



# MINERAL PLANNING COMMISSION MEETING AGENDA

February 22, 2024 at 6:30 PM

312 Mineral Avenue Mineral Virginia 23117

Phone: 540-894-5100 | [townclerk@townofmineral.net](mailto:townclerk@townofmineral.net)

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**A. CALL TO ORDER**

**B. ROLL CALL**

**C. PLEDGE OF ALLEGIANCE**

**D. PUBLIC COMMENT (Time Limit of 3 Minutes Per Person)**

**E. ADOPT/AMEND AGENDA**

**F. APPROVAL OF MINUTES**

1. Approval of Draft Minutes 1/25/2024

**G. OLD DISCUSSIONS**

1. Joint Workshop Session of the the Planning Commission, Town Council, and the TJPDC.

Please see the attached document from Curtis Scarpigato.

**H. NEW DISCUSSIONS**

1. Discuss changes for the following dates

March 28

November 28

December 26

2. Review/Approval of Public Notification of MPC's 2024 Regular Monthly Meetings

## **I. ADJOURN**

Commission Members: Chairman Edward Kube, Lauren Ball, Jolyn Bullock, Nicole Washington, Tony Williams; Council Liaison - Ron Chapman



# MINERAL PLANNING COMMISSION MEETING MINUTES

January 25, 2024 at 6:30 PM

312 Mineral Avenue Mineral Virginia 23117

Phone: 540-894-5100 | [townclerk@townofmineral.net](mailto:townclerk@townofmineral.net)

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## A. CALL TO ORDER

Meeting was called to order at 6:30pm

## B. ROLL CALL

PRESENT

Chairman Edward Kube

Lauren Ball

Jolyn Bullock

Nicole Washington

Tony Williams

Also Present- Amanda Nguyen, Town Clerk; Catherine Lea, Town Attorney

Town Council Liaison, Ron Chapman- Absent

## C. PLEDGE OF ALLEGIANCE

## D. PUBLIC COMMENT

**Debbie Moon, 232 Mineral Ave.-** owner of 232 on Mineral Ave, was recently contacted by Mayor Jarvis about the signs on her building not being in compliance with Virginia and town codes. Ms. Moon believes that she is in compliance with the codes and said that she is working to revitalize the building. She has spoken with three contractors and believes the building needs to come down due to its lack of foundation and dirt floor. Moon said she

uses high-quality, \$200-per-piece signs that she believes makes the side of the building look better.

Motion made by Williams to add Ms. Moons sign concerns to the agenda, Seconded by Ball.

Voting Yea: Chairman Kube, Ball, Bullock, Washington, Williams

Motion passed 5-0

**Chris Guerre, 80 St. Cecilia Ave.-** thanked the Planning Commission for their efforts and the leadership of Chairman Kube, who has made significant contributions to the community. He hopes that the Town Council's proceedings and procedures comply with state law requirements, which mandate the town to have a planning commission. The commission must perform mandatory and discretionary tasks. He believes Chairman Kube is likely aware of the duties of the commission and has the necessary management skills. Mr. Guerre acknowledged some of the commission's efforts but acknowledges that there are still some tasks that need to be completed. He also mentioned the importance of careful administration and the need for better microphone positioning in the Council chambers.

**E. ADOPT/AMEND AGENDA**

Chairman Kube added 3a) Thomas Jefferson Planning District Commission Comp Plan State Code Compliance Audit

and 3B) TJPDC Mineral Population and Growth Projections

Motion to approve the agenda as revised.

Motion made by Washington, Seconded by Bullock.

Voting Yea: Chairman Kube, Ball, Bullock, Washington, Williams

Motion passed 5-0

**F. APPROVAL OF MINUTES**

- 1. 11.30.2024 Draft Minutes

Correct the spelling of Commissioner Jolyn Bullock's name throughout the minutes.  
Also add updated CUP Conditions for AJ Singh and Millers Market.

Motion made by Ball, Seconded by Washington.

Voting Yea: Chairman Kube, Ball, Bullock, Washington, Williams

Motion passed 5-0

**G. OLD BUSINESS**

**Added to agenda- Debbie Moon- Sign Ordinance** Chairman Kube spoke about the signs on Debbie Moon's property and stated that he thought Mayor Jarvis was speaking about the signs on the building that advertise companies that are not owned by Ms. Moon. Chairman Kube also said the Planning Commission is advisory but doesn't make decisions so debating the sign ordinance won't accomplish anything. Councilman Kube mentioned that the sign ordinance is being reviewed as part of the Comprehensive Plan update, with changes expected and will be publicized. A workshop session will discuss the feedback from TJPDC. The planning commission has advisory capability, but the Council creates rules and regulations. If a violation is found, the Board of Zoning Appeals could be contacted for an appeal.

Ms. Moon spoke about the companies that the signs are advertising and how they helped her. She also spoke about what she is planning to do with the building.

Chairman Kube recommended that Ms. Moon get back in touch with Mayor Jarvis to discuss further.

- 1. TJPDC Comp Plan Review, MOU and Schedule Status, by Chairman

Chairman Kube said that although the Thomas Jefferson Planning District Commission Memorandum of Understanding was signed a month later than anticipated, that Curtis Scarpignato from the TJPDC thinks that they should still be able to finish by the end of June. Chairman Kube also mentioned that the first Public work session is anticipated to be Joint with the Town Council.

- 2. Millers Market CUP Request Status, by Chairman/Council Liaison

Chairman Kube informed the Planning Commission that the CUP Conditions for Millers Market that were recommended by the Planning Commission were revised and acted upon by the Council. However, many of the conditions were vague, due to the use of words like “should” verses “shall”. He advised that the Millers Market CUP Public Hearing by Town Council will be held on February 12th.

3. Discussion/Confirmation of MPC's Review & Adoption of the Items Recommended for Incorporation into the 2024 Comp Plan

Chairman Kube reviewed the two attached memorandum documents with the Planning Commission. MEMO: Mineral Population and Growth Projections and MEMO: Review of 2018 Comprehensive Plan / State Code Compliance Audit.

No action was taken.

**H. NEW BUSINESS**

**I. ADJOURN**

Motion to Adjourn

Motion made by Washington, Seconded by Ball.

Voting Yea: Chairman Kube, Ball, Bullock, Washington, Williams

Motion passed 5-0

Meet Adjourned at 7:28pm

Commission Members: Chairman Edward Kube, Lauren Ball, Jolyn Bullock, Nicole Washington, Tony Williams; Council Liaison - Ron Chapman

## Memorandum

**To:** Town of Mineral Planning Commission  
**From:** Isabella O'Brien, Regional Planner  
**Date:** February 14<sup>th</sup>, 2024  
**Reference:** Technical Memo – Review of Related Plans

### MEMO: Review of Related Plans, Mineral Comprehensive Plan Update

**Executive Summary:** This memo provides context from many local and regional plans for the Town of Mineral Planning Commission to consider throughout the Town's Comprehensive Plan update. The American Planning Association recommends considering land use, housing, green infrastructure, regional development visions, and other plans as part of the comprehensive planning process. Staff examined a diverse range of documents, including:

- **Louisa County Comprehensive Plan (2019):** Providing valuable insights into the broader county context, outlining land use, transportation, zoning, and economic development goals that influence Mineral's own trajectory.
  - **Key Takeaways:** Mineral is one of Louisa County's identified growth areas and should be thoughtfully planned with compact cluster development to help manage Louisa County's growth and preserve the county's rural and natural areas from new development. Concurrently, the public water and sewer system remains a growth limiting factor due to modest planned infrastructure expansion. Additionally, improving the appearance of roadways, safeguarding historic resources, and maintaining community characteristics are goals of both Louisa County and the Town of Mineral.
- **Regional Housing Plan (2021):** This plan offers valuable insights into regional housing needs and trends, informing Mineral's strategies for providing adequate, diverse, and affordable housing options for its residents and accommodate future growth.
  - **Key Takeaways:** The Town of Mineral can leverage the Regional Housing Plan's recommendations to address its own affordability challenges. The plan provides specific solutions tailored to different income groups, from the unhoused to cost-burdened homeowners.
- **TJPDC Hazard Mitigation Plan (2023):** Mitigating potential risks from natural disasters and other hazards is a key focus of the plan, providing guidance for Mineral to incorporate resiliency measures into its own comprehensive planning efforts.
  - **Key Takeaways:** The Town of Mineral can leverage the regional hazard mitigation plan to access critical FEMA grants and improve its disaster preparedness. Key actions include incorporating mitigation plans into Town documents, ensuring visible house addresses, designating an emergency representative, developing a citizen communication system, marking fire hydrants, installing a well generator, and burying utilities. These steps will enhance Mineral's resilience against earthquakes, wildfires, winter storms, and other potential hazards.
- **Virginia Watershed Implementation Plan:** The top priorities of the plan are reducing pollution entering local waterways and the Chesapeake Bay, educating the public, and integrating conservation and stormwater management into development and planning efforts in all jurisdictions across the Chesapeake Bay Watershed.

- **Key Takeaways:** The Town of Mineral can leverage recommendations from the plan, and information about local water quality impairments to implement best management practices throughout the Town that improve resiliency, provide native habitat, beautify gateways, reduce erosion and flooding, and attract tourism.
- **VTrans State Transportation Plan (2020):** Understanding the state's transportation priorities, including designated Corridors of Statewide Significance and safety concerns, ensures Mineral's plan aligns with the state's vision and positions the Town to leverage funding resources for transportation improvements efficiently.
  - **Key Takeaways:** There are currently no indicated VTrans mid-term needs in the Town of Mineral, which means the Town is currently unable to apply for SMART SCALE funding to implement transportation improvements. Consider designating Mineral as an Urban Development Area (UDA) to attract funding and promote walkable, bikeable development. Future land use decisions should align with VTrans transportation plans to manage traffic and improve accessibility.
- **2040 Rural Long Range Transportation Plan (2018):** This plan provides insights into transportation challenges and opportunities specific to the region's rural areas, prioritizes transportation investments for each county in the region, helping inform Mineral's strategies for improving its local transportation network.
  - **Key Takeaways:** Traffic on US 522 through Mineral is predicted to increase significantly through 2035, requiring improvements like shoulder widening and intersection fixes. Mineral should consider working with the County to seek designation as an Urban Development Area (UDA). This can attract funding for walkable, bikeable, and mixed-use development, promoting economic growth and reducing traffic impact.
- **Jefferson Area Bicycle and Pedestrian Plan (2019):** Prioritizing active transportation options like cycling and walking was a central theme of this plan, informing Mineral's strategies and infrastructure investments for creating a more accessible, walkable, and bikeable community.
  - **Key Takeaways:** The Town is in a central location within Louisa County, along U.S. Bicycle Route 76, and is designated as a growth area. Providing multimodal transportation options, connecting the Town's existing sidewalk network, and developing shared use paths and bike lanes will increase accessibility, reduce single occupancy vehicle trips, improve health and quality of life, and create additional recreational amenities to residents and tourists to the Town.
- **Public Utilities:** These plans focus on the current state and projected capacity of critical infrastructure, such as water, sewer, electricity, and broadband, informing decisions about future growth and development within Mineral.
- **Comprehensive Economic Development Strategy (2024):** Aligning Mineral's growth and development goals with the broader regional economic strategy currently being developed will serve to maximize the Town's economic potential. The strategy will be completed in June 2024.

Staff identified compatible recommendations that could be leveraged for Mineral's benefit. Comparative analysis will serve as a foundation for crafting an equitable and informed update to Mineral's comprehensive plan, while ensuring the updated plan aligns with regional priorities and positions the Town for a sustainable future.

**Summary of Findings:** Attached reviews of each plan provide insights, including:

- a general description of the plan.
- key goals and objectives of the plan.



- relevant data related to Louisa County at large and the Town of Mineral.
- recommendations related to the Town of Mineral.

## County of Louisa Comprehensive Plan 2040

### Summary

The Plan guides future land use decisions in the County and provides successive public bodies a common framework for addressing desirable future land use planning. The three major themes that emerged during the Plan's community engagement were conserving the County's rural character and way of life, careful growth management, and the protection of established and future communities.

### Vision, Goals, and Objectives

**Vision:** We strengthen our sense of community by providing resources for residents, promoting agriculture and forestry, ensuring environmental stewardship, establishing reasonable growth areas, and maintaining our rural character.

#### **Goals:**

- Preserve and protect our rural heritage and natural resources.
- Encourage open space retention.
- Safeguard historic resources.
- Maintain community characteristics.
- Ensure compatibility between land uses.
- Manage growth by concentrating development activity.
- Encourage high quality development.
- Maximize returns on the investment of public resources.

### Recommendations

Louisa County's goals to preserve its rural character, beautify gateways and roadways, and thoughtfully accommodate future growth informs Mineral's Comprehensive Plan. The following actions recommended through the County's Plan can be incorporated into the update:

- Directing growth away from rural areas.
- Encouraging compact cluster development in growth areas.
- Improving the appearance of major gateways and roadways and mandating meaningful landscaped buffers along primary roadways.
- Reduce the frequency of access points on public roads.
- Broadening the tax base by establishing business and industrial parks.
- Creating distinct water and sewer service districts to enhance growth areas.
- Infill development is encouraged, due to limited utilities and the lack of transportation throughways in Mineral.
- Intensive commercial uses or high-density residential projects are discouraged outside the Town's boundaries due to the high cost of expanding the public water and sewer services and providing adequate transportation throughways.

- Ensure adequate and quality water supply.
- The Mineral Utility Service District, when established, should serve and support the more intense future land use designations in this growth area (Mixed Use and Industrial) and the Town of Mineral.
- Protect suitable forest land base from further fragmentation.
- Sustain and enhance forest productivity.

## Regional Housing Plan

### Summary

The purpose of the plan is to recommend housing strategies for each of the counties in Planning District 10 (TJPDC) that can be included in the housing chapters of their Comprehensive Plans. Code of Virginia [15.2-2223-D](#) requires the comprehensive plan to include “the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.” To assist other jurisdictions in the Commonwealth that may also be experiencing compliance issues with the above code, a template affordable housing element for Comprehensive Plans was created that may allow an expedited way towards compliance.

The plan’s vision is that Planning District 10 will have 100% alignment of supply and demand of affordable housing opportunities throughout the region so that every resident can find access to safe, decent, affordable housing in communities of their choice. The guiding principles of the plan are: Coordination, Engagement, Equity, Anti-Displacement, Mobility, Connectivity, and Accessibility.

### Vision, Goals, and Objectives

**Vision:** Planning District 10 will have 100% alignment of supply and demand of affordable housing opportunities throughout the region so that every resident can find access to safe, decent, affordable housing in communities of their choice.

#### **Guiding Principles:**

1. **Coordinated:** Improve the coordination between the multiple localities in creating a housing vision for the region.
2. **Comprehensive:** Embed transportation, workforce development, and community health into the creation of housing strategies for the region.
3. **Data-driven:** Emphasize data-driven decision-making.
4. **Transparent:** Facilitate open communication and coordination between all stakeholders.

#### **Goals:**

**Policy-** Support a strategic approach to land use in providing affordable housing and promote inclusive land use policies that foster equitable communities of opportunity.

**Programming-** Promote and support the Regional Housing Partnership, identify metrics for tracking the implementation of affordable housing, continue to support the regional affordable housing locator

service- PorchLightVA, and provide opportunities for continued community outreach, education, and engagement.

**Capital-** Leverage existing financial resources to lower barriers to the creation of new affordable housing and create new funding mechanisms, such as a regional trust fund, to expand the capacity for creating and preserving affordable housing.

**Recommendations**

The recommendations provide a comprehensive list of high-level tools available to address the affordable housing challenges in Louisa County. These recommendations are also relevant to the Town of Mineral, and many of the recommendations can be implemented there. These recommendations were identified through a series of stakeholder meetings of the Strategies and Analysis Committee of the Regional Housing Partnership, who provided their expertise to refine them.

As of 2021, 38 individuals comprise Louisa’s unhoused population.

**Unhoused Population Recommendations:**

1. Dedicate per capita proportional cost of local funds to the Consortium of Care emergency shelter program.
2. Dedicate local funds to the Continuum of Care Homeless prevention program to address Louisa County residents at risk of homelessness.
3. Apply for available programs such as the Low Income Housing Tax Credit Program, Housing Choice Voucher Program, Mainstream Voucher Program, and Section 202 Supportive Housing Program. Set aside units for people at risk of or experiencing homelessness.
4. Invest resources into identified community resource groups to increase their capacity to create affordable rental units available to people experiencing homelessness & provide home rehabilitation to prevent people from falling into homelessness.
5. Develop private landlord incentives to participate in voucher program or in accepting low-income renters. Incentives could take the form of security deposit payments, one-month rental funds in case of a tenant vacating early, funds for tenant damage repair, etc.

Of Louisa’s population housed in affordable rentals, 610 individuals are severely cost burdened or cost burdened.

**Affordable Rental Recommendations:**

1. Reduce or waive tap fees for projects that include affordable housing units.
2. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters and promote grant programs targeted to ADU creation.
3. Encourage missing-middle housing such as two-family dwellings, single-family attached dwellings, and manufactured and modular homes.
4. Expand capacity of existing non-profit organizations that provide retrofit and rehabilitation supportive services, either through partnership or dedicated funding to rehab and preserve the aging housing supply.
5. Encourage residents to be proactive, involved, and informed in development review of new housing projects and about the housing need and supply in the county.
6. Examine homestay ordinance requirements and develop tracking methods to better understand the impact of short-term or vacation rentals have on the overall rental market in Louisa County.

7. Conduct a market study to identify gaps in the existing housing stock.
8. Work to reduce bureaucratic barriers in the permitting and approval process for new development or redevelopment that is consistent with the vision established in the updated Comprehensive Plan. Examples include expedited plan review, simplifying permitting and approvals, and greater transparency in the overall process.
9. Explore opportunities for repurposing vacant, underutilized, or county-owned structures, such as schools, for redevelopment for housing.

903 affordable housing property owners in Louisa are severely cost-burdened or in substandard housing units.

**Sub-standard Housing Recommendations:**

1. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters and promote grant programs targeted to ADU creation.
2. Expand capacity of existing non-profit organizations that provide retrofit and rehabilitation supportive services, either through partnership or dedicated funding to rehab and preserve the aging housing supply.
3. Encourage missing-middle housing such as two family dwellings, single-family attached dwellings, and manufactured and modular homes.
4. Inventory county-owned land and determine the feasibility for the development of affordable or mixed-income housing.
5. Work to reduce bureaucratic barriers in the permitting and approval process for new development or redevelopment that is consistent with the vision established in the updated Comprehensive Plan. Examples include expedited plan review, simplifying permitting and approvals, and greater transparency in the overall process.
6. Work with regional partners to advertise and promote homebuyer education courses, resources, and financial and homeowner literacy, to either provide additional funding, directly assist in loan program promotion, or general homebuyer education. Encourage the development of a satellite program that is attended locally.
7. Explore opportunities for repurposing vacant, underutilized, or county-owned structures, such as schools, for redevelopment for housing (using Scottsville senior-housing school development for a potential model).
8. Utilize CDBG funds for infrastructure to reduce the housing development cost.

20 renter households of market rate rentals that are at or above 80% the area median income are cost burdened.

**Market Rate Rentals Recommendations:**

1. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters and promote grant programs targeted to ADU creation.
2. Encourage missing-middle housing such as two-family dwellings, single-family attached dwellings, and manufactured and modular homes.
3. Encourage residents to be proactive, involved, and informed in development review of new housing projects and about the housing need and supply in the County.
4. Examine homestay ordinance requirements and develop tracking methods to better understand the impact of short-term or vacation rentals have on the overall rental market in Louisa County.

- 5. Conduct a market study to identify gaps in the existing housing stock.

One hundred Market Rate ownership households that are at or above the area median income are cost burdened.

**Market Rate Ownership Recommendations:**

- 1. Create an Accessory Dwelling Unit implementation guide/toolkit to promote the mutual affordability benefits of ADUs to homeowners and renters & promote grant programs targeted to ADU creation.
- 2. Work with regional partners to advertise and promote homebuyer education courses, resources, and financial and homeowner literacy, to either provide additional funding, directly assist in loan program promotion, or general homebuyer education. Encourage the development of a satellite program that is attended locally.
- 3. Encourage mixed-use and mixed-income communities.
- 4. Promote existing household budgeting and financial literacy programs to increase awareness of the long-term costs of homeownership and better prepare residents.

**TJPDC Hazard Mitigation Plan**

**Summary**

The purpose of the regional hazard mitigation plan is to prepare for natural disasters before they occur, thus reducing loss of life, property damage, and disruption of commerce. Having the plan in place is a condition for eligibility for some of FEMA’s disaster recovery and hazard mitigation grants. Because the Town of Mineral is involved in the planning process and has defined mitigation actions in the region’s FEMA-approved Hazard Mitigation Plan, the Town has access to several critical grant programs (Hazard Mitigation, Pre-Disaster Mitigation, Flood Mitigation Assistance, Building Resilient Infrastructure and Communities Grant Programs) and can continue to boost the community's resilience against future disasters.

**Vision, Goals, and Objectives**

- Regional goals include reducing long- and short-term impact of hazard events on buildings and infrastructure, preparing to meet the immediate functional and access needs of the population during natural hazards, increasing mitigation and adaptation capacity through planning and project implementation, and building capacity with information and data development to refine hazard identification and assessment, mitigation targeting and funding identification.

**Recommendations**

Mineral’s Hazard Mitigation Action items or goals to further the objectives of the plan in the 5-year period include:

- Incorporate hazard mitigation plans into community plans.
- Ensure all houses have clear address signs, visible during storms.
- Designate a representative for Louisa’s Emergency Operations Committee.
- Develop an alert and communication system with citizens.
- Add reflective markers to fire hydrants for large snow storms.

- Install emergency generator for wells.
- Bury utilities underground in the Town of Mineral.

## Virginia Watershed Implementation Plan

### Summary



Mineral lies within the Chesapeake Bay Watershed. This plan outlines the actions needed to restore the health of local waterways and the Chesapeake Bay, and every jurisdiction across the Bay plays a vital role in its success.

The [Watershed Implementation Plan](#) sets goals for reducing pollution entering local waterbodies and the Chesapeake Bay, which directly benefits every jurisdiction within the Bay. Clean waterways support healthy ecosystems, protect recreational opportunities and public health, decrease water treatment costs, and promote economic activity like fishing and tourism. Additionally, Watershed Implementation Plans facilitate access to state and federal funding to implement projects that improve water quality, create access points to waterways, provide educational programs to the community, and integrate green infrastructure design into development. Addressing

stormwater runoff and protecting natural resources also increases flooding and climate change resiliency.

### Vision, Goals, and Objectives

- **Stormwater Management:** Rain running off impermeable pavement and rooftops carries pollutants. The WIP emphasizes improving stormwater management through practices like green infrastructure, rain gardens, and permeable pavement. This can reduce flooding and groundwater and riverine pollution in Mineral while benefiting the Bay.
- **Addressing Septic Failures:** Failing septic systems can contaminate local water, and over a quarter of septic systems in the US are outdated and sources of pollution. The WIP offers funding and assistance for upgrading or replacing outdated septic systems, improving public health outcomes.
- **Conservation and Restoration:** Protecting and restoring forests, wetlands, and streams improves local water quality and benefits wildlife. The WIP encourages conservation efforts and provides resources for projects like sidewalk tree plantings, rain gardens, riparian buffers and conservation landscapes.
- **Education and Outreach:** Engaging residents in understanding water quality issues is another important aspect. The WIP supports educational programs and materials to raise awareness and encourage individual action in Mineral.

### Recommendations

According to the document, jurisdictions should:

- Further optimize their choices of pollutant reduction practices.
- Incorporate lessons learned and new science and information from the midpoint assessment.
- Develop comprehensive local and federal engagement strategies so their contributions are clearly articulated.
- Ensure new and increased pollutant loads are offset.
- Build and sustain the necessary capacity needed to achieve their Phase III WIP commitments by 2025.

## VTRANS Statewide Transportation Plan

### Summary

VTrans is Virginia's statewide transportation plan that establishes the long-range vision for the state's transportation network, aiming for safety, efficiency, sustainability, and economic growth. VTrans long-term planning focuses on the impacts of climate, technological advancements, consumption patterns, and socio-demographic changes on Virginia's transportation system over the next 20 years. The long-term plan (20+ years) includes five steps to identify, analyze, and monitor powerful and transformative trends that impact the transportation system. It is prepared for the Commonwealth Transportation Board (CTB) by the Office of Intermodal Planning and Investment (OIPi). VTrans lays out the overarching vision and goals for transportation in the Commonwealth and plans to achieve those goals. Vtrans is also a tool used to prioritize transportation system improvement needs to determine eligibility for project funding.

### Vision, Goals, and Objectives

**Vision:** Virginia's transportation system will be Good for Business, Good for Communities, and Good to Go. Virginia will benefit from transportation system advances, attract a 21st century workforce, and promote healthy communities where Virginians of all ages and abilities can thrive.

#### **Guiding Principles:**

1. **Optimize Return on Investments** Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.
2. **Ensure Safety, Security, and Resiliency** Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
3. **Efficiently Deliver Programs** Deliver high-quality projects and programs in a cost-effective and timely manner.
4. **Consider Operational Improvements and Demand Management First** Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
5. **Ensure Transparency and Accountability, and Promote Performance Management** Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets.
6. **Improve Coordination Between Transportation and Land Use** Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.

7. **Ensure Efficient Intermodal Connections** Provide seamless connections between modes of transportation to harness synergies.

**Goals:**

- 1) **Economic Competitiveness and Prosperity** - Invest in a transportation system that supports a robust, diverse, and competitive economy.
  - a) Reduce the amount of travel that takes place in severe congestion.
  - b) Reduce the number and severity of freight bottlenecks.
  - c) Improve reliability on key corridors for all modes.
- 2) **Accessible and Connected Places** – Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
  - a) Reduce average daily trip lengths.
  - b) Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas.
- 3) **Safety for All Users** - Provide a safe and secure transportation system for passengers and goods on all travel modes.
  - a) Reduce the number and rate of motorized fatalities and serious injuries.
  - b) Reduce the number of non-motorized fatalities and serious injuries.
- 4) **Proactive System Management** – Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
  - a) Improve the condition of all bridges based on deck area.
  - b) Increase the lane miles of pavement in good or fair condition.
  - c) Increase percent of transit vehicles and facilities in good or fair condition.
- 5) **Healthy Communities and Sustainable Transportation Communities** – Support a variety of community types promoting local economies and healthy lifestyles that provide that provide travel options, while preserving agricultural, natural, historic, and cultural resources.
  - a) Reduce per-capita vehicle miles traveled.
  - b) Reduce transportation related initiatives.
  - c) Increase the number of trips traveled by active transportation (walking/biking).

**Recommendations**

A comprehensive plan can guide local transportation investments, like road improvements, gateway beautification, public transit options, bicycle and pedestrian infrastructure improvements. VTRANS prioritizes transportation system needs that are eligible to receive funding through statewide project implementation funding. Priority needs identified by the state include **Corridors of Statewide Significance (CoSS), Safety, Urban Development Areas (UDA), and Regional Networks**.

[UDAs](#) can be designated voluntarily by localities and qualify for SMART SCALE funding because they promote transportation efficient land use and land development patterns to reduce the impact of growth on the state’s transportation network. They also encourage walkable, bikeable, and mixed-use places as a means of attracting development and spurring local economic growth.

The Town of Mineral can benefit by understanding the state’s transportation priorities and following [VTRANS mid-term needs](#) to inform future applications to funding programs such as SMART SCALE. The Town currently has no mid-term needs designated through VTRANS. Ensuring future land use decisions align with future transportation plans and promote efficient development patterns can minimize traffic congestion and promote accessibility to the Town.



## 2040 Rural Long Range Transportation Plan (RLRP)

### Summary

The RLRP incorporates recent and historical trends in transportation and serves as a tool to help rural localities prioritize transportation projects and prepare for Smart Scale applications. The transportation system was evaluated and a range of transportation improvements- roadway, rail, transit, air, bicycle and pedestrian- were developed into recommendations that would help address existing and future needs. The plan strives to achieve a balanced, multimodal transportation network that meets the travel needs of all populations in the planning district.

### Vision, Goals, and Objectives

1. **Accessibility:** Improve inter- and intra-regional access and mobility for all users (people, goods, and service) by integrating various modes of transportation in an effort to improve connectivity and in the region.
  - a. Increase awareness and continue to support RideShare and Travel Demand Management (TDM) services.
  - b. Ensure the appropriate types, connections, and levels of freight service are provided to the entire region.
  - c. Improve access to transit for all users.
  - d. Ensure the diverse needs of a changing population are met (elderly, disabled, and LEP, persons lacking access to private vehicles).
2. **Economic Development and Land Use:** Support the region's economic competitiveness by ensuring the integration of transportation and land use decisions in the planning process to enhance efficiency across all modes of transportation.
  - a. Improve the effectiveness of the existing transportation network, recognizing internal and external future travel demands from tourism, freight, and commuters.
  - b. Assure designated growth areas are designed to accommodate a range of transportation modes.
  - c. Target transportation improvements to support local land use and development priorities.
3. **Operations and Management:** Encourage and promote cost-effective operations and maintenance of the regional transportation network that delivers optimum performance for all users.
  - a. Improve secondary roadway network by prioritizing improvements that enhance access for the most users; such as shoulder maintenance widening for all users.
  - b. Identify and prioritize addressing of physical deficiencies, to include pavement, bridges and other multi-modal deficiencies, on the existing transportation network.
  - c. Improving communication among stakeholders regarding transportation data, maintenance coordination, best practices, and emerging technologies.
  - d. Develop efficiencies for prioritizing rural roadway pave in place, rural rustic, and rural additions.
4. **Safety:** Improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.
  - a. Reduce the number and severity of crashes.
  - b. Incorporate the safety needs of all users.

- c. Identify key safety deficiencies in roadway networks at intersections and along roadway segments (spot improvements, intersections, shoulders, railroad crossings).
- d. Identify, evaluate, recommend, and prioritize other safety deficiencies.
- 5. **Congestion:** Where appropriate, improve roadway design to reduce congestion for vehicles, freight, and transit.
  - a. Improve efficiency wherever possible.
- 6. **Environment and Community:** Promote sustainable transportation improvements that mitigate impacts on the environment and ensure nondiscriminatory planning within the region.
  - a. Incorporate environmentally/context-sensitive design into roadway, bicycle/pedestrian facilities and transit improvements to improve or maintain the aesthetic values for the surrounding environment and to minimize environmental impacts and avoid encroachment on historic and culturally significant assets.
  - b. Promote the inclusion of minority and disadvantage populations in the planning process.

**Recommendations**

The table below summarizes Louisa County’s transportation priorities as they relate to Mineral; the final column displays the VTRANS need, if any, that is related to a transportation improvement. Projects that address VTRANS need(s) become eligible for state funding under the SMART SCALE program and receive priority consideration in VDOT’s Revenue Sharing Program.

Priority needs identified by the state include Corridors of Statewide Significance (CoSS), Safety, Urban Development Areas (UDA), and Regional Networks. Refer to the VTRANS section of this memo for more about how the Town of Mineral can apply for SMART SCALE funding by meeting a VTRANS need.

<b>Louisa County Transportation Priorities Surrounding and Within Mineral</b>						
<b>Rank (1-43)</b>	<b>Project Name</b>	<b>Type</b>	<b>Route</b>	<b>From</b>	<b>To</b>	<b>VTRANS Needs</b>
10	Pendleton Road	Segment	US 522	Town of Mineral, Southern Limits	US 33 (Jefferson Highway)	<b>Safety</b>
12	US 522/East First Street	Intersection	US 522	US 522 (Mineral Avenue/ Piedmont Avenue)	US 522 (East First Street)	None
21	Davis Highway	Segment	VA 22/ 208	Town of Louisa	Town of Mineral	<b>Safety</b>
26	Mineral Avenue	Segment	US 522	VA 22/208 (Piedmont Avenue)	Town of Mineral, Southern Limits	None

36	Louisa Avenue	Segment	US 522	US 522/618	Town of Mineral, Northern Limits	None
41	East First Street	Segment	US 522	US 22/208 (Piedmont Avenue)	US 522 (Louisa Avenue)	None

**Jefferson Area Bike and Pedestrian Plan**

**Summary**

The Jefferson Area Bicycle and Pedestrian Plan is regionally focused and intended to help plan and build bicycle and pedestrian infrastructure. The Plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance connectivity and provide routes to important residential and economic centers. VDOT and local governments in the Planning District acknowledge that providing multimodal transportation choices is important to ensuring that the transportation system of the future is equitable, safe, and sustainable.

**Vision, Goals, and Objectives**

**Vision:** This Plan brings together multiple planning efforts to provide a guide for implementation on a regional scale.

**Goal 1: Get Projects Implemented**

- a. Identify all existing bicycle and pedestrian recommendations proposed in current approved planning documents.
- b. Identify new bicycle and pedestrian needs, through analysis and public input.
- c. Integrate recommendations in other planning documents, such as local comprehensive plans and the MPO Long-Range Transportation Plan.
- d. Implement a continuing process, with regular follow-up on priority projects.

**Goal 2: Get the Right Projects Built**

- a. Identify all existing bicycle and pedestrian recommendations.
- b. Identify new bicycle and pedestrian needs, through analysis and public input.
- c. Develop and adopt performance measures to prioritize recommendations.

**Goal 3: Provide Localities with Valuable Tools**

- a. Ensure the plan remains focused on implementation.
- b. Implement a continuing process, with regular follow-up on priority projects.
- c. Develop an online, interactive version of the plan recommendations.

**Goal 4: Encourage Public Participation**

- a. Conduct meaningful public outreach.

- b. Interface with existing community and advocacy groups.
- c. Conduct workshops and engagement sessions within the community.

**Recommendations**

- Construct new sidewalks that connect gaps in the sidewalk network.
- Add bike lanes along Mineral Ave and East First Street and Louisa Ave to better accommodate Route 76.
- Add sidewalks to fill in gaps.
- Add pedestrian crossing at East 1st Street and Mineral Ave.
- Construct a shared use path along Route 208 (Davis Highway) connecting the Towns of Mineral and Louisa via the Betty Queen Center and the public schools.

The Jefferson Area Bicycle and Pedestrian Plan (2019) envisaged potential bike facilities in Mineral. A map from that plan is shown below.



**Map 10.4.2**  
**Infrastructure Recommendations**

**ABOUT THIS MAP:** This map depicts the corridors identified as the regional bicycle and pedestrian network in the Town of Mineral.

**FEATURES**

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Town of Mineral Boundary
- Proposed Bike Lane
- Existing Bike Lane
- Proposed Rural Shared Road
- Existing Sidewalk

### Comprehensive Economic Development Strategy

The TJPDC was awarded an Economic Adjustment Assistance grant from the U.S. Economic Development Administration in 2022 to support development of a Comprehensive Economic Development Strategy (CEDS) for the region. A comprehensive Economic Development Strategy (CEDS) is a program of the United States Commerce Department’s Economic Development Administration (EDA) whose sole focus is

on economic development. It provides funding in the form of grants, loans, and technical assistance to state governments, local governments, and economic development organizations.

As part of its disbursement of funds, it encourages communities to collaborate at a regional level to develop fully integrated strategies to support economic growth. A CEDS is a prerequisite for designation as an EDA Economic Development District (EDD). Once designated as an EDD, municipalities at all levels are provided priority consideration when applying for funds, not only for EDA's programs, but many other federal sources of funding, such as transportation, labor, health, etc. EDA specific programs include public infrastructure, technology-based development, innovation and entrepreneurship, community facilities, business attraction and expansion assistance, and workforce initiatives for disadvantaged communities.

The CEDS document, which is submitted to the EDA, is meant to be a blueprint for activity that will bring about greater economic prosperity throughout the region. Upon completion in 2024, the findings of the project should be reviewed to determine locally relevant opportunities.

## Memorandum

**To:** Town of Mineral Planning Commission  
**From:** Curtis Scarpignato, Regional Planner  
**Date:** February 14<sup>th</sup>, 2024  
**Reference:** Memo – Existing Conditions

### MEMO: Mineral Existing Conditions

#### Introduction

As part of comprehensive planning, localities are required by Virginia code to assess the existing conditions of their community. From 15.2-2223 of the Virginia code: “In the preparation of a comprehensive plan, the commission shall make careful and comprehensive surveys and studies of the existing conditions and trends of growth, and of the probable future requirements of its territory and inhabitants.” This document provides an outline of the present conditions in Mineral across multiple dimensions, such as finances, transportation, and land use.

#### Historical, Cultural, and Recreational Amenities

The Town of Mineral holds several key historical, cultural, and recreational amenities. Several locations in and around Mineral are contained within the National Register of Historic Places, such as the Harris-Poindexter House and Store, Cuckoo, Prospect Hill, and the Mineral Historic District. Citizens also have access to many resources, including Whitlock Family Park, Mineral Farmer’s Market, the Old Town Jail, the Old Town Cemetery, the Old Town Hall, Walton Park, Mineral Town Park/Luck Field, and the historic Mineral C&O Train Depot.



*Mineral C&O Railroad Depot*

**Water and Sewer**

The Town of Mineral owns and operates its own well system; however, the town also purchases water from Louisa County to supplement the Town’s well supply as needed. In 2019, the Town disconnected its 2<sup>nd</sup> well leaving it with its current single well. Water from the well is treated with chlorine. Some properties are also served by private wells and septic systems.

As of its most recent budget, Mineral had allocated \$75,000 of its \$613,000 operating budget to water and sewer facilities repair and maintenance.

In 2002, the Town of Mineral entered into a 40-year agreement with the Louisa County Water Authority, which can be extended upon agreement between both parties. Water is provided to Mineral near the intersections of Routes 22 and 522 at the Western edge of the Town’s limits. The Water Authority operates and maintains its own metering equipment at the point of delivery. The rate is \$2.24 per 1000 gallons as set by the Louisa County Water and Sewer Rate Commission. Wholesale connection fees are also set by the commission and developers within the Town are responsible for paying for such connection fees. In the event of an extended shortage of water supply, the Town’s consumers will have reduced supply at the same ratio as the supply to all of the Authority’s consumers.

One limitation on growth in Mineral is the water/sewer infrastructure. The current infrastructure is insufficient to accommodate intensive growth. In particular, the piping infrastructure that brings in water to Mineral and the pipes that move sewage out to treatment plants are of limited diameter: 10 inches and 8 inches, respectively. Louisa County could work to upgrade the water pipes, but the Town would need to upgrade its sewer system in the event of substantial growth in the area.

**Finances**

The Town of Mineral has an overall annual budget of \$1,131,979. Of that, \$613,460 is allocated to operations, including items such as electric services, insurance, debt services, trash service, and maintenance costs. and \$518,519 to personal services, such as salaries and VRS retirement contributions. The Town’s FY 2022-2023 budget can be accessed on its website.<sup>1</sup>

The Town of Mineral generates revenue through a variety of sources, including taxes and fees. Some key taxes are listed below.

- Real Estate Tax: \$0.20/\$100
- Personal Property Tax: \$0.48/\$100
- Meals Tax: 6%

Other important revenue sources include water/sewer sales (\$282,500) and DMV Select Revenue (\$336,000).

The Town employs several staff on a part-time and full-time basis, including 3 Town Hall staff, 2 maintenance staff, and 6 Mineral DMV Select staff.

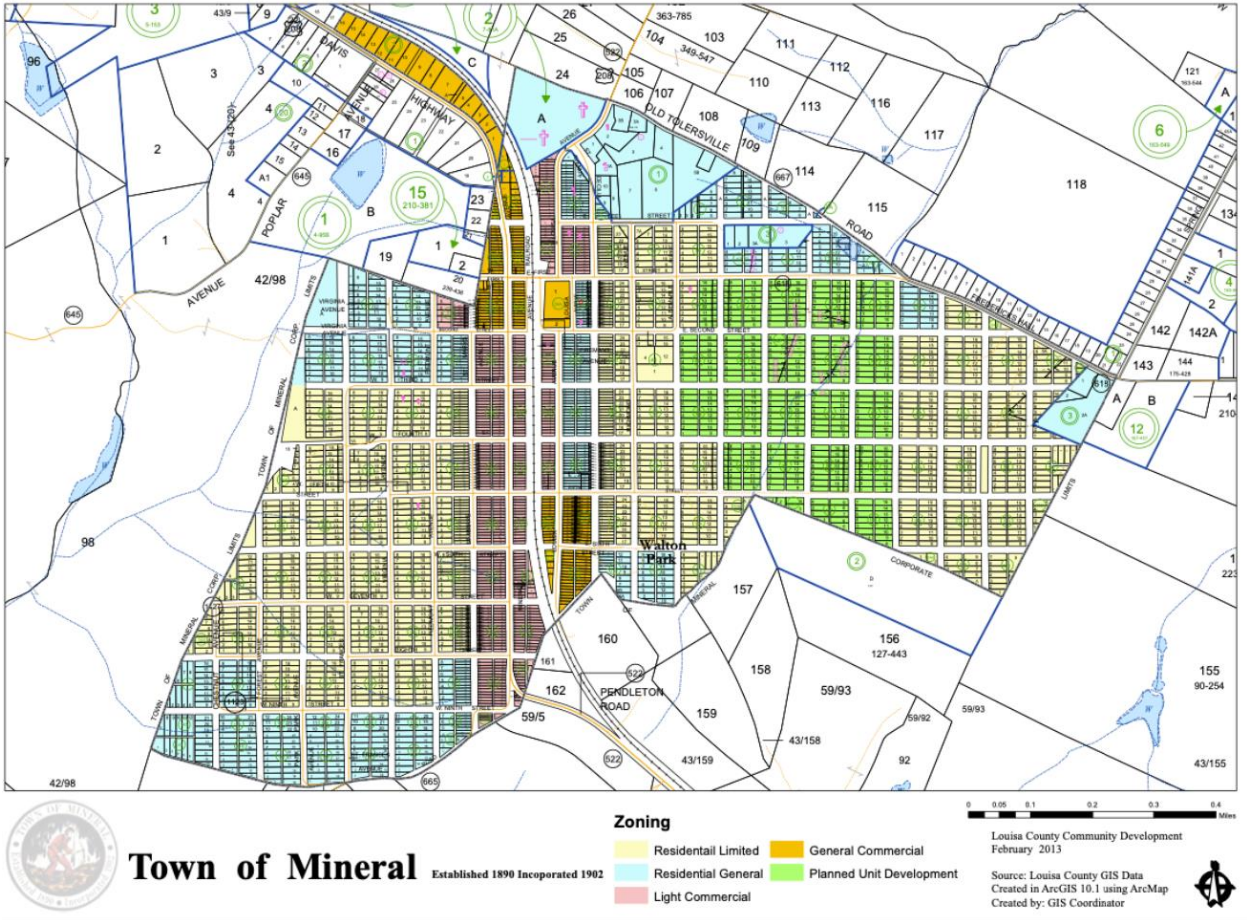
**Zoning**

<sup>1</sup> Town of Mineral Budget FY22-23: <https://www.townofmineral.com/media/616>



The Town of Mineral has designated several zoning districts. They are:

- Residential Limited
- Residential General
- Light Commercial
- General Commercial
- Planned Unit Development



Town of Mineral Zoning Map

A brief description of these zoning districts is provided from the Town Code. Additional zoning information can be accessed online.<sup>2</sup>

**Residential Limited:** “This district is composed of certain quiet, low-density residential areas plus certain open areas where similar residential development appears likely to occur. The regulations for this district are designed to stabilize and protect the essential characteristics of the district, to promote and encourage an enjoyable environment for family life, and to prohibit activities of a commercial nature. To these ends, development is limited to single-unit dwellings providing homes for the residents plus

<sup>2</sup> Town of Mineral Code: <https://ecode360.com/12069263>

certain other uses, such as schools, parks, churches, and public facilities that serve the residents of the district.”

**Residential General:** “This district shall be composed of certain quiet, medium-density residential uses plus certain open areas where similar development appears likely to occur. The regulations for this district are designed to stabilize and protect the essential characteristics of the district, to promote and encourage a suitable environment for family life and to prohibit activities of a commercial nature.”

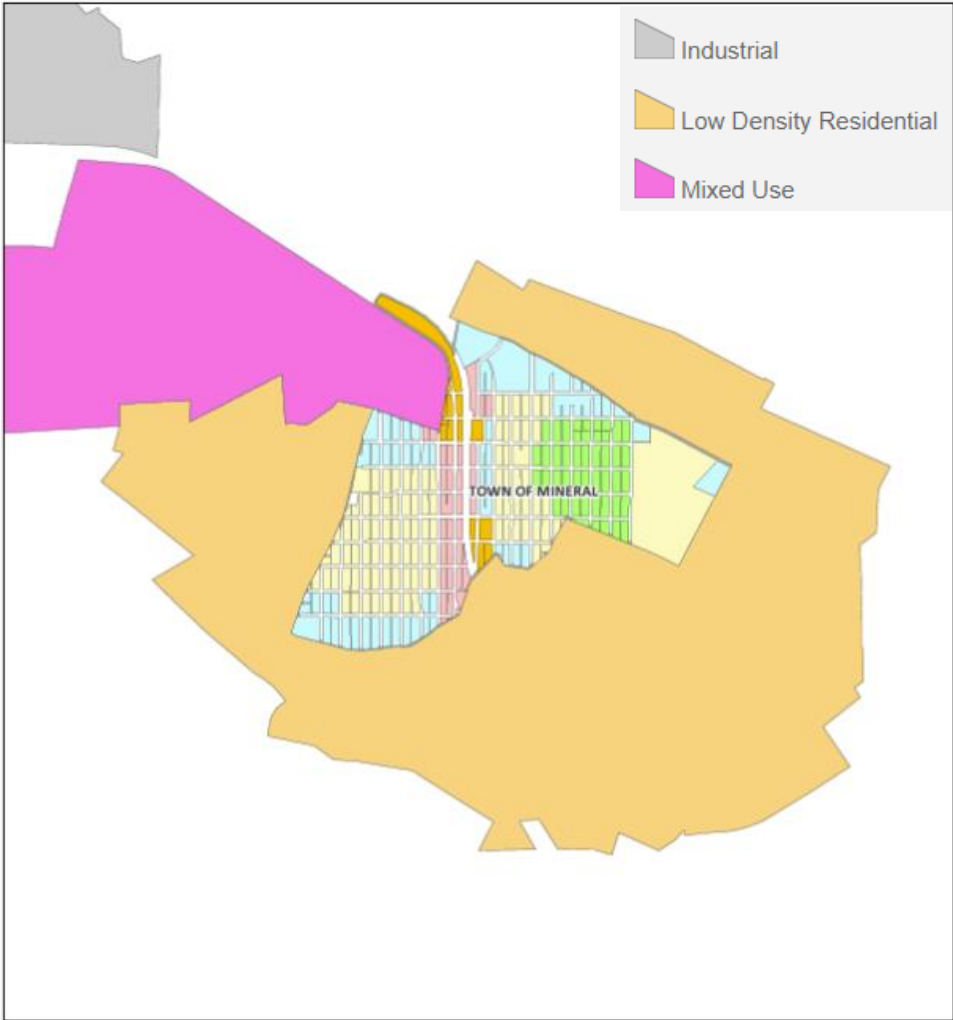
**Light Commercial:** “The primary purpose of this district is to establish and protect a limited business district that will serve the surrounding residential districts. Traffic and parking congestion shall be held to a minimum to protect and preserve property values in the surrounding residential districts, and, insofar as possible, all neighborhood business development shall take place in a limited business district.”

**General Commercial:** “This district shall include that portion of the community intended for the conduct of general business to which the public requires direct and frequent access.”

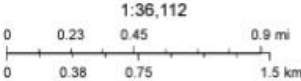
**Planned Unit Development:** “Planned unit development districts are intended to provide for variety and flexibility in design necessary to implement the varied goals of the Town. Through a planned unit development district approach, the provisions of this article are intended to accomplish the purposes of zoning and other applicable regulations to the same extent as regulations of conventional districts.

It is intended that planned unit development districts be established along major corridors and in growth areas. Applicants' planned unit development master plans should demonstrate a unified development with an interconnected system of internal roads, sidewalks, and paths, as well as management of access points along existing roads in order to maximize safety and the efficiency of existing roads. Pavement widths of internal and external roads shall minimize paving requirements while accommodating projected traffic generated from the district. Planned unit developments allow for a higher density of development for a more efficient use of the designated growth areas and for more effective preservation of the open areas of the Town. Other benefits of a planned unit development include less infrastructure costs, more efficient provision of public safety services, less environmental impact and, through the provision of affordable housing, the achievement of significant economic and social integration.”

Although the Town of Mineral has jurisdiction over its own zoning, Louisa County’s land use decisions are also relevant considerations for the Town. Louisa County has designated the Town of Mineral and its surrounding area as a growth area, with plans for low density residential development around most of the town and some mixed use beginning just north of the Town extending along Davis Highway up to the Louisa County High School. The following map shows Mineral’s zoning map and the future land use designations surrounding Mineral in Louisa County’s Comprehensive Plan.



January 31, 2024



WVU Facilities, Spotsylvania County GIS, VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Louisa County Future Land Use Designations*

**Transportation**

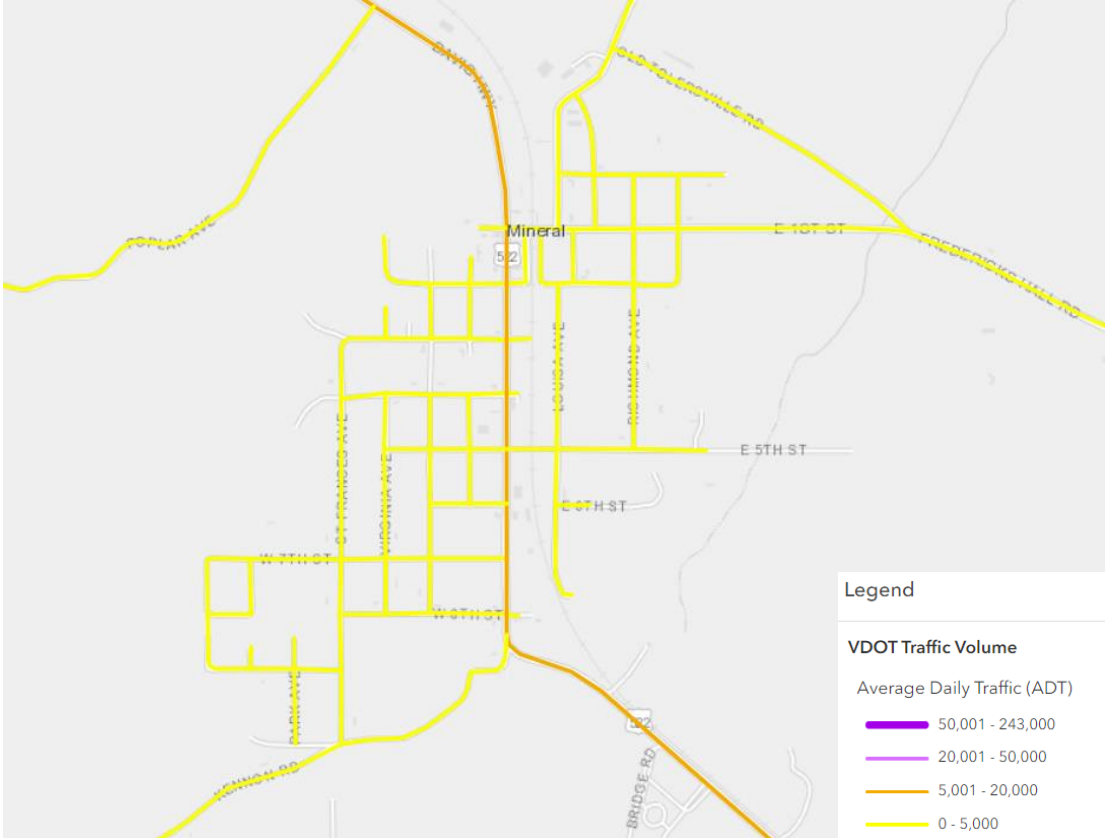
Mineral’s main throughfares are Mineral Avenue and Louisa Avenue. Mineral Avenue operates as a minor arterial road with one lane moving in each direction, shoulders, and a left-turn lane in the center. Louisa Avenue operates as a minor arterial road with one lane moving in each direction. The below map displays VDOT’s classification of roadways in Mineral.



*Virginia Department of Transportation Roadway Classifications (Mineral)*

The Average Daily Traffic (ADT) of roadways in Mineral is provided in the following map. This data is collected by VDOT and can be accessed online.<sup>3</sup>

<sup>3</sup> Virginia Traffic Volume Map: <https://www.virginiaroads.org/maps/VDOT::virginia-traffic-volume-map/about>



*Traffic Volume Along Roads (Mineral)*

Although the ADT appears low on Mineral’s roads, the roadways themselves are relatively narrow and would not support high ADTs in their present condition. Many undeveloped parcels in Mineral lack roadway access and other key infrastructure. Indeed, many parcels in Mineral are located along “paper roads.” These are roads that were planned but never built. New development on many parcels would therefore require investment in new infrastructure.

The Average Annual Daily Traffic (AADT) is predicted by VDOT into 2035. VDOT estimates an increase of 1,000-2,000 vehicles daily on US 522 through the Town of Mineral, bringing traffic to between 6,000 and 8,000 vehicles daily. The pavement conditions on Route 522 have been ranked poorly and very poorly both North and South of Mineral, while Route 22 is rated excellent. There is also an operational intersection deficiency in Mineral on Route 522.

A Travel Demand Management (TDM) program, RideShare, is available to the residents of Mineral. The program aims to reduce trips by single occupancy vehicles and to provide more affordable transportation options compared to driving alone. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. The TJPDC coordinates the RideShare program, whose services include car and vanpool matching, referrals to transit providers, conducting park and ride lot inventories, marketing and developing park and ride lots, operating the Guaranteed Ride Home Program, and promoting bicycle and pedestrian transportation.

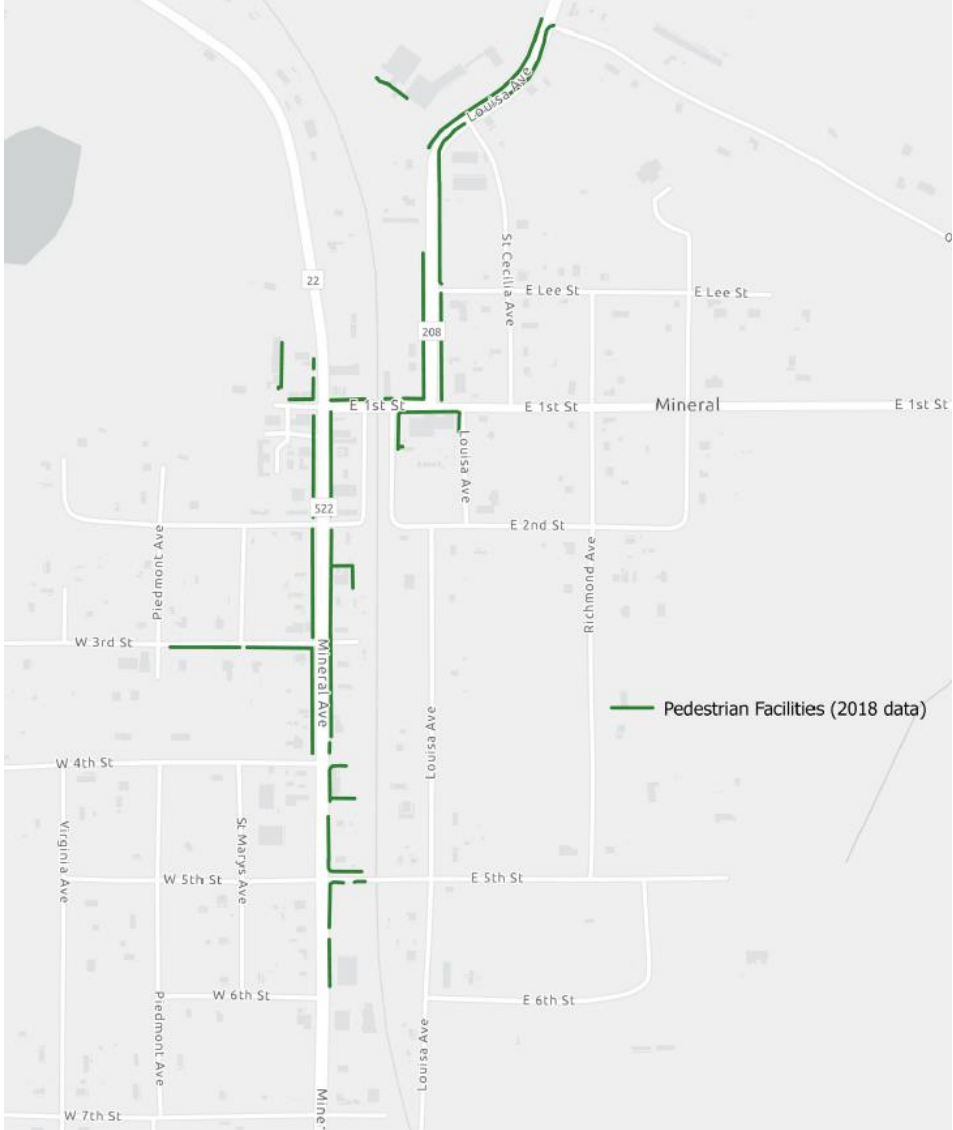
The Louisa County Industrial Airpark is located between the Towns of Louisa and Mineral. The Louisa County Airport is a public-use airport and hosts several events throughout the year featuring airplane rides and introductory flight lessons, but it does not typically drive significant traffic.

VTRANS prioritizes transportation projects and allocates funding for major transportation infrastructure improvements across Virginia. Priority needs identified by the state include Corridors of Statewide Significance (CoSS), Safety, Urban Development Areas (UDAs), and Regional Networks. Currently, there are no mid-term planning needs within the Town of Mineral that qualify the town for SMART SCALE applications.

There are no Corridors of Statewide Significance in the town, the town is not part of a Metropolitan Planning Organization (regional network), and it is not designated as an Urban Development Area (UDA). Therefore, Mineral can currently only qualify for SMART SCALE funding through a VTRANS Safety need. Mineral can be designated by Louisa County as a UDA if interested, which would open up additional state funding potential. The GAP-Technical Assistance Program available through the state can support multimodal planning within existing or planned UDAs or growth areas.

**Bike / Pedestrian Facilities**

The Town of Mineral has some limited sidewalk infrastructure, primarily along its main corridors. These facilities are somewhat disconnected though and do not serve all businesses or residences, even along the main throughfares. The following map highlights existing sidewalk infrastructure as of 2018 (the most recent data staff located). Continuing to build out its sidewalk network would help Mineral achieve a more walkable, historic downtown style of development.



*Pedestrian Facilities (Mineral, 2018)*

Louisa County is rich in history and natural landscapes and contains roads that allow recreational bicyclists to view beautiful scenery and varied topography. As such, recreational bicycling on roads in the County is relatively common. Bicycling for transportation is less common, given the low residential, employment, and destination density in most of the County. The Town has no dedicated bicycle facilities presently, however, US Bicycle Route 76 passes through the Town.

**Population**

The purpose of a Comprehensive Plan is to plan for the future needs of the Town. Population growth projections can help the Town assess what types of services or infrastructure may be needed to proactively plan for the future.

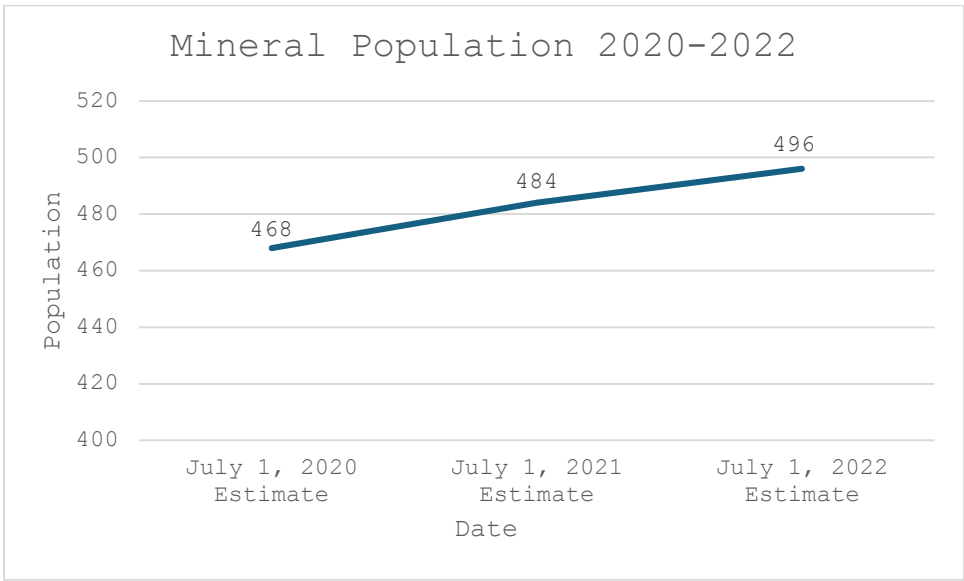
To estimate future population projections, TJPDC staff looked both at historical growth trends and reviewed population estimates from the US Census Bureau and population projections from the Weldon

Cooper Center for Louisa County. These approaches provide a low and high estimate for the future 2050 population of the Town of Mineral.

The below graphs show estimates over time of Louisa County’s population and Mineral’s population produced by the US Census Bureau.

	Louisa County Population	Town of Mineral Population
2010	33,153	467
2020	37,798	468
2021	39,032	484
2022	40,116	496
% Change 2010-2022	21.0%	6.2%

US Census Data, County Population Totals and Components of Change: 2020-2022; City and Town Population Totals: 2020-2022; 2010 US Census



Mineral Population 2020-2022

The University of Virginia Weldon Cooper Center produces population projections for Virginia and its composite counties and cities. Although the Weldon Cooper Center does not provide population projections for most towns, we can consider the population projections for Louisa County, which are displayed below. From 2022 to 2050, the Weldon Cooper Center forecasts that Louisa County will grow from 39,725 to 52,706 – an increase of 32.7%. Note that the below data is from the Weldon Cooper Center estimates, which are different from the US Census estimates presented above.

Year	Louisa County Population
2022	39,725
2030	41,436
2040	46,722
2050	52,706

University of Virginia Weldon Cooper Center for Public Service. (2022). Virginia Population Projections. Retrieved from <https://coopercenter.org/virginia-population-projections>; University of Virginia Weldon Cooper Center for Public Service. (2022). Virginia Population Estimates. Retrieved from <https://coopercenter.org/virginia-population-estimates>



If the Town of Mineral grew at the same rate as Louisa County’s forecast, the Town would grow from 496 in 2022 to 658 in 2050 – an increase of 162. This is likely a high assumption. Historically, Mineral’s growth has lagged that of the County, though the growth rate in Mineral has increased in more recent years. If we assume growth continued at the same pace as from 2010 to 2022 in Mineral, then the population of Mineral would increase to about 571 in 2050.

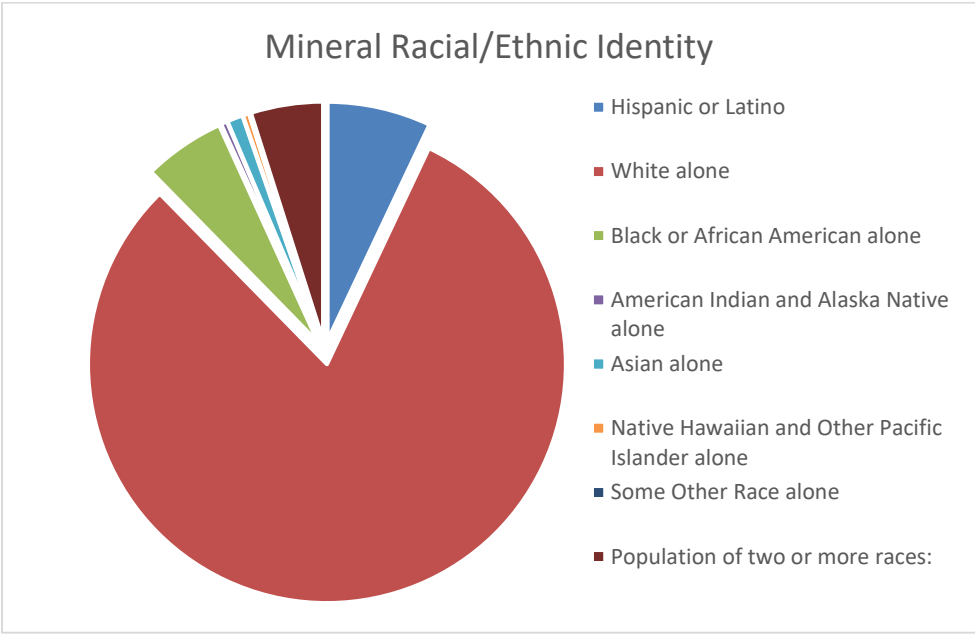
**Demographics**

The information on Mineral’s demographics as collected by the US Census Bureau is shown below. Due to the low population of Mineral, many of these numbers are subject to high margins of error. Additional information can be accessed at [data.census.gov](https://data.census.gov).

Mineral’s population is 80.6% white according to the 2020 US census. The following graphs provide more detailed information on the racial/ethnic breakdown.

Hispanic or Latino	33	7.0%
White alone	379	80.6%
Black or African American alone	26	5.5%
American Indian and Alaska Native alone	2	0.4%
Asian alone	5	1.1%
Native Hawaiian and Other Pacific Islander alone	2	0.4%
Some Other Race alone	0	0.0%
Population of two or more races:	23	4.9%

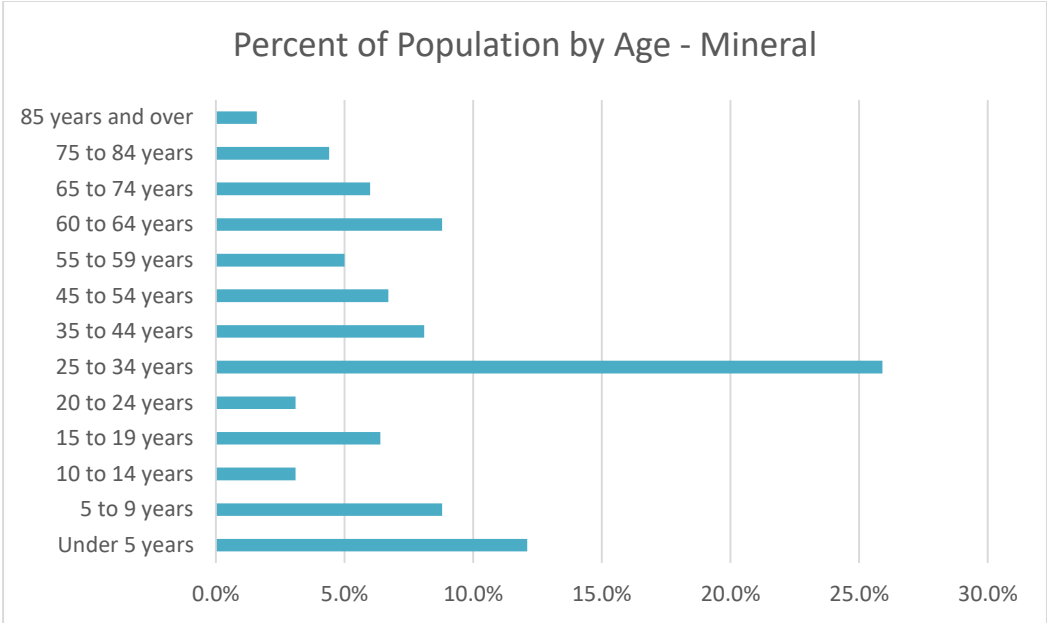
*Racial/Ethnic Identity in Mineral*



*Racial/Ethnic Identity in Mineral*

**Age Profile**

The median age in Mineral is 29.7 according to the 2022 American Community Survey 5-Year Estimates. The below graphs provide additional context. The population of Mineral shows a relatively high number of those age 25 to 34 and those under 9 years old. This likely reflects the presence of many young families residing in Mineral.



Population of Mineral by Age Group

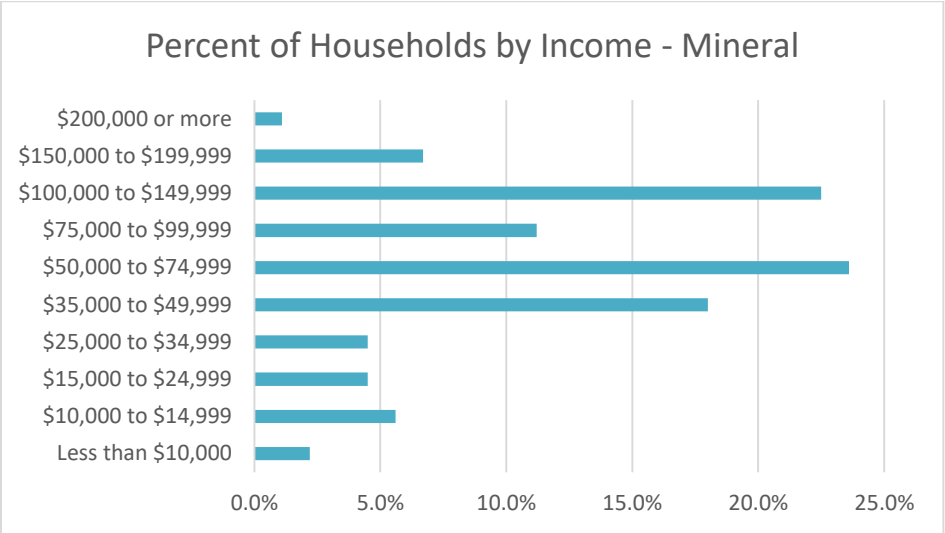
Age	Population	Percent
Under 5 years	74	12.1%
5 to 9 years	54	8.8%
10 to 14 years	19	3.1%
15 to 19 years	39	6.4%
20 to 24 years	19	3.1%
25 to 34 years	159	25.9%
35 to 44 years	50	8.1%
45 to 54 years	41	6.7%
55 to 59 years	31	5.0%
60 to 64 years	54	8.8%
65 to 74 years	37	6.0%
75 to 84 years	27	4.4%
85 years and over	10	1.6%

Mineral Population by Age Group Table

**Income and housing**

The Town of Mineral has a median household income of \$61,500 and a mean household income of \$78,083. This is somewhat lower than the median and mean income of the US overall: \$74,755 and \$105,555 respectively. Similarly, the median income in Louisa County is \$76,594 and the mean income in Louisa County is \$103,128. Of note, 88.4% of Mineral housing units are owner-occupied versus 11.6%

that are renter-occupied. 88.8% of households are in 1-unit structures (typically, single-family homes). The following highlights some additional data from the 2022 ACS 5-Year Estimates regarding household income in Mineral.



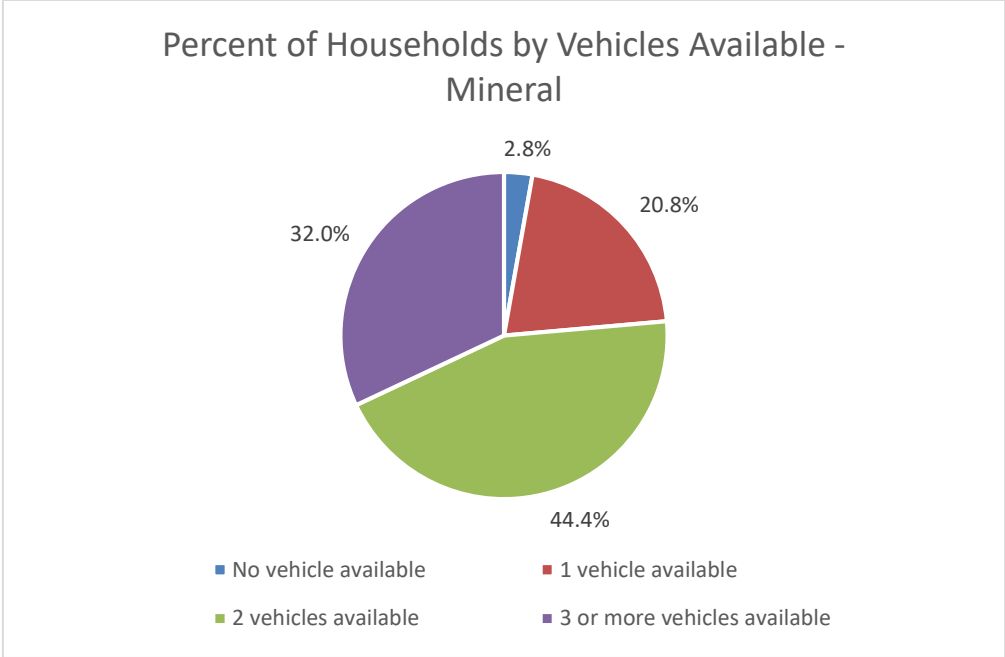
*Mineral Households by Income*

Household Income	Percent of Households
Less than \$10,000	2.2%
\$10,000 to \$14,999	5.6%
\$15,000 to \$24,999	4.5%
\$25,000 to \$34,999	4.5%
\$35,000 to \$49,999	18.0%
\$50,000 to \$74,999	23.6%
\$75,000 to \$99,999	11.2%
\$100,000 to \$149,999	22.5%
\$150,000 to \$199,999	6.7%
\$200,000 or more	1.1%

*Mineral Households by Income*

**Vehicle Availability**

The vast majority of Mineral households have access to at least one vehicle according to 2022 5-Year ACS data, with 32.0% having access to 3 or more vehicles. Detailed breakdowns of the number of vehicles available by household are presented below for additional context.



*Mineral Households by Number of Vehicles Available*

Vehicles Available	Number of Households	Percent of Households
No vehicle available	5	2.8%
1 vehicle available	37	20.8%
2 vehicles available	79	44.4%
3 or more vehicles available	57	32.0%

*Mineral Households by Number of Vehicles Available*

**Broadband**

Currently, an initiative known as the Regional Internet Service Expansion (RISE) Project is working to provide internet access to all underserved homes and businesses in 13 counties within Central Virginia, including Louisa County. The projects are projected to be completed by 2025. Firefly Fiber BroadbandSM is a key partner in this process. Firefly will offer gigabit-speed internet via fiber to currently underserved areas. The project is intended to cover locations that do not have access to minimum qualifying service speeds that Virginia has established: 25 mbps download and 3 mbps upload from a fixed wireless or wired connection.

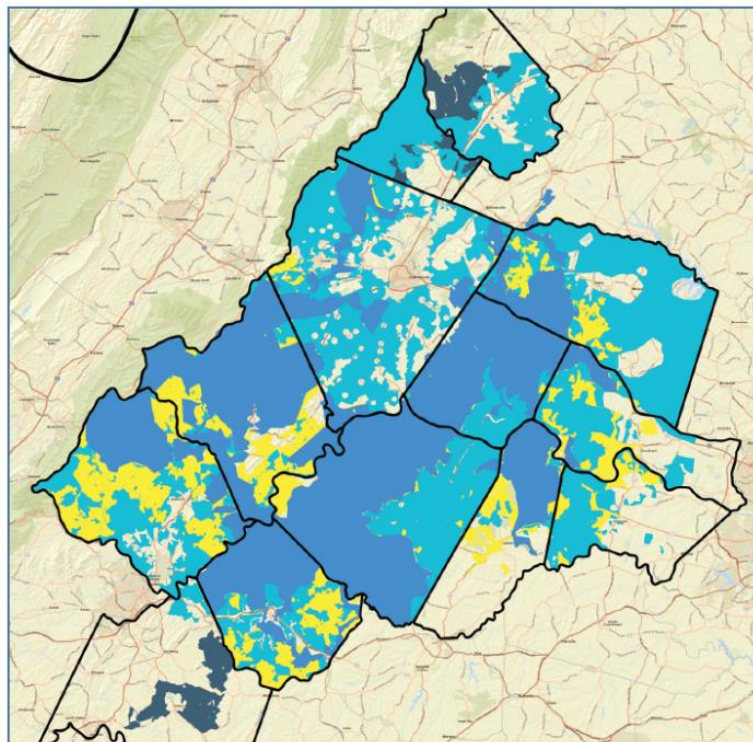
Funding for RISE is provided through the Virginia Telecommunication Initiative (VATI) in addition to local match funding from local governments and utility service providers. Louisa County is providing the highest level of local match funding towards VATI out of all counties due to its extensive need for service.

VATI Local Match	
Locality	Contract Amount
ABBA	\$ 4,368,000.00

Amherst	\$ 3,025,400.00
Appomattox	\$ 1,166,200.00
Buckingham	\$ 1,500,000.00
Campbell	\$ 450,000.00
Cumberland	\$ 386,250.00
Fluvanna	\$ 601,500.00
Goochland	\$ 3,437,500.00
Greene	\$ 2,687,000.00
<b>Louisa</b>	<b>\$ 8,949,000.00</b>
Madison	\$ 2,101,000.00
Nelson	\$ 1,125,000.00
Powhatan	\$ 3,024,000.00
<b>Total</b>	<b>\$ 32,820,850.00</b>

*Local Match Contributions by County for VATI*

The map below shows the 13 counties involved in the RISE initiative. The areas that have existing Firefly access are highlighted in blue, and those included in the project expansion are highlighted in teal.



Firefly Footprint     
  VATI Project Area  
 VATI Leverage Area     
  VATI Contingent Area

*VATI Project Map*

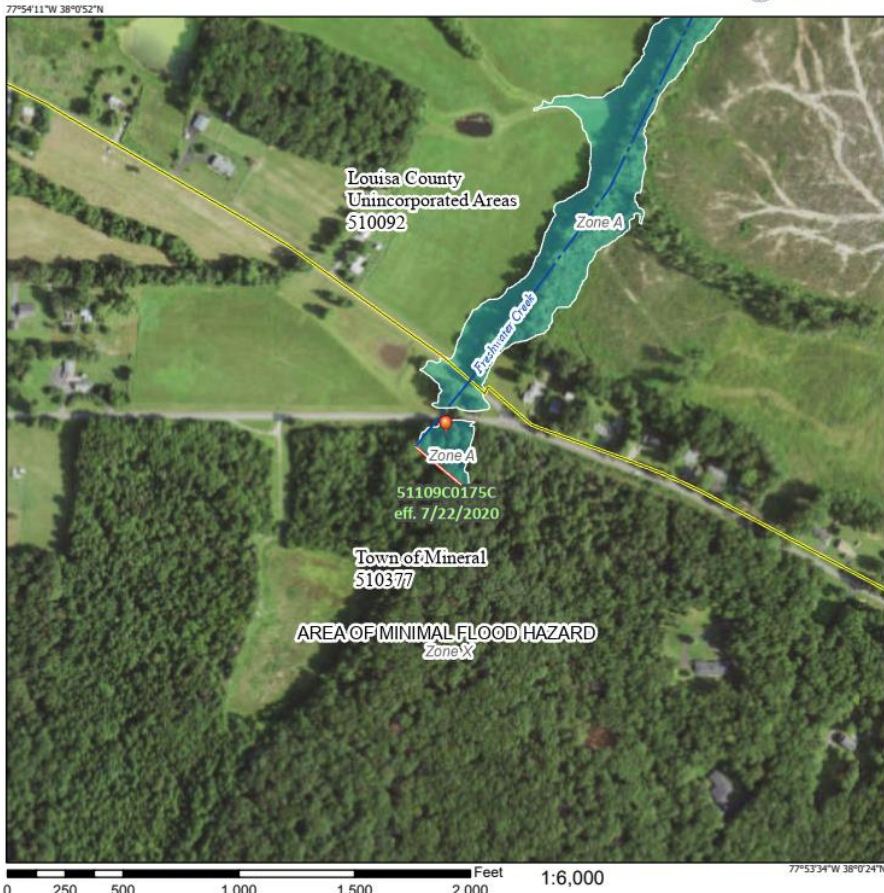
The Town of Mineral is not included in the project area because it already meets minimum service speeds that render it ineligible for VATI. the presence of broadband is likely to impact growth within and around Mineral.

Environmental Conditions

Floodplains

Freshwater Creek in the northeast portion of the Town of Mineral is in Zone A, a special flood hazard area designated by the Federal Emergency Management Agency (FEMA), subject to inundation by the 100-year flood. This area can also be described as having a 1 percent annual probability of flooding in a given year. Typically, landowners in these areas are required to purchase flood insurance, however, Louisa County has elected to not participate in the National Flood Insurance Program (NFIP). This means the County has no access to subsidized flood insurance, limited access to federal disaster assistance programs, and stricter FEMA development regulations.

National Flood Hazard Layer FIRMette



**Legend**

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

**SPECIAL FLOOD HAZARD AREAS**

- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AD, AH, VE, AP
- Regulatory Floodway

**OTHER AREAS OF FLOOD HAZARD**

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes, Zone X
- Area with Flood Risk due to Levee Zone D

**OTHER AREAS**

- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

**GENERAL STRUCTURES**

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

**OTHER FEATURES**

- Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transsect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transsect Baseline
- Profile Baseline
- Hydrographic Feature

**MAP PANELS**

- Digital Data Available
- No Digital Data Available
- Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

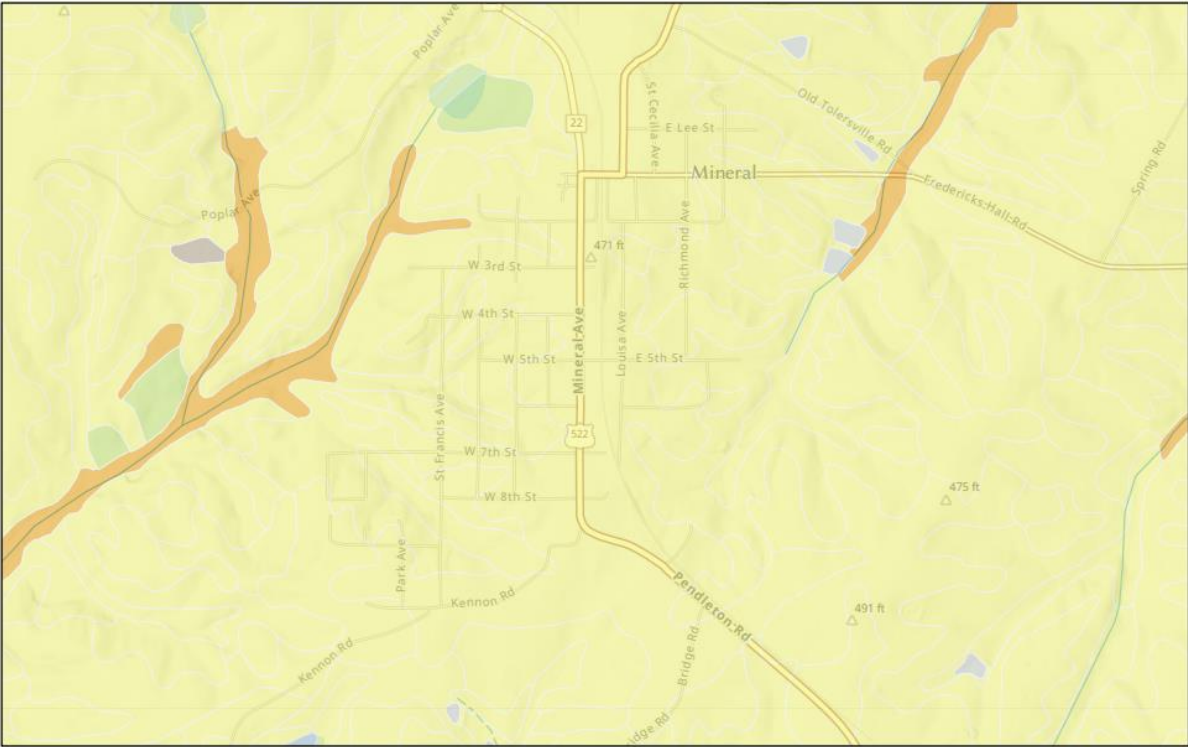
National Flood Hazard View (Mineral Town Line)

Soil Type

Data from the USDA’s Natural Resources Conservation Service’s Soil Survey Geographic Map informed the review of soil types within the town of mineral. This data can be utilized by townships for the

purposes of natural resource planning and management. The most common soil type in Mineral is Ultisols, with some Inceptisols surrounding local streams.

### Town of Mineral Soil Types



February 5, 2024

1:18,056  
0 0.1 0.2 0.4 mi  
0 0.17 0.35 0.7 km  
Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, WVU Facilities, Spotsylvania County GIS, VGIN, Esri, TomTom, Garmin.

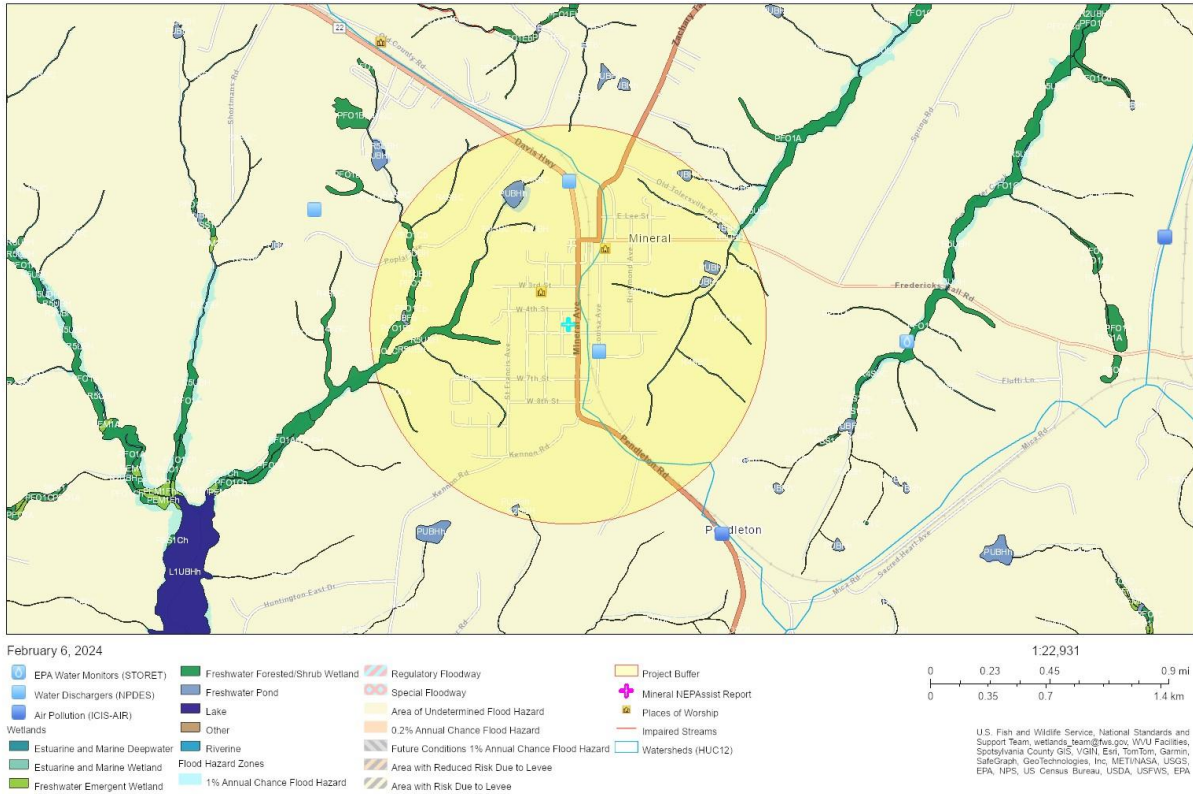
### Soil Types in Mineral

**Ultisols: (Yellow)** These soils are found in humid areas and formed from intense weathering and leaching processes, resulting in a clay enriched subsoil. Ultisols often support productive forests, but leaching has led to low quantities of plant available Calcium, Magnesium, and Potassium, making them poorly suited for continuous agriculture without the use of fertilizer and lime. Effective stormwater management and sustainable practices are crucial to avoid erosion and water quality issues. Low impact development and other erosion control techniques should be integrated into urban development, especially on slopes.

**Inceptisols: (Orange)** This soil type is typically found on steep slopes and is a relatively young soil, still in the early stages of development. They often show signs of recent disturbances such as erosion or changes in vegetation. Depending on the specific characteristics of the inceptisols, determined through assessment, development may be discouraged due to environmental concerns like erosion or potential impact on sensitive habitats.

### Environmental Justice

A3 Landscape



*NEPAAssist Characteristics Map (Mineral)*

The NEPAAssist Reporting Tool facilitates environmental reviews and project planning in relation to environmental conditions and considerations related to environmental justice. Sources of pollution, noise, and areas of environmental significance are some of the characteristics highlighted by NEPAAssist.

Duke Oil Company on Louisa Avenue is both a permitted water discharger under the National Pollutant Discharge Elimination System (NPDES) and an air pollution emission facility. J and L Success Enterprises Incorporated is another water discharger (NPDES).

The wetlands within the town are freshwater, including freshwater ponds and forested/shrub wetland.

This information can support awareness of local environmental conditions, risks, and help to prioritize preservation efforts. This information can also inform land and water quality planning to better manage stormwater runoff, prevent pollution, and identify impacts on nearby water sources.

The [Climate and Economic Justice Screening Tool](#) (CEJST) is an interactive mapping tool designed to identify communities facing significant environmental, health, and socioeconomic burdens across the United States. It serves to identify disadvantaged communities based on burdens including climate change, energy, health, housing, legacy pollution, transportation, water, wastewater and workforce



development. The government uses it to inform decision making related to federal funding allocation and policy development.

The CEJST empowers communities by providing them with data and information about their environmental and socioeconomic disadvantages. This data can be used to advocate for policy changes, resource allocation, and community-driven solutions to address these challenges.

CEJST data is categorized based on census tract, and Mineral's Tract (51109950202) is not designated as disadvantaged. However, it did identify the area within the 92<sup>nd</sup> percentile for transportation barriers based on the relative cost and time spent on transportation. It also identified that 16% of people ages 25 or older have less than a high school diploma within this tract.

### **Water Quality**

The Town of Mineral is part of several watersheds. Rainfall over Mineral runs off to either Pamunkey or Contrary Creek, which both flow into the South Anna River. The South Anna River is a tributary to the York River, which then flows to the Chesapeake Bay. Land use practices in Mineral impact the health of each of these waterways.

The US EPA and VA Department of Environmental Quality set designated uses for waterways, such as supporting swimming, fish consumption, or aquatic life. To protect these designated uses, water quality standards are established to define the maximum allowable levels of various pollutants, such as bacteria, nitrogen, phosphorus, and sediment. These pollutants and other pathogens harm aquatic life and can pose health threats to humans and pets. DEQ and other organizations routinely monitor water quality, and based on their analysis, a determination is made about whether the water body supports its designated uses. If the water quality standards are consistently exceeded, the water body is considered impaired for that particular use.

The entire Chesapeake Bay watershed is impaired for [sediment, phosphorus and nitrogen](#). More locally, the Pamunkey River Watershed is impaired due to excess [total suspended solids \(sediment\), phosphorus, nitrogen, and bacteria](#). South Anna River is impaired due to [E. Coli](#). Typical sources of sediment are frequent flooding, debris, and erosion. Phosphorus and nitrogen are used for fertilizers, and runoff into waterways when over-applied. E. coli originates from sewer systems, pet waste, wildlife, and manure. [Best management practices](#) of green infrastructure techniques can be integrated into land cover to improve these conditions.

### **Land Use and Land Cover**

The Town of Mineral has many undeveloped parcels presently. The below graph from the most recent Louisa County Comprehensive plan provides some details on those parcels by land use designation.

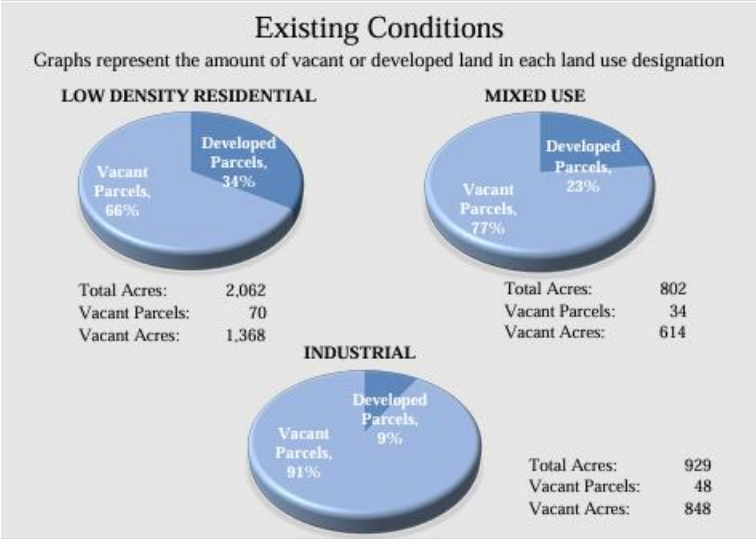


Figure 1. Town of Mineral Land Use Existing Conditions

The US Geological Survey and the Chesapeake Conservancy partnered to produce 1-meter resolution land cover and land use data based on identification and classification of images derived from LIDAR (aerial imagery). Land cover represents the surface characteristics of the land with classes such as impervious cover, tree canopy, herbaceous, and barren. By comparing high resolution datasets from 2013/14 to 2017/18, one can observe where significant change occurred.

Mineral’s trend of change can be seen in the table below. The table shows the land cover classifications in 2014, and what they changed to in 2018. For instance, the first row shows 982 square feet of impervious road changed to herbaceous surface between 2014 and 2018. The town is adding impervious surfaces at 14 times the rate it is adding vegetation and tree canopy.

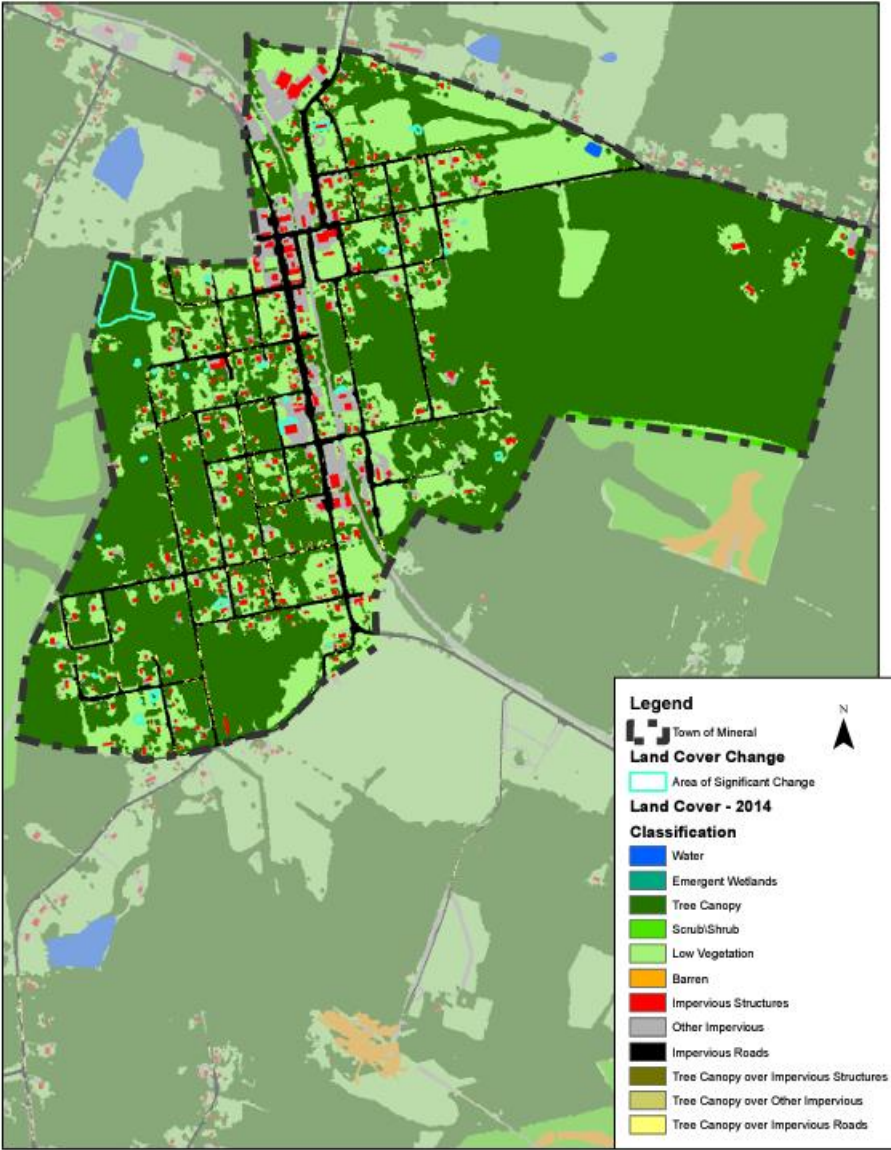
LandCover_2014	LandCover_2018	Square footage
Impervious Roads	Herbaceous	982
Low Vegetation	Herbaceous	21
Other Impervious	Herbaceous	10,337
Low Vegetation	Tree Canopy	163
Other Impervious	Tree Canopy	16
	<b>Total</b>	<b>11,519</b>
Low Vegetation	Structures	4,805
Low Vegetation	Other Impervious	4,413
Tree Canopy	Other Impervious	16,691
Tree Canopy	Herbaceous	131,791
	<b>Total</b>	<b>157,700</b>

Land Cover Change from 2014 to 2018 in Mineral (Sq Ft)

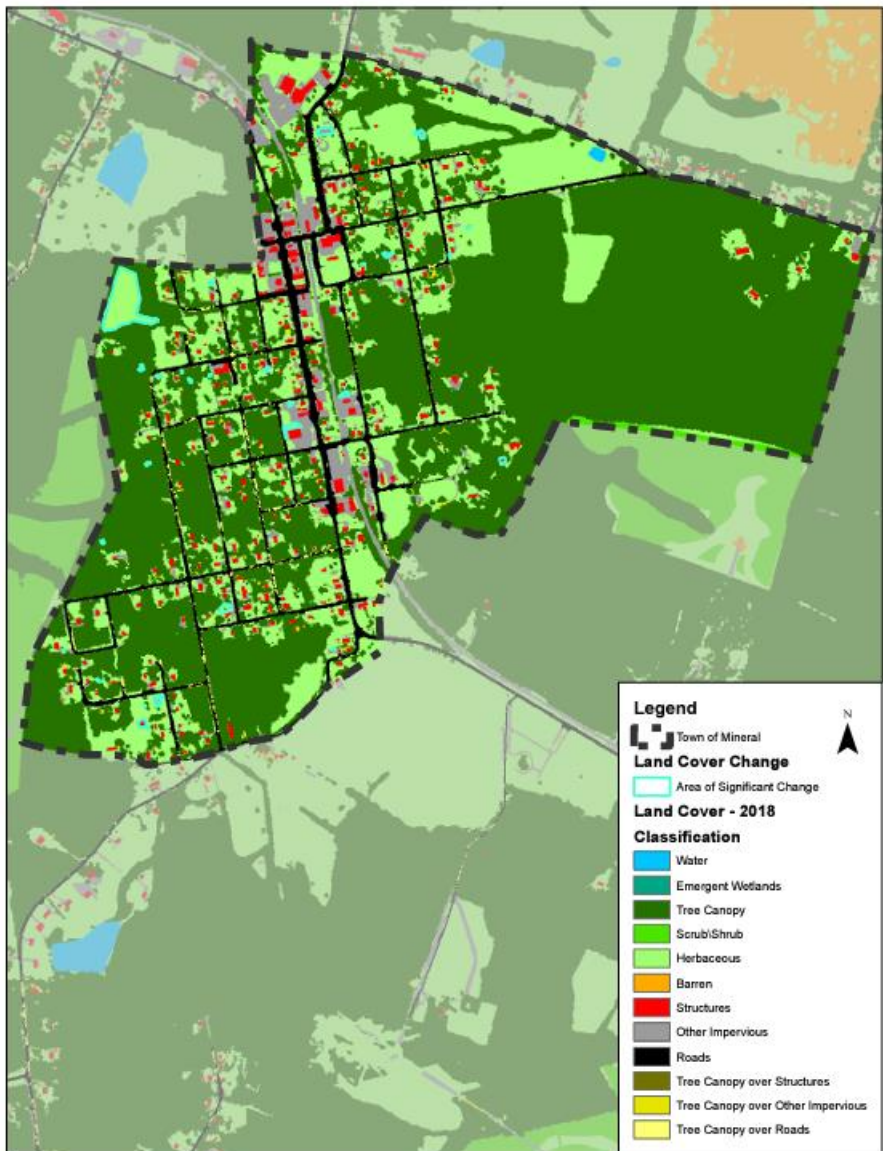
A substantial share of the core downtown along Mineral Avenue is impervious structures or other impervious surfaces. Many of those other impervious surfaces are roadways or parking lots. These

surfaces serve to break up the downtown into a more sprawling complex that creates a less pedestrian-friendly experience. The Town's current minimum parking requirements may be contributing to this situation. Minimum parking requirements are often inconsistent with traditional neighborhood design and can impede pedestrian travel through the downtown.

The below images highlight land cover in the Town of Mineral in 2014 and 2018. Much of the town's land outside its downtown remains undeveloped and covered by vegetation or tree canopy. The most intensive development is located along Mineral Avenue, where much of the land is dedicated to impervious surfaces, such as buildings and parking lots.



Map of Land Cover in Mineral (2014)



Map of Land Cover in Mineral (2018)

**Town of Mineral Planning Commission Schedule**

The meetings of the Town of Mineral Planning Commission will be held in the Mineral Municipal Building located at 312 Mineral Avenue, Mineral, Virginia 23117 on the following dates at 6:30 pm.

- January 25, 2024
- February 22, 2024
- March 28, 2024 \*
- April 25, 2024
- May 23, 2024
- June 27, 2024
- July 25, 2024
- August 22, 2024
- September 26, 2024
- October 24, 2024
- November 28, 2024 \*
- December 26, 20242024 \*