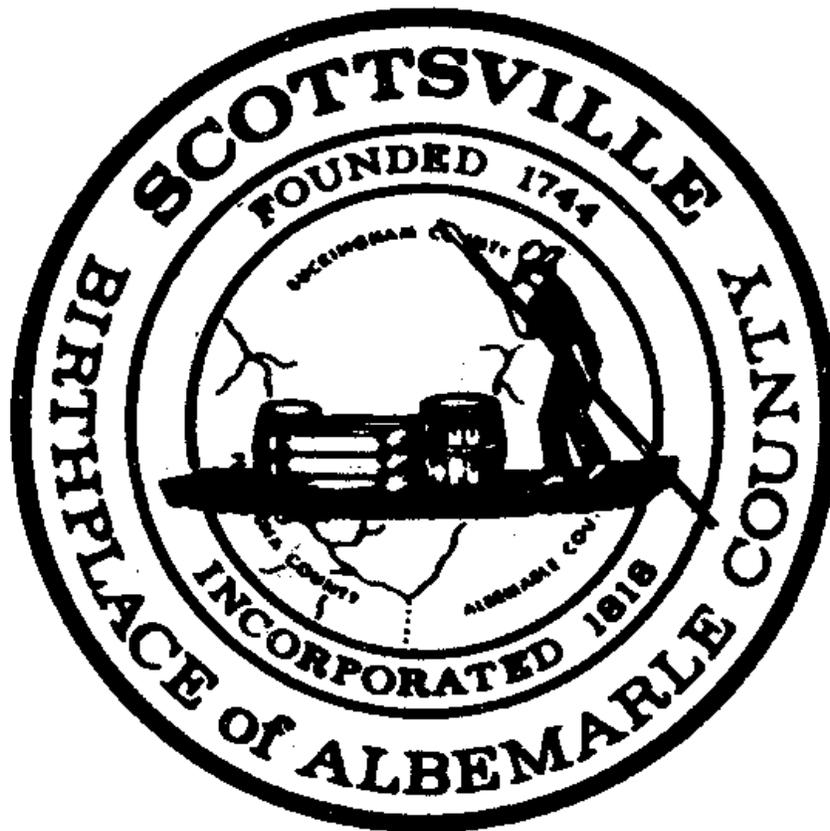


DRAFT FOR PUBLIC REVIEW  
**TOWN OF SCOTTSVILLE**  
**Comprehensive Plan**



**ADOPTED**

August 15, 1994

**REVISED**

September 20, 1999

May 20, 2002

November 21, 2005

June 16, 2008

\_\_\_\_\_, 2013

# TOWN OF SCOTTSVILLE

## Comprehensive Plan

Prepared by  
Scottsville Town Council  
and  
Scottsville Planning Commission

### **ADOPTED**

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### **REVISED**

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# Acknowledgments

The Scottsville Town Council and the Scottsville Planning Commission gratefully acknowledge the help of the citizens, business people and neighbors of Scottsville in the preparation of this revision of the Comprehensive Plan, and continue to appreciate the invaluable assistance of the County of Albemarle and of the Thomas Jefferson Planning District, in particular Mr. William N. Wanner (1994 Comprehensive Plan) and Daniel Nairn (2013 amendment).

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## Executive Summary

The Town of Scottsville has several significant dates in its history:

- 1744 when Scott's Landing became the seat of the newly formed Albemarle County;
- 1818 when the Town of Scottsville was established;
- 1831 with the inclusion of Harrison's and Fluvanna additions;
- 1833 when the Town was incorporated;
- 1866 with the inclusion of Hill's addition, expanding the Town to 123 acres; and
- 1994 when the Town expanded its borders to include an additional 856 acres and an additional 282 persons.

This Comprehensive Plan is designed to present a future guide for the Town of Scottsville regarding development within the town and surrounding areas. The plan is organized around the goals, objectives and implementation strategies detailed in Section III and is guided by the following overarching vision for Scottsville's future:

**Scottsville should preserve its small-town character, protect its historic, scenic and natural areas, and be guided by a thoughtful and harmonious development plan which will best promote the well being of its citizens and maintain quality of life.**

This Plan sets a goal for Scottsville to grow to between 800 and 1000 persons by 2040, while also allowing for appropriate commercial and industrial development within the Town borders. The historic character of the Town should be protected and enhanced, especially in the downtown area. Appropriate commercial development includes small-scale, pedestrian-oriented commercial growth in the downtown area and highway-oriented businesses in the Irish Road (Route 6 West) /Valley Street (Route 20) north area, hereafter referred to as the "Uptown Commercial Center." Tourism oriented toward the historic and recreational attributes of the Town is recommended for further economic development opportunities within the Town. Light industry is considered appropriate if it is in close proximity to existing industrial development or harmonious with surrounding development, has adequate highway access, and is served by both public water and sewer.

The future land use plan and map identifies locations and types of development or redevelopment that are desired for the Town. The plan identifies three categories of residential development: low-density village residential, very low-density rural residential and Town Residential. This Plan also recommends consideration of a new zoning classification that would be less restrictive than Village Residential for certain areas of the Town that have historically been developed more densely than now permitted under the Village Residential standard. Two categories of commercial districts are identified, associated with the downtown area and in the Uptown Commercial Center. While the downtown area is an important commercial center, it also includes residential and civic uses, so this area is labeled as Traditional Downtown (mixed). The

Town encourages appropriate light industry so long as it is in conformance with specified standards.

The reader is encouraged to review this document to find areas of particular interest. Section V: *Background Information* provides a more detailed profile of the Town of Scottsville and provides the factual basis for the most important section of this Plan, the *Goals, Objectives and Implementation Strategies* section. Section VI: *Special Projects* provides summaries of proposed and on-going projects.

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# I. Preface

## A. Foreword

The Town of Scottsville has grown in area several times since its establishment in 1818. The most recent boundary adjustment took effect on January 1, 1994. This expansion of the Town added approximately 856 acres from the County of Albemarle to the 123 acres previously incorporated for the Town, for a new total of 979 acres. As a result, the population of the Town grew from approximately 239 persons to 555 persons. Population growth has been slow since the boundary adjustment, averaging 0.2% growth per year. By 2011, there were 575 people living in Scottsville.

This Comprehensive Plan provides recommendations for the future of the Town of Scottsville. These recommendations are detailed in the *Goals, Objectives and Implementation Strategies* section and in the *Implementation Plan* section. Recommendations are based on citizen input, guidance of the Town Planning Commission and Town Council, and key information on the Town, such as its natural and constructed resources. This key information is included as Section V: *Background Information*, which provides an analysis of the population, economy and housing resources of the Town. It details existing land uses, the Town's historic and natural resources, as well as information on the developed community – the infrastructure available to support Scottsville's citizens. Section VI: *Special Projects* illustrates both conceptual and ongoing initiatives to implement the goals and objectives of this Plan.

This Comprehensive Plan is designed to be a guide for the Town Planning Commission and the Town Council and as a resource and reference document for all the citizens of the Town of Scottsville.

## B. Introduction to Comprehensive Planning

Planning is a process by which a community reviews its past, examines its present situation and provides for its future. The Comprehensive Plan is a legal document required by the Commonwealth of Virginia. It provides a framework for decisions made by the Planning Commission and Town Council and guides the direction of other formal documents, such as the Town Zoning Ordinance, Subdivision Ordinance and other codes and ordinances.

The Code of Virginia in Title 15.2, Chapter 22, Article 3 (Section 15.2-2223 through 2232) is the authority for preparation of the Comprehensive Plan. The Code regulates the steps in the preparation and approval, essential content, and use and implementation of the Plan. It states that a locality shall "make careful and comprehensive surveys and studies of the existing conditions and trends of growth, and the probable future requirements of its territory and inhabitants" (15.2-2223). The purpose of the Comprehensive Plan is to "guide and accomplish a coordinated, adjusted and harmonious development of the territory which will, in accordance

with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants" (15.2-2223).

The Comprehensive Plan is broad in nature and provides long-range recommendations for the general development of the Town. However, the Code of Virginia does recognize certain specific elements of a Comprehensive Plan. These specific elements include:

- Designation of areas for various types of public and private development and use, including residential, business, industrial, agricultural, mineral resources, conservation, recreation and public service, and flood plain and drainage;
- Designation of a system of transportation and infrastructure needs and recommendations for multiple types of travel, including driving, transit, walking, and bicycling.
- Designation of community service facilities such as parks, forests, schools, playgrounds, public buildings, community centers and water and sewer works;
- Designation of historic areas and areas for urban renewal or other treatment;
- Designation of areas for groundwater protection measures;
- An official map, a capital improvements program, a subdivision ordinance, a zoning ordinance and a zoning district map;
- The location of existing and proposed recycling centers; and
- Designation of areas to promote affordable housing sufficient to meet the current and future needs of residents of all levels of income.

In developing the Comprehensive Plan, the Planning Commission may consider the following: use of land, preservation of agricultural and forestal land, characteristics and conditions of existing development, trends of growth and the requirements to meet the needs of potential growth, natural resources, historic areas, groundwater and surface water, geology, population, employment, environmental and economic factors, existing public facilities, the need for affordable housing, flood control, drainage, transportation facilities and other related data.

The Comprehensive plan takes into consideration probable future economic and population growth trends in formulating methods of implementing the Comprehensive plan. Methods for implementing the plan may include an official map, a capital improvements program, a subdivision ordinance, a zoning ordinance and a zoning map.

Once approved by the Town Council, the Comprehensive plan shall control the general or approximate location, character and extent of new growth. The Code of Virginia states that no new public facility or infrastructure should be developed "unless and until the general location, character and extent thereof has been submitted to and approved by the local commission as being substantially in accord with the adopted Comprehensive plan or part thereof" (15.2-2232). The Planning Commission shall communicate its findings to the Town Council for approval or disapproval.

## II. Profile of the Town of Scottsville

### A. Historical Sketch

Scottsville is a town rich in history. Its origins can be traced to the 1744 division of the vast Goochland County to form the new County of Albemarle. This new Albemarle County was itself vast – encompassing five future counties and parts of two others. In February 1745 an assembly of frontiersmen arrived at Edward Scott's house above the James River to organize Albemarle County and to install its officers. The Scott house became the temporary courthouse for Albemarle County until a permanent structure could be built, and thereby established Scottsville, then known as Scott's Landing, as the County Seat.

For some 20 years Scott's Landing served as the Albemarle County seat, possibly until as late as 1765 when the magistrates first met in the courthouse in Charlottesville. During this period, Scott's Landing was the legal, commercial and social center of Albemarle County and almost all of its roads, primitive though they were, led to Scott's Landing. Scott's Landing, also known as Scott's Ferry, remained active as the principal port for river traffic above Richmond. In 1818 the Virginia General Assembly established the Town of Scottsville “at a place on James river called Scott's landing.” Fifteen acres, owned by Dr. John Scott, were laid out in fifty-four lots, forming the original town. The Town expanded to over five times its original area in 1831, and was incorporated by the General Assembly in 1833. By 1840 the Kanawha Canal was completed to Scottsville and the Town continued to grow and prosper.

The growth of the railroads and the advent of the Civil War served to stymie Scottsville's canal prosperity. During the Civil War, Generals Sheridan, Merritt and Custer occupied Scottsville. Some of the Town was burned and the Canal lay in ruins. In 1870 the Town suffered an unprecedented flood, which destroyed much of the canal and structures in low-lying areas. Floods occurred again in 1877 and again in 1878. In 1880 came the coup-de-grace for the canal when the railroad bought out the canal company.

By 1900 Scottsville had become accustomed to the railroad. The railroad and the new roads built to serve automobile traffic brought a new industry to Scottsville. In 1944 the cornerstone was laid for a tire cord plant, operated by the United States Rubber Company. This industry brought new trade to Scottsville, but little population increase – most employees commuted from outside Scottsville. In 1950, Scottsville's population was 396 persons. Thereafter, the Town population slowly declined resulting in 239 inhabitants in 1990.

Disaster struck in August 1969 when floodwaters from Hurricane Camille overwhelmed the Town. This and subsequent floods provided the impetus to seek a way to guard the Town against future floodwaters. In 1989, a levee and pumping station were completed, alleviating the threat of flooding and initiating a new vitality in the downtown area.

On January 1, 1994, Scottsville changed dramatically, both physically and demographically, when the Town limits were expanded to encompass an additional 856 acres of Albemarle County,

bringing in 282 new residents. The expanded Town of Scottsville now with a population of 575 provides a healthy base for industry, commerce and residences.

*[NOTE: Please see Virginia Moore's "Scottsville on the James," originally published in 1969 and reprinted in 1994 and "Of Town and The River – A Folk History of Scottsville, Virginia," by John Randolph Phillips, 1976; revised by Robert K. Spencer, 1994, or visit the Scottsville Museum, the Albemarle County Historical Society (located in Charlottesville), or the Scottsville branch of the Jefferson-Madison Regional Library for further historical information about the Town.]*

## **B. Background Summary**

This section presents a brief sketch of the background data and trends discussed in more detail in Section V to this Comprehensive Plan. The existing conditions and trends establish the context for setting the future direction of the Town. The data represented is the most current available, as of April 2013.

Scottsville has a population of approximately 575 persons, and it has been growing slowly at an average rate of 0.2% per year for the last fifteen years. Historically, the Town had been losing population until 1980, when it reached a low of 234 and began a period of slow growth. At this rate, the population can be expected to reach 600 by 2040, but this projection is subject to considerable uncertainty. Growth of small towns is more likely to occur in periodic jumps, with specific development projects, than in a smooth linear fashion.

The population spans a diverse range of age groups. The median age is 43, which is slightly higher than the 37 of the whole Charlottesville metropolitan area (of which Scottsville is a part). Much like the region, the elderly and empty-nester population is growing at a faster rate than younger population groups. Nevertheless, a majority of the population (60%) is working-age, between the ages of 20 and 64. Racially and ethnically, Scottsville remains predominant non-Hispanic White (90%), despite the fact that the Hispanic population has shown steady growth in the surrounding portions of Albemarle County.

A majority of the Town residents are in the labor force. Scottsville's labor force participation rate is high and its unemployment rate is low relative to other localities in Virginia. Household incomes have shown steady growth since 2000. The number of jobs located within the Town (244) almost precisely matches the population, but most residents work outside of Town and most workers commute from outside counties to their jobs in Scottsville. Consistent with the region, jobs in manufacturing and construction have declined, while jobs in retail and accommodations have increased. Tourism continues to be a substantial draw for the community, clearly fueling economic growth.

There are 325 housing units in Scottsville, of which 256 are occupied year-round. Most homes are single-family detached dwellings. Over half of all homes are owner-occupied, which was not the case in 2000 when 44% were classified as such. Home values increased substantially between 2000 and 2010, notwithstanding the overall downturn in the market experienced in the latter years of the decade. Rents have also increased. Both of these changes create housing affordability obstacles, which appear to be affecting renters to a greater degree than homeowners. Scottsville is an historic town, and the housing stock reflects this. Almost half of all existing homes were built before 1950.

The Town possesses many natural resources, and the environment has shaped the Town in many ways. The James River is essential to the Town's history and continuing identity and activity. A floodplain that has historically challenged the Town is being effectively managed with a levee and the impoundment of Mink Creek. Still, portions of the Town lie within the 100-Year Floodplain, and proper stormwater management is encouraged throughout the Town to manage flash

flooding. The topography of the Town is such that steep slopes line the streams flowing into the James River, and soil testing has revealed challenges for private septic tanks.

The automobile remains the predominant means of transportation in Scottsville, but traffic appears to be declining on primary roadways through Town. At the same time, other modes of transportation, including walking and transit, are growing in availability and use. This is particularly true in the downtown, and surrounding neighborhood.

Scottsville's developed community – its water, sewer, and storm water management systems, its transportation network, the fire, rescue and police protection it affords its citizens, its government and public facilities, as well as factors that affect the Town's financial situation – is another important facet of comprehensive planning. Scottsville is partially served by a water and sewer system owned by the Albemarle County Service Authority and operated by the Rivanna Water and Sewer Authority. Some portions of the Town are served by water only and other portions have neither public water nor sewer services.

All goals and objectives of this plan take into account these demographic, economic, and physical realities. They are intended to productively build upon the valuable human-built and natural resources already present in the Town, and support trends and initiatives that are already underway.

# Objectives and Implementation Strategies

## A. Introduction

*Goals, Objectives and Implementation Strategies* are identified below for four key areas of the Town: *Land Use; Historic, Scenic, and Natural Resources; Economic Development; and The Developed Community*. **GOALS** describe in general terms the future aspirations of the Town of Scottsville. They are long-range expectations that subsequent planning activities seek to achieve. The **OBJECTIVES** follow from the goals and are more specific elements of the broader goals. Implementation **STRATEGIES** are the most specific of all and state means for achieving the goals and objectives. The implementation strategies provide a road map for Town government to achieve the plan's goals and objectives.

The goals, objectives and implementation strategies of this *Comprehensive Plan* can be achieved through the following more specific instruments: the *Zoning Ordinance*, the *Subdivision Ordinance*, a *Capital Improvements Program*, an *Official Map* of the Town, and other codes and ordinances adopted by Town Council. Town ordinances and codes should be reviewed after adoption of this *Comprehensive Plan* to ensure their conformance with the plan.

The goals, objectives and implementation strategies are guided by the following vision for Scottsville's future:

**Scottsville should preserve its small-town character, protect its historic, scenic and natural areas, and be guided by a thoughtful and harmonious development plan which will best promote the well being of its citizens and maintain quality of life.**

## **B. Land Use**

### **1. Summary Statement**

The protection and use of the land in Scottsville is critical to the quality of life of its present and future citizens. Therefore a number of important issues must be addressed and thoroughly examined before undertaking the expansion or alteration of this small town. In the first area of the Comprehensive Plan the Town is urged to: (1) manage population growth, (2) provide appropriate guidelines and oversight for new residential and commercial development and (3) preserve and protect existing historical, scenic and natural resources.

### **2. Goals, Objectives and Implementation Strategies**

**GOAL 1** – Ensure that Scottsville's future population is consistent with the vision of maintaining a small-town character. A target population of between 800 and 1200 is anticipated by 2040.

**OBJECTIVE 1** – Encourage population growth at a rate that preserves the quality of life of all citizens, including their health, safety, morals, order, convenience and prosperity.

**STRATEGY 1** – Establish land use policies and related Town codes and ordinances that facilitate an average population growth rate of two to three percent per year over the next 25 years.

**STRATEGY 2** – Encourage developers to phase in any proposed large-scale development, such as on the Paulett tract, at a rate that will meet this goal.

**OBJECTIVE 2** – Ensure that sufficient resources and infrastructure exist to accommodate such growth and development before it occurs.

**STRATEGY 1** – In future land use decisions, protect important natural resources, including soils, groundwater, surface water and the air.

**STRATEGY 2** – Require that roads, sewer, water and other public utilities have sufficient capacities as a condition for development.

- a. Creative solutions or alternative routes/access points are recommended to address traffic concerns on roads most heavily impacted by development
- b. When improving secondary roads to accept greater traffic flows, protect the rural character of these roads. This can be accomplished by minimizing street lighting, within the bounds of public safety, and maintaining a vegetated buffer of meadow or forest at all points along the roadway.
- c. Provide a plan for water/sewer/storm water management expansion in any large-scale development. Developers should provide professional engineering

reports on feasibility and cost of providing service to the new development, and any potential impact such service expansion would have on the service residents are currently receiving and on the community at large.

**GOAL 2 – Preserve, protect and enhance the Town’s attributes through careful land use planning.**

**OBJECTIVE 1** – Manage new development as an orderly expansion of growth occurring in the Town.

**STRATEGY 1** – Periodically review Town standards for future residential, commercial and industrial development that include, but are not limited to, availability of existing or planned water and sewer systems, adequacy of existing or planned roadways, conformance with restrictions on development within the floodplain, in watersheds for public drinking water and on critical slopes, and compatibility with existing adjacent land uses, and which respect the natural surroundings and topography of the land.

**STRATEGY 2** – Shepherd more intensive residential development into areas with existing water and sewer service.

**STRATEGY 3** – Ensure that the size, height and appearance of new structures are compatible with existing Town structures, and include a mixture of housing styles and prices as well as lot sizes to provide a diverse community.

**STRATEGY 4** – Include street design, subtle street lighting where appropriate, sidewalks and paths designed to enhance and encourage a sense of community.

**OBJECTIVE 2** – Concentrate commercial and industrial development in areas with adequate access, water, sewer service, and having similar development patterns.

**STRATEGY 1** – Support additional commercial development in the quadrant of the Town in the vicinity of and to the north of Irish Road (Route 6 West) and to the west of Valley Street (Route 20) north, as shown on the Future Land Use Map of this Comprehensive Plan. This area is referred to as the Uptown Commercial Center.

**STRATEGY 2** – Support small commercial enterprises and mixed commercial/residential uses in the downtown portion of Scottsville.

**STRATEGY 3** – Support light industry within the Town borders in areas with historically similar industrial land uses, in areas where water and sewer services are available, and where adequate highway access is attainable, to achieve additional employment and an expanded tax base.

**STRATEGY 4** – Support development of adequate storm water management as part of development of commercial and industrial areas.

**OBJECTIVE 3** – Support the preservation and expansion of the downtown according to traditional small-town design principles.

**STRATEGY 1** – Create a new zoning district for the downtown that allows more flexibility in uses, including mixture of uses on the same parcel, while setting formal requirements consistent with the historic character of the district.

**STRATEGY 2** – Encourage infill and adaptive reuse of existing structures, especially of residential uses above commercial on primary roadways.

**STRATEGY 3** – Seek infrastructure investment to support healthy growth of downtown, especially improvements for pedestrian access and safety.

## **C. Historic, Scenic and Natural Resources**

### **1. Summary Statement**

Scottsville holds a unique place in American and Virginia history. This is a result, in large measure, of its location on the James River, which was the primary means of travel and shipment of goods and products in the early years of our country's history. Scottsville's historic, scenic and natural resources are worthy of continued recognition and protection. The section of the Town of Scottsville that was incorporated prior to January 1, 1994, is itself a registered National Historic District, and the Town includes a number of homes on the National Register of Historic Places. The James River provides a scenic context for this historic community. This Comprehensive Plan, then, offers methods to both preserve and expand the Town's historic, scenic and natural resources. Additional methods of capitalizing on the Town's scenic resources are included below in Goal 3 under *Economic Development* as it relates to tourism.

### **2. Goals, Objectives and Implementation Strategies**

#### **GOAL 1 – Preserve, protect and enhance the historic character and features of Scottsville.**

**OBJECTIVE 1** – Protect and preserve the original historic downtown along with other historic sites and places for the benefit of both present and future generations and long-term conservation of the Town's character.

**STRATEGY 1** – Protect historic structures from incompatible exterior alterations or demolition by establishing preservation policy that encourages the cooperation of owners of historic properties.

**STRATEGY 2** – Protect the Historic District and other historic sites and places through suitable provisions in the Scottsville Zoning Ordinance for architectural review.

**STRATEGY 3** – Encourage owners of eligible sites and buildings to apply for recognition under the National Register of Historic Places and the Virginia Landmarks Register.

**STRATEGY 4** – Assist property owners within the Scottsville Historic District with use of preservation tax credits for historically-appropriate reinvestments in property.

**STRATEGY 5** – Protect historic buildings and sites by buffering them from incompatible uses, such as high traffic commercial establishments and industrial uses.

**STRATEGY 6** – In historic areas, encourage only development that includes or allows preservation of existing historic structures or significant archaeological sites.

**STRATEGY 7** – Require owners of historic structures to maintain and preserve the buildings according to current architectural standards.

**OBJECTIVE 2** – Improve and maintain the entrance corridors leading into and through the Town to provide visitors, residents and business people a favorable impression of Scottsville and demonstrate community pride.

**STRATEGY 1** – Control development within the entrance corridors to the Town. Encourage businesses to conform to the historic nature of Scottsville.

**STRATEGY 2** – Future development or redevelopment within entrance corridors should follow the natural topography and be as unobtrusive as possible in the less developed areas, and should conform to the traditional design patterns already evident in the downtown. Parking areas should be located at the rear of buildings or be attractively screened from view.

**STRATEGY 3** – All signs should be in character with existing structures and be appropriate for the entrance to a small, historic town.

**STRATEGY 4** – Within entrance corridors, existing vegetation should be preserved and appropriate landscaping and plantings should be encouraged.

**STRATEGY 5** – As soon as possible, eliminate grandfathered non-conforming uses in the Route 20 north entrance corridor.

**GOAL 2** – Protect the Town's scenic and natural resources as essential to its small-town character, economic strength and quality of life.

**OBJECTIVE 1** – Protect areas of particular scenic beauty, including the James River, Mink Creek Impoundment and surrounding Van Clief Nature Area, and significant public and semi-public places, such as churches and historical attractions.

**STRATEGY 1** – Protect important natural resources in more rural areas including soils, riparian areas, native vegetation and mature tree growth by:

- a. Encouraging maintaining 100-foot riparian buffers on all streams to prevent soil erosion, manage storm water runoff, and ensure water quality.
- b. Preserving the quality soil basins and incorporating soil basins into the development design.
- c. Preserving mature trees and meadowlands and incorporating them into the development design to ensure preservation of the character of the land.

**STRATEGY 2** – Encourage improved access to the James River and a well-maintained and attractively landscaped riverfront for recreational purposes and as a tourist attraction.

**STRATEGY 3** – Continue to restrict development within the Flood Hazard District, as laid out in the Scottsville Zoning Ordinance. Restrict construction, grading and cutting of trees along the banks of the James River.

**STRATEGY 4** – For new development occurring adjacent to or in close proximity to areas or places of particular scenic beauty, prohibit incompatible uses and require appropriate buffers and landscaping. New development should conform to the existing topography and preserve existing vegetation to the extent feasible.

**STRATEGY 5** – Preserve the existing rural areas of the Town, including the dark night sky, fresh air and country quietness through use of subtle lighting, and retention of preexisting trees and grasses for landscaping, and buffering of development with mature woodlands and native vegetation.

**STRATEGY 6** – In rural/agricultural areas, encourage developers to dedicate open space in perpetuity to ensure that the heritage of the land remains intact.

**GOAL 3 – Protect the Town’s natural resources**

**OBJECTIVE 1** – Protect the Town’s drinking water and the health of streams and river.

**STRATEGY 1** – Work with County and other agencies to ensure safe and clean drinking water from Totier Creek.

**STRATEGY 2** – Encourage the planting of stream side buffers along Mink Creek to filter pollutants from storm water runoff and to stabilize stream banks, especially as the creek runs through the Town.

**STRATEGY 3** – Recommend the planting of trees and plants that are native to our bioregion.

**STRATEGY 4** – Discourage use of pesticides in parks to protect our children and pets and discourage use of pesticides near streams to protect our amphibious, aquatic life and water quality.

**OBJECTIVE 2** – Protect local residents, property, businesses and the natural environment from damage by implementing long-term goals to reduce the impacts of natural hazards.

**STRATEGY 1** – Continue to bury utilities underground.

## **D. Economic Development**

### **1. Summary Statement**

A strong local economy is important for two reasons. First, a stable economic base provides retail goods and services, as well as employment, for the Town's residents. Second, a strong economic base, both commercial and industrial, generates tax revenues that help pay for services benefiting all Town citizens. It is important to both maintain and support the existing economic base and to build on this base with new, but compatible, businesses and industry. Economic development should serve the purpose of maintaining or improving the local quality of life rather than becoming, of itself, the purpose for such planning.

### **2. Goals, Objectives and Implementation Strategies**

**GOAL 1** – Support commercial and retail economic development that complements the Town's existing commercial and retail base and is compatible with Scottsville's small-town character.

**OBJECTIVE 1** – Only compatible small-scale commercial development should be located within the downtown area of Scottsville, with more intensive commercial development in the Uptown Commercial Center.

**STRATEGY 1** – Support commercial and retail establishments in the downtown area such as offices and banks; small-scale retail sales such as clothing stores, shoe stores, specialty shops, food markets, restaurants, drugstores; and medical, optometric, and dental clinics. Mixed commercial and residential uses also are appropriate in the downtown area.

**STRATEGY 2** – Strive to retain or attract essential community services and offices (such as postal, medical, optometric, dental, pharmaceutical, and library) within the heart of downtown, enabling area residents to walk to them. These services also serve as anchors to ensure the continuation of a vibrant core area within the Town.

**STRATEGY 3** – Before significant expansion of existing industry or introduction of new industry is allowed, provisions must assure the residential nature of the Town and the health and welfare of residents will not be adversely impacted.

**STRATEGY 4** – Support additional commercial and retail development in the Uptown Commercial Center. This may include, but not necessarily be limited to, selected highway commercial establishments and neighborhood-scale shopping centers. Large volume and large square footage commercial establishments of a type known as “big box stores” are inappropriate.

**OBJECTIVE 2** – Encourage the development of appropriate businesses.

**STRATEGY 1** – Continue implementation of branding and economic development strategy, based on Scottsville’s position as a “unique rivertown experience” and its historic heritage. Focus on instilling loyalty from local trade areas.

**STRATEGY 2** – Seek funding and expertise toward commercial revitalization and implement programs to enhance economic sustainability.

**STRATEGY 3** – Ensure that commercial uses in new, large-scale developments would enhance the health of existing downtown and uptown commercial enterprises, particularly convenience and specialty retail shops and restaurants.

**STRATEGY 4** – Encourage alternative uses, such as artisan’s shops and studios in the Historic District.

**OBJECTIVE 3** – Continue operation of the seasonal Scottsville Farmers’ Market at the market square, and increase the number of customers and visitors to market and downtown Scottsville.

**STRATEGY 1** – Expand the number of vendors and performers, as appropriate to the mission of the Farmers’ Market.

**STRATEGY 2** – Continue promotion of the market throughout the region through website, social media, and public events.

**STRATEGY 3** – Connect the Farmers’ Market to the broader downtown, thereby generating traffic for downtown businesses.

**GOAL 2 – Support compatible, light industry to broaden employment base and increase tax base benefiting all Town citizens.**

**OBJECTIVE 1** – Encourage and support light industry in near proximity to existing industrial uses, provided adequate highway access is obtained.

**OBJECTIVE 2** – Consider appropriate light industrial uses within the higher intensity commercial district in the Uptown Commercial Center.

**STRATEGY 1** – Ensure that new light industrial development is contingent upon adequate water, sewer and roadway access.

**STRATEGY 2** – Support light industry that does not detract from the surrounding area and does not significantly degrade air and water quality, neighborhood traffic patterns, ambient noise levels, or the dark night sky.

**STRATEGY 3** – Proposals for suitable light industry in the Uptown area should receive favorable consideration.

**GOAL 3 – Draw upon Scottsville’s historic and scenic attractions to establish tourism as a means of economic development.**

**OBJECTIVE 1** – Develop tourism strategies that place an emphasis on the historic attributes of the Town and on convenient river accessibility.

**STRATEGY 1** – Encourage and promote greater development of the hospitality industry through quality restaurants, bed and breakfast establishments, country inns and the like.

**STRATEGY 2** – Create tourist opportunities through existing historic and recreation programs, including, but not limited to, anniversary celebrations of historic events, Fourth of July festivities, batteau festivals, and programs sponsored by the Charlottesville-Albemarle Visitor’s Center, state and local tourism commissions, Monticello, Ash Lawn-Highland, Pine Knot, and the Civil War Trail. Encourage development of tourist attractions that reflect Scottsville’s natural, historical, and environmental qualities.

**STRATEGY 3** – Continue to provide and improve a branded wayfinding system for the Town.

**OBJECTIVE 2** – Participate in a regional approach to tourism development drawing from regional recreational opportunities and the rich historic heritage of the region.

**STRATEGY 1** – Partner with other cities and towns along the James River to promote river-based tourism, encouraging related services and facilities in Scottsville as attractions for drawing recreational users.

**STRATEGY 2** – Designate the Mink Creek Trail/Van Clief Nature Area as a segment of the James River Heritage Trail System.

**STRATEGY 3** – Support activities of the Charlottesville Albemarle Convention & Visitors Bureau.

**OBJECTIVE 3** – Encourage attractions, events, and programs that complement Scottsville’s inherent strengths and draw visitors to the Town.

**STRATEGY 1** – Support continued operation and growth of the Scottsville Museum, recognizing its role as a showcase for the Town’s history and important attraction for the downtown area.

**STRATEGY 2** – Continue participating in the James River Batteau Festival and other events that highlight the Town’s river heritage.

**STRATEGY 3** – Develop public parks, walking paths and recreational and informative attractions.

**STRATEGY 4** – Encourage private development of historic buildings and sites in support of tourism, especially the Canal Basin Warehouse.

## **E. The Developed Community**

### **1. Summary Statement**

This portion of the *Goals, Objectives and Implementation Strategies* section discusses the Town's infrastructure – public water and sewer systems, utilities, and transportation network – and educational and recreational facilities. It also addresses the adequacy of the Town's financial structure and its financial resources. The following goals endorse water and sewer lines sufficient to support projected new growth and to remedy current deficiencies. They emphasize the need to have adequate transportation access throughout the Town, particularly as new development occurs. They also address meeting the educational, recreational and housing needs and the welfare of Town citizens.

### **2. Goals, Objectives and Implementation Strategies**

**GOAL 1** – Support improvements to, and the orderly expansion of, the Town's infrastructure, including water and sewer lines, storm water management, electrical and communication services, and other public utilities.

**OBJECTIVE 1** – Support the Albemarle County Service Authority in efforts to upgrade and expand the Town's water and sewer system.

**STRATEGY 1** – Ensure that existing water and sewer systems are adequately maintained and upgraded.

**STRATEGY 2** – Direct the orderly expansion of water and sewer systems to areas of greatest need, especially housing lacking adequate private systems. When considering future infrastructure needs, ensure the availability of adequate water and sewer to serve the area designed for planned residential development in the future land use plan.

**STRATEGY 3** – Ensure that utilities and services provided in any new development will not adversely affect the quality of services currently provided, the financial health of the Town, or the environment.

**OBJECTIVE 2** – Support developers and the Virginia Department of Transportation (VDOT) in efforts to provide and maintain appropriate storm water management systems.

**STRATEGY 1** – Ensure that all new developments and roadways include a drainage system that protects adjoining property.

**STRATEGY 2** – Encourage drainage systems that utilize natural drainage-ways and minimize the amount and rate of surface runoff. However, ensure that the Mink Creek Impoundment area is not compromised by any such drainage system.

**STRATEGY 3** – Incorporate necessary improvements to the Town’s storm water management system as part of the Capital Improvement Plan in cooperation with other responsible agencies and landowners.

**OBJECTIVE 3** – Ensure adequate availability of electrical and communication utilities and encourage that they be designed and installed so as to be as unobtrusive and aesthetically pleasing as possible, particularly in or visible from the Historic District.

**STRATEGY 1** – Encourage the installation of underground utility lines in future developments. Replace existing electrical and communication lines with underground service when economically feasible. New installations should be unobtrusive.

**OBJECTIVE 4** – Encourage the installation of state-of-the-art communications and high capacity Internet connectivity to benefit residents and businesses of the Town.

**STRATEGY 1** – Encourage communication, cable and satellite companies to provide high quality and capability service. Take advantage of state and federal initiatives that facilitate providing advanced Internet capabilities to small communities. Lines and equipment must be installed so as to meet the goals and objectives of this plan.

**GOAL 2 – Support needed improvements to the Town's transportation networks, including bikeways, walkways and its system of roads.**

**OBJECTIVE 1** – Support the development of new roads or access points to facilitate, in particular, commercial and industrial development and to provide relief on residential streets from truck and employee traffic.

**STRATEGY 1** – Consider road engineering and design strategies on West Main Street to reduce truck congestion downtown and provide truck access to the industrial area.

**OBJECTIVE 2** – Identify priorities for improvements to Scottsville's existing and future roadways and convey these priorities to Albemarle County and VDOT.

**STRATEGY 1** – Encourage new or improved roadways to accommodate changes in traffic resulting from new development. Seek alternative routes/access points to ease the burden on existing roadways adjacent to new development.

**STRATEGY 2** – Participate in the annual process of establishing priorities for secondary road improvements conducted by Albemarle County and VDOT’s Resident Engineer.

**STRATEGY 3** – Improve alignment of Route 20 and Route 726 intersection with installation of a roundabout (depicted on Infrastructure Map).

**STRATEGY 4** – Improve alignment of Route 20 and Route 6 (depicted on Infrastructure Map)

**STRATEGY 5** – Improve alignment of Route 6 and Route 726 intersection (depicted on Infrastructure Map).

**OBJECTIVE 3** – Encourage the inclusion of walkways and bikeways in future road improvements and as stand-alone projects.

**STRATEGY 1** – Install multiuse trails connecting the downtown area to the Uptown Commercial Center with walkways and bikeways and to connecting both to residential areas.

**STRATEGY 2** – Encourage sidewalks, walkways, and bikeways in new development to promote walking and biking within the development and to other parts of Town.

**STRATEGY 3** – Encourage donation of conservation easements and/or land to expand Mink Creek Trail north to connect with existing and planned developments in the northern portions of Scottsville.

**STRATEGY 4** – Partner with the Albemarle County Public Schools and Albemarle County to install a walking and bicycling route between the Town and Scottsville Elementary School, potentially utilizing Safe Routes to School funds.

**GOAL 3 – Plan for and meet the needs of Scottsville's government.**

**OBJECTIVE 1** – Ensure that Scottsville has ample and appropriate sources of revenues sufficient to adequately fund Town programs and meet the municipal needs of Town citizens.

**STRATEGY 1** – Evaluate the Town's revenue periodically for adequacy in meeting the Town's needs.

**STRATEGY 2** – Reevaluate Scottsville's abstinence from collection of real estate taxes.

**OBJECTIVE 2** – Assure that Scottsville has a form and structure of government that is responsive to the needs of its citizens and business owners.

**STRATEGY 1** – Retain the existing form of Town government, including the position of Town Administrator, to perform the various day-to-day functions of running Town government.

**OBJECTIVE 3** – Encourage regional cooperative relationships with Albemarle, Buckingham and Fluvanna counties legislative and administrative bodies.

**STRATEGY 1** – Establish a regional council to coordinate planning and development within a ten-mile radius of Scottsville in south-eastern Albemarle, northern Buckingham and south-western Fluvanna counties.

**GOAL 4** – Provide for the educational, recreational, cultural, and housing needs and the general welfare of the Town's citizens, and ensure that the Town's lands and facilities serve all of its residents.

**OBJECTIVE 1** – Encourage a broad spectrum of local educational opportunities.

**STRATEGY 1** – Encourage Albemarle County to retain the current elementary school in Scottsville, and to enhance its programs and facilities.

**STRATEGY 2** – Promote continuing education opportunities in Scottsville.

**STRATEGY 3** – Encourage school authorities to consider the educational and community needs of Scottsville's residents and employ contemporary educational opportunities to better serve the community.

**OBJECTIVE 2** – Consider expanding the recreational opportunities available within the Town of Scottsville for both children and adults.

**STRATEGY 1** – Continue development of Canal Basin Square in conjunction with VDOT, using enhancement funds appropriated for this project, and matching funds from grants and local funds.

**STRATEGY 2** – Become more involved with Albemarle County's efforts to enhance Dorrier Park and the Scottsville Community Center as county recreational facilities serving all age groups.

**STRATEGY 3** – Develop the 63 acre Van Clief Nature Area in accordance with an adopted Master Plan to provide low impact recreational opportunities including, but not limited to, pedestrian trails, picnicking, non-motorized boating and handicapped access as part of a larger effort to preserve and utilize the area's natural resources.

**STRATEGY 4** – Maintain recreational sites and facilities, including Bruce Park and the Levee Walk.

**STRATEGY 5** – Coordinate with Albemarle County and other agencies to plan and develop walking and biking paths connecting the Uptown Commercial Center, the Traditional Downtown (mixed), and all residential areas of the Town, along with greenways linking the Town with adjoining sites, such as the remnants of nearby canal locks.

**STRATEGY 6** – Support the Virginia Outdoors Plan and Albemarle County Greenway Plan to create a trail along the James River from Nelson County to Fluvanna County. This trail will also serve to connect Scottsville to Totier Creek Park as well as provide bicycle access to Hatton’s Ferry crossing.

**STRATEGY 7** – Actively engage with CSX Railroad and other agencies to preserve the natural and historic resources and develop recreational uses of the banks of the James River.

**STRATEGY 8** – Seek to create additional public access points to the James River.

**STRATEGY 9** – Encourage the incorporation of open space for public use in site development plans.

**OBJECTIVE 3** – Provide a rich cultural environment consistent with the community's heritage.

**STRATEGY 1** – Support the Scottsville Branch of the Jefferson-Madison Regional Library, to include the facilities, parking, inventory, and hours of operation.

**STRATEGY 2** – Encourage continued development of the Canal Basin Square, Scottsville Museum, the Confederate cemetery, canal locks both up and downstream of Scottsville, and other historic sites as catalysts for the study and appreciation of the area's historic heritage.

**STRATEGY 3** – Encourage the establishment and development of community facilities for the performing and visual arts, including gallery, workshop, and community events/meeting spaces.

**STRATEGY 4** – Encourage the design of future residential neighborhoods that promote the integration of the new development into the existing fabric of the Town.

**STRATEGY 5** – Encourage local organizations that promote the cultural vitality of the community.

**OBJECTIVE 4** – Address the needs of the Town’s population groups, including the need for safe, decent, and affordable housing.

**STRATEGY 1** – Accommodate the needs of Scottsville’s high percentage of senior citizens.

**STRATEGY 2** – Promote development that encourages affordable home ownership and single-family detached dwellings by working with the Albemarle Housing Improvement Project (AHIP) and the Fluvanna/Louisa Housing Foundation.

**STRATEGY 3** – Encourage regional housing organizations to develop or rehabilitate high-quality, affordable housing for residents of the Town, such as the Scottsville

School Apartments. New affordable housing should be located within walking distance of services and jobs.

**STRATEGY 4** – Encourage development of affordable day care facilities.

## III. Implementation Plan

### A. Implementation Guidance

The ultimate purpose of economic and community development is to better serve the residents of the Town. Implementation of the goals and objectives should enhance the quality of life of Scottsville's citizens and preserve the Comprehensive Plan's vision for the future of Scottsville as a small town.

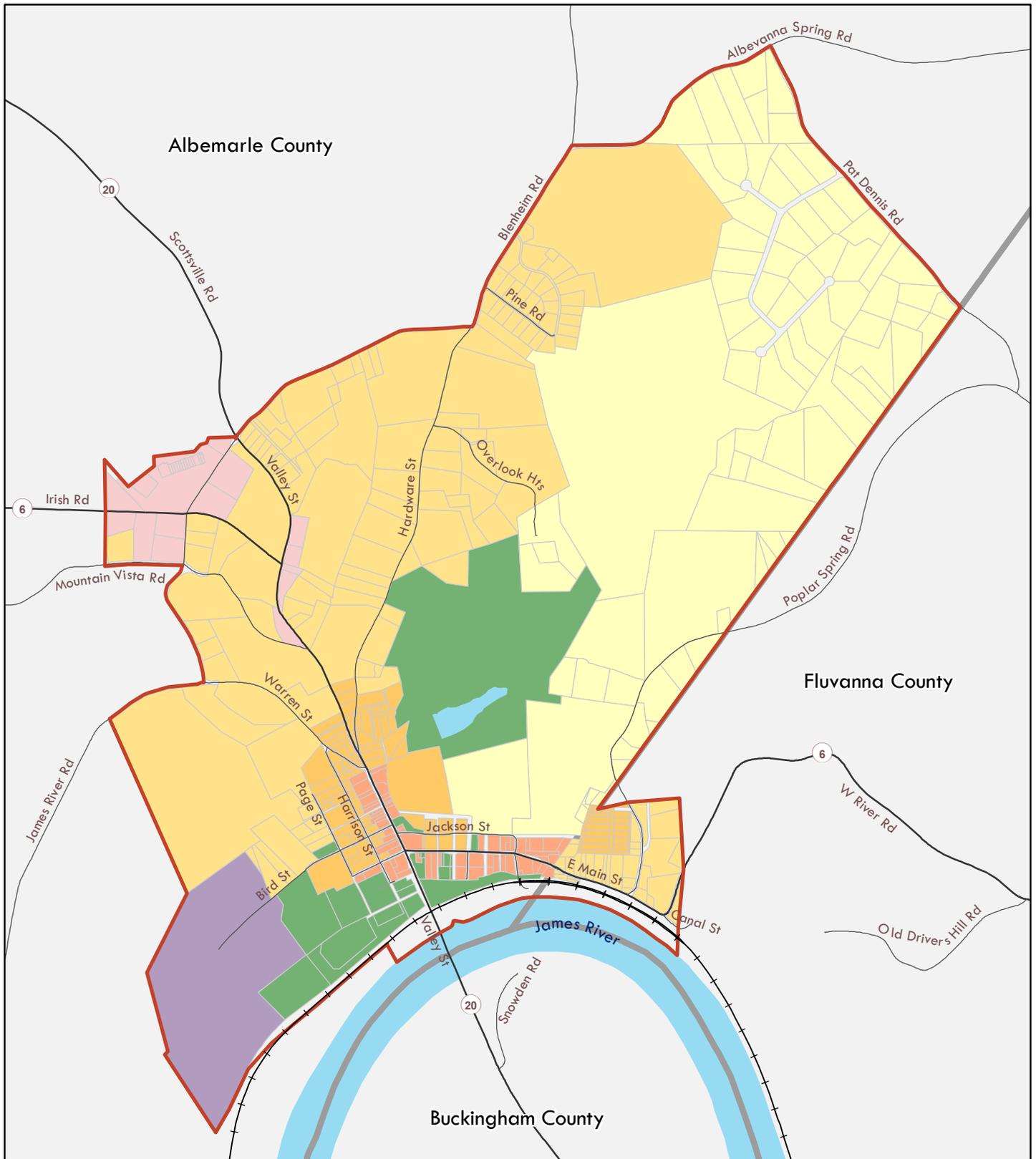
### B. Future Land Use Plan

#### 1. Summary Statement

Scottsville's future land use plan includes a mixture of residential, commercial and industrial uses, consistent with the goals and objectives set forth in this plan. To that end, the future land uses for residential growth align the density of growth with the location within the Town, with more compact residential appropriate in areas with adequate infrastructure. The downtown area is slated for a fine-grained mixture of commercial, residential, and civic uses, consistent with downtown's historic character and pedestrian orientation. The commercial district in the uptown area is more appropriate for larger-scale and automobile-oriented commercial establishments. Industry must be compatible with adjoining areas and not degrade the quality of life of neighboring residents.

The Town of Scottsville wishes to promote regional development that is harmonious and compatible with the future land use plan for Scottsville. The Town recognizes the potential impact any changes in neighboring communities will have on Scottsville, and seeks a continuing dialogue with its neighbors. Thus, the Town shall share this Comprehensive Plan and related codes and ordinances with Albemarle, Buckingham and Fluvanna counties and the Thomas Jefferson Planning District Commission, and encourage all of these entities to give due consideration to the effect of development on the Town of Scottsville.

All sections below are meant to be read in parallel with Future Land Use Map, which defines the locations to which each standard should be applied.



- |                     |                              |                      |
|---------------------|------------------------------|----------------------|
| Future Land Use     | Traditional Downtown (mixed) | Scottsville Boundary |
| Rural Residential   | Commercial                   |                      |
| Village Residential | Public/SemiPublic            |                      |
| Town Residential    | Light Industrial             |                      |



## **2. Residential Standards**

The plan provides for three types of residential development: Rural Residential, Village Residential, and Town Residential. It also provides for consideration of a new zoning classification and certain other alternative development plans.

The very low-density *Rural Residential* areas should aid in the protection of the Mink Creek watershed and other natural resources. The overall density in these areas should be less than one dwelling per two acres. Subdivisions within the rural residential areas should be developed on internal roads, incorporating clustering of homes or other creative designs that will ensure maximum open space within the subdivision, and will protect the Mink Creek watershed and other natural resources.

The low-to medium-density *Village Residential* areas are the preferred locations for future residential growth. Allowable lot sizes may be decreased for developments that include clusters of homes and preservation of open space. Alternative development plans allow for a mixture of low, medium and higher density development on large tracts of land, subject to the availability of water and sewer and adequate access. Such plans also encourage open spaces and the preservation of the rural character of the area. Appropriate sections of Village or Rural Residential areas may be candidates for certain alternative development plans should the developer adequately address the various planning issues.

The higher-density *Town Residential* areas are in the immediate vicinity of downtown, and in some cases have direct frontage on the major corridors through the Town. This area may contain the greatest variety of housing types, including single-family detached units, townhouses, and appropriately-scaled apartments.

It should be noted that the Future Land Use Map depicts areas as Town Residential that are currently zoned as Village Residential (VR). These parcels were originally developed with lot sizes of one quarter to one half acres per dwelling unit, and are located near the center of Town. The zoning map should be reviewed to determine whether the Town would benefit from designation of a less restrictive zoning classification than Village Residential in the areas mentioned. Appropriate public hearings and comment could then be sought to determine whether rezoning should be recommended.

All residential development, regardless of classification, should preserve existing vegetation to the extent practicable and should follow the natural topography of the land. Development on slopes in excess of 25 percent is discouraged, and all homes should be on a permanent foundation.

## **3. Traditional Downtown Standards**

Most of the extent of Valley Street and East Main Street through the heart of Scottsville is labeled in the Future Land Use Map as Traditional Downtown (Mixed). This area is also entirely within the Scottsville Historic District, and is defined as an entrance corridor on the Scottsville Zoning Map.

As the primary commercial and social center of the Town, this area is intended to remain compact, with a fine-grained mixture of uses, including retail, residential, office, workshops, and civic uses. All uses should be small-scale and pedestrian oriented, matching in character and form

the existing uses in the district. The buildings and site layouts should conform to a traditional small-town arrangement, including minimal set-backs, buildings heights of two or three stories, and building facades that engage pedestrians on the streets. This greater intensity of activity should be supported by appropriate infrastructure investment, such as sidewalks, streetlighting and traffic calming. Parking should be predominantly supplied on-street, with potential for additional off-street spaces behind buildings.

The Scottsville Zoning Ordinance currently does not include a zoning classification that matches this future land use standard. The areas shown on the map are currently zoned as Commercial (C) or Residential (R3), neither of which precisely match the intent of this plan. As stated in the Land Use Goals and Objectives, the Town should consider a new zoning district that allows greater flexibility in use while preserving the traditional historic form of the downtown area.

#### **4. Commercial Standards**

The commercial classification is found exclusively in the uptown area, and it allows for highway-oriented and neighborhood-scale commercial establishments such as supermarkets, fast food establishments, service stations, automotive repair, banks, variety and small-scale department stores, building supply, furniture and appliance stores, recreational facilities, professional offices and medical clinics.

Businesses should be concentrated together or clustered along a common access road to minimize traffic hazards and the visual impact of commercial activity within the Town. Access points to Route 6 and 20 should be limited and shared between multiple individual commercial sites in an area, in order to improve safety and traffic flow on these major roadways. The visual impact should be further minimized through landscaping along public roads, parking lots and property lines. Commercial use adjacent to a residential dwelling should be buffered with natural landscaping. Throughout this district generally, signs should have a minimal impact on the character of the area.

#### **5. Industrial Standards**

Limited, light industry with acceptable low levels of noise, air, water and lighting pollution and impact on road use is considered appropriate for Scottsville. Research and technical manufacturing and other low impact light industry are examples of appropriate uses. Industrial development should have adequate roadway access from a major collector or arterial roadway and should avoid traffic through residential areas. Industrial sites should be buffered from adjacent properties with appropriate setbacks and landscaping. Access to public utilities, especially water and sewer, are required for light industrial development. Heavy industry is not considered appropriate for the Scottsville area.

#### **6. Alternative Development Plans**

Certain parcels of land, within any of the above mentioned districts, may be candidates for alternative development plans, should the developer adequately address the various planning issues. Alternative development plans are intended to encourage sensitivity toward the natural characteristics of the site and toward impact on the surrounding area in land development. More specifically, this type of development is intended to promote economical and efficient land use,

appropriate and harmonious physical development, and creative design consistent with the best interest of the Town and the area in which it is located.

Such development should occur on internal roads to establish a sense of place and maintain safe ingress and egress to and from the development. Development should include open space for recreation, pedestrian access and protection of the rural, small-town character of Scottsville. Development should also include bikeways and walkways to recreational and commercial sites wherever practicable. A limited amount of neighborhood-scale commercial development, in keeping with the local community, will be considered within the development. Appropriate commercial development might include professional and medical offices or facilities, or conference or retirement facilities, and residences should be buffered using natural landscaping.

## IV. Background Information

### A. Scottsville's Relationship to Neighboring Counties

Scottsville recognizes the impact the Town and its neighbors have on each other, and encourages a continuing, mutually cooperative relationship with Albemarle, Fluvanna, and Buckingham counties.

Scottsville, like other incorporated towns in the Commonwealth of Virginia, remains a part of its host county – in Scottsville's case, two counties: Albemarle and Fluvanna. The portion to the northwest of the Albemarle/Fluvanna County boundary line, wholly within Albemarle County, comprises approximately 961 acres and 554 residents; the portion to the southeast of the Albemarle/Fluvanna County line that lies within Fluvanna County includes approximately 18 acres and 19 residents.

Scottsville property owners, residents, and business owners pay real estate and property taxes to that county in which their property lies at the tax rate charged throughout their respective counties. For their part, the counties are obliged to provide to Scottsville residents and property owners the same level of service provided to other county residents and property owners, including primary and secondary education, police protection (supplemental to the Town's Police Department), fire and rescue protection, social services, library services, park and recreational services, and the like.

The Code of Virginia also permits towns to collect both real estate and property taxes. Although this authorization provides a potential additional source of revenues, Scottsville ceased collecting these taxes once the boundary adjustment took effect on January 1, 1994. Scottsville derives most of its revenues from utility taxes, meals tax, business license taxes, bank franchise tax, locality share of sales taxes collected by the state, transient occupancy tax, and the sale of automobile decals to residents. These are taxes that would otherwise be collected by Albemarle County and Fluvanna County; therefore, collection of these taxes by the Town imposes no added tax burden on the taxpayers of Scottsville.

## B. Demographic Information

### 1. Population Trends and Characteristics

In 2011, the U.S. Census Bureau estimated a total population of 575 for the Town of Scottsville. The historic population trends show modest population growth of roughly 2 percent per decade occurring in the Town starting in 2000. Before this, the Town had been losing population at a rate of roughly 15% per decade. It should be noted that the Town boundary adjustment that occurred in 1994 complicates any comparisons between 1990 and 2000.

**TABLE 1**  
**Population: 1950 – 2011**  
**Town of Scottsville, Albemarle County, Fluvanna County, and Buckingham County**

	Scottsville	Fluvanna County	Albemarle County	Buckingham County
<b>1950</b>	396	7,121	26,662	12,288
<b>1960</b>	353	7,227	30,969	10,877
<b>1970</b>	290	7,621	37,780	10,597
<b>1980</b>	234	10,244	55,783	11,751
<b>1990</b>	239 (521*)	12,429	68,040	12,873
<b>2000</b>	555	20,047	79,236	15,623
<b>2010</b>	566	25,691	98,970	17,146
<b>2011**</b>	575	26,061	100,553	17,278

\* 282 added by boundary adjustment in 1994 based on 1990 US Census Albemarle Tract 114, Block Group 2

\*\* Estimate produced by U.S Census Bureau

*Source: U.S. Census Bureau*

The Virginia Code requires Comprehensive Plans to project population growth over the time horizon of the plan. The Weldon Cooper Center, the official population projection entity in the Commonwealth of Virginia, does not perform projections on Towns of less than 5,000 population. It should be noted that projections for any community the size of Scottsville are very tenuous, as any single change could have a substantial impact on growth rates.

Nevertheless, the following table depicts a simplified population projection, based on the assumption that the Town will continue to grow at the rate of growth it experienced between 2000 and 2010.

**TABLE 2**  
**Population Projections: 2020 – 2040**  
**Town of Scottsville, Albemarle County, Fluvanna County, and Buckingham County**

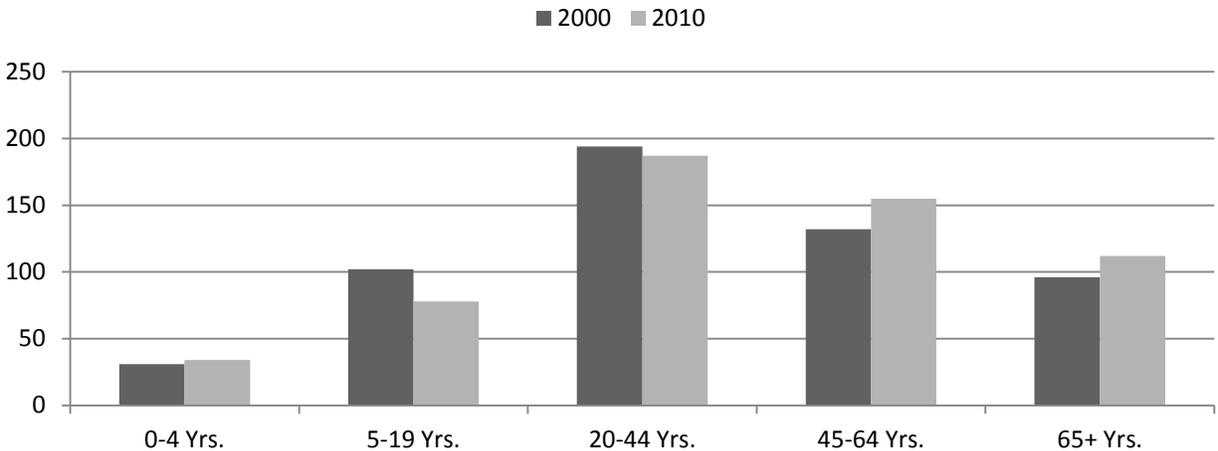
	Scottsville	Fluvanna County	Albemarle County	Buckingham County
<b>2010 Actual</b>	566	25,691	98,970	17,146
<b>2020 Projected</b>	577*	29,009	115,642	17,761
<b>2030 Projected</b>	589*	31,839	134,196	18,131
<b>2040 Projected</b>	600*	34,537	154,814	18,419

\* based on an assumed linear growth rate of 1.98%

*Source: Weldon Cooper Center, TJPDC*

**Population by Age.** The work-age population – ages 18 to 64 – was the largest subgroup of Scottsville's population, with 342 persons, or 60 percent of the total population. The share of the population in this age group remained constant between 2000 and 2010. Overall, the population of age 45-64 and 65+ in the Town grew at a faster rate than younger age groups, with the exception of children under the age of 5. The Town of Scottsville is experiencing a demographic shift that is consistent with the region, and the nation as a whole.

**CHART 1**  
**Population by Age: 2000 – 2010**  
**Town of Scottsville**

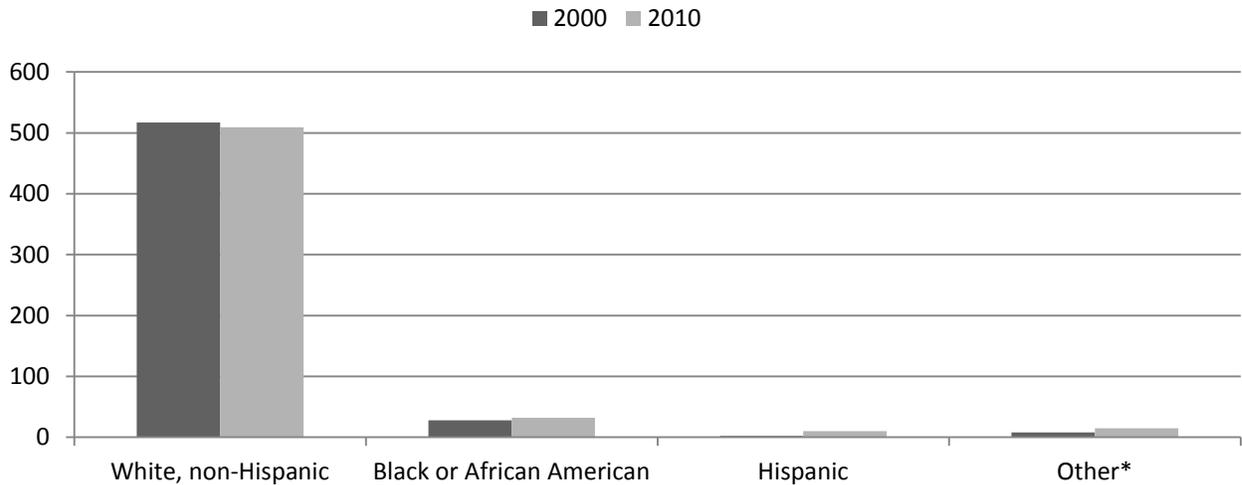


*Source: U.S. Census Bureau*

**Population by Race.** Scottsville residents are predominantly (90 percent) white, non-Hispanic. The proportion of non-white and Hispanic people is significantly lower than that of surrounding

areas. By comparison, the 2010 percent of white, non-Hispanic residents in the tri-counties are: Albemarle –78 percent, Fluvanna – 79 percent, and Buckingham – 61 percent. The racial and ethnic characteristics of the Town remained similar between 2000 and 2010.

**CHART 2**  
**Population by Race: 2000 – 2010**  
**Town of Scottsville**



\* includes Asian, Native Hawaiian and Other Pacific, and Two or More Races.

Source: US Census Bureau

**Households.** Of the 281 households within Scottsville in 2010, 48 percent are defined as family units (two or more people related by blood, marriage, or adoption); 42 percent are the householder living alone, of which 42 percent are over 65 years in age. Some 21 percent of households have children, and 32 percent include individuals 65 years or older. There were 15 single-female households with children and 7 single-male households with children. The average family is comprised of 2.8 individuals.

Relative to the tri-county area, these statistics reflect a greater fraction of residents living alone and a somewhat older population. Between 2000 and 2010, the number of families in the Town decreased both as a proportion of all households and in absolute numbers. A greater number of households are living alone, of all ages, or with unrelated individuals.

**Education.** Between 2006 and 2011, Scottsville had 63 residents enrolled in school (pre-school through graduate school). Of these, 20 were enrolled in college or graduate school. Of residents 25 years or older, 72 percent have completed high school and 31 percent have a college degree. These percentages are comparable to those of the adjoining areas. Between 2000 and 2010, the number of High School degree holders dropped somewhat, but the number of bachelor degree holders increased.

## 2. Economy

A strong local economy is important for two basic reasons. First, an economic base provides goods, services, and employment for the Town's residents, without requiring residents to commute long distances for services and for employment. Second, a strong economic base generates tax revenues which pay for services needed by the Town's residents.

**Income of Residents.** Residents in the labor force comprise 59 percent of the total adult population. This is somewhat less than the 63 percent for all of Albemarle County and 62 percent in Fluvanna. Residents earn a median income of approximately \$40,900 – considerably less than the median incomes of \$65,900 and \$68,600 in the respective counties, but a significant improvement from the Town's median household income of \$31,000 in 2000.

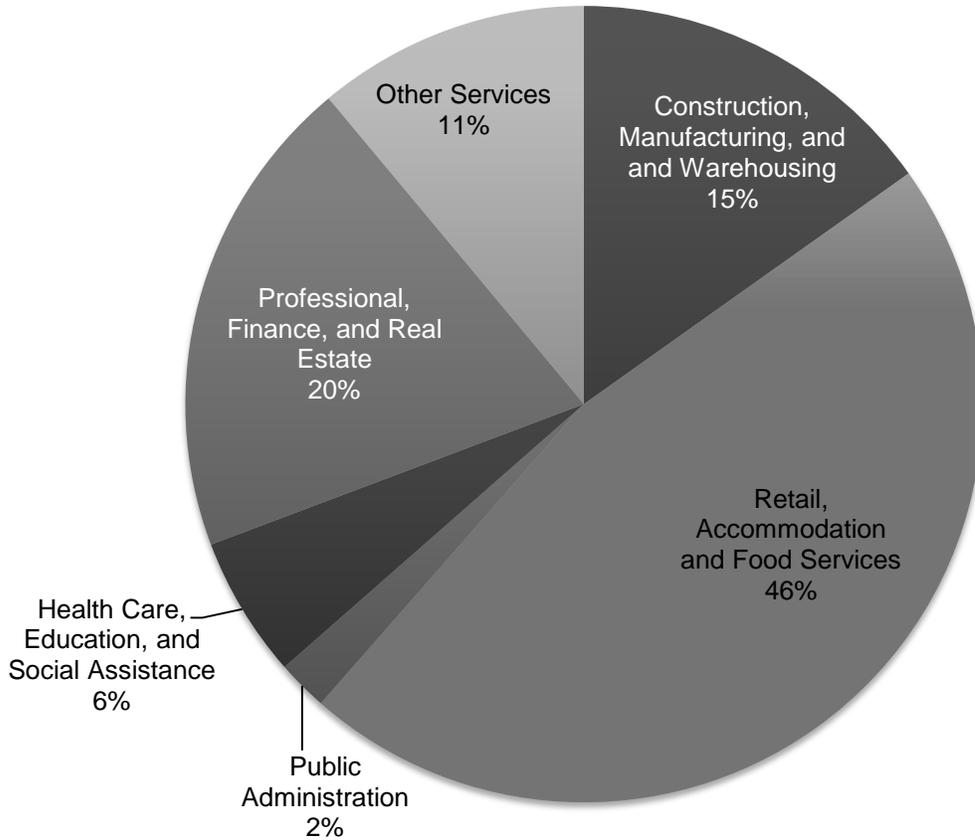
Unemployment has grown in the Town of Scottsville, much as it has elsewhere in Virginia, but it remains low relative to other areas. Of all individuals in the labor force, 3.7% are unemployed, a percentage consistent with surrounding counties.

A total of 115 households receive social security income (average \$12,800), 10 receive supplemental security income (median \$11,300), and 55 receive retirement (median \$13,200), and 30 receive public assistance in the form of food stamps/SNAP benefits. Some 18 percent of families fall below the poverty level. About a quarter of all families with children are below the poverty line, as are over half of all female-headed households in the town.

**Employment:** In 2010, the U.S. Census Bureau reported a total of 244 jobs located within the Town of Scottsville, and the number of jobs has fluctuated between the low-200s and low-300s over the last ten years. A loss of 121 manufacturing jobs occurred in 2009 with the closure of the Hyosung Tire Plant, but most other sectors have seen a growth in jobs, blunting the overall effect of this loss on the Town's employment base. A majority of the jobs are located in the downtown of Scottsville, with a secondary job cluster also appearing to the north of the intersection between Irish Road (Route 6) and Scottsville Road (Route 20).

**Employment by Industry:** Scottsville has a diverse range of employers, representing most of the major industry categories present in the region. Over the last decade, many of the employment trends that characterize the region also hold true from Scottsville. Overall, manufacturing and construction have been dropping, while retail and food service accommodations have been increasing. The service-sector industry now comprises almost half of all jobs in the Town.

**CHART 3**  
**Percentage of Total Jobs in Scottsville by Industry: 2010**  
**Town of Scottsville**



*Source: US Census Bureau, LEHD*

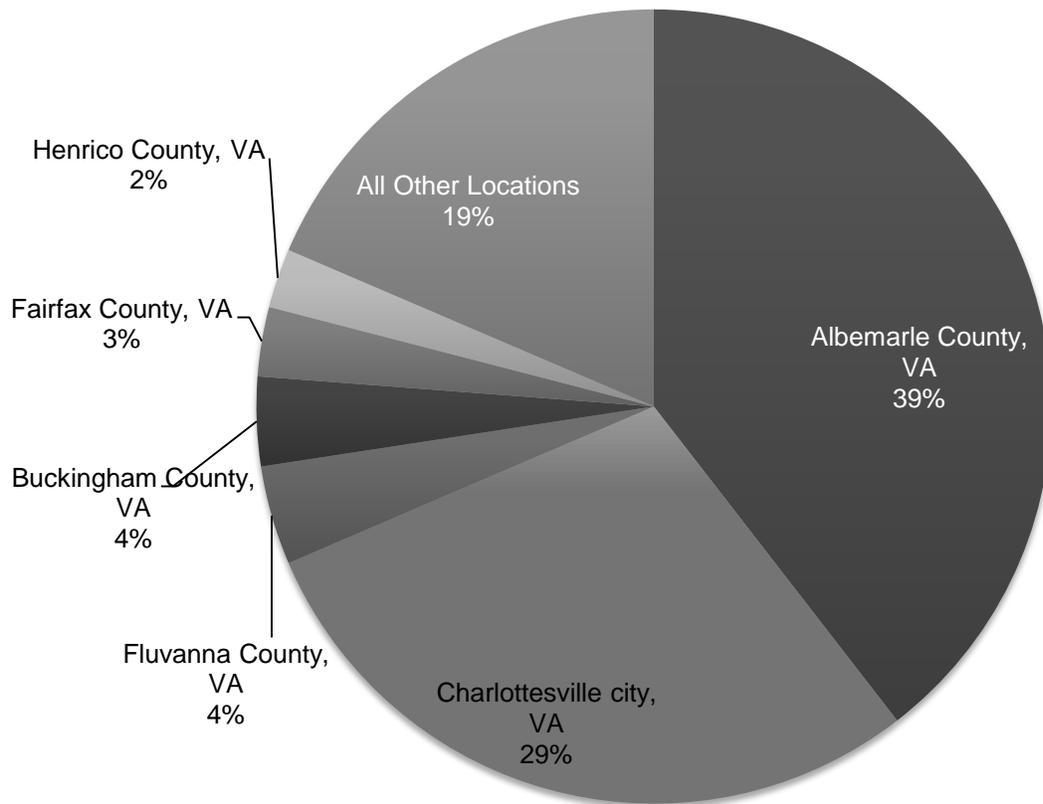
**Employee Characteristics.** Town of Scottsville’s workforce includes workers of all ages, but it has been getting younger over the last decade. While roughly 20% of the workforce was under the age of 29 in 2004, this has grown to 34% by 2010. The proportion of the workforce that is over 55 has stayed relatively constant at roughly 20%.

The share of jobs paying lower wages (less than \$1,250 per month) has increased over the last ten years, and now comprises almost half of the workforce. At the same time, high-wage jobs (greater than \$3,333 per month) have remained relatively constant. Middle-income positions have been in decline. The racial composition of the Town’s workforce is similar to that of Town residents, with 83% of workers being White. Of all workers in the Town, 57% are female.

**Commuting Patterns.** With two commercial centers in Scottsville – the downtown and uptown commercial centers – many Scottsville residents have the opportunity to work close to their residences. In fact, the number of people who work within the Town (244) is very similar in size

the number of Town residents who work (239). However, most Town residents commute to work at a more distant location, while other non-residents commute in to work within the Town of Scottsville. In 2010, only 3.2% of Scottsville residents worked within the Town boundaries (not including those who worked from home).

**CHART 4**  
**Locality of Employment for Scottsville Residents: 2010**  
**Town of Scottsville**



*Source: US Census Bureau, LEHD*

The majority of residents of the Town of Scottsville commute into the Charlottesville area, including portions of Albemarle County along US 29 and Pantops along US 250.

Of all working Scottsville residents, the Census Bureau reports that 70% drive alone to work, another 15% walk to work, and 12% carpool. The regional transit service JAUNT operates a weekday commuter route that is used by Scottsville residents for daily travel into Charlottesville. As of March 2013, an average of 14 regular commuters use this transit service.

**Tourism.** Given Scottsville's special heritage and its many recreational resources, it is, and can continue to be, a beneficiary of the region's tourists. Scottsville's link to America's founding river should be highlighted as the James River continues to be the greatest resource of the town. With the recent completion of streetscape enhancements, the town will continue to revitalize the historic area and to enhance the natural resources of the town and surrounding areas.

Sites such as Canal Basin Square, the Hatton Ferry, Levee Walk, Van Clief Nature Area (and developing trail system), Scottsville Confederate Cemetery, Pine Knot, and other attractions benefit residents and tourists alike. History-based tourism develops the legacies of local historical figures important to our town and region, including: Lottie Moon, Presidents Teddy Roosevelt, Thomas Jefferson, James Madison, James Monroe, and events such as the March 1865 Union incursion in the town and events related to the Revolutionary War. The Scottsville Museum hosts many exhibits that showcase the Town's history, and a Walking Tour has been created to highlight many points of interest.

The James River is the primary destination for recreational tourists with several outfitters operating in and near the Town to provide tubes, kayaks, canoes, guided river trips, and/or offer supplies. Scottsville is a premier destination for tubing and as such offers several thousand yearly tourists a chance to both experience a fun day on the James River and a possible stop in Scottsville. A public boat launch, operated by Virginia Department of Game and Inland Fisheries (DGIF), is located near downtown Scottsville. Birding and wildlife trails are located within the Town and in the surrounding areas. Totier Creek Park and the Hardware River Wildlife Management Area are located nearby, with hiking trails and fishing access. The Hardware River (WMA) also offers hunting and a delayed trout harvest program. A few privately operated campgrounds are also nearby.

Many businesses clearly benefit from commerce with tourists. Numerous events both benefit from and attract tourists, such as the annual James River Bateau Festival; Fourth of July parade and fireworks; Farmers' Market; Scottsville Center for Arts and Nature; and other cultural events. New restaurants, the recently completed streetscape project, the James River Brewery and Thistle Gate Winery also offer a diversity of experiences for those visiting in or near the town.

**Retail and Marketing.** A market study conducted in 2007 sheds light on the retail and accommodations market within Scottsville. Scottsville establishments serve a mostly local market. Over half of all customers in Scottsville stores live within the ZIP code, and of these 19% live within the Town. By comparing the market potential in the region with actual sales, the study projects that Scottsville could support an additional 90,000 sq. ft. of retail. Scottsville has a broad and diverse market and should attempt to provide a variety of business, retail and restaurant offerings to meet the needs of its customer base.

### **3. Housing**

Information on housing is useful for determining the type of housing needed by Town residents, for identifying substandard housing in need of rectification, and for guiding future residential development. A case in point for the latter is the requirement to address the housing and care facility needs of the elderly. (This is discussed in Section VII, F: *Senior Citizen Housing Needs*.)

**Housing Types and Tenures:** There are 325 housing units in the Town of Scottsville, of which 256 are occupied year-round. Of all units, 71% are single-family homes, and the average home has 5.1 rooms.

There are 143 owner-occupied homes in the Town, or 56% of all units, and 113 Renter-occupied homes. The homeownership rate has increased since 2000, when 44% of all homes were owner-occupied. Rental homes have slightly more people living in each unit on average (1.96), than owner occupied homes (1.86).

**Substandard and Overcrowded Housing.** Substandard housing is traditionally measured by three factors: (1) lacking complete plumbing facilities; (2) lacking complete kitchen facilities; and (3) overcrowding. Overcrowding is defined as housing units with more than one person per room. The 2007-2011 American Community Survey recorded no substandard housing in the Town of Scottsville, by any of these measures. As of 2000, there are a handful of remaining substandard units, but housing quality, by these measures, has improved over the years in Scottsville.

**Housing Values and Costs:** While housing quality has improved in Scottsville over time, as it has in much of the region, the issue of housing affordability has taken its place as the dominant social housing challenge. Home values in Scottsville have increased dramatically over the past several decades, a downturn in the late-2000's notwithstanding. The median value of an owner-occupied home in Scottsville grew from \$99,600 in 2000 to \$265,800, as recorded in the 2007-2011 American Community Survey. Home values in Scottsville are slightly lower than those of Albemarle County, and roughly on par with home values in Fluvanna County and the City of Charlottesville.

**TABLE 3**  
**Comparative Housing Value of Owner-Occupied Units: 2007-2011**  
 (Boxes highlight most common value range in locality)

	Albemarle County	Buckingham County	Fluvanna County	City of Charlottesville	Town of Scottsville
Less than \$50K	3%	24%	3%	2%	0%
\$50K to \$100K	1%	17%	3%	1%	4%
\$100K to \$200K	4%	20%	12%	8%	14%
\$200K to \$300K	10%	17%	19%	10%	8%
\$300K to \$400K	22%	17%	36%	34%	39%
\$400K to \$500K	33%	4%	19%	31%	28%
\$500K to \$1M	21%	0%	7%	11%	3%
\$1M or more	6%	1%	2%	3%	5%

*Source: US Census Bureau, American Community Survey*

Of all homeowners in the Town, 12% are spending what is traditionally considered an excessive amount of their income on housing costs (more than 35% of household income). This compares favorably with the surrounding counties, where it is typical for 20-30% of all homeowners to be in an unaffordable housing situation.

**Rents:** Rents have also increased in Scottsville over the previous decade. The median gross rent, which is the contract rent plus utilities, in 2000 was \$380 per month. Ten years later, this median grew to \$808 per month. Since renters do not receive the equity benefits of this increase in the same way that homeowners do as the value of their home increases, a larger number of renters are facing difficulties affording their housing. Of all renters in the Town, 26% are spending an excessive portion of their income on housing costs.

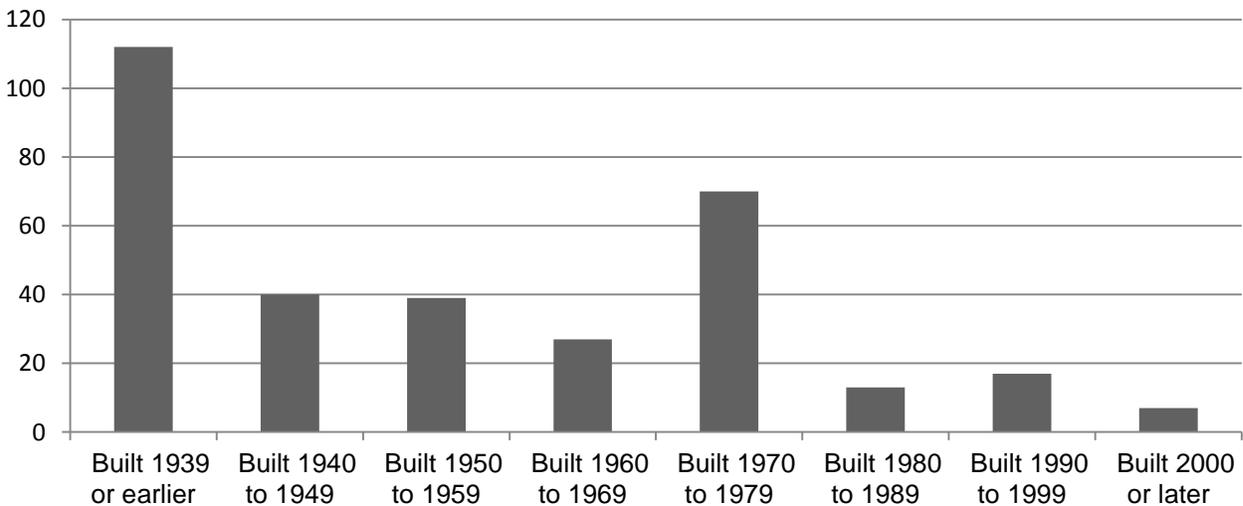
**TABLE 4**  
**Comparative Gross Rents of Renter-Occupied Units: 2007-2011**  
**(Boxes highlight most common rent range in locality)**

	Albemarle County	Buckingham County	Fluvanna County	City of Charlottesville	Town of Scottsville
Less than \$200	0.90%	0.60%	5.90%	1.60%	2.00%
\$200 to \$299	1.20%	6.70%	0.00%	2.80%	18.60%
\$300 to \$499	3.30%	27.10%	5.30%	4.40%	11.80%
\$500 to \$749	9.20%	21.40%	18.10%	17.40%	14.70%
\$750 to \$999	27.50%	18.20%	30.80%	27.60%	14.70%
\$1,000 to \$1,499	42.20%	14.50%	34.90%	29.90%	38.20%
\$1,500 or more	15.70%	11.50%	5.00%	16.20%	0.00%

*Source: US Census Bureau, American Community Survey*

**Age of Structures:** The Town of Scottsville is historic in character. Despite a housing construction boom in the 1970's and another smaller one in the 1990's, most of Scottsville's current housing stock dates back prior to the 1960's.

**CHART 5**  
**Structures by Year Built: 2007-2011**  
**Town of Scottsville**



*Source: US Census Bureau, American Community Survey*

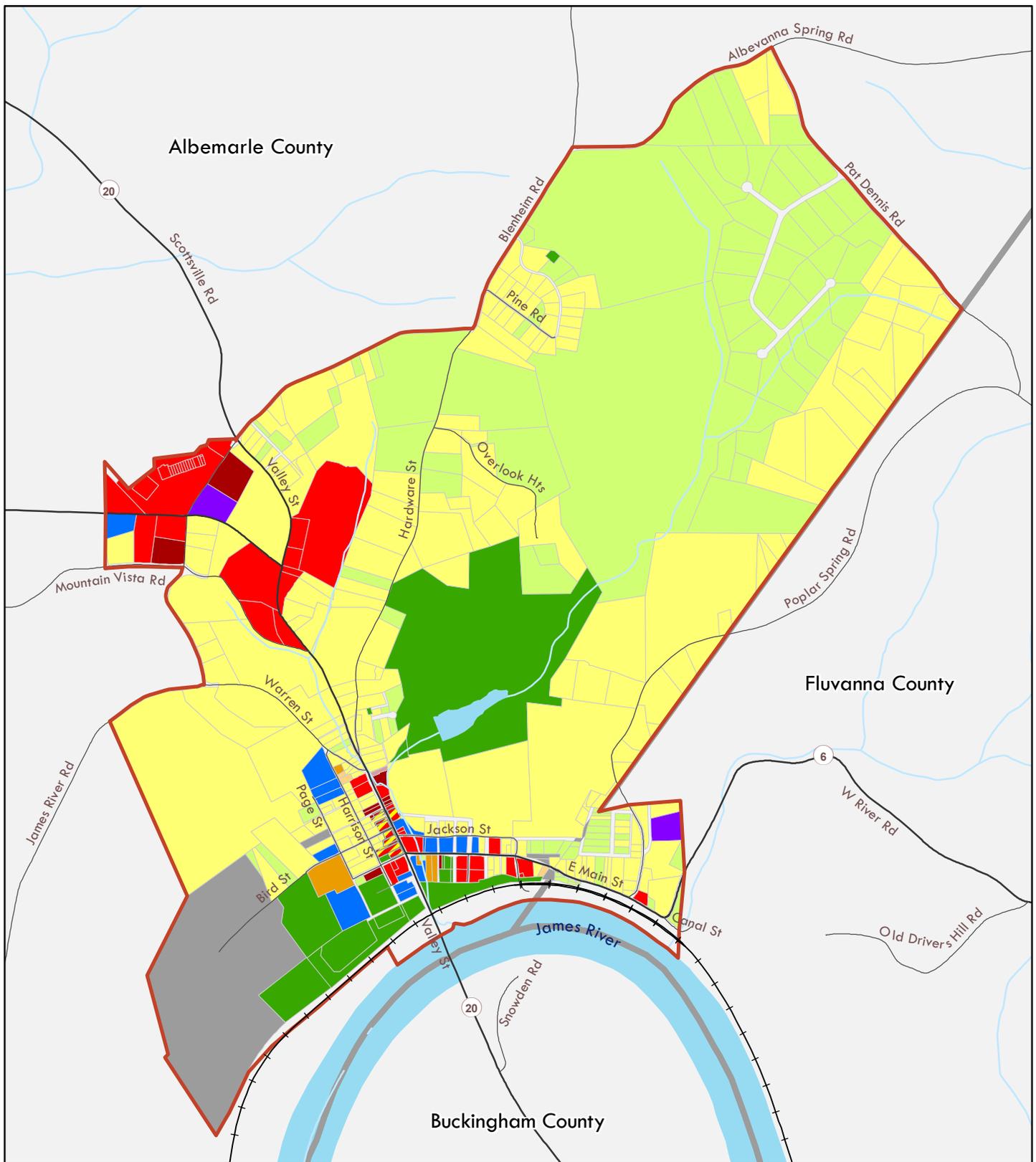
## C. Existing Land Use

The Town of Scottsville includes 977 acres of land situated at a horseshoe bend in the James River. The natural resources of this land are detailed below in Section D. This section describes how the land is used by humans, as divided into roughly 450 parcels.

The Existing Land Use Map for the Town of Scottsville identifies the current uses of parcels of land as of April 2013. It does not necessarily relate to the zoning classification of the parcel, which sets the legal requirements that would apply for new construction or certain modifications. The existing land use classification also differs from the future land use classification, presented earlier in the plan. The former is descriptive, while the latter is prescriptive.

The Existing Land Use Map serves as the starting point to making consistent future land use decisions. If new uses are proposed, this information helps determine whether they are consistent and compatible with adjacent and nearby uses. The land use categories used are as follows:

1. **Residential**
  - a. **Single Family Residential:** Parcels with a single dwelling unit, not physically connected to any other residential or non-residential uses.
  - b. **Duplex or Attached Residential:** Parcels with physically attached dwelling units or two units on the same parcel.
  - c. **Multifamily Residential:** Parcels with three or more dwelling units.
2. **Commercial**
  - a. **Commercial Retail or Restaurant:** Parcels with primary use of selling a good or service directly to a customer, including food and lodging.
  - b. **Commercial Office:** Parcels with an office function, not primarily for providing direct service to customers.
  - c. **Commercial Wholesale:** Parcel with a use of distributing goods to retailers or other professional businesses.
3. **Industrial:** Parcels used for manufacturing, repair and servicing, equipment storage, and warehousing,
4. **Public Use**
  - a. **Institutional:** Parcels with structural use and with general public access, including schools, churches, community centers, museums.
  - b. **Park/Public Space:** Parcels with land in a predominantly natural state with public access.
5. **Mixed Use:** Parcels with a combination or categories, especially residential and commercial.
6. **Agriculture or Open Space:** Parcels in private ownership kept in a predominantly natural or agricultural state.
7. **Vacant:** Parcels that have been previously improved but are not currently being utilized.



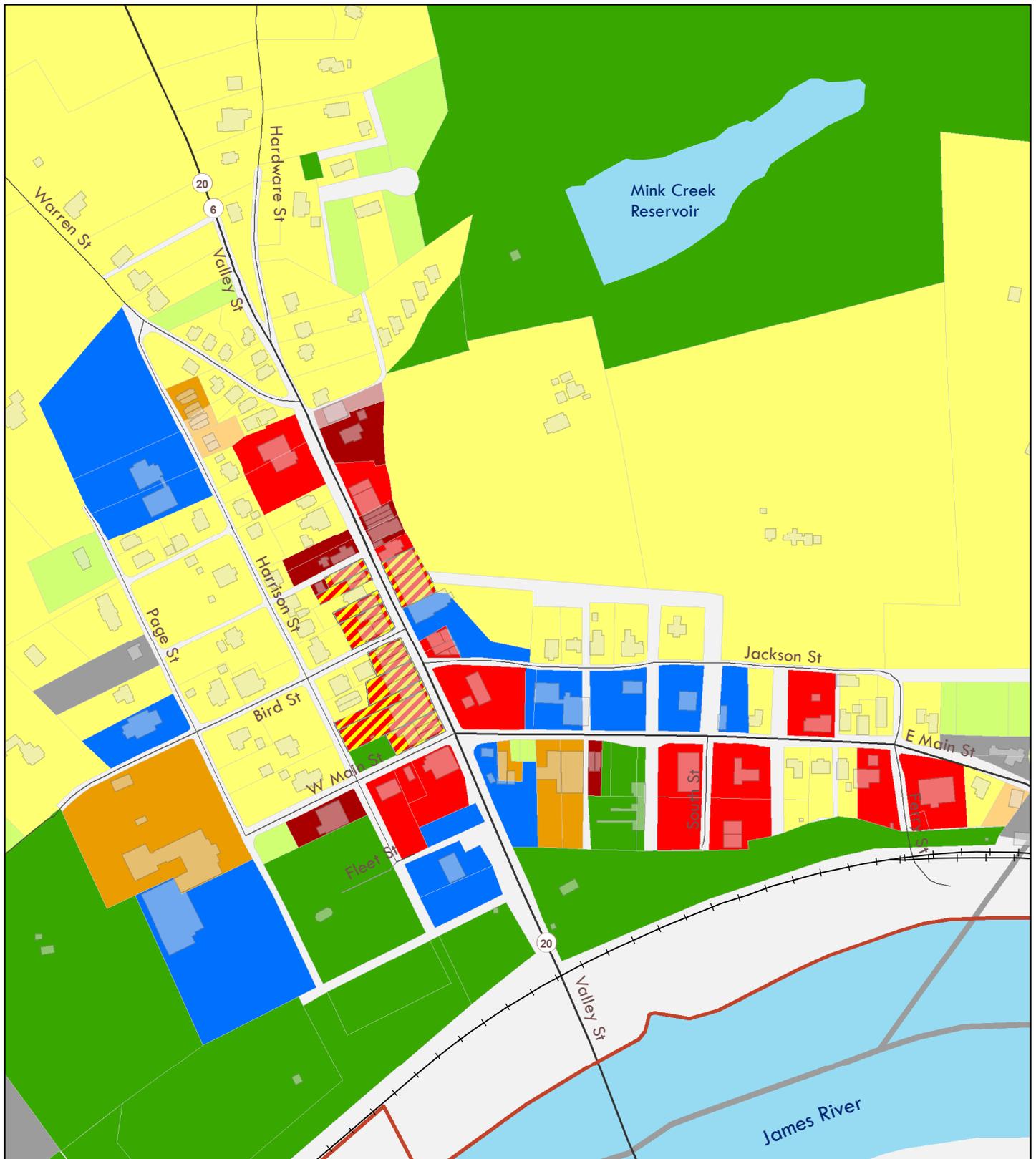
- |                            |                                |                    |
|----------------------------|--------------------------------|--------------------|
| Scottsville Boundary       | Commercial, Retail and Service | Park/Public Space  |
| Land Use Categories        | Commercial, Office             | Mixed Use          |
| Residential, Single Family | Commercial, Wholesale          | Private Open Space |
| Residential, Two Family    | Industrial                     | Vacant             |
| Residential, Multifamily   | Institutional                  |                    |



Source: TJPDC, Albemarle County, Fluvanna County

1:16,000





- |                            |                                |                    |
|----------------------------|--------------------------------|--------------------|
| Scottsville Boundary       | Commercial, Retail and Service | Park/Public Space  |
| <b>Land Use Categories</b> | Commercial, Office             | Mixed Use          |
| Residential, Single Family | Commercial, Wholesale          | Private Open Space |
| Residential, Two Family    | Industrial                     | Vacant             |
| Residential, Multifamily   | Institutional                  |                    |



Source: TJPDC, Albemarle County, Fluvanna County

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The following are descriptions of how each of these land use categories are currently manifest within the Town:

### **1. Residential**

The majority of Scottsville's residential uses are of single family nature. In the downtown area home lots of relatively compact, and a few small apartments or attached dwellings are interspersed throughout, organized in a traditional small town arrangement along a grid. Aside from a very few vacant lots, there is little room for additional residential development within the downtown area unless upper story space of existing commercial businesses is converted to residences.

Outside of the downtown, residences have a mostly rural character. The area west of Valley Street is primarily residential. Hardware Street (Route 795), from its intersection with Valley Street towards Albevanna Spring Road (Route 622) is primarily residential, as is James River Road (Route 726) between Hardware and Valley Streets. An additional area of residential concentration is along the Fluvanna County border, east of the downtown area.

### **2. Commercial**

Scottsville has two commercial districts: downtown, which includes the Historic District on Valley and Main Streets, and uptown, in the Irish Road/James River Road area and extending eastward to the entrance corridor of Valley Street. The downtown center has a diversity of commercial establishments, including retail stores, restaurants, and real estate sales offices. Village Square Shopping Center anchors the uptown commercial center.

### **3. Industrial**

The only major industrial site in the Town of Scottsville is currently vacant. The site is comprised of 53 acres directly to the west of downtown Scottsville. The parcel is currently zoned for light and heavy industry.

### **4. Public Use**

Public use spaces include both buildings that have a community function and parks or open land intended for public access. These include: the Victory Hall municipal building and parking lot, Scottsville Museum, Jefferson-Madison Regional Library, Canal Basin Square, Scottsville Community Center, Dorrier Park, Van Clief Nature Area, Bruce Park, a public boat landing and numerous churches.

### **5. Mixed Use**

The mixed use parcels in the Town of Scottsville are concentrated along Valley Street on the west side of the street through the heart of downtown. In most cases, commercial establishments have residences on the second-floor, following the traditional pattern for American main streets.

## 6. Agricultural/Forestal

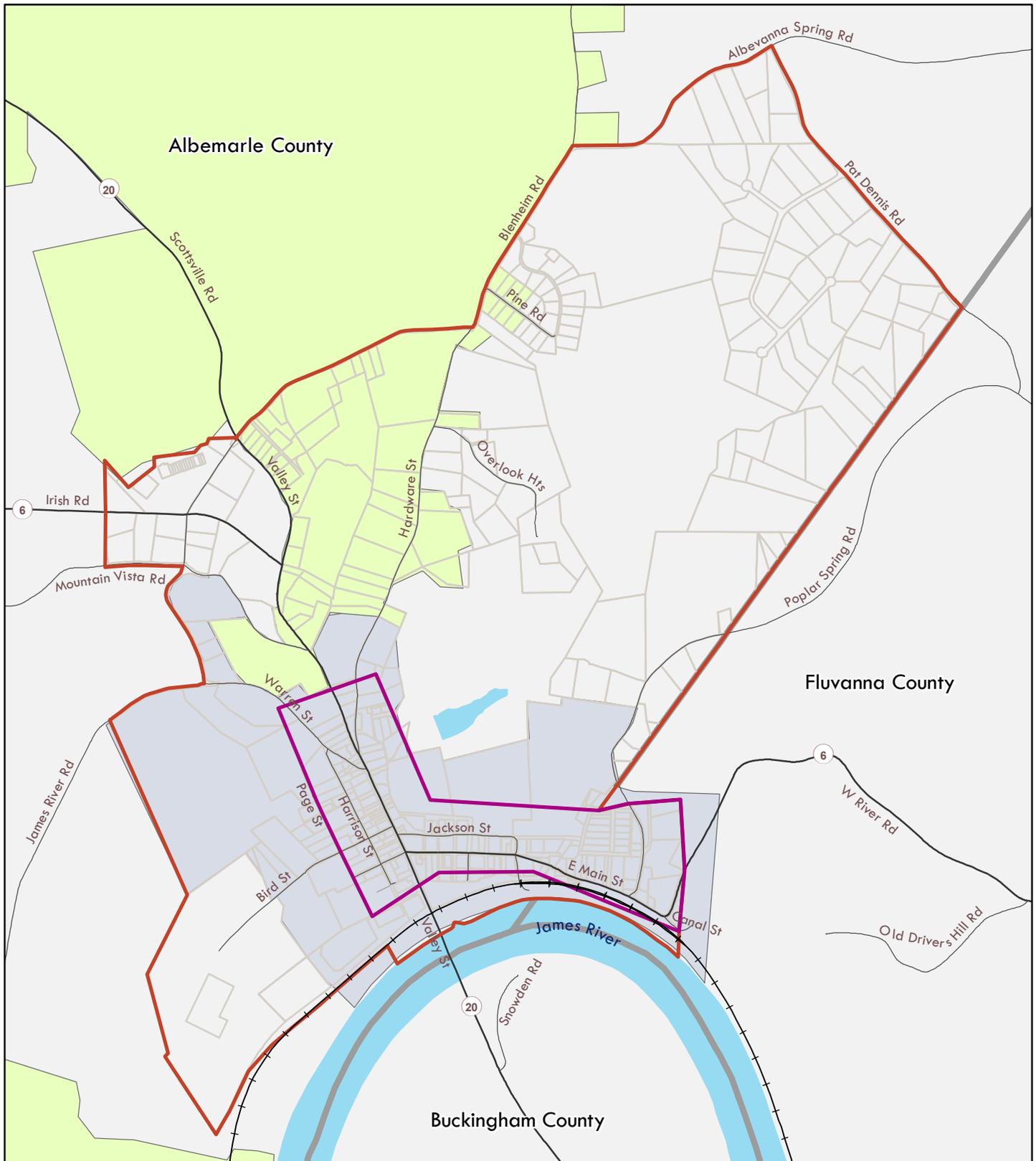
A substantial portion of the land in Scottsville is open land. Some is used for farming, primarily grazing pasture, some is forested and some is nonagricultural open areas. These lands lie primarily to the north and east, but others are distributed throughout the Town.

**TABLE 4**  
**Existing Land Use by Type**  
**Town of Scottsville**

	Parcels	Acres
Residential, Single Family	227	400.5
Residential, Two Family	3	0.4
Residential, Multifamily	5	3.5
Commercial, Retail or Restaurant	48	46.2
Commercial, Office	11	5.8
Commercial, Wholesale	1	0.2
Industrial	2	4.1
Institutional	16	10.7
Park/Public Space	18	90.7
Mixed Use	10	1.6
Private Open Space	97	315.7
Vacant	5	54.0
<b>Total</b>	<b>455</b>	<b>936.5*</b>

Source: TJPDC, Albemarle County, Fluvanna County

\* Less than total acreage for Town because transportation rights-of-way are not included.



 Historic Overlay District (defined in Scottsville Zoning Ordinance)

 Scottsville Boundary

Virginia Department of Historic Resources (DHR) Districts

 Scottsville Historic District and Expansion

 Southern Albemarle Rural Historic District



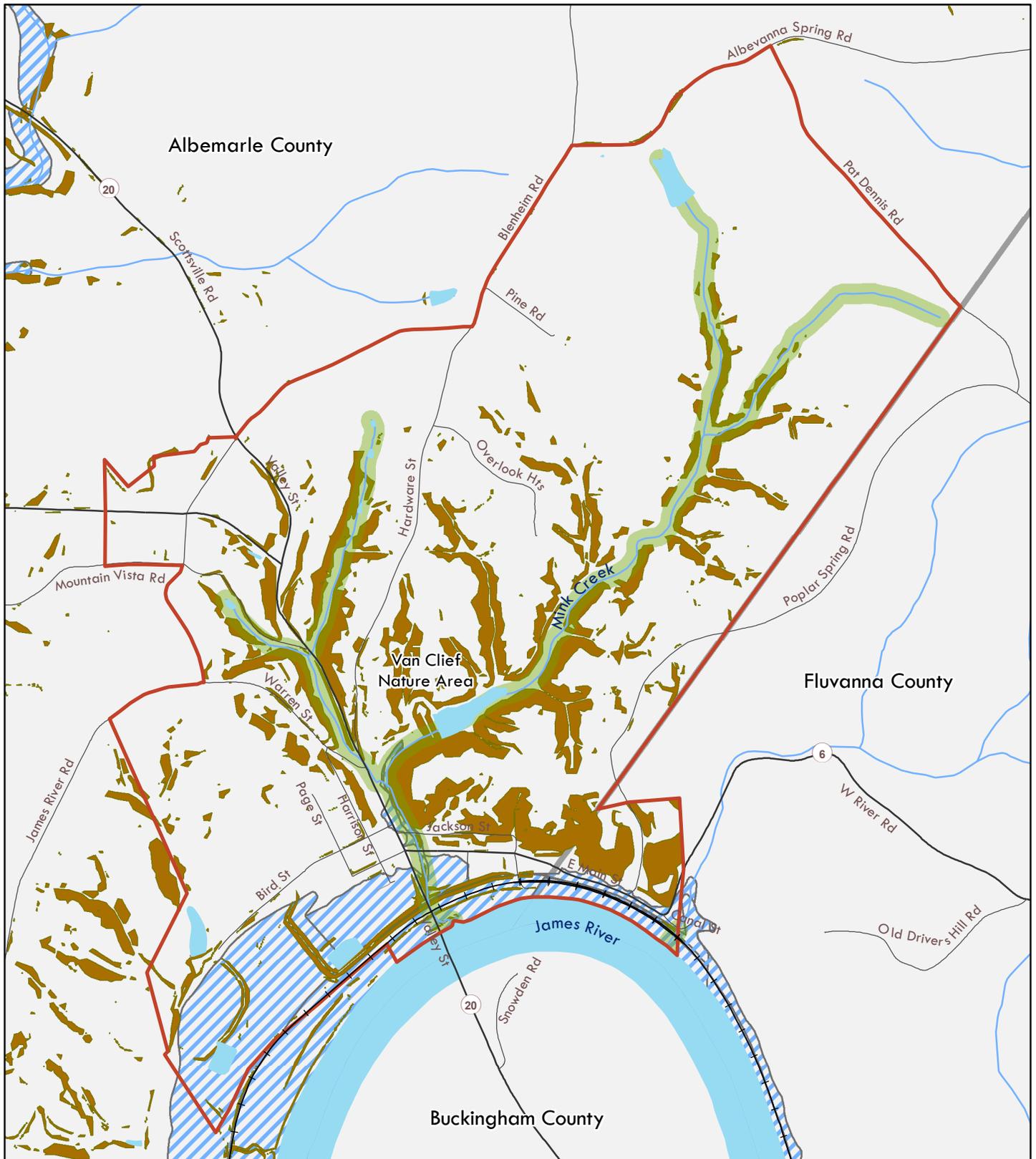
## **D. Historic Resources**

Scottsville is blessed with a rich heritage. More than 37 landmark historic structures, including many Federal and Greek revival buildings, are concentrated in the downtown area. The Town of Scottsville, as it existed prior to the incorporation of the expanded territory, is listed in the Virginia Landmarks Register and the National Register of Historic Places as a Historic District, and the district was subsequently expanded to include surrounding historic structures. The records for the Scottsville Historic District include 215 resources, and 153 contributing commercial, residential, religious, factory, and warehousing buildings that retain integrity.

A separate historic district, as listed on the National Register of Historic Places, extends into the northern portions of the Scottsville. The Southern Albemarle Rural Historic District includes most of the land between Valley Street and Hardware Street. In addition, several structures, both within and outside the Historic District are listed individually on the Virginia Landmarks Register and the National Register of Historic Places. These include several homes: Mount Walla Wall, Cliffside, and the James W. Mason house.

It should be noted that the Historic Overlay District for the Town of Scottsville, as defined in the Scottsville Zoning Code, is not the same as the Scottsville Historic District on the national register. The overlay district encompasses the original Town boundaries, prior to the 1994 annexation. The Scottsville Historic District on the national register, on the other hand, was expanded in 2004 to include additional land within the Town. The Historic Resources map in this plan clarifies the boundaries of each district.

It is vital to include our historical resources in this Comprehensive Plan so that they may be preserved and protected for both current and future generations and continue to be available as the Town's most precious, but fragile resource. The downtown area must continue to be protected as a Historic Overlay District, and sites worthy of preservation outside this area should also be protected. The overall historic appearance and character of the Town must also be preserved and further enhanced.



- Critical Slopes (> 25% Grade)
- 100-Year Floodplain
- Scottsville Boundary
- Waterbodies
- Streams
- 100-foot Riparian Buffer



## **E. Natural Resources**

The focus of requirements to manage natural resources is on water quality, flood and storm water management, and soil preservation. Clean air, a quiet background, and the dark night sky also must be preserved and maintained in keeping with a small rural community. Water resources must be protected since residents on the public water system and those using individual wells rely on a good quality and quantity of water. Good flood and storm water management planning and preparation are essential in a community well known for its vulnerability to flood waters of the James River. Lastly, preservation of the area's soils must be considered in land use decisions. Soil quality directly affects the farming community, and acceptable soil percolation enables residents without access to a public sewer to have septic systems. A third soil-related consideration is prevention of erosion and sedimentation in areas with severe slopes (defined as in excess of 25 percent), imposing restrictions on grading, construction, and installation of septic drain fields.

Future land use decisions regarding growth in Scottsville should consider protection of natural resources.

### **1. Watersheds and Wetland Areas**

Watersheds are those areas in which incident rainwater drains into a creek or river. Wetlands may include a wide variety of swamps, marshes, meadows, ponds, mudflats, and bogs that commonly occur throughout the country. Wetlands have numerous valuable functions that include flood and storm damage protection, erosion control, habitat for widely diverse species of plants and wildlife, and recreation. Certain land uses may threaten watersheds or wetlands. Developers should be encouraged to explore additional water catchment systems/holding ponds, such as drainage swales, permeable paving, and constructed wetlands. State and federal watershed and wetland regulations should be strictly enforced in these areas.

### **2. Flood Plains**

The only areas identified as flood plains in the Town of Scottsville are those threatened by the James River and Mink Creek as it exits the impoundment spillway and enters the pumping station, as well as areas near the James River on the east and west sides of Town that are not protected by a levee. The Federal Emergency Management Agency (FEMA) publishes flood plain maps that delineate these areas within the Town and maintains policies regarding development in these areas. In 1989 the A. Raymon Thacker Levee was completed and has thus far proven to be an effective barrier against flooding and has been instrumental in the renaissance of downtown Scottsville.

The levee is built to extend 3 feet above the highest recorded elevation of floodwaters of the James River. Even though FEMA does not fully warrant its integrity, the levee clearly offers an increased level of protection. Floods in 1969, as a result of Hurricane Camille, and again in 1972 and 1985, devastated much of the Town. In 1969 part of the Town was covered by as much as 10 to 12 feet of water, with an estimated \$1.25 million in damages. The flood of 1972 brought comparable damage. The new bridge built in 1968 successfully withstood the floodwaters.

The Town actively interacts with the Army Corp of Engineers, FEMA, and DEQ to monitor and maintain all flood protection facilities to current recommended specifications. See Section VI B: Scottsville Flood Protection System for details.

The Town of Scottsville encourages appropriate storm water management practices in all future development and projects.

### **3. Prime Farmland**

Prime farmlands are those areas that are particularly conducive to grazing and the growing of crops. The Town is fortunate to be surrounded by agricultural operations and forested lands. Also, a considerable fraction of land within the Town is prime farmland. These areas contribute greatly to the Town's pleasant, rural setting and are an important scenic resource, both of which are vitally important elements of the Scottsville's small-town character. Recognizing the development potential of prime farmland, preservation of Scottsville's small-town character must guide decisions concerning development proposals.

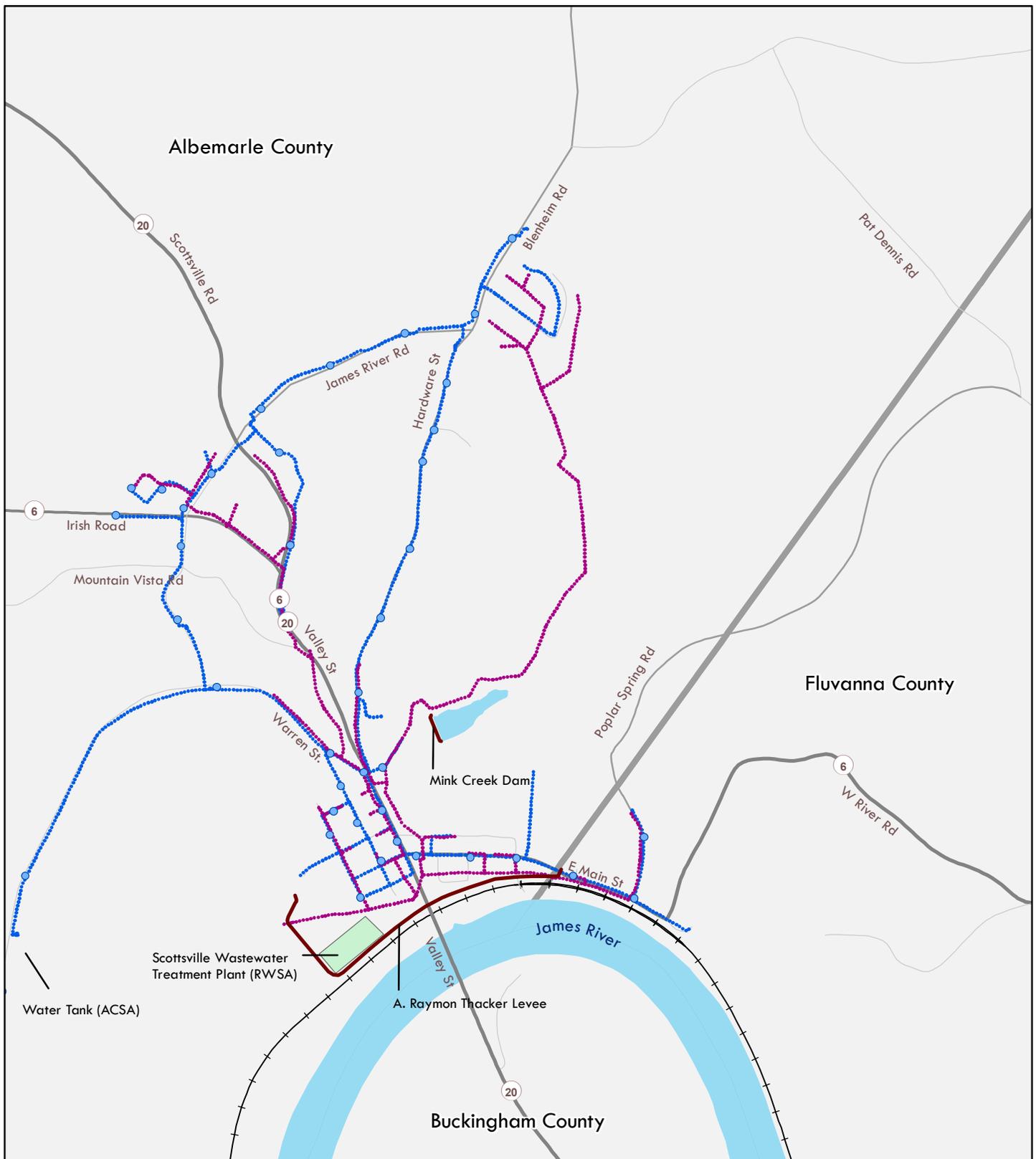
### **4. Critical Slopes**

Critical slopes are defined as areas whose slope is 25 percent or greater measured by considering the rise and run of the land. A 25 percent slope, for example, rises 25 feet in every 100 feet of horizontal distance. As these fragile areas are subject to erosion and sedimentation problems, they must be protected from disturbance by development. Areas defined as critical slopes are shown on the Natural Features Map.

### **5. Septic Suitability**

Soils inventory tests conducted by the U.S. Department of Agriculture classify soils that have moderate and severe limitations for the development of septic drain fields. This information is not site-specific: an individual parcel of land may be within an area defined as severely limited for septic systems, but may in fact be suitable, based on site-specific analysis by the Health Department.

Areas with existing public water and sewer systems are most suitable for new growth. Those areas without public sewer and with severe septic limitations are least suitable for intensive development and, ideally, should only be developed when public sewer is available.



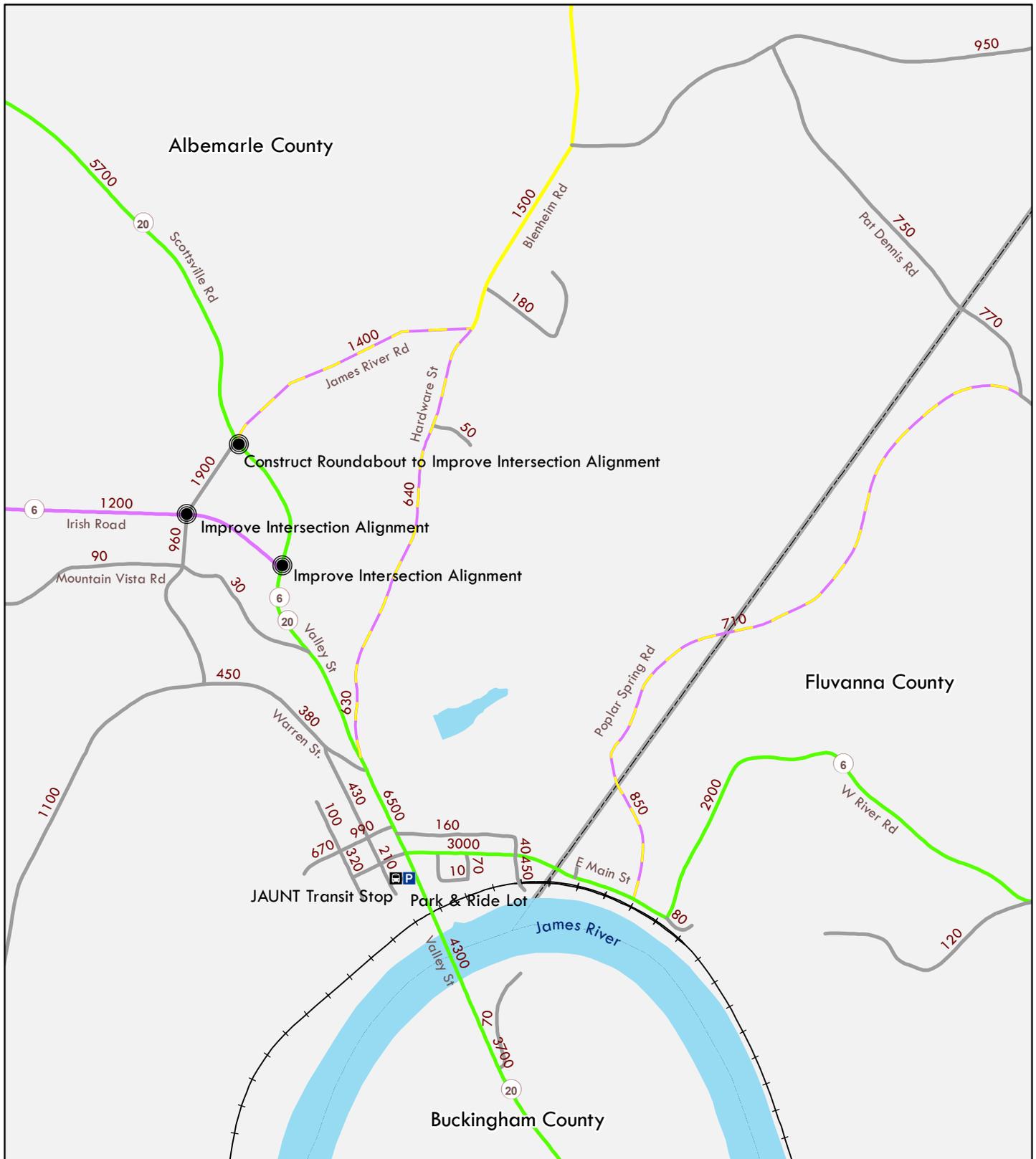
-  Flood Protection
-  Fire Hydrant
-  Sewer Main
-  Water Main

Source: ACSA, TJPDC



*This data is for display and reference only. Exact utility locations of water and sewer mains must be field verified under the direction of the ACSA Engineering Dept.*

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Roads by Functional Class

Sources: TJPDC, VDOT

- Minor Arterial
- Major Collector
- Minor Collector
- VDOT-Proposed Downgrade to Minor Collector
- Local Road
- Proposed Roadway Project
- +— CSX Rail



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Labeled with Average Annual Daily Traffic (AADT) Primary roads counted in 2011, secondary in 2006

## **F. The Developed Community**

The developed community has six broad categories: the Town's public water, sewer, and storm water management systems; its transportation network; public safety measures; schools; solid waste management, including recycling; and Town finances. All categories of the developed community also affect the quality of life of the Town's citizens and, as a result, are considered in this Comprehensive Plan.

### **1. Public Water and Sewer System**

Scottsville's public water and sewer systems serve the downtown area of Scottsville and areas along main corridors of the Town. The location of these water and sewer lines is identified on the accompanying map. The Albemarle County Service Authority owns the public water and sewer system, and any future maintenance or expansion of the systems will be undertaken in cooperation with that entity.

Water for the Town of Scottsville and surrounding areas in Albemarle County is supplied through the Totier Creek Reservoir and elevated storage tanks in a consecutive system. A 2007 study estimated that this water supply would meet current and forecasted demand during drought conditions, so no increase in supply is being recommended.

The Scottsville Wastewater Treatment Plant, owned by the Rivanna Water and Sewer Authority (RWSA) and located by Dorrier Park, recently converted treatment processes to reduce the risk of exposing the nearby public uses to hazards, should an accident occur. This project was completed in 2012, enhancing the safety of the downtown area. Further improvements of the facility are included in the RWSA 2013 - 2017 Capital Improvement Plan.

Due to the potential detrimental impact of development on the present water, sewer, and storm water management systems, developers should be required to provide the Town with expert reports illustrating the feasibility of providing services to the new development, the costs associated with ensuring the systems are adequate to provide such services, and any potential impact such services would have on the services residents are currently receiving.

### **2. Transportation**

Scottsville's population relies predominantly on automobile transportation to and from places of employment, shopping destinations, recreation areas, and cultural events. The scale of the downtown area of Scottsville is such that pedestrian travel is appropriate; however, most people must drive to the area. Through-traffic and trucks serving local businesses and industry further increases the density of vehicles on Scottsville streets and roads.

The Virginia Department of Transportation (VDOT) makes periodic counts of daily traffic on the Commonwealth's primary and secondary roadways. The most current road counts available are shown on the Transportation Map for most of Scottsville's roads. The counts for the primary roads occurred in 2011, while the secondary road counts are from 2006. The highest volume roadway through the Town is Valley Street, which is both State Route 20 and State Route 6 through the center of Scottsville. Approximately 6,500 vehicles travel on Valley St., which is down

from 7,400 counted per day in 2006. Traffic on East Main Street, or State Route 6, also declined between 2006 and 2011, by 33%.

VDOT has proposed to downgrade the functional classifications of three roadway segments within the Town. Route 637 (Poplar Spring Road), portions of Route 726 (James River Road), and portions of Route 795 (Hardware Street) are currently classified as Rural Major Collector, but are proposed to be changed to Rural Minor Collector. The specific segments under review are identified on the Transportation Map. These decisions are being justified based on the traffic volumes currently observed on these roadway segments.

VDOT also determines the acceptable daily service volume of certain roadways, so that a determination can be made if roadways are exceeding their design capacity. (Note that this determination is based largely on average traffic flow and may inadequately consider the considerable surges of peak hour traffic and greater impact of heavy commercial vehicles.) None of the roads in Scottsville are near capacity or projected to reach capacity in the foreseeable future. Most secondary roads in Scottsville carry fewer than 1000 trips per day.

Route 20 and Route 6 are the roadways used most heavily by trucks and buses. Approximately 7% of all traffic on Valley Street (Route 20) is truck or bus traffic. Lacking convenient alternative routes, logging trucks and heavy equipment frequently pass through the heart of downtown, taxing the capacity of the streets and threatening safety. Similarly, morning and evening peak hour traffic passing between points north and south has a detrimental impact on the flow and safety of Town residents and their vehicles.

Alternatives to driving are available to residents of and visitors to Scottsville. A daily commuter bus route is operated by JAUNT, connecting the Town of Scottsville with the City of Charlottesville. The bus stops each weekday at the park and ride lot near the Farmers' Market, and approximately 14 people embark and disembark here daily. The commercial areas of downtown of Scottsville have extensive sidewalk coverage, and pedestrian connectivity was greatly enhanced by the recently completed Scottsville Streetscape Project.

According to statistics compiled by the Virginia Department of Transportation, Valley Street (Route 20) through the Historic District of Scottsville is the most stressed roadway in the Town. It clearly serves as a connector route, as a commuter route, as a truck route and for local traffic to and from shopping centers. Future land use decisions should take into consideration the high volume of traffic on Valley Street and disruptive truck traffic through the downtown business and historic residential areas. With the pressure of development increasing from surrounding counties, it is becoming increasingly difficult to preserve Scottsville's unique resources and character.

### **3. Public Safety**

Volunteer fire and rescue squads serve not only the Town of Scottsville, but also portions of Albemarle, Buckingham, Fluvanna, and Nelson counties. Funding from Albemarle County and the Commonwealth of Virginia, along with donations from members of the community, provide sufficient resources for these two volunteer squads. No regular operating funds from the Town of Scottsville are required.

For police protection, Scottsville employs a Chief of Police and additional forces as determined by the Town Council from time to time. The Albemarle County Police Department and Sheriff's Office also provide law enforcement within the Town. Residents who reside in Fluvanna County are similarly assisted by Fluvanna authorities.

#### **4. Schools**

Albemarle and Fluvanna County Schools serve the school-age population of the Town of Scottsville. Elementary school age children (grades K - 5) living in the Albemarle section of the Town go to the Scottsville Elementary School just north of the Town on Scottsville Road (Route 20). Middle school age children (grades 6 - 8) attend Walton Middle School on Red Hill Road (Route 708), some eight miles to the north of Town. High school age children (grades 9 - 12) attend Monticello High School approximately 16 miles north of Scottsville and, as a result, have a significant school bus ride or commute for schooling and extra-curricular activities. Albemarle County should examine the need for another high school in the southern portion of the County to meet increasing school enrollments.

School age children living in the Fluvanna section of Town attend Cunningham District Elementary School on Route 640, Fluvanna Middle School on Route 15 and Fluvanna High School on Route 649.

#### **5. Solid Waste Management and Recycling**

Households and businesses in the Town of Scottsville are responsible for making their own waste collection and recycling arrangements, with curbside collection contracts available. Self-delivery to the Ivy MUC, the McIntire Recycling Center, or the three county newspaper/glossy paper bins (located in the parking lots near Sam's Club on route 29, Roses at Pantops, and the Community Center in Scottsville) is also available. The McIntire Recycling (described below) accepts a variety of recyclable materials. The Ivy MUC accepts household waste and limited recycling at the convenience center portion of the facility.

Private haulers deliver waste to one of several transfer stations in the region. Scottsville's waste is handled through the Zion Crossroads Recycling Center, where all forms of waste is collected in a single stream and recyclable materials are sorted and recycled. The Rivanna Solid Waste Authority (RSWA) administers waste reduction and reuse initiatives, including household hazardous waste collection days. The development of recycling opportunities in town is encouraged.

#### **6. Town Finances**

As a result of growth, including the 1994 Town boundary adjustment, general expenses increased for the Street Department, the Police Department, flood control and administration. Additional infrastructure, including Canal Basin Square, Bruce Park, the Municipal Parking Lot, and the Levee Walk, has increased the cost of park maintenance. The Town has established a town maintenance committee and hired a full-time maintenance person. At the same time, revenues increased commensurately, especially those from business licensing, utility and sales taxes. An increase in the transient occupancy tax rate and a meals tax helped offset increased expenditures.

Although the town continues to be fiscally conservative, and although no new services are being offered, additional revenue sources must be explored in the coming years.

## V. Special Projects

### A. Canal Basin Square

The residents of the Town of Scottsville, along with the Scottsville Community Chamber of Commerce, have come together to preserve history and to perpetuate the cultural heritage of their historic river town through the development of a park known as Canal Basin Square. The park depicts the transportation history of the Town and the Town's inextricable connection to the James River from the era of the Native American Monacan canoes to modern transportation systems. Special emphasis is placed on Scottsville's special role as a destination for batteau that plied the James River and the packet and freight boats that traveled the James River and Kanawha Canal.

The Town of Scottsville holds a unique place in American and Virginian history. As a river port, Scottsville played an important role in the western expansion of our country's boundaries. Located strategically between Richmond and Lynchburg, Scottsville was a bustling place for a half-century while the James River and Kanawha Canal was active between 1840 and 1880. Along Lumber Street, located in the middle of town, the canal widened to form a basin where canal boats were moored to exchange cargo or passengers, or to buy feed for the work animals. This important historical site is the setting for Canal Basin Square.

Scottsville's role in this colorful era is told through the many features at Canal Basin Square. A pavilion provides exhibit space as well as a place to hold cultural and educational performances. Informative displays and signs also relate to exhibits in the Scottsville Museum, which is located across the street from Canal Basin Square, so that, together, they portray for the visitor Scottsville's significance in Virginia's and America's history. Restrooms are provided for the convenience of visitors to the park and to the Town. A canal packet boat is on display. The James River was responsible for many positive things in Scottsville's history, but it also brought floodwaters to the Town. The story is told of devastating floods and how flooding now is contained by the A. Raymon Thacker Levee.

Canal Basin Square supports the Scottsville Comprehensive Plan in several ways. The Comprehensive Plan calls for the development of public parks, walking paths, and recreational and informative attractions. Canal Basin Square, as a public park, preserves and protects the historic character of Scottsville and the significant historic site of the original canal turning basin. It provides a rich cultural environment consistent with the community's cultural heritage. It makes appropriate use of land in the flood plain, while improving the appearance of Main Street, a major thoroughfare through the Town. The park's infrastructure follows guidance found in the Comprehensive Plan – burying electrical lines and using historic street lamps for lighting. Designed to attract tourists, the park supports the Town's economic base and calls attention to the recreational opportunities available on the James River.

Funding of the park construction was through the Federal Transportation Enhancement Program, local grants, and local donations. Enhancement funds were required to be matched by the Town; every \$4 of Federal funding had to be matched by \$1 from the Town. The citizens of the

community volunteered sufficient in-kind labor in support for this project to meet the Town's commitment. The project was approved in January 1999, and remaining exhibits were completed by 2009. Exhibit development and landscaping of the park will continue into the future.

## **B. Scottsville Flood Protection System**

The Town of Scottsville is situated close to the James River at the Horseshoe Bend. The Town was sited close to the river to accommodate the river transportation of 150 years ago. Due to its location near the river, the Town had a history of flooding. The local flood protection system at Scottsville consists of a partially rip-rapped earthen levee, a concrete floodwall, two roadway closures, a gated outlet (sluice/flap gate) structure, a pumping station, and two designated ponding areas. The levee, completed in 1989, is approximately 3,635 feet long, with a height varying from 0 to 21 feet, a top width of 10 feet, a bottom width varying from 0 to 100 feet. The line of protection extends from the Albemarle-Fluvanna County line westward paralleling the James River, just north of the railroad tracks to a point upstream of the Town's former school. The levee is a reinforcement and augmentation of the existing levee with an extension on the eastern end.

The system also encompasses an existing previously constructed flood control project on Mink Creek, referred to as Mink Creek Dam, completed in 1977. Mink Creek runs south through the Town and empties into the James River. Mink Creek drains a 600 acre watershed to the east and a 300 acre watershed to the west. After a heavy rain, the east watershed will carry about four to five times as much water as the west watershed. Mink Creek dam has been built to retain water from the east watershed. The basic problem of flooding is that when the James River is full of water and there is a heavy rain on the east watershed - there is no place for the Mink Creek water to go, so it floods the Town.

Mink Creek Dam and associated facilities are utilized in conjunction with the pump station and associated facilities to control interior drainage. The flood protection system is designed to provide 100-year protection to those areas of the Town of Scottsville located behind the line of protection.

Scottsville is prepared for flooding emergencies that would result from a dam break, either of the James River levee or the Mink Creek impoundment dam. Although the levee is designed to be three feet above the flood of record, the possibility of a break is accounted in planning. FEMA publishes dam break inundation zones for the James River, and the Virginia Department of Environmental Quality (DEQ) has determined an inundation zone for the Mink Creek dam through a recent engineering study. These zones include the southern portion of Town, and the majority of both sides of Valley Street up to the intersection with Hardware St. Regular monitoring and maintenance of these facilities occurs to comply with current standards. DEQ inspects annually, and FEMA inspects bi-annually.

## C. Victory Hall

While the remodeling of the ground floor of the Scottsville Municipal Building as a multi-purpose auditorium and modern intimate theatre cannot replicate the venerable old Victory Hall, or Victory Theatre, it can create some semblance of a landmark that was the Town's cultural and entertainment center for almost four decades following World War I.

Increased interest and activity in the arts and an emphasis on attracting tourism have given greater feasibility and practicality to this project. With the presence of the Scottsville Center for Arts and Nature and the James River Arts Council there is clearly a greater need for venues to showcase the abundance of artistic talent in this community. Also, an attractive, modern theatre is needed to accommodate appearances by visiting professional entertainers, and occasionally a larger assembly area is needed for town meetings and other public events. To that end, the Victory Hall Theatre Committee was formed, and continues its fundraising and restoration efforts to return the downstairs of the Municipal Building to a close facsimile of its original form and function.

Victory Hall, dedicated in 1920, was to commemorate the Armistice of World War I and to serve as a showplace for local dramatic productions as well as the traveling Chautauqua and vaudeville shows that came to town each year. With the advent of movies, Victory Hall began showing silent films and, eventually, the classics and musicals of Hollywood's Golden Era, but it never gave up the opportunity to stage live events. For over thirty years, Victory Hall was the venue for Scottsville High School's senior class plays, graduation ceremonies, beauty contests and talent shows.

The theatre eventually closed due, in part, to modern transportation and the increasing popularity of television. In the early 1960s, the upper floor of the building was converted into a Municipal Building with Town offices and meeting rooms, and the downstairs became a large parking bay with garage doors, first used by the volunteer fire department and later by the volunteer rescue squad for housing vehicles.

In early 1999, the stage and large area (downstairs) that once was the auditorium were vacated, and the main space has been converted into a "black box theatre" in the round, with a foyer/ticket office area. Currently, the Scottsville Center for Arts and Nature leases the theatre space from the Town. This group is utilizing the theatre to establish its programs in music, dance and drama. In addition, the center is bringing back movies and musical entertainment. The Town wishes to encourage this continuing restoration process.

## **D. Dorrier Park/Scottsville Community Center**

In 1992, a group of local citizens formed the Scottsville Park Development Association and petitioned the Town of Scottsville and County of Albemarle to develop a recreation area for the community. In September 1993, the Town of Scottsville and Albemarle County signed an agreement allowing the County to develop the two-acre site known as Dorrier Park on land that had been donated to the Town by the late C.R. Dorrier. A master plan was drawn up in 1995 by landscape architect Larry Maxey, who was also responsible for designing and building the picnic shelters and restrooms.

From 1993 until the present, this site has seen construction of the following: a handicapped-accessible playground unit and swings, two tennis courts with fencing and an additional parking lot, an outdoor basketball court, two picnic shelters with picnic tables, two restroom facilities and water fountains (one restroom and water fountain aided by Town funding), two additional baseball fields, two soccer fields, a walking path around the tennis court/playground area, and a birding and wildlife area.

Some future goals for the park include:

- Improving the athletic playing fields
- Developing a position for a site supervisor
- Improving communication between the Town and County in coordinating maintenance and police supervision of the park and facilities

The Scottsville Community Center, also known as the Old School Gym, is housed in the former Scottsville School. The Community Center also shares the building with the Scottsville School Apartments. The Center is comprised of the gym, two classrooms, restrooms, and a cafeteria, as well as the old locker rooms in the basement. The Community Center is managed and run by Albemarle County Parks and Recreation Department.

The Community Center is used by:

- Scottsville Youth Basketball
- The Clothes Closet
- Senior Citizen Center
- Bread of Life
- School and community organizations
- Boys and Girls Club (starting Fall 2014)

## **E. Tourism**

Scottsville is unique in a number of ways: it has a rich historical heritage dating back almost 270 years, a well preserved architectural record, and close proximity to the James River, with which its history is intimately intertwined. These three resources, combined with the fact that the Town is small enough to be traversed on foot, make Scottsville particularly attractive to visitors who are looking for peaceful, out-of-the-way places to go for a few days, a weekend, or even just an afternoon. The James River has been the most important resource and life blood of the town throughout its history. Emphasizing the alluring and accessible nature of the river will continue to draw tourists. Most businesses, such as gift shops, restaurants, and bed & breakfast inns, are unique and owner operated. The fact that Scottsville is almost free of franchise restaurants and other chains sets it apart from other tourist destinations. Great care should be taken to preserve and enhance the charm of Scottsville.

In recent years, initiatives have been made to make Scottsville a destination. With two major historical routes (Civil War Trails and the Constitution Highway) and the Scenic Byway (Routes 6 and 20), the Town is positioned to be a part of a broader offering. Seeking ways to encourage tour groups, families, and travelers of all ages to come to Scottsville by developing a regular tour of the town, supporting the work of the museum and other historical organizations, and creating useful itineraries tied into town other nearby points of interest.

Promoting Scottsville as a stop, and not just a destination, on these established routes needs to be implemented as part of the Town's tourism planning. Exploring the Civil War Trails and the Constitution Highway is tied in with the history of Scottsville and should be promoted with well-known historic attractions nearby, such as Jefferson's Monticello, Pine Knot, Ash Lawn-Highland and Appomattox Court House, The Walton Mountain Museum, the University of Virginia as well as our own, such as the Confederate Cemetery Civil War Hospital (Baptist Church). Travelers on the Blue Ridge Parkway, Shenandoah National Park, and nearby Lynchburg and Richmond may also be interested in a day trip to town.

The Scenic Byway leads to the promotion of our nature offerings. Birding and Wildlife trails are already established within the Town limits, in the Van Clief Nature Area and at Totier Creek Park. We have a vibrant river experience with the James River Reeling and Rafting, James River Runners, and fishing and boating on the James. Additional recreation and natural offerings will be available with the further development of biking and walking trails. Scottsville will be the small American town where people come to get away from the fast pace of urban life.

In a world increasingly dependent on instant electronic data, the town should work to keep an up to date presentation on line that includes working closely with the Chamber of Commerce in creating innovative ways of presenting the town. We should always be mindful that most are drawn to our area because of the James River and our proximity to Charlottesville; and to this end, every effort should be made to encourage and support locally owned businesses that offer something unique to even the casual visitor. Working to maintain a close relationship with the CACVB and other regional agencies and news sources is integral to promoting the town. A variety of good quality restaurants, shops, and accommodations that cover various tastes and price ranges is desirable. Also, particular attention should be given to promoting local historic

attractions, such as the Scottsville Museum, Canal Basin Square, and the Historic Walking Tour, and to encouraging a variety of cultural events that would not only provide enrichment for members of the community, but entice visitors to stay longer and return again.

## **F. Senior Citizen Housing Needs**

Eighty percent of all Americans live past the age of 65. In the year 2010, older adults made up 13 percent of the total national population. Scottsville's senior citizens, as measured in 2010, constitute a higher percentage of its total population – over 19 percent, as compared to Albemarle County in 2010 at 14.3 percent. Experience shows that when the Town's elderly residents reach a stage in their lives when they no longer are able or wish to live in their homes, most must move to Charlottesville or other locations having the facilities they require. As a result, Scottsville loses a vital part of itself and a valuable community resource. It is incumbent on the Town to find a way to enable senior citizens to remain near their home and family.

Retired persons contribute in many positive ways to their communities. Typically, they are law-abiding, have steady incomes, pay their taxes, and do not require many of the tax-supported services provided for young families. They spend money at local businesses, stimulating the economy. With the time to do so, they participate in community activities and provide volunteer help in service organizations. Retirees also make reliable part-time and seasonal employees.

Should Scottsville's elderly citizens have access to a local retirement village or assisted-living facility, they would be able to remain in familiar surroundings close to family and friends. Their participation within the community could continue uninterrupted, profiting the welfare of both the retiree and the Town. Concerns of Scottsville's aging citizens would be eased knowing a retirement facility would be there when it was needed.

Local needs should be evaluated to determine the type of retirement facility appropriate for Scottsville's seniors and the level of services needed. It is important to start planning soon – for some seniors the need is now. The Town will benefit economically, the fabric of the Town will be enriched, and seniors and their families will be able to enjoy a higher quality of life.

The Scottsville School Apartments is an apartment building in town that rents exclusively to low-income seniors or people with disabilities. The building, which is owned and operated by the Piedmont Housing Alliance, was renovated in 2012 and contains 34 units. The original structure housed the Scottsville High School, and it was adapted for multifamily use in 1990 with many of the original design features preserved and rehabilitated. The Scottsville School Apartments is an example of a project that helps meet the need for senior housing while enhancing the character of the surrounding neighborhood.

## **G. Scottsville Streetscape Project**

After more than a decade of wide community involvement, the Town earned \$2,155,000 in reimbursable grants through the Virginia Department of Transportation and federal Transportation Equity Act/21<sup>st</sup> Century Program (TEA-21) and privately raised \$385,000 to build the *Scottsville Historic Streetscape Project*. The project had three primary goals:

- Remove overhead utility lines from the center of the historic district and replace an aging storm drain system, as well as water lines and connections.
- Install period street lighting.
- Implement a streetscape enhancement plan that includes improved pedestrian access, tree plantings, and street amenities.

Additional grants extended the Streetscape Project to include a pocket park in the lot at the corner of Harrison and West Main Street, a new municipal parking lot behind Victory Hall, and a Levee Walk providing convenient access to the levee and an improved path along this scenic overlook of Town and river. In 2007, a federal “earmark” of \$392,000 was received to enable completion of the Project.

The infrastructure, street lighting, and trees were completed in 2008, and the beautification phase of the project was completed in 2012.

The implementation of *Scottsville Historic Streetscape Project*, to date, has achieved many of the goals and objectives of this plan by enhancing and preserving the historic character and features of Scottsville, promoting tourism, and improving the quality of life of its citizens. The Town intends to seek more funding for sidewalk improvements to build upon this success.

## H. The Van Clief Nature Area

The Van Clief Nature Area (VCNA) is a 63 acre property acquired by the Town, mostly as a gift, in 1976. A portion of the site is situated within the Scottsville National Historic District directly behind the central business/residential district and less than ½ mile from the James River, the Department of Game and Inland Fisheries (DGIF) James River Management Area and the Dorrier and Canal Basin Parks. The VCNA encompasses the approximately 6 acre Mink Creek Impoundment, which can accommodate fishing and non-motorized boating, and includes upland forest, varied wildlife habitats and some undeveloped walking paths.

The VCNA is thus strategically located to facilitate implementation of the Town's economic, tourism, recreational and natural resource protection Goals and Objectives. The park will serve as the core of a trails program linking the Downtown with the Confederate Cemetery, W.F. Paulett planned development and SCAN property to the north of the historic district and to the James River via town walkways.

In 2012 the Town applied to the Virginia Department of Conservation and Recreation for a grant to initiate development of this mostly undeveloped property. In June 2013 the Town was awarded an FHA Recreational Trails Program grant of \$30,500 for the development of a bridge across Mink Creek to provide access from Downtown and via Jefferson Street and a 1000 ft. boardwalk to mitigate environmental impacts along Mink Creek. Other facilities funded in part included a picnic area and entrance information exhibit. The grant amount was matched by the Town with a commitment to provide 20 percent of the project costs (\$38,210) to be met in part through volunteer labor. Construction of these initial facilities is scheduled to begin in September 2013.

A park master planning process guides the future development of the property and its inclusion in the Town's Capital Improvement Program. A key component of the planning and implementation process will be to seek donation of voluntary conservation easements and/or land from adjacent property owners to facilitate development of the Town's trail system. Inclusion of the VCNA as a designated segment of the James River Heritage Trail System and as a DGIF Birding and Wildlife Trail site will support future grant opportunities.

Possible future development may also include, but is not limited to, improvement of the Hardware Street entrance to facilitate handicapped vehicular and boating access, a minimal boat launch with limited parking, and additional interpretation of the property's historic and natural resources.