cost. It was not until 1906 that, by the aid of a $6,000 bond issue, cement walks were completed to the corporate limits of the town.

A disastrous fire in January 1888 almost completely wiped out the entire eastside of Main Street and paralyzed the business district. This was the block directly across the street from the courthouse. It was several years before the town recovered from this loss and the slow task of rebuilding is shown on insurance maps owned by the Louisa County Historical Society.

The water supply for the town in 1873 consisted of individual wells and a public

well located at the corner of the courthouse property, which was jointly owned by the county and the town. The county relinquished its entire interest in the well in 1916 and the town began furnishing water in limited quantities to the outlying properties in this year. The next water system was installed in 1926 at a cost of $35,000, which was obtained by a bond issue. This system consisted primarily of a well-house, spring and pumps to provide water. Fireplugs were installed and a volunteer fire department was organized, their first building being constructed in 1929. The company has rendered invaluable service to the town and surrounding community over the years.

In 1935, the town purchased ten acres of land about one and one-half miles west of the town to be used as a municipally owned cemetery with perpetual care. This has been enlarged by the purchase of adjacent land and has proven to be a beautifully kept project.

The streets of the town from 1873 until around 1921 were dirt roads supplemented by an occasional fifty-ton car of gravel, which was placed in the most strategic and well-needed places. In 1921, the State Highway Department ran its first hard surfaced road through the town of what was then State Route 39. This road was an eighteen-foot wide cement ribbon, which left a considerable amount of unpaved street on each side. This condition was remedied in 1928 by an extension of a cement roadway from the highway to the curbs on both sides by the town through the business section, thus eliminating the existing expanse of dirt and muddy problems of the portions of the street.

A small sewer disposal system had been installed back in the 1920's, which only took care of portions of the landowners. A majority of them had septic tanks and in 1958, the town secured a bond issue in the amount of $240,000 and constructed the present system. All of these improvements meant the passing of the outhouse which had been a feature of the town at its beginning and which was a subject of some of the first ordinances.

Of the seven churches now in the town, four of them were in existence when the town was incorporated. The Louisa High School (current site of the Town Hall and Arts Center) on Fredericksburg Avenue succeeded the old Haley High School on Elm Street in 1907. This was completely gutted by fire in February 1924 and was rebuilt and continued as a high school until around 1940 after which it became an elementary school until 1987. In the late 1890's and on through until the 1920's, Louisa was known as a summer esort. This was before the advent of good roads and the automobile. There were several ladies - Mrs. Douglas Chaney and Mrs. Charles Donnally - who had large homes and took in what we called "summer boarders" along with the Louisa Hotel (now the Cooke Building) which was always filled. The people would come from Richmond and the peninsula to get away from the hot, humid city air and to enjoy good country food.

Mr. SS Griffith operated the hotel and he had a large hardwood platform built just outside the dining room windows, with Japanese lanterns and little tables and chairs placed about the lawn, while a Victrola played music from the dining room window for dancing.

One of the features of the town was the attendance of large crowds from all over the county on Court Days held in March and December of each year until the advent of the automobile, good roads and the telephone. People would come to Louisa in March to see who had lived through the winter, and in December to get their Christmas "Likker".

They also brought every conceivable object which they thought they could sell or swap.

It has been estimated that literally thousands of persons would gather here on those days, some traveling all night to arrive for the big day. The late John Bibb, who attended a Presidential Inauguration in Washington, made a comment on the size of the crowds. Someone remarked on the size of the crowd there and John, drawing himself up in all of his dignity, laid him low by saying: "Hell, man, you have never seen a crowd until you have been to Louisa Courthouse on a March Court Day".

The only comparable occasion was August 17, 1905, when the present courthouse and the Confederate Monument were dedicated. A Confederate reunion was held in connection with this event and a number of outstanding speakers were present. It was estimated that an attendance of around ten thousand persons participated, which, if correct, would be the largest public gathering of any kind to assemble here.

The Town of Louisa owes its origins to the location of the county courthouse within the limits of the present town. The first session of the court was held on December 13, 1742. A permanent courthouse was demolished when the new courthouse was built in 1905.

Further development of Louisa was encouraged by the construction of a rail link with Richmond in 1838, and extension of this line to Gordonsville in 1850. Because of its role as an administrative center and its transportation links, the settlement around the courthouse continued to grow. The first census after incorporation showed the town had a population of 315.

Louisa residents have been served by a newspaper since 1879. Name and ownership of the paper changed several times until November 7, 1912, when it appeared under its present name as "The Central Virginian".

Since 1873, the incorporated area of Louisa has grown several times through annexation of land from Louisa County. The most recent expansion, effective January 1, 1977, more than tripled the town's acreage and increased the population by 50 percent. It also captured the new commercial development along routes 22 and 33 and improved the tax base of the town.

Louisa Today....

The Town of Louisa has retained its rural nature and has a rustic feel throughout its downtown. The primary transportation artery is Main Street which is divided into a governmental and public use theme on the south side, and retail shops on the north. The west side of Main Street in the downtown area consists of the historic courthouse, historic jail, three churches, the post office, and other supporting government office buildings.

The town is the county seat for Louisa County. As an incorporated town, Louisa serves as a government center, hub of commerce, and a residential area. As most towns do, the town operates a water distribution system, a wastewater collection system, and a sewage treatment plant in conjunction with Louisa County. Other public services are police protection, solid waste removal, maintenance and operation of two cemeteries (one is a historic Civil War cemetery) as well as zoning, planning, and general administration.

The Town of Louisa is in an ideal geographical position for growth and development. Situated in the Virginia Piedmont region on a ridgeline separating the North and South Anna river drainage basins, the town is a crossroads for Central Virginia. State Routes 208, 22, 33, 628, 669 and the CSX Tracks which are leased to Buckingham Branch Railroad tracks all converge within the downtown vicinity. The transportation corridors, coupled with the recreational tourism of the Lake Anna area and the commercial development at Zion Crossroad, support a vibrant and popular residential community.

Growth in the residential sector is being spurred by the skyrocketing land and construction prices in the Charlottesville/Albemarle region as well as the west and northwest expansion of the Richmond metropolitan area. The development of the North Anna Nuclear Power Plant provided a stable residential population when the plant opened in the early 1970's. Virginia Dominion Power has applied to the Nuclear Regulatory Commission to expand the existing two-reactor plant to increase the electrical output. Consequently, residential development speculators are claiming their stakes for future rights to provide housing for the expected influx of temporary and permanent workers.

While the future of residential growth is promising, due to the rural nature and un-crowded secondary roads, commercial and industrial growth is hard to attract for the same reason: the town is over nine miles from a major transportation artery (I-64).

Government

Offices

In 2006 the Town Offices relocated to 212 Fredericksburg Avenue. In an adaptive reuse project, the former Louisa Elementary School was renovated to house the Town Council chambers as well as the mayor, town manager, treasurer, clerk and administrative staff offices. The police department gained use of the vacated building at 219 East Main Street. The public works building on Main Street houses the town's maintenance crews and equipment.

Elected Officials

The governing body of the Town of Louisa consists of a mayor and five council members who meet on the third Tuesday of each month in the Town Hall Council chambers. The mayor and five council members are directly elected at large every four years with staggered terms for council members. Once elected, the council chooses a vice-mayor.

Appointed Officials

The mayor appoints council members to standing committees, each being responsible for the general supervision of all matters related to that committee. The mayor and town manager are ex-officio members of these committees. At present, there are six standing committees: Cemetery, Personnel, Police, Sewer/Water, Streets/ Sidewalks, & Legal Matters.

The Town Council appoints a five-member Planning Commission, which makes recommendations to council on rezoning requests and is responsible for revising and recommending to council the town's Comprehensive Plan.

A Board of Zoning Appeals is appointed by the Circuit Court based on recommendations from the Town Council. One member of this board is always an active member of the Planning Commission. The Board of Zoning Appeals makes decisions on requests for variances and hears appeals of decisions made by the zoning administrator.

A seven-member Economic Development Authority is appointed by the Town Council as well. The EDA is tasked with attracting business enterprises toward the town and is authorized to provide incentives to encourage business development. One incentive that the EDA has, is the ability to issue bonds on a tax-exempt basis allowing a business to relocate within the town at minimal costs. While originally designed to entice industrial operations to locate within the town, the EDA serves more as an economic development agency, contributing to tourism and community development projects such as the Farmers Market.

In 1981, Louisa's first town manager was employed. The town manager is the administrative head of the town government, is hired by the council, and is responsible for the administration of the total personnel, fiscal, planning and maintenance programs. The town manager also serves as the zoning administrator and the subdivision agent.

The zoning administrator processes requests for variances, special use permits, proffers, and rezoning, and ensures that proposed construction or changes in the use of land or buildings conforms to existing zoning.

Council also employs a treasurer, a clerk of the council, a town chief of police, a public works director in addition to supporting personnel. A town attorney is retained on a contract basis.

Services

General

The town employs a six-officer police force (including Town Chief), a four employee administrative staff, and four fulltime public works and utility workers. The police department is staffed to operate approximately 24 hours a day, seven days a week. During the FY 2016-2017 Town Council voted to also add up to 8 auxiliary police officers. At this time, the auxiliary are volunteers. The PD provides public safety protection in addition to services provided by the Louisa County Sheriff's Office. The administrative department handles utility billing, taxation issues, zoning, building, planning and other general government administration duties. The public works crew maintains public grounds and cemeteries, operates the public utilities, and responds to general emergencies. These essential public services are all provided by town employees without outsourcing.

Fire Protection

Fire protection is provided locally by the Louisa Volunteer Fire Department who are augmented by paid career staff fire fighters and emergency medical technicians The County also has a Hazardous Materials Response Team that includes members of the Louisa Volunteer Fire Department. The department has multiple trucks with pumping capacities between 1250-1750 gallons per minute and has earned a fire insurance rating of 7. The fire insurance ratings provide the community, business owners, potential residents and insurers a comparative level of fire response that is available. The scale runs 1 to 10 with 1 being the lowest score. The Town of Louisa has ample hydrant capacity and in 2017 began an annual analysis and testing to insure continued use when needed.

Police Protection

An important service which Louisa provides is police protection. The Town of Louisa Police Department is allocated nearly 33% of the town's general fund operations budget, which in FY 2017-2018 totaled $481,000. These funds provide salaries for the Chief of Police and five police officers, as well as money for supplies and equipment. The police vehicles are equipped with two-way radios, enabling officers to be dispatched by the county's Sheriff's Office. The emergency 911 system is in effect and is operated by Louisa County.

At the present time, Louisa's six-man force is adequate, although there are times when the town must rely upon the county's Sheriff's Office. While staff authorizations are adequate, it is becoming increasingly difficult to hire and retain qualified officers. The size of the department and relatively lower wage scales compared to the adjoining metropolitan areas make recruiting difficult; especially when there are shortages state wide in local police and county sheriff's departments. In the not too distant future, as more people move into the community, increased police manpower may be needed to maintain around-the-clock coverage and provide the level of services the citizens have come to expect.

Municipal Solid Waste Removal

Curbside garbage collection is a free service provided to residential sites within the corporate limits and a nominal tipping fee is charged for commercial sites.

Commercial refuse pick-up and residential pick-up is once per week. The commercial fee includes canister rental, as well as collection and disposal. The trash is carried to the Louisa County Sanitary Landfill located just east of the Town of Mineral. During the FY 2016-2017 Budget process Town Council determined that costs associated with trash pick-up were escalating. New trucks were needed to continue and staff was becoming harder to find for a part time basis. Town Council voted to outsource the system and solicited bids from contract companies. A contract was entered with the lowest bidder for a 5 year period to include trash pickup on Mondays each week and recycle pick up twice a month. The company delivers waste to the land fill and the Town pays tipping fees to the County.

Brush Removal

The Town operates a free residential brush removal service for all non-commercial properties. The service is offered twice each month and simply requires the brush be cut into manageable lengths and left curbside. The town instituted this service to help recycle waste and prolong the life of the Louisa County Landfill. All brush collected is ground into mulch.

Recycling

The town offers a recycling program, which picks up residential and commercial recyclable items. The Town contracted company handles the recycle program and pickups are made every other Wednesday by the contracted company in marked vehicles. The recycle program is not as effective as hoped; barely 30% of the residents take advantage of the service. All recyclables are accepted at this time.

Recreation

Through cooperation with the county, a town park was created, which contains a walking path; the park is located in the residential neighborhood, bordered by Meadow, South, and McDonalds Streets. Additionally, in June 2007 a new park facility was opened as part of the twelve-acre Town Hall Complex on Fredericksburg Avenue. In August, 2008, the Louisa Arts Center was opened which began providing entertainment, education and community services in the Arts. The Cooke-Haley Theater is a 200 seat Performing Arts Center and the Purcell Gallery is an 800 square feet gallery for the exhibition of 2 and 3 dimensional works of art. The Louisa Arts Center is operated by the Louisa Downtown Development Corporation, a 501 C 3 nonprofit organization. Additionally, the Town of Louisa supports Little League Athletics. The County of Louisa supplies the area with a Parks Recreation and Tourism Department. The Town of Louisa offers a Louisa Historical Society with a local museum which offers, pictures, demonstrations, restored buildings, and full museum of local history.

Other Services

Louisa County and several public service agencies, which operate throughout the county, have offices in Louisa because it is the county seat. These organizations provide many other public services and include the Department of Human Services, the Louisa Volunteer Fire Department, and the circuit and county courts. Although the rescue squad is located outside the town limits in the county's Industrial Air Park it provides this service to the town. Town residents benefit from these agencies in a variety of ways, such as increased retail trade and sales tax receipts, low-cost accessibility to services, and a greater number of jobs available close to the town. The public library moved from the town in 2003 and is now located in the high school complex, approximately five miles east of the Town of Louisa. The old public library building on West Street, owned by Louisa County, houses "Reading Windows" currently and is used by the Louisa County Parks and Recreation Department to offer exercise and other classes. The Health Department relocated to the Betty Queen Intergenerational Center grounds during the fall of 2012.

Population

Trends

The population of Louisa has shown significant growth in the last fifty years, beginning with a 67% increase during the decade of 1950-1960, followed by a lull in the 60's with only a 10% growth. During the 1970's there was a 34% increase in the population due in part to annexation, and again in the 1980-1990 decade there was solid growth of 28% which, was exceeded by one percent (29%) in the last decade – 1990-2000. The 2015 census showed a population increase of 4.2% between 2010 and 2015. The town's population is now at 1,621. This increase is the result of Louisa's role as administrative center for the county and the commercial center for the surrounding area, especially Lake Anna's ever- increasing population. Future growth of the population will depend on growth of the county at large by attracting industry to the area, with jobs and the related service industry growth that naturally follows. The population of the town has a fairly even distribution of citizens in four broad age categories. When this distribution of citizens is compared with the figures for the county there is a less significant difference in the 65+ category, with 21% of the town's total population being over 65 in comparison to the county's 14%. The most significant minority in the town is the Black population, which is approximately 27% of the total population, matching that of the county.

There are a number of difficulties in attempting to project the future population of Louisa. The number of new jobs, which will be created in the area, is uncertain and the number of jobs is a major component of population growth. While new job creation would most certainly result in an increase in the population of the area as well as an expansion of commercial activity, it is hard to predict whether people will choose to live within the corporate limits of Louisa or in the agricultural areas surrounding the town.

A number of parcels of land within the corporate limits, could accommodate new housing. This assumes increased employment opportunities in the area, such as the nearly 800 jobs created by Wal-Mart's Warehouse Center in the Zion Crossroads area of the County, and the on-going efforts of Louisa's Industrial Development Authority to attract more industry into the county's industrial park. It is reasonable to expect that some of the additional population will choose the amenities of living in town. Increased police and fire protection, available water and sewer, garbage collection and closer shopping is the option versus lower priced land and housing outside the corporate limits without those amenities.

The town population was reported in the 2015 census as 1,621, an increase of 4.2% over the 2010 Census which showed the population at 1,555 while the 2000-2011 census showed a slowing growth trend, averaging 1.1% growth is a sign of slow and steady, responsible growth that can be absorbed easily into existing infrastructure. While the growth in the previous decade of the 70's was at least partially attributed to annexation, the growth of the last couple of decades has been pure growth. It is quite reasonable to expect continuous steady growth in the foreseeable future.

The following table shows general population data for both the Town of Louisa and for Louisa County.

Population	Town of Louisa 2015	Change 2010-2015	Louisa County 2015	Change 2010-2015	Town as a % of County
Total Population	1,622	+4.2%	34,602	+3.7%	4.68%
Population by Age					
Under 5 yoa	123	+1.5%	2,029		
5 - 18 yoa	200	-3.21%	5,999		
18 - 64 yoa	895	+8.28%	20,329		
65 + yoa	337	+4.43%	6,245		
Population by Race					
White	1009	+5%	25,996		
Black	425	+1%	5,870		
Asian	23	+1%	160		
Other	98	+6%	225		

Table 1, Population Data
Source: Weldon Cooper Center 2015 Census

In addition to filling official positions, town residents and merchants participate in various activities, which contribute to Louisa's community life. Organizations such as the Louisa County Chamber of Commerce promote the town as a commercial center and encourage cooperation among local business people. Service clubs such as the KS, Rotary, and Lions Clubs work to expand services available to residents and to improve the appearance of the town. Special events such as the County Department of Parks and Recreation teamed with the County Economic Development Office offer bazaars, parades and festivals. Although nongovernmental service organizations exist in Louisa, there are many residents who do not participate in these or other local activities.

The Planning Commission unanimously and specifically highlighted their concern in the following citizen participation goal:

FOSTER COMMUNITY SPIRIT AND INCREASE CITIZEN INVOLVEMENT IN LOCAL GOVERNMENT AND DEVELOPMENT.

More specific objectives have been identified below, and are intended in part as examples of ways to increase citizen participation. A government or community can only improve the quality of life of its residents through the efforts of those residents, and the more people who are active, the greater the likelihood that their needs will be met.

GOALS-COMMUNITY FACILITIES AND SERVICES

1. Endeavor to provide quality community facilities and services that are conveniently located to serve town and area residents and businesses.
2. Assure community facilities are a size and scale that are compatible with the area in which they are located and are, to the extent feasible, aesthetically pleasing.
3. Begin seeking financial assistance to complete Phase 2 of the park.

POLICIES-COMMUNITY FACILITIES AND SERVICES

1. Continue town effort to gain maximum efficiency of the sewage system.
2. Continue to consider future opportunities for acquiring additional park properties and pedestrian trails in the town.

ACTION ITEMS-COMMUNITY AND FACILITY SERVICES

1. Promote community spirit through participation in community wide events.
2. Increase attendance at Town Council and Planning Commission meetings through public notices and web site postings.
3. Establish citizen committees to carry out special projects or studies.
4. Promote historical, artistic, athletic, and recreational activities within the community.
5. Review fire insurance ratings to ensure accuracy after recent water line improvement projects.

Finances

Audit Items

In 2016 the Town Council voted to begin budget work to amend and improve the financial position of the Town. Management added tools to improve payables such as use of credit cards for all Town service payments and taxes, a drop box for convenient payment, and new updated computer equipment for faster response to financial needs. Additional security was added to protect against cyber threats. Web-Page remodel was completed adding online bill payment. And, the numerous internal liabilities were addressed. Caps were placed on excessive time off, policies put in place to regulate usage, and liabilities were paid off or forgiven. The balance sheet realignment began the process of financial restructure. Cash position remained constant and projects were completed, primarily from cash. Fees were reviewed and Town Council made the decision to allow prepayment of water sewer hookups. This ordinance allowed the Town water/sewer system to sell multiple hookups at once, pay debt down, and pay cash for projects. The hookups were allocated with approval of the subdivisions. The outstanding water system debt was paid in full and numerous equipment upgrades were allocated. Water and Sewer Funds were separated and assets allocated.

Tax Base

In tax issues, typically in a town, the town residents are taxed twice, once by the town, and then the county. The two-tiered tax structure generates revenue for each government based on the services they provide. Essentially, town taxes will pay for trash collection, police services, parks and recreation facilities, and essential government services such as zoning administration and representation on state and county boards. County taxes typically pay for landfill operations, schools, fire services, emergency medical services and the sheriff's office. Essential government services paid for by county revenues are courthouses, planning and zoning, and health and welfare agencies. The primary taxes collected by both the town and county from the residents are real estate and personal property.

Real estate taxes are, according to the Weldon Cooper Center for Public Service, by far the most important source of tax revenue for localities. Real estate taxes account for over twenty-nine percent of the total revenues for towns during fiscal year 2017. The Code of Virginia authorizes localities to levy taxes on real property and there are no restrictions on the tax rate that may be imposed, although politically, the lower the rate the better.

The personal property tax is the second most important source of tax revenue for localities. In fiscal year 2017, it accounted for 4.5% of the tax revenues for towns. Virginia code allows that "cities, counties, and towns may levy a tax on the tangible personal property of businesses and individuals pursuant to the *Code of Virginia*, §§ 58.1-3500 through 58.1-3521". Included in this category are such items as motor vehicles, business furniture and fixtures, farming equipment, and a variety of motorized vehicles, including boats, recreational vehicles, campers, and trailers.

The meals tax is a flat percentage imposed on the price of a prepared meal sold within the town limits. In fiscal year 2017, it accounted for 19.2 percent of the total tax revenues for large towns. The authority to levy this tax varies greatly among jurisdictions,

so the tax varies significantly between individual cities, counties, and towns.

The transient occupancy tax (lodging tax) is a flat percentage imposed on the charge for the occupancy of any room or space in hotels, motels, boarding houses, travel campgrounds, and other facilities providing lodging for less than thirty days. In fiscal year 2017, the occupancy tax accounted for 4.3% of total tax revenues for towns.

Table 3 shows at a glance the financial position of the town, in regards to assets, debt, and income. The information is vital in determining the fiscal position of the town, and includes enterprise funds (water and sewer), restricted funds (cemeteries) as well as unrestricted general funds.

Tax Rate	Louisa	State	State	State
Per $100	Local (Louisa)	Median	1st Quartile	3rd Quartile
County RE	$0.72	$0.56	$0.48	$0.69
Town RE	$0.166	$0.16	$0.10	$0.22
County PP	$2.43	$2.66	$1.77	$3.04
Town PP	$0.71	$0.53	$0.31	$0.84

Table 2. Statewide Real and Personal Property Tax Rates Comparison as a percentage

General Fund	6/30/16	6/30/11	6/30/06	Formula
Current Ratio	1.78	3.94	2.24	Current Assets / Current Liabilities
Debt Ratio	1.86	4.15	2.58	Total Assets / Total Debt
Debt to Population	$5,232	$1,256	1,313	Debt / Population
Asset to Population	$9,733	$5,219	$3,389	Asset / Population
Revenue to Expense Ratio	.99	-.04	1.19	Revenue / Expense

Table 3. Louisa Financials
Source: Town of Louisa Financial Audits FY 01 – 16

The Town ratio adjustments are attributed to the increase in debt issued during the past 5+ years. The debts were incurred to complete the Town Hall/Arts Center Campus, to upgrade water systems, and sewer plant expansions. However, during the 2016 and 2017 budget cycles the Town Council began an aggressive plan to address overall debt. The Water system debt was paid in full. All internal liabilities were addressed, paid, and capped. All refinance options are being considered and the Town Council is reviewing possible further curtailments to decrease debt. The Town has guaranteed the Louisa Arts Center debt and currently provides the LAC with partial funding for that debt.

Table 4 shows the trends the town has set in assessing taxes. Tax rates have remained steady over the past 11 years. FY 2017 tax rates will remain level again - personal property tax (car tax) is discounted at the 50% level despite lower funding from the State of Virginia.

Louisa Tax Rate	FY 2017	History
Real Estate Cents per $100	$0.166	2008 - Present $0.166 2007 - $0.195 2004-2007 - $0.21
Lodging %	1%	Enacted at 1% 2009
Personal Property per $100	$0.71	No Change in 17 years
Meals Tax %	5.5%	Enacted 2000 at 3.0% Raised 2003 to 4.5% Raised 2006 to 5.5%

Table 4, Louisa Tax Rates
Source: Town of Louisa Financial Audit and the Weldon Cooper Center for Public Service, 2010

Table 5 shows the relative impact on the largest taxes imposed by the town as a percentage of the budget in comparison with statewide averages

Tax Revenues by Source	Virginia Town Average % of Budget	Town of Louisa % of Budget
Real Estate	29.3%	15.2%
Personal Property	4.5%	3.8%
Meals	19.2%	39.7%
Lodging	4.3%	0.12%
Bank Stock	2.9%	7.9%
Business License	11.8%	16.3%

Table 5, Tax Revenues by Source
Source: Town of Louisa Financial Audits and the Weldon Cooper Center for Public Service, 2010

Capital Improvements

Wastewater Treatment Plant

The Town of Louisa's Sewage Treatment Plant was replaced in the summer of 2001 by a pumping station located within the corporate limits in the northeast section of town near Ellisville Drive. The pump station was designed to pump wastewater from the northern collection basin to the Regional Sewage Treatment Plant located in the Southeast quadrant of the town, at the end of Pine Ridge Drive.

The Regional Sewage Treatment Plant is jointly owned by the Town of Louisa and Louisa County, and is operated by the Louisa County Water Authority. The plant was expanded in 2012 to a permitted capacity of 800,000 gallons per day. The expansion also added processes and components to treat the waste water to a higher degree and provided safeguards to prevent overflows. The cost of the expansion was paid for by the Town of Louisa, Louisa County and the Virginia Department of Water Quality - Water Quality Improvement Fund. The capacity is split 50% town and 50% county. The waste water treatment plant was further expanded in 2016 to include a septage receiving station and a bulk chemical storage facility. The septage receiving allows the plant to accept pumped septic tank deliveries and provide some treatment prior to it entering the plant in slug batches. The bulk chemical storage facility provides a programed feed rate for chemicals, instead of staff cutting open a bag and dumping it into a ditch. It provides a constant or steady feed rate. These improvements help the sustainability and increases efficiency of the plant.
The existing sewerage collection and treatment system serves the majority of town, with only a small area in the eastern section of town not presently on the sewer system. These areas may be considered for sewer service in the future. These areas are located on Hollyhurst Lane and along the northern side of Highway 33 heading east from the Sage Building and the Quiet Lane/Acorn Acres trailer park. The town does not have any sewer connections outside the town corporate limits.

Water Distribution System

The town has continued to be proactive in the repairs and maintenance of the water distribution system. Utilizing grants from the Virginia Department of Health, the town commissioned a study to ensure compliance with the 2014 EPA disinfection by products regulations. That study noted significant deficiencies in the water flow patterns within the town. The information prompted VDH to fund a 3,000 foot long water line loop to help with water flow and lower water

age within the system and provide better fire flows to the western side of town.

The town also has begun replacing aged water meters with new technology that not only allows more accurate reading, but also reduces the manpower requirements to read water meters monthly. The radio read water meter replacement is a multi-phase project which will take approximately 7 years to complete.

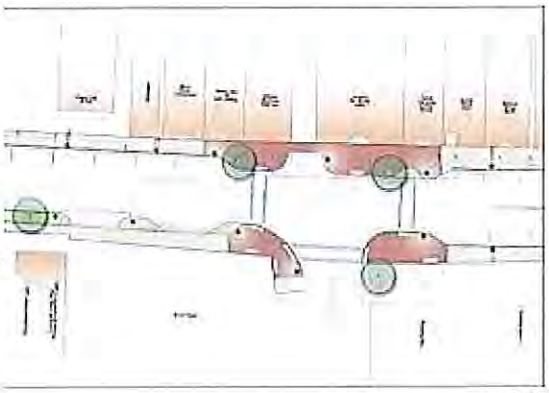
The Town of Louisa additionally added a water tank mixing system, tank telemetry, northern and southern loop water extensions, two flushing hydrants, and multiple engineering designs for potential upgrades as needed. 100% of the Town water is provided by the Louisa County Water Authority. The Town of Louisa purchases water from the LCWA. The LCWA has installed a nano-filtration water system which will remove organic carbons from the water. When organic carbons are removed they cannot combine with chlorine to produce DBP. The Town of Louisa has entered a Consent Order with VDH to resolve DBP issues by 2018. Additionally, the Town has shown VDH that when OC are removed the DBP issues will be resolved. This is a cost savings to Town citizens of $1.3 million dollars and resolves the issue of DBP. The water age issue is being monitored and improvements included in the system annually.

Louisa Town Hall and Arts Center

In the late fall of 2002, the town purchased an abandoned elementary school along with twelve acres of land to develop a community arts center and town hall complex that would spur downtown revitalization and façade improvements. The purchase of the property, along with the renovations of the 100-year-old building, cost over $4.5 million. Of the expenditures, $2 million was financed through the United States Department of Agriculture, Rural Development (USDA-RD); $1,400,000 was donated through the fund raising efforts of the Louisa Downtown Development Corporation (LDDC) and the LDDC borrowed $1.5 million from the USDA RD to finish the project.

Downtown Revitalization

A major redevelopment project was proposed for the downtown commercial area to be funded by several TEA 21 grants with typical 80/20 match requirements. Construction started in the winter of 2013 and was completed during the summer of 2015. The revitalization was performed and designed primarily to increase pedestrian safety by enhancing cross walks, providing better street lighting and traffic calming measures. The downtown improvement project included new sidewalks, light fixtures, benches, trash receptacles, crosswalk improvements, and



beautification plantings. The downtown area has enjoyed some revitalization by the town through the Shade Tree Louisa Program. The Shade Tree Louisa Program is a public - private partnership. The town plants trees on private property that abuts public right of ways, and maintains the trees for three years. After the trees have been established for three years, the private property owner takes over the care of the tree. This allows a canopy of trees that won't be subject to removal due to road widening and other public projects. Private landowners are also participating in the renovation of the downtown corridor. Of particular note are the efforts and investment made by the W.A. Cooke Real Estate Company in rehabilitating the former Patrick Henry Hotel.

Also noteworthy are the efforts of John J. Purcell et al for the façade renewal on two of his Main Street properties, Breese Boxley's renovations of the Boxley Building and Graven Craig's rehabilitation of the Dobbins Building.

Cemeteries

The town owns and operates two cemeteries. Oakland Cemetery is a historic, Civil War era burial ground which was donated to the town, along with a small endowment in the 1980's. The cemetery is located on West Street in an historic section of the town. Oakland has no burial sites for sale, and income is limited to the returns on investment of the endowment. The costs of maintaining Oakland far exceed the income generated. Historically, the cemetery is subsidized by the town's general fund at $12,000 - $14,000 per year.

Hillcrest Cemetery, located one mile west of town on Route 33, is an active cemetery that provides over 15 acres of land in a pastoral setting. Nearly two-thirds of the lots are sold. Hillcrest does generate income from the sale of burial sites, columbarium sales, burial permits and stone issuances but the cemetery is not financially self-sustaining. The town's general fund subsidizes Hillcrest at nearly $30,000 per year. The sale of lots at Hillcrest requires that funds equal to two-thirds of the lot price be placed into a fund to ensure perpetual care. Currently, the lots are sold on a two-tier costs basis: *Town Residents & Non-Town Residents.*

The costs of lots are the least expensive for town residents, acknowledging the taxes that help subsidize the cost of the grave site and maintenance. The town had a Columbarium design and plans drawn. The expectation was that Town Council would move with construction as economic conditions improved from the 2008 slowdown. The project was started in 2014 and completed summer of 2015. The columbarium has two sections and a memorial garden with walkway. The unit is constructed to withstand strong storms and many years of stability. The columbarium has 72 niche units. Each unit can house up to 2 cremains. Sales have been slow to date but the project is an asset

to the Town and provides a quality product for burials.

GOALS-FINANCES

1. Continue to leverage state and federal funds.
2. Endeavor to provide quality community facilities and services that are conveniently located to serve the town residents and businesses.
3. Work with the Louisa County Industrial Development Authority and County Economic Development Office to locate desirable new industry in or near the town. Adding emphasis to the "library tract" of the Louisa County Industrial Air Park.
4. Attract new commercial development through promotion of the town's assets and provision of public facilities.
5. Utilize the Town of Louisa's Economic Development Authority to assist in recruiting commercial prospects for the town.
6. Promote tourism and encourage development of tourist related businesses.
7. Continue the aggressive recruitment of major retail department stores.
8. Improve the tax base of the town to enable maintenance and expansion of services provided to Louisa residents.
9. Work toward making the two cemeteries become financially self-sufficient.
10. Commission a study on rates and operational needs for the cemeteries.

POLICIES-FINANCES

1. Continue to leverage state and federal funds to finance town infrastructure improvements through an aggressive grant applications program.
2. Develop and maintain a Capital Improvements Program for infrastructure development and equipment.
3. Save and maintain a six-month operational expense reserve account.
4. Ensure pricing of cemetery services are competitive with area cemeteries.

ACTION ITEMS-FINANCES

1. Conduct a water and sewer rate study that reflects the policies in this Comprehensive Plan. Include in this study hydraulic modeling, location mapping and capacity determinations not only of treatment facilities but also the capacities of main and trunk lines.
2. Employ the services of professional financial planners to guide the town staff in developing fiscally sound budgets.

Housing and Growth Management

General

Louisa, like most small towns, is a place in which single-family, owner-occupied

housing is the most common form of housing. There are 655 occupied housing units available for residents, most are single family homes although there are 363 rental units available in multifamily complexes. Of the total housing units, 26.6% were built in the 1980's and 20.5% were constructed prior to 1940; the newest homes are in the Countryside Subdivision in which 66 new homes have been built since 2005. Over 95% of the homes within the town are on public water and sewer systems. Countryside has purchased water/sewer hookups to begin build out of remaining homes in summer of 2017. Additionally, a 62 unit subdivision is being proposed for the eastern end of Town as a by-right project. The project is named Bakers Bourne and is in preliminary approval stages at this time. The final approval will require County E&S and VDOT approval. The projection for final approval is 2-3 years assuming a buyer for the project is located. The project is labeled speculative at this time.

Due to the large portion of the county's population in the over 50 age bracket and the attraction of the Lake Anna area as popular retirement community, the need for condominiums, apartments, town-homes and assisted living establishments will likely increase.

The Town of Louisa must be equipped to accommodate a growing number of citizens with diverse incomes and backgrounds by making available a variety of affordable, healthy and safe dwellings. The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing, however, the local definition adds the caveat that the tenant or owner should not make over 80% of the area median income and pay over 30% for housing. Housing is the dominant land use in the town, and the overall housing stock can be described as being in good to fair condition.

A number of services are provided by the Town of Louisa that complements living within the town boundaries such as police protection, fire protection, emergency services, and parks. Additionally, water, sewer, and garbage services are more than adequate for current developments. Sewer system upgrades are needed to allow substantial growth.

Of specified owner-occupied housing units, the median value for these houses in town was $209,900 according to the 2017 recent sales in and around the Town of Louisa. This is real estate information is available via multi-listing real estate data sources.

Directing Growth

It is difficult to predict where growth is likely to occur. Advance construction of public water/sewer facilities in potential development areas increases the probability that new development will locate in those areas, but does not absolutely guarantee it. In addition, if development does not follow immediately, the return on the public investment is delayed, and money is tied up that may have been needed elsewhere. A flexible method of achieving the public facilities objective for attracting new residential growth to Louisa is to establish a Capital Improvements Program (CIP) and a Capital Reserve Fund. The CIP could include a commitment to build a certain number of feet of water and sewer lines, without specifying where or when they would be constructed. Money could then be placed in the capital reserve fund based on up-to-date estimates of construction costs.

This type of system would enable the town to build new facilities on an "as-needed" basis and allow developers more choices in production location.

Strategies for Smart Growth

In the 1995 and subsequent plans, a strategy was developed to increase the attractiveness of Louisa for residential development. It suggested revising the zoning ordinance to include more "residential limited" land. People who live in single-family homes often prefer not to have apartment buildings next door, and are reluctant to build houses on land zoned for multiple uses. The current zoning allocates most of the residential land to the "residential general" category, and while the argument is made that this gives landowners broader development rights, it also inhibits single-family development which is preferred in Louisa.

Tables 6 and 7 identify current multi-family rentals units and proposed and approved owner-occupied town homes developments proposed.

Name	Street	Opened	Units	Rental	SUP
Pine Ridge Apts	Pine Ridge Dr	1980's	28	Yes	No
McDonald St Apts	McDonald St	1980's	24	Yes	No
Jouett Sq Apts	Lyde Ave	1994	108	Yes	Yes
Starview Manor	Jefferson Hwy	1969	29	Yes	No
Loch Lane Apts	Loch Lane	1975	8	Yes	No
Epworth Manor	Cammack St	1989	56	Yes	No
Epworth Manor II	Cammack St	2009	24	Yes	Yes
Canterbury Apts	Patrick Henry Dr	1980's	6	Yes	No
Amerisist	Rt 33 West	2006	30	Yes	Yes
Waverly Place	East Main St	2014	78	Yes	Yes

Table 6, Rental Properties

Name	Location	Open	Units	SUP
SpringFields	Denton St Not Built	Unknown To Date	16	Yes
Pine Ridge Town Homes	Pine Ridge Dr Not Built	Unknown To Date	96	Yes

Table 7. Proposed Owner Occupied Multifamily development

The town continues to encourage the construction of attractive single housing developments to meet the growing needs. It should be noted that several successful examples of these developments have been built in the last few years.

Recognizing that buildable land is limited within the town, some multi-family development must take place. Appropriate multi-family housing would be owner-occupied type properties. Multi-family developments should be located in areas of the town that have existing road and utility infrastructure in place to handle the increased density of the projects and in areas where light commercial growth is expected to service the residential population. Two such projects are pending as noted in the table below.

The largest subdivision in the town is the Countryside Subdivision which was approved in 2005. It will consist of 166 single family homes on 7,500 – 10,000 square-foot lots. As of 2017, Phase I and II has 62 homes constructed. Phase II has had the roads, water and sewer infrastructure installed, but no lots have been developed. Build out was anticipated for ten years when Countryside was approved, but at current rates of development, the project will be completed by 2020 or later.

There are still deficiencies in the housing market. The overall inventory of homes must increase, and there must be land available for residential development in order to meet the housing needs of new industry. The need for starter homes and homes for middle income brackets have been consistently cited by realtors, residents and those involved in economic development.

As shown in the above chart and table eight below, the rate of new housing starts had increased by a factor of three between 2005 and 2008 but has abruptly slowed to almost a stop due to the recession of 2008 and the economic problems that followed. Prior to the recession, the town had significant growth showing that Louisa is a desirable place to invest in and live. Table eight shows the emphasis on single family residence development on which the Louisa Town Council and Planning Commission have focused.

Year	Single Family	Multi Family	Rental Apartments	Additions >$15,000
2000	1	0	0	2
2001	8	0	0	4
2002	3	1	0	1
2003	2	0	4	0
2007	34	0	0	4
2008	15	1 (22 units)	0	0
2009	8	0	0	6
2010	1	0	0	4
2011	1	0	0	5
2012	1	0	0	2
2013	1	0	1	1
2014	1	0	0	0
2015	0	0	0	3
2016	1	0	0	15

Table 8, Building permits by type and year

GOALS-HOUSING, POPULATION AND GROWTH MANAGEMENT

1. Encourage quality in residential development and sensitivity to maintain the character of the town.
2. Allow for growth at a level that can be sustained by the public services and infrastructure.
3. Provide a range of housing types for differing age groups and economic levels in a pleasing environment while also maintaining and protecting the historic and small-town charm of Louisa.

POLICIES-HOUSING, POPULATION AND GROWTH MANAGEMENT

1. Evaluate residential development proposals with consideration for the housing goals of the town and the finite water resources and wastewater disposal locations for the town.
2. Ensure that a scale and density of residential development is compatible with adjacent and surrounding land uses, supporting infrastructure, and environmental conditions to maintain the overall high quality of life in the town and its adjacent area.

ACTION ITEMS-HOUSING, POPULATION AND GROWTH MANAGEMENT

1. Amend the zoning ordinances and subdivision regulations to incorporate design and development standards that promote the traditional development pattern of Louisa.
2. Monitor the number of sewer and water taps granted for new development in the Town. Monitor connection fees to ensure infrastructure costs are borne by the developer.
3. Identify measures that the town might implement to promote and ensure the maintenance of residential homes and properties, in order to protect existing property values and protect public health, safety and welfare.

The Economy

General

The commercial activity in the town continues to be healthy overall, although the town struggles to remain a regional center for commerce. There is continued commercial development in the Zions Crossroads area of the county, which pulls possible commercial development from the core commerce areas of incorporated towns within the county and the Industrial Air Park. Zions Crossroad is thriving as a result of significant county investment in infrastructure and its proximity to I-64.

The Louisa Downtown Development Corporation completed work on the Louisa Town Hall and Community Arts Center project. Performing and visual arts has proven to generate more tourism, day visits and general economic growth as patrons shop the local stores before and after events. This theory is illustrated in the growth of meals tax income as more people frequent the Town and eat in restaurants. A significant obstacle to developing a tourism-based economy is the lack of quality overnight accommodations. Currently, within the town limits, only thirty-two rooms are available for tourist lodging. Twenty-eight of those rooms are in a 1960's era motel located on Route 33 East, the other eight are located in two bed and breakfast establishments located on Main Street and Ellisville Drive, near the railroad crossing. Development of other lodging facilities and boarding houses will invite more tourism.

A minor contributor to economic development in Louisa has been the efforts of the Trevilians Station Battlefield and Civil War Trails Association to promote tourism. Signage on Interstate 64 leads tourism to Louisa to start on a Civil War Trail and visit downtown Louisa and the Oakland Cemetery. Once a successful tourism attraction, the Louisa Walking Trail has failed to maintain the interest of the community or visitors. Revitalization of the trails is possible at low cost and could be combined with the Civil War Trail. Capitalizing on the Historic Courthouse Square, including the Memorial Baptist and Louisa United Methodist Churches, the historic homes on West Street, and the Oakland Cemetery; a historic district within the downtown area of the town is a distinct possibility.

In the 1980's the Louisa Community Development Association, along with the Industrial Development Authority and the Chamber of Commerce, successfully

completed the State Certification Program. Louisa's Industrial Development Authority and Chamber of Commerce, in coordination with the Louisa County Economic Development Office, have developed an area attractive to business. The Town of Louisa borders and includes several acres of yet undeveloped Louisa County Industrial Air Park property.

The economy of the Town of Louisa is based on its historical role as a governmental and commercial center for the surrounding area. The town's industrial sector developed later in order to take advantage of available labor. Throughout the 1900's, economic growth continued at a slow but steady pace. However, commercial activity increased sharply during the 1970's, as a result of the large labor force employed in the construction of VEPCO's (now Dominion Virginia Power) nuclear power plant at Lake Anna.

During the late 1990s and continuing into the 2000s, the Town of Louisa has also seen growth effects from outer lying areas of the community. In particular is the growth seen along the Route 250, Route 15, and Interstate 64 corridors. These areas have seen multiple industrial parks and the Zion Crossroads retail growth. While these areas are not directly related to the Town of Louisa, they have attracted residents to the Town which may work in those areas, or people travelling through Town, or visitors to the various County government offices. The retail growth may be seen as some competition for retail space. However, to date it has complimented the Town of Louisa and helped to attract both visitors and permanent residents.

Employment

An analysis of the area's economy includes a look at the kinds of employment, which are available, the numbers of people employed locally, the dollar amounts of trade, and anything else which may be significant to that particular area. In order to analyze the existing economy more easily, jobs are classified into two major categories, non-service and service employment. Non-service jobs are those, which create other jobs, such as manufacturing, logging or agriculture. Service employment provides goods and services for the consumer, and examples are retail stores, restaurants and government.

Non-service

The most important sources of non-service employment are the Piedmont Metals Fabricators plant. Kingsley Bates, a furniture distributer has relocated to Louisa from Tappahannock and is in the building vacated by The Country Vintner. The trading area served by the Town of Louisa is not well defined, but it is known that in addition to serving Louisa County, the town also draws business from Fluvanna and Spotsylvania Counties and especially from the growth at Lake Anna. In understanding the trading area of the town, it is important to acknowledge the close proximity of the county's Industrial Air Park and the library tract of the park that lies within the town's corporate limits

Service Employment

Approximately two-thirds of all employment in the wholesale and retail trade sector of the economy of Louisa County is located in the Town of Louisa or its immediate vicinity. Local government employment (including schools) figures for 2017 show 1,029 persons, a quarter of which is contained within the town, representing an increasingly significant factor of the employment picture.

Retail Opportunities

In 2007, the local population stated the need formally and informally for clothing, shoe, and general retail stores. In 2009, the town was able to attract Peebles Department Stores to a vacant retail space in the Glen Marye Shopping Center. In contrast pharmacies and chain drug stores are readily available with major branches located across corners from each other. In 2007 a large retail center was proposed for the town, but the developer withdrew his application as economic prospects coupled with a streamlined review process and a compassionate county planning commission made the move to Zion Crossroads more beneficial for the developer.

The Louisa Marketplace is home to Food Lion as the anchor store with service and restaurant businesses adjoining.

In 2003, a grocery store opened in a vacant storefront in the Triangle Plaza and continues to date. This opening was generally considered good as the competition stabilized prices and expanded consumer options. Walgreens, a national retail chain has opened a 14,000 square foot retail store and pharmacy. The site includes three acres of prime real estate at the intersection of Rt. 33 and 208/22. Located across the street from the CVS store that was built in 2004, competition will be in place to help reduce prices for town shoppers. The Walgreens employs six full-time and 15 part-time employees.

The national fast food industry remains a major factor in the retail life of the town, with Pizza Hut, Hardees, McDonald's and Subway franchises located in the eastern business district. Along with the national brands, several independent restaurants have been established including Los Tres Potrillos in 2009 and most recently Floozies Pie Shop was established in 2012. Obrigados, Smoking Eddies, Rosa Mae Soul Food, Joes Place, and two Chinese restaurants, Panda Garden & Hunan's, continue to support the Town eating establishments. The Town currently has a good base choice of establishments to attract patrons. The Town has added Fresenius, which is a kidney dialysis center and has brought multiple patients and care givers to the area. The Town has added a Tractor Supply chain in 2015 and a Sheetz. The addition of these retail centers will complement the existing businesses and have attracted more shoppers to the Town. Sheetz provides gas, retail, and various fast food products.

Income levels

The county continues to lag behind the Commonwealth for household income. However, the income growth in the County has outpaced the Commonwealth by .5%.

The following data, from the US Bureau of Economic Analysis, gives the Median AGI on Married Couple Returns for the year 2015. Data was taken from income tax returns filed with the Commonwealth. Louisa County ranked 55th out of 135 jurisdictions in the Commonwealth.

Per Capita Income	Louisa County	Commonwealth of Virginia
2001	$26,116	$33,246
2015	$39,023	$45,900
Growth 2010-2015	1.4%	.9%

GOALS-ECONOMY

1. Gain retail presences in the community to service the needs of the residents.
2. Promote Louisa and gain more visitors for both business and recreational activities.
3. Capitalize on the town's proximity to Lake Anna and the diverse needs of lake visitors.
4. Capitalize on the Town's proximity to major traffic arteries of Interstate 64, Route 250, Route 15, and the diverse needs of Zion Crossroads residents.
5. Renew the Farmers Market concept in a single location sponsored by the town. Provide signage and market space.

POLICIES- ECONOMY

1. Continue to provide infrastructure to promote responsible commercial growth.
2. Focus industrial development toward the Industrial Air Park, specifically the library tract of the park.
3. Continue the Downtown Enhancement projects and pedestrian safety projects.
4. Invite quality restaurants to locate in Louisa.
5. Continue to hold the line on tax increases as best as possible. Low tax rates invite growth.

ACTION ITEMS- ECONOMY

1. Ensure zoning is in place to allow the development of overnight accommodations for tourism.
2. Re-work and re-publish the Louisa Walking Tour and partner with the Civil War Trail to maximize exposure.
3. Engage the services of a marketing firm to promote the Town of Louisa.

Transportation

General

All of the streets in Louisa are maintained by the Virginia Department of Transportation, except for two short blocks of gravel roadway, Leigh Street. This street is too narrow to meet state specifications and must be maintained with town funds. The town pays for some sidewalk repair and maintenance, as well as VDOT has limited resources and the council values the pedestrian-friendly environment a town should provide.

There are three ways to fund construction of new streets in Louisa. One is to have the Virginia Department of Transportation build them, which requires inclusion in the six-year plan for Louisa County. Another is for the town to pay for new streets out of its budget. A third possibility is construction by a private developer who wishes to develop the adjacent land. This option has been used successfully in the Tanyard and Countryside subdivisions.

In August 2003 the Town completed a Downtown Master Plan with focus on traffic calming measures to address traffic speed and pedestrian safety. Proposed are widening and replacement of sidewalks and extension of the existing sidewalk system, removal or burial of power lines, landscaping, and improved street lighting. VDOT Transportation Enhancement projects have been completed and funding received. Further Transportation Enhancement projects for consideration are sidewalks on Elm Avenue and West Main Street.

Any new road must be built to state standards before it will be accepted into the system for maintenance. In addition, the state is only required to accept for maintenance a maximum of one-quarter of a mile per year of new street located within town limits. Because of the tremendous expense of road construction and the ongoing cost of maintenance, careful planning for new streets will be necessary to provide the greatest possible benefit to residents.

Presently several traffic problem areas exist in the Town of Louisa. Heavy traffic congestion occurs on Main Street during weekday afternoons and Saturday mornings. This congestion will only worsen as further industrial, commercial and residential growth occurs in the town and county. This is presently only an inconvenience, however, should an emergency occur, requiring fire and rescue vehicles to get through this backup, there is no alternative route. Additionally, an emergency, which requires closing Main Street, could also prevent fire and/or rescue vehicles from reaching their destination. These reasons require a bypass or alternate route for the town.

The lack of an alternate route continues to be the transportation issue that has not proceeded forward for a number of years. The town council has consistently favored some alternate route through the town, by bypass or alternate parallel street. Clearly the need for an alternate route exists for several reasons, which include: reduction of through traffic in the downtown corridor, emergency thoroughfares and the reduction of traffic congestion during peak travel times.

Bicycle and Pedestrian Traffic Plan

The town continues to work with VDOT and the six-year plan process to build new sidewalks and rebuild deteriorated and non-compliant sidewalks. Additionally, in 2006, a bicycle plan was developed that would connect all parts of the town together with safe and scenic routes for bicyclists. In 2017 the Town Council was approached by a non-profit 501c3 entity wishing to construct bicycle stations throughout Town in various locations. The stations would include repair equipment and bike parking stations. This project was approved by Town Council at no cost to the Town. Further approval from VDOT and Circuit Court are required. The locations would be in and around Courthouse Square.

Public Transportation Systems

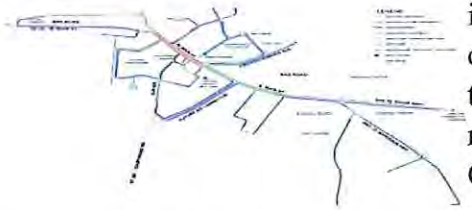
The town is currently served by JAUNT, a government funded regional public transportation system that relies on 12-passenger vans dispatched on an as needed basis. This service is offered to residents in all areas of the county traveling to destinations in and around the towns of Louisa and Mineral. Residents can schedule trips to the Betty Queen Intergenerational Center, Charlottesville Shopping Centers, Medical Facilities and other destinations to take care of errands.

Regular service, starting at 7 a.m. is offered Monday through Friday and for a nominal fee. Residents of the towns of Mineral and Louisa can schedule transportation between10:15 am and 1:15 pm for shopping, doctor appointments, and any other errands. Midday service is offered to residents in all areas of Louisa County traveling to destinations within the county and in the City of Charlottesville. The service starts at 8:00 am and stops at various destinations in Louisa County. The dedicated commuter route originates at the Express Mart in Mineral at 5:55 am. Three stops are in the route, Louisa, Trevilians and Zion Crossroads. The route ends in the downtown Charlottesville area near UVA and returns to Mineral.

No other commercial or governmental transportation suppliers serve Louisa. Additionally, there are no bus, train stations, taxi cabs or any mass transit available to the local populace.

Private Vehicle Transportation

With the distinct lack of transportation options for the citizens of Louisa and the surrounding county area, private vehicle transportation is the only viable option. The problems associated with truck and car traffic within the town offer the greatest challenge



in the transportation area. Louisa does not have big city problems such as traffic jams or snarls, but for those living here this type of congestion is just as real. The 208 Connector has diverted some congestion problems in the downtown areas, but Connector has diverted some congestion problems in the downtown areas, but other initiatives could promote better traffic flow throughout the town and prepare for future growth. Alternative primary arteries of traffic around the periphery of the town are considered to be a major concern for:

1. PUBLIC SAFETY – Lack of alternate travel routes for fire/rescue/police is hazardous.
2. ECONOMIC DEVELOPMENT – Business and industry will not locate in an area where there are significant traffic problems and no solution is being developed.
3. CONVENIENCE – Traffic jams occur on Fridays, Saturdays, first and last of the month, and during special events.

The need for improved traffic flow on Highways 33/22 and Route 208 through the Town of Louisa was recognized as early as 1984 in the State Highway Plan, again in the 1989 plan and also in the Critical Needs of the Governor's Commission on Transportation in 1986.

A transportation study of the town was conducted in 1987 and as a result, it was determined that widening Main Street was not feasible due to impacts on existing development and to go significantly outside the corporate limits, referred to as "the southern loop" would relieve only a low volume of traffic. A follow up study conducted by Ramey Kemp and Associates, sponsored by Wal-Mart USA and reviewed by the Virginia Department of Transportation, showed that significant retail development (100,000 GSF) with satellite parcels along the 208 Connector will have a significant impact on traffic, not only along Main Street but on all roads leading to and from the town. Due to the need for commercial retail growth and to adequately serve the consumers and residents the following goal is therefore established:

GOALS-TRANSPORTATION

1. Develop alternative emergency routes through town.

POLICIES-TRANSPORTATION

1. Continue policy of requiring new major developments (over six acres), both commercial and residential to conduct traffic studies prior to approval of sub-divisions and site plans.
2. Retain all current rights to "paper streets," alleys and other thoroughfares for future uses.

ACTION ITEMS-TRANSPORTATION

1. Through formal actions of the Louisa Town Council, petition the Virgima Department of Transportation to plan, design and construct an East - West Alternate Route for through traffic.
2. Formalize the Louisa bike trail in the Comprehensive Plan and with VDOT.
3. Develop and maintain a close working relationship with the Town of Mineral to lobby the Louisa County Board of Supervisors and Virginia Department of Transportation for additional funding toward enhancing the RT 22/208 corridor between the towns.
4. Develop Elm Avenue & West Main Street sidewalk projects and pedestrian safety enhancements.
5. Develop and encourage bicycle repair and parking stations along Courthouse Square area parking and pedestrian sections.

Infrastructure

Water Systems

In the area of water supply, progress has been made. There are currently 730 connections to the Louisa public water system, up from 665 connections in 2001. The Countryside development has accounted for most of the new connections. Almost all connections are within the town limits. About 163 commercial and industrial connections are included in the total, the commercial connections remaining essentially level since 2004 while the residential connections are starting to spike as Countryside subdivision begins to build out.

Daily usage averages 300,000 gallons per day. In the late 1980's the town became a customer of the Louisa County Water Authority and secured its well systems. As a customer, the town now serves as a distribution service for treated potable water, Louisa buys between 3.5 and 5.5 million gallons of water per month depending on demand which fluctuates seasonally. To meet Virginia Department of Health requirements, one licensed operator is employed by the town, a Class V and a Class VI licensed operator

is required to operate the system. Water needs are currently met, and seem to be sufficient for many years and the costs of water delivered are contracted so that rate increases are predictable and reasonable. Future needs lie primarily in upgrading and maintaining existing water lines, replacing old valves and meters, and maintaining the two water tanks (100,000 and 75,000 gallons). Major growth could be accommodated at this time.

In 2004, the Virginia Department of Transportation built the Route 208 Connector. During the design and construction, the town leaders recognized the commercial potential of the connector and ensured that water and sewer mains were designed and installed. This 10-inch water main now serves as a vital artery for water services and subsequently growth. In addition to providing services, the 10-inch line also provides a "loop" function, which increases water quality and provides better firefighting flows.

In 2012, a project was constructed that provided improved water flows and pressures throughout the southern end of the town water lines. Titled the Southern Loop, the project connected the west side of town with the south side, allowing a better flow and circulation of water. In 2014 a second water loop, Northern Loop, was started and completed in 2015. This project was created to improve water age.

Wastewater Systems

As a co-owner of a regional wastewater treatment plant (WWTP), the town has the opportunity to thrive if growth doesn't exceed infrastructure capabilities. The regional wastewater treatment plant was expanded to treat 800,000 gallons a day of waste water. The town, owns 1/2 of the plant and is allocated 400,000 gallons per day capacity. The town is currently 70% built out for growth within the two residential zoning districts. Unless there is a boundary line adjustment or properties are redeveloped at higher densities, the expanded WWTP should be able to meet the town's needs well into the future.

The town has completed a number of water distribution and sewer maintenance projects and has identified the following in its Capital Improvement Plan:

Utilities						
	Project	**Status**	**Cost**	**Design**	**Construction**	**Completion**
Water	Fire Hydrants	Updated 2017	$50,000	NA	Town Staff	On Going
	Valve Replacement	Pending Funding	$50,000	NA	Town Staff	On Going
	Southern Loop	Complete	$220,000	Complete	Contract	Dec 2012
	Remote Read Meters	Funded Annually	$120,000	NA	Town Staff	On Going
	Northern Loop	Complete	$250,000	When Funded	Contract	Aug 2015

Utilities						
Sewer	WWTP Expansion	Complete	$5.3M	Complete	Contract	Dec 2012
	I and I	Pending Funding	$100,000	Complete	Town/ Dewberry/ Contract	On Going

Table 9 Town of Louisa Capital Improvement Plan (not adopted as of publication date)
Source: Town of Louisa FY 2017 Budget

GOALS-PUBLIC UTILITIES

1. Provide adequate public water and sewer services to invite commercial/residential development.
2. Maintain competitive water sewer hookup rates and fees.

POLICIES- PUBLIC UTILITIES

1. Maintain ownership and leadership through an equal partnership in the Louisa County Wastewater Treatment Plant.
2. Develop and follow a Capital Improvements Plan

ACTION ITEMS- PUBLIC UTILITIES

1. Set connection fees to place the burden of development on the developer/end user.

Louisa Tomorrow...

Existing Land Use

General

The most diverse collection of land uses in Louisa is found along Main Street, which runs east and west through town. Main Street is Louisa's major commercial area, and along it one can find retail stores, government offices, new and used car dealers, residences, and shopping centers. An analysis of Main Street reveals several distinct areas, each with a different type of commercial use predominating.

The westernmost section of Main Street includes a 27-bed assisted living facility, an auto repair business, a tire company, a lumber and hardware company, a glass repair business, a car wash and an automatic laundry. Only a few residences are located in this section, which is separated from the downtown business district by a curve in Main Street at the intersection of Ellisville Drive. Countryside subdivision, a 166-lot residential project, has two entrances off West Main Street. Phase 1 of the project, consisting of 100 single family home lots was approved in 2005, the subdivision was selling lots at a rate of four per month until the recession of 2008. Since 2010, there have been two new home constructions in the Subdivision. Phase II was approved as planned in 2008, the road, water, sewer and storm water infrastructure has been installed.

The next major area of Main Street is the downtown business district. This area starts with a bed and breakfast on the curve and the Louisa County Juvenile and Domestic Relations Court building. Eastward along Main Street is the Historic Louisa Courthouse and Courthouse Square. This area is the governmental and professional center of both the town and county, but one can also find a post office, banks, retail stores, professional offices and churches, as well as a restaurant and other service businesses. Located at the junction of Main Street and Fredericksburg Avenue is an automobile dealership, which delineates the eastern edge of this area.

North on Fredericksburg Avenue, are business offices, a funeral home, the firemen's fairgrounds, and a large wholesale furniture distributor. Situated in the neighborhood section heading northeast toward the town limits is the Louisa Town Hall and Arts Center, as well as the Louisa Community Park and Louisa County Historical Society Museum.

Going south on Elm Avenue there is a nearby town park, a church, professional buildings and a large nursing home.

Continuing eastward on Main Street, land use changes to a mixture of single-family homes and small businesses. In addition, the Louisa police department and maintenance shop are located here, as well as a church, two gas stations and the Louisa Volunteer Fire Department Company # 1.

Three shopping centers make up the core of the eastern area of the town, they include supermarkets, variety stores, restaurants, and drug stores. In this area are also fast

food restaurants, a gas station, a bank and medical facilities. Growth has continued down Highway 33 east into the Sage Building, which has become a business incubator for small start-up businesses. One industrial building is in this area, Piedmont Metal Fabricators located in a large industrial zone east on Highway 33. The second large industrial building on Main Street has been converted to Louisa Hardware retail and equipment rental.

Almost all of the developed land to the north and south of Main Street is used for housing, with the exception of the county office building and the Tanyard Golf Club. There are four apartment complexes, several duplexes, and a large number of single-family homes. Some of the undeveloped land within the corporate limits is still farmed, and the balance is wooded with 62.33 acres in AG-Forestal District. The industrial park area totals approximately forty acres, at least twenty-five of which are available for development outside of the town limits.

It is anticipated that the 208 Connector will attract low impact retail and service business as a town gateway. While the current zoning is Residential General along most of the 208 Connector, one five acre parcel, home to Tractor Supply retail, has been rezoned commercial and it is anticipated that the remaining properties along the connector will follow suit and rezone to commercial use or a mixed use Planned Use Development (PUD). The town leadership feels that a mixed medium density residential commercial district would be the best use of the land, and with the existing sign and site plan review ordinances in place, attractive and successful business enterprises will flourish.

GOALS-LAND USE

1. Achieve a balanced and sustainable land use pattern that will retain Louisa's historic, small town character in a rural setting.
2. Protect the natural resources of the town and surrounding areas.
3. Consider higher density development in selected areas of the town utilizing a Planned Unit Development process of zoning.

POLICIES-LAND USE

1. Ensure future development within the town that will be consistent with the existing zoning maps for the town, which will also consider the adopted future land use maps.
2. Ensure that the pattern, scale, location, character, setback, and overall density of land use in and around the town are compatible and consistent with the existing character of the town and enhances the overall quality of life, character, well-being and sense of community of the town and surrounding areas.
3. Promote a safe pedestrian environment in and around the town.
4. Ensure that the pattern, form, and design of new development encourage the conservation of energy, water, and other natural resources.
5. Preserve the integrity of the historic buildings and streetscape in the town.
6. Promote high-quality design and efficient land use patterns.

7. Focus low impact commercial activity toward the existing commercial area in the center of town in order to strengthen its function as the traditional downtown area. Allow and endorse larger retail centers on the perimeter of town, using the Site Plan Review process to ensure compatibility with existing design standards.
8. Non-residential public uses such as schools, public safety, recreational, parks or public offices are proximate to Louisa area populations.
9. Ensure the town's ability to provide required public services by managing growth at a sustainable rate.
10. Enhance the character of the entrances to the town to reflect the character of the town's history.
11. Encourage moderately scaled commercial development on commercially zoned tracts in the center of town in a traditional downtown design that complements the existing historic character of the town. The downtown area should include a mix of small, non-franchise commercial uses such as a coffee shop, antique stores, and live/work studio spaces for artisans.
12. Discourage new re-zonings to commercial classifications within the town except for the central core of the town.
13. Preclude further heavy industrial development within the town.
14. Encourage residential design that provides open space preservation and recreational amenities, as well as supports pedestrian and bicycle travel.
15. Ensure that sidewalks are included in new development or revitalization plans for all areas of the town.

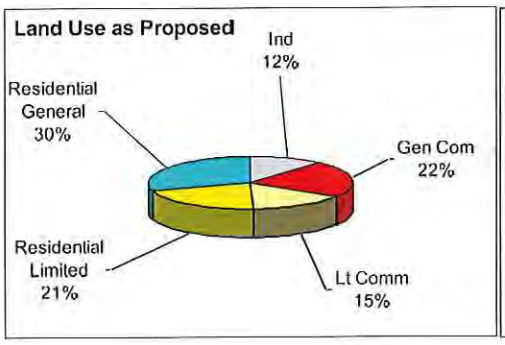
ACTION ITEMS-LAND USE

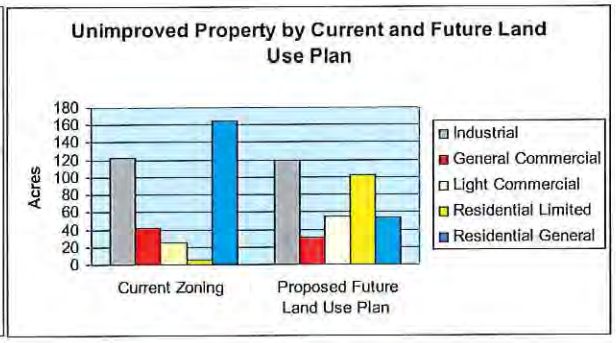
1. Evaluate existing town zoning district regulations and the zoning map for their compatibility with the goals and policies of this Plan, and identify necessary or desirable amendments as shown of the future land use map.
2. Review the town ordinances and regulations to ensure that new development will blend with the existing fabric of the town in terms of setbacks, side and rear yards, and street design.
3. Review the town ordinances and regulations to ensure that adequate landscaping and sidewalks are included in new development, in conjunction with the preservation and enhancement of trees and other vegetation.
4. Amend the town subdivision ordinance as needed and work with Louisa County to ensure that new development in the surrounding area blends with the existing fabric of the town in terms of setbacks, street design, and adequate landscape buffers to protect existing dwellings.
5. Provide an appropriate and positive visual image at points of entry to the town.
6. Review town ordinances and regulations accordingly to ensure that growth is managed to avoid overtaxing public services.
7. Review, and revise if necessary, town zoning and special exemption criteria to

ensure the adequacy of the water supply and sewage treatment facilities for new development or new land uses.

8. Work with Louisa County to promote and support policies that preserve the agricultural, rural, and scenic areas surrounding Louisa.
9. Recognize that the town's historic and cultural resources are fragile and irreplaceable and must be protected and preserved.
10. Use the town's historic and cultural resources as part of the framework for the town's strategic land use planning policies. Preservation of the identified framework, which includes historic features and public facilities, will help preserve the town's property values, aesthetic appeal and quality of life.
11. Develop and implement holistic and integrated growth management strategies to ensure that land use planning and development decisions respect and preserve the historic character of the town.
12. Encourage the preservation, rehabilitation and enhancement of historic structures by ensuring that the town's land development ordinances permit compatible home-based businesses, provide for reasonable expansions and improvements to historic structures, and permit new development to be compatible in character with historic structures.
13. Encourage citizens with significant older homes to seek historic status and maintain architectural styles in keeping with the 19th and 20th century character of the town.

Future Land Use





Infill

Carefully designed and buffered residential and commercial "infill" development or appropriately designed re-developments will be permitted in accord with current zoning designations. Such new development will be designed to protect the traditional visual character of the Town, preserve the small scale and peaceful atmosphere of the neighborhoods and enhance the viability of small businesses that are compatible with the town's character. The incorporated town will remain the focal point of the community in terms of business, institutional, and residential activity and identity. The planning strategy for the Louisa area is to maintain predominately residential development at a

relatively low density in and around the town, in accord with the policies of this Plan, while reinforcing the center of Louisa's historic commercial and community focal point.

Any new development will be primarily residential and will be compatible with the visual character and scale of the town, featuring traditional, compact, human-scale spaces along public streets. The focus of new commercial development will be in the center of town in order to strengthen the function of the town center as Louisa's traditional downtown area. Vacant commercially-zoned land outside of the town center will be encouraged to be developed in residential or other non-commercial use.
The town will encourage the establishment of small-scale home-based businesses that are compatible with the residential character of the neighborhoods.

The annexation, which took place in 1977, more than tripled the land area of the town. Most of the annexed area was wooded or being farmed and very little had any kind of structural development. Since 1977, large portions of that land have been developed primarily for the Tanyard Golf Club and the Tanyard subdivision, but several large tracts of open and wooded land still remain. These potential growth areas, and the way in which they are developed and managed, as well as the viability of Main Street and the downtown district, will have a major effect on the community life of Louisa.

Consideration should be given to the recommendations made in the original Comprehensive Plan that several areas zoned residential general should be rezoned residential limited to help preserve the single-family atmosphere and neighborhoods that have already been developed, and would be changed by multi-family development. These areas border the Tanyard Golf Club, the Donnally Dale subdivision and Ellisville Drive areas.

Acknowledging that some recreation will only come to the town when the surrounding population is large enough and the income level is high enough; there are other small efforts the town can make. Favorable recommendations from the Planning Commission for any private recreation (bowling, skating or miniature golf) will help make the development of other facilities more attractive.

Parking

For Louisa, and other older communities like it, parking is an issue of great complexity and concern. Although many in Louisa walk and ride bikes, the automobile is still the primary transportation mode and cars need parking spaces. While promoting the use of transit alternatives are important, this plan recognizes that people are car-dependent and the need for parking is not likely to diminish in the future.

Mitigating parking conflicts, specifically the conflict between shop owners and customer use on the Main Street corridor, is a long-term, on-going process. Shop owners complain that there is inadequate parking for themselves and employees. When the shop owner uses the public parking, parking becomes difficult for customers which can cause a ripple effect economically. To alleviate the parking problems a process that develops a set of strategic actions to efficiently accommodate various parking needs must be developed. Most policy alternatives will necessitate trade-offs. Some, such as constructing new off-street parking lots or structures, are expensive and involve the

acquisition and conversion of already developed land. Others, such as restricted on-street parking zones, require a commitment to thorough enforcement in order to be effective. The town has proactively adopted parking development requirements in the subdivision and Site Plan ordinances but the core Main Street area, the heart of the town, unfortunately has the most inadequate parking.

For all of these stated reasons, it is strongly recommended that various alternatives be weighed carefully and the context of a comprehensive parking strategy focused on the downtown corridor. The system could be comprised of public and private parking facilities, an effective parking fee structure with consistent enforcement, and the strategic use of restricted parking zones. Ultimately, the effective implementation of such a system will benefit Louisa's quality of life and its economic success.

Louisa grew organically during an era when the automobile wasn't a dominant factor in daily life. Although the community benefits from the charm of a mature town nearly 150 years old, it loses convenience because parking options are limited. Older commercial buildings do not provide sufficient off-street parking for today's needs. Older single-family homes may not have driveways or garages, forcing on-street parking. Past practices of vacating alleyways have also severely impacted residential parking and circulation. Many businesses do not sit adjacent to expansive surface parking lots commonly found in newer suburban shopping centers or office parks. All of these factors lead to dilemmas and policy contentions that are not easily resolved. It is difficult to generalize about the total demand for parking in Louisa, but it is apparent that parking in the downtown corridor must be developed.

Areas where demand chronically exceeds supply are discussed further below. The parking supply is made up of a combination of on-street parking and public or private off-street facilities. One component of the public parking system includes approximately 44 parking meters placed at curbside in the town's downtown corridor and central business districts. Parking meters have been removed and Town Code is being reviewed to update for hourly parking signs. The town maintains two off- street parking facilities with a total of 60 parking spaces. One of the off-street parking facilities that is owned by the town are along Church Street between Main Street and the Buckingham Branch Railroad track. The other facility, located at the corner of Cutler Avenue and Main Street was acquired through a long term (20 year) lease. This new parking lot provides free unlimited parking for passenger vehicles. The town actively discourages the lot from being used as a commuter lot.

As mentioned before, the downtown corridor, coupled with the Little League baseball fields, located on Church and School Street, have inadequate parking and the parking spills out to private property and residential streets. In these areas, parking is at a premium, and although the demand for parking is offset somewhat by the hours of use, the problem still exists, especially on weekends.

These problems require multiple short-term actions. Opportunities to implement relatively minor physical improvements to streets and existing facilities may increase the number of parking spaces in some areas. For example, proposed street improvements

undertaken in Downtown Louisa reorganize parking spaces and allow motorists to utilize parking areas to their maximum capacity. Although not possible on every street, similar improvements should be considered, particularly in areas close to congested business districts in order to augment the supply of short-term parking. Of course, Louisa's parking system includes not only the "hard" infrastructure mentioned above (i.e. surface lots) but also the policies regarding parking time limits, possible permits, and possibly a commercial zone restriction program. In order to be truly effective a strong commitment to the enforcement of these policies should be maintained. As for commercial parking zone policies, various types of time restrictions, employee-only and employee-exempt districts could be put in place to give preference to targeted groups over other users.

Along with parking policies and their enforcement, it is important to guide non-residents to appropriate parking locations. The effectiveness of short-term, off-street parking is a function of the adequacy of supply, location, cost, time limits, ease of access, and security. While it is true that many drivers will seek free, on-street parking to avoid paying for off-street spaces, some drivers simply may not know where else to go. In these instances, improved way finding measures and signage programs that help drivers find parking locations are essential.

The perception of safety also has an important impact on a driver's willingness to use off-street parking. Users should not only be able to find off-street parking conveniently, but they should also be greeted by safe and attractive facilities once they get there. Therefore, steps to improve both safety and aesthetics of public and private parking facilities should be a priority.

Landscaping around parking lots should be done so as to improve appearance but not interfere with visibility and surveillance. Creating dark areas and blind spots diminishes security and therefore undermines the effectiveness of the facility.

This is a more ambitious, long-term objective. It involves acquiring land publicly or considering an increase in parking requirements of private developments through zoning. The town should evaluate opportunities for land acquisition in the border areas of the downtown corridor areas to establish new or expanded facilities. New facilities should be planned in consideration of the concept of "shared parking." Shared parking can be an effective tool in the commercial and fringe neighborhood districts where certain businesses (e.g., banks and offices) operate during daytime hours, while other establishments reach peak demand during evenings and weekends.

Agreements should be pursued whereby off-street facilities built to accommodate one user group such as office workers should be made available to those other groups whose demand peaks at different times.

Finally, one of the land use issues addressed earlier in this document regarding future development patterns is the potential for increased residential/mixed-use density in certain areas in Louisa which includes the downtown area. The benefit of such development in this area is that new households will be able to take advantage of commercial conveniences within walking distance of their residences. Nonetheless, adequate parking requirements for this type of development are critical. One example of such mixed use is the PUD which was approved for the Waverly Place Apartments. The PUD is next to shopping areas and the zoning approval includes a commercial zoning for one lot within the development. Similar concepts can be done for future residential zoning.

Historic District Designation

Historic preservation has become a focus of the Town of Louisa both in the private and public sector. With a vital preservation community and a rich architectural heritage, Louisa could become a leader in the movement to preserve individual buildings and historic districts that show outstanding architectural, historical and cultural merit. Some question historic designations. Why seek emphasis upon preservation? Of what value is it except to those who enjoy the study of architectural history? Louisa should seek to preserve the structures and environments which have given the community much of its physical appeal and special visual character. An intangible, but equally important value is the sense of history given to those who live here. The shared history of landmark homes gives continuity to the entire community. The loss of such buildings would affect everyone, not just a few areas or individuals.

The architectural character of Louisa is as diverse as the community itself. Several Louisa buildings are listed or are eligible for listing on the National Record of Historic Places. Included are the Louisa County Courthouse as well as all of the service buildings in Courthouse Square, the Louisa Town Hall and Community Arts Center (Formerly the Louisa Elementary School), the Boxley House, the Louisa United Methodist Church, Louisa Baptist Church, Louisa Christian Church, The Cooke Building (formerly the Patrick Henry Hotel) and several residential units along Church Street, Elm Avenue, and West Street plus the Oakland Cemetery.

A draft historic district was developed by the Planning Commission in 2008 but was not adopted due to citizen reactions and perceptions of the impact and property controls an Architectural Review Committee can have. This is the second time in 12 years that a historic district was organized and both have failed. The boundaries of the proposed district would have included the core downtown areas of Main Street and Courthouse Square and extend down Elm Street to the McDonald Street intersection. This small area could capture and protect the majority of historic resources within the town. Eventual expansion of the district is envisioned to the north, east and west as the district and its administrative processes mature.

A very important part of the potential development of a Louisa Historic District and an Architectural Review Board would be the formal nomination of landmarks at the local and national levels. The wide range of potential preservation activity in Louisa may

be further underscored by taking note of the potential inclusion of the downtown corridor as a National Register Historic District.

As with many communities that comprise a large number of buildings dating from the late nineteenth and early twentieth centuries, Louisa is rich with everything from Colonial Revival to Victorian-style homes. Unique to the community's architecture is the very diversity of the styles within neighborhoods and districts. The town council could develop local preservation policy and a process to review plans for demolition of properties that would provide options for historic property owners.

No preservation program can succeed without strong community support. High maintenance costs, high energy costs and high property taxes are among the problems that will continue to make owning a landmark a labor of love, sometimes a severely tested love. Tours, slide programs, newsletters, booklets and educational programs in the schools have all contributed to a widespread community preservation ethic. Louisa should take care of its museum-quality landmarks through the efforts of its citizens and local organizations.

Non-Traditional Zoning Opportunities

A Planned Unit Development (PUD) is a means of land regulation, which promotes large scale, unified land development by means of mid-range, realistic programs free of the classic zoning restrictions. In most PUD ordinances, the design favors:

- A mixture of both land uses and dwelling types with at least one of the non-residential land uses being recreational in nature
- The clustering of residential land uses providing public and common open space creating large expanses of open space. Clustered dwellings allow for reduced road and infrastructure costs to the developer while making the project "pedestrian friendly".
- Freedom of design allows non-traditional platting of land and strict setback and side yard restrictions. Typically, the design team of a PUD will consist of civil engineers as well as landscape and building architects. This blend of professionals allows the local government to trust the development meets professional and logical standards of development.
- The enhancement of the bargaining process between the developer and government municipalities strengthens the municipality's site plan review and control over development for potentially increased profits due to land efficiency, multiple land uses, and increased residential densities.

Frequently, PUDs take on a variety of forms ranging from small cluster of houses combined with open spaces to new and developing towns with thousands of residents and various land uses. Traditionally, the definition of a PUD does not take into consideration these types of developments unless they fit into a category of size ranging from 100 acres to 2,500 acres. More recently, small towns and rural communities have adopted PUD regulations that allow development on tracts of land as small as three acres.

In PUDs, the zoning of districts becomes very different from what was standard

under the Standard Zoning Enabling Act. Historically, the districts were very narrow in type and large in area. Within PUDs, zoning becomes much more integrated with multiple land uses and districts being placed on adjacent land parcels. Traditional zoning can be superseded with a PUD, essentially allowing a PUD overlay any part of the town.

Residential properties in PUDs are by far the most numerous and occupy the largest land areas. PUDs tend to incorporate single-family residential uses within close proximity to two-family units and multiple-family dwellings to form a larger diversified neighborhood concept. Schools, churches, retirement homes, hospitals, and recreation facilities begin to find their way into residential districts. Residential districts also tend to use the best land in the community and the most favorable sites are protected from commercial and industrial uses.

Grouping shopping districts by service area is a first step in returning to the neighborhood concept. Land is reserved for regional, community, and local shopping clusters with some specific restrictions based on market experience and on what types of business intend to locate at each development. Local shopping districts with sufficient provisions for off-street parking, height restrictions, and traffic control are not frequently found surrounded by residential areas.

Houses in PUDs often include access to a large shared open space surrounding the house as well as a smaller private yard. These large protected open spaces are created by the layout of the buildings and are intended for use by all residents of the developments. Different housing types (single-family, two-family, multiple-family) are often mixed rather than separated as is done in conventional development.

Street patterns are one of the most important elements in establishing the neighborhood character of a residential community. Most non-PUD development focuses on obtaining maximum frontage for lot sizes and maximum flow of traffic on all streets. However, in order to dispel the monotony of the typical grid plan street pattern, PUDs often employ a hierarchy of street types based on usage. Local streets serve only residences and have a low traffic volume, while collector streets connect local streets to arterials, which are the major routes of travel throughout a PUD.

Sidewalks and pedestrian right of ways of PUDs supplement and complement street systems in establishing the character of the neighborhood. Sidewalks are located on at least one side of every street to enable the walkability of the developments. Circulation systems are provided to link residential groupings, open space areas, schools, and local shopping areas.

It is in the ability to design each of these components simultaneously that makes PUDs unique and effective: each of the elements work together to enhance the whole. This major advantage over traditional zoning practices forces lots to be planned in

accordance with broad rules that may allow for some incompatibility.

GOALS – Future Land Use

1. Protect the essential functions and integrity of local environmental systems, including surface and groundwater, wetlands, air quality, wildlife habitats and vegetation in an integrated approach as a "green infrastructure" establishing the bounds of development. This green infrastructure must include protection of:
   - Stream corridors as ecosystems that encompass multiple environmental features.
   - Wetlands as important natural filters, recharge areas, and wildlife habitat.
   - Significant trees, tree stands and public open space areas that support the high quality of life in Louisa.
   - The promotion and continuance planting of street trees on public and private land.

POLICIES- Future Land Use

1. Promote the preservation of the natural landscape and features and integrate these elements into the overall design of a development project.
2. Promote awareness and voluntary involvement of local citizens regarding environmental and natural resource issues, problems, needs and opportunities.
3. Control environmental impacts of proposed public and private development within the town, by reviewing all re-zonings, special exceptions, subdivision, and site plan applications to ensure protection of sensitive natural areas.
4. Promote preservation and increase (where possible) open space within the town by providing guidance and incentives to local landowners/developers to maintain open space on their lands. These incentives include land trusts, agricultural, foresting and historical districts, and open space easements. The town could also accept development rights as proffered by developers of large projects.
5. Promote a compact and clustered pattern of development around the already developed areas of the town to help preserve pastoral fringe areas for less dense housing.
6. Identify, designate, and document specific natural features and locations in and around the town for public open space.
7. Encourage the preservation of the existing fabric and character of the town, through landscaping, buffering, sidewalks and other improvements to existing and new development.
8. Maintain the level of quiet within the town.
9. Promote and encourage participation in community cleanup efforts.
10. Promote water conservation through innovative reuse systems and informed household use.
11. Encourage recycling by all local residents and businesses.
12. Encourage the protection of local wildlife.
13. Protect vistas through enhanced siting controls and reducing the height of buildings, structures and signs.

ACTION ITEMS- Future Land Use

1. Adapt zoning ordinance amendments to establish the design and performance standards necessary to support the conservation design requirements for implementation of the green infrastructure policy.
2. Draft zoning ordinance amendments to allow for flexibility in setbacks, lot sizes, and parking requirements to reduce impervious area.
3. Draft zoning ordinance amendments to allow clustering within a site to protect environmentally sensitive areas and consider alternative design options to promote passive drainage, environmentally sound storm-water management practices, and water quality treatment.
4. Consider ordinance revisions to provide for the protection of surface water resources from the impacts of development with particular focus on sediment loading.
5. Promote better awareness and voluntary involvement by identifying activities that could be undertaken by local civic organizations and individual citizens to protect and improve the environmental quality within and around the town, such as:
   a. Adoption of open spaces by civic and neighborhood organizations; and
   b. Adoption of road segment by local businesses and civic groups, including litter pickup, landscaping, and fundraising for sidewalk repair.
6. Investigate designating a historic overlay zoning district
   a. Locate historic and cultural features to preserve and document.
7. Implement a public outreach and education program to ensure public awareness of and participation in the implementation of the town's historic and cultural resources policies. At a minimum, this outreach program should include providing information to historic property owners regarding the state and federal tax incentives available for preservation and rehabilitation of historic properties and the positive economic benefits of historic preservation within a community.
8. Investigate designating a historic zoning district to encourage preservation of historic structures and the 19th century aspects of the town.
9. Develop and implement community design guidelines for residential and commercial structures to address visual quality and to further preserve the historic character of the town.

Growth Policy Statement

Louisa intends to continue promoting economic growth in the area, which includes commercial and light industrial activity. In order to succeed in those areas, the town will provide adequate infrastructure, including water and sewer treatment capacity, adequate water distribution systems, adequate sewer conveyance systems, and well-maintained streets. Additionally, the town will strive to attract a diverse and qualified labor pool.

Louisa also needs to enforce zoning, subdivision, site plan, building codes, and other controls on developers and builders in order to ensure that the safety and welfare of the general public is protected as the community develops.

Intergovernmental cooperation remains a key part of Louisa's growth policy, as the region comes together to do more infrastructure and economic development projects.

The efforts at redevelopment of the downtown area are recognized as a component of Louisa's growth policy. The growth and redevelopment of economic and cultural activity in the downtown area is a central desire of the community. The prevention of blight and deterioration in the downtown and throughout the community is an urgent focus of the town. The town also has, as a part of its growth policy, continued efforts at beautification and appearance improvements, especially at the gateways of Louisa.

Louisa's growth policy also includes the need to maintain and improve the quality of family life. This includes support for education, housing, recreation, medical facilities, and all other facets of community life. The town also supports the development of affordable and medium-cost housing. The lack of affordable housing is a significant hardship for low-income households preventing them from meeting their other basic needs, such as nutrition and healthcare, or saving for their future and that of their families. The town recognizes that the quality of life of the citizens is a key factor in ensuring the future growth of the community.

Louisa Town Council Vision Statement 2011

The Town of Louisa in 2030

The Town of Louisa is the center of government, commerce, culture, arts, and recreation for the County. As the heart of the County, we take responsibility for our destiny and commit to leadership that will ensure our economic and collective success. We are a community that preserves and builds on our history while retaining our social fabric and small town appeal. Our Main Street defines us, providing a sense of place and identity, and drawing citizens together to create a progressive, vibrant, and caring community. In particular, we take pride in our:

First Rate Public Services

The Town of Louisa delivers professional public services to its residents, business community, and visitors. These services include governance, law enforcement, and utilities. Our state-of-the-art Town Hall, which is also a national historic landmark, meets community needs in a variety of ways including an Arts Center, history museum, and surrounding park. The Town is a steward of the environment and strongly supports recycling and alternate modes of transportation that are pedestrian, bicycle, and environmentally friendly. Town services are delivered by caring professionals who are well trained and empowered to take ownership of programs, respond promptly to problems, and develop solutions to meet public needs.

Constructive Communications and Partnerships

The Town of Louisa enjoys positive, progressive partnerships with its constituents, local and state governmental agencies, and peers within the private and public sectors. The business of Town government is handled in an open and democratic manner that invites public participation.

Vibrant Economic Development

Louisa's vibrant economic development includes the downtown area with various shops and boutiques, the Route 208 commercial corridor, and a uniquely planned Town village with housing, shopping, restaurants, and medical facilities that are within walking distance of the financial district. The Town Economic Development Authority works hand-in-hand with the Chamber of Commerce and in partnership with businesses and Town government to provide a sound commercial base.

Cultural Enhancements

Quality of life in Louisa is enhanced by many diverse cultural activities. Visitors can avail themselves of comfortable lodging alternatives and interesting things to do and see. Live performances and art displays by local artists are held at the Louisa Arts Center. A walking tour of the Town includes a portion of the Civil War Trail with a stop at the historic Oakland Cemetery. Other attractions include the Sargent Museum and 18th century village, the Old Courthouse, historic churches, and many quaint, historic homes. Recreational facilities include municipal parks, little league ball fields hosting state tournaments, and a golf course that is open to the public. Restaurants and antique shops abound in the downtown area.

Well Planned Development and Community Life

The Town of Louisa is a pleasant mix of residential choices where home ownership and active community involvement are valued. We have high standards for development and insure that future growth in the Town adds to our aesthetic appeal, sense of identity, and neighborliness. The Town is continually focused on long and short-term issues related to connectivity. Within the Town, we are a connected community in

which residents walk on safe sidewalks and use bike paths to enjoy our appealing views and to experience recreation, dining, shopping, and cultural activities. The Town is an active voice in the discussion of long-range transportation plans with state and County stakeholders to insure that we sustain our small town charm and accessibility.

Appendix 1

Fiscal Year 2013, 2014, 2015, and 2016 adopted budgets

Appendix 2

Town of Louisa Zoning Map

Appendix 3

Town of Louisa Future Land Use Map

Appendix 4

Louisa County Transportation Plan (Town of Louisa Excerpt). This plan is incorporated by reference into the 2017 Town of Louisa Comprehensive Plan

Appendix 5

Louisa County Regional Long Term Water Supply Plan. This plan is incorporated by reference into the 2017 Town of Louisa Comprehensive Plan