



# City of Staunton, Virginia

## Comprehensive Plan 2018 - 2040

Prepared for the  
Staunton Planning  
Commission

By the  
Citizens Advisory Committee  
with Technical Assistance from  
the Central Shenandoah  
Planning District Commission

Adopted July 11, 2019



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## **Resources**

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## **Front Cover**

Photographs by Warren Faight

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## Introduction

### LEGAL STATUS AND PURPOSE OF THE PLAN

The General Assembly has determined that every municipality in the Commonwealth shall prepare a comprehensive plan and review it every five years. The requirements for and the procedure by which a Virginia municipality shall prepare such a plan are contained in § 15.2-2223 of the Code of Virginia:

***The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with the present and probable future needs and resources best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants, including the elderly and persons with disabilities.***

The Code relates that the plan should be general in nature, and serve both as a guide to development as well as a survey of the locality's various assets and challenges. It should prepare the community for future changes, such as changes in population size, employment base, environmental quality, and the demand for public services and utilities. It should also identify local citizens' concerns, needs, and aspirations and use them to establish clear goals for the future. In addition, the plan should outline strategies or recommendations that can be used to accomplish such goals.

### HISTORY OF STAUNTON'S COMPREHENSIVE PLAN

1959	Staunton's first Comprehensive Plan was completed by Garland D. Wood and Associates of Richmond, Virginia.
1972	The Comprehensive Plan was updated by Balzar and Associates of Roanoke, Virginia.
1977 – 1981	An extensive update of the Comprehensive Plan was completed utilizing a Citizens Advisory Committee. The Central Shenandoah Planning District Commission provided technical assistance.
1987 – 1988	Staunton annexed 11.1 square miles of land from Augusta County, resulting in another update of the Comprehensive Plan utilizing the Citizens Advisory Committee process. The Central Shenandoah Planning District Commission provided technical assistance.

1993 – 1996	The Comprehensive Plan was again updated extensively using the same Citizens Advisory Committee process. Technical assistance was provided by the Central Shenandoah Planning District Commission.
2001 – 2003	The Comprehensive Plan was again updated extensively using the same Citizens Advisory Committee process. Technical assistance was provided by the Central Shenandoah Planning District Commission.
2008- 2010	The City utilized the City Council appointed Citizens Advisory Committee, with technical assistance provided by the Central Shenandoah Planning District Commission. The Comprehensive Plan was adopted in 2012.
2016-2019	The City engaged in its most recent update of the Comprehensive Plan, utilizing the Citizens Advisory Committee with technical assistance provided by the Central Shenandoah Planning District Commission. The Comprehensive Plan was adopted on July 11, 2019.

## THE PLANNING PROCESS

Effective planning is a dynamic process, one that both considers and attempts to coordinate many local and regional variables at one time. The people of the community carry it out best. They must make choices, set goals, and recommend the means by which to achieve them. Generally, in determining the destiny of a locality, the planning process can be characterized by three questions: *What do we have? What do we want and why? How do we get it?*

The development of the Comprehensive Plan is a community-based effort. The planning process used to compile the *2018 - 2040 Staunton Comprehensive Plan* is summarized below:

### Citizens Advisory Committee (CAC)

On September 20, 2016, the first organizational meeting of the Citizens Advisory Committee (CAC) was held for the update of the Comprehensive Plan. This committee was appointed by the City Manager to insure that the Comprehensive Plan accurately reflects the needs and desires of Staunton’s citizenry. Members of the CAC embodied diverse interests and concerns and represented various neighborhoods throughout the City. The CAC met from September 2016 until May 2018. During this time, they conducted extensive research on the demographics, area economy, and physical features of the City; received numerous presentations on current planning issues; held a citizen input public open house; and drafted the update to the Comprehensive Plan with the assistance of City staff and the Central Shenandoah Planning District Commission (CSPDC).

## **Public Input Open House**

The CAC, with assistance from City staff and the CSPDC, conducted a Public Input Open House to solicit citizens' input. The Open House was held at the Gypsy Hill Park Gymnasium on May 4, 2017 from 4:00 p.m. until 8:00 p.m. Citizens were asked to review the Priority Initiatives included in the 2010 - 2030 Comprehensive Plan and were asked to designate which initiatives and/or sub-initiatives they would like the City to continue to emphasize in the updated Comprehensive Plan. Citizens were also given the opportunity to provide written comments regarding any other ideas, concerns, or suggestions they would like the CAC to discuss during the revision process of the Priority Initiatives. Citizens unable to attend the May 4, 2017 Public Input Open House were also given the opportunity to provide their input by contacting City or CSPDC staff.

## **Studies and Reviews**

In addition to the Public Input Open House, the CAC received presentations on a variety of topics including local physical features, housing and land use. The CAC also studied an extensive array of statistics and information as well as reviewed GIS (Geographic Information Systems) maps of the area. Relevant data and maps from the 2010—2030 Comprehensive Plan were updated with current data when available and reviewed in detail by the Committee for trends or changes. Primary data sources included the U.S. Census Bureau, the U.S. Bureau of Economic Analysis, the University of Virginia's Weldon Cooper Center for Public Service, the Virginia Employment Commission, the Virginia Department of Health and the City of Staunton.

## **Development of Plan Proposals and Recommendations**

After receiving input from citizens at the Public Input Open House, the CAC incorporated a revised format for the 2018 - 2040 Comprehensive Plan. Many months of discussion and study went into the development of the final proposals for the Goals and Objectives and the revisions of the Future Land Use and Phased Growth maps. The Committee recognizes that many of the recommendations and proposals included in the Plan will require significant capital or general fund investments and may take much longer to implement. However, there are many important changes and policies that can be initiated at little or no cost.

## **Plan Adoption**

The CAC's draft was completed in May 2018 and presented to the Planning Commission on June 21, 2018. The Planning Commission held several work sessions, including a field trip to the Uniontown community, from July 2018 to February 2019 to discuss the draft of the Plan. Revisions requested by the Planning Commission were incorporated into the Plan in April 2019. The Planning Commission held a public hearing on May 16, 2019 and recommended approval of the Plan. City Council held a work session and public hearing on June 13, 2019. The Comprehensive Plan was adopted by City Council on July 11, 2019.

## **INFORMATION FOR USERS: WHAT IS INCLUDED IN EACH CHAPTER**

To assist users of this Plan, the following list outlines the material covered in each chapter. Each chapter begins with an introduction about its contents, followed by a description of the relationship of the chapter to others in the Plan. Many chapters have a summary of trends at the end. Reading this information section– along with the table of contents– will help readers find the information they need.

### **Chapter 1 - Goals and Objectives**

A list of the goals and objectives that grow out of each of the functional areas of the Plan: Open Space/Environmental, Community Character, Planning, Neighborhoods and Housing, Rehabilitation and Re-use, Transportation and Parking, Public Service and Government, Public Safety, Schools, Library, Social Services, Utilities and Infrastructure, and Economic Development.

### **Chapter 2 - Land Use and Development Guide**

A description of Staunton’s future development pattern, which reflects the community’s desires for its future, the factors that influence the community’s growth, and the projections on which this growth is based. The chapter includes the Future Land Use Map and a description of each of the land use designations shown on the map. It also includes information on the Phased Growth Plan and Urban Development Area.

### **Chapter 3 - History**

An era-by-era description of Staunton’s history, followed by a list of historic districts and individual historic sites. The chapter concludes with a depiction of the areas annexed into the City.

### **Chapter 4 – Demographics**

A description of the City’s population by household structure, age, sex, race and ethnicity, and educational level. Projections of future changes are included. In many instances, Staunton is compared with the same information from Waynesboro, Augusta County and Virginia.

### **Chapter 5 – Physical Features**

A description of the physical features of Staunton, including climate, weather, topography, elevation, slopes, geologic formations, geology and developmental limitations, soils associations, hydrology, forested areas, and flood protection/mitigation measures.

## **Chapter 6 – Economy**

The chapter begins with an economic profile of Staunton, including workforce and employment. It also includes statistics on household, family and per capita income. There is also a section on employment and wages by industry, with a list of Staunton’s 50 largest employers. The next section describes economic opportunities, including business attraction and retention, along with downtown revitalization. The role played by education and workforce development, as well as the arts, culture and development is described.

## **Chapter 7 – Government Structure and Finance**

This chapter includes a flowchart showing the relationships among City departments and staff, followed by a description of City structure and finance. There is also a description of intergovernmental relations among the federal, state and city agencies. City departments and constitutional offices and services are covered, accompanied by a list of state and regional offices. The finance section of the chapter begins with a description of the City’s budgetary funds and is illustrated with a review of the City’s Fiscal Year 2018 operating budget.

## **Chapter 8 – Community Services and Infrastructure**

The chapter provides a list of public safety; medical, health and social services; educational services; recreation; and infrastructure (groundwater and surface water availability, utilities, trash and recycling, and street maintenance and snow removal) available in Staunton. Note, however, that transportation services are covered in Chapter 10.

## **Chapter 9 – Housing**

The chapter describes the City’s housing stock: the types of units and occupancy. Statistics on affordability are provided for both owner-occupied and rental housing. The chapter concludes with definitions of terms used in the chapter.

## **Chapter 10 – Transportation**

The material in the chapter is coordinated with state and regional transportation plans. The chapter covers: regional transportation planning, system inventory, transportation network analysis, planning assumptions, transportation system needs assessment, project recommendations and transportation goals and objectives. Roads; bridges and culverts; parking, commuter services, and non-motorized facilities; sidewalks; public transit; and rail service (passenger and freight) are included. Both current and future levels of service are presented. The chapter concludes with a list of project recommendations and programmed improvements, along with the goals and objectives.

## **Chapter 11 – Existing Land Use**

This chapter focuses on existing land use (rather than future land use) in the City and is based on data from the City Assessor's office. The information and statistics given provide the basis for many of the recommendations, goals and objectives in the rest of the plan.

# Chapter 1- Goals and Objectives

## GOALS AND OBJECTIVES

Goals are overarching statements describing the direction that a community wants to go. Goals are general, reflect values of the community, and are visionary to lead to a desired future. Objectives are statements describing how those goals should be reached. Objectives should be measurable and achievable.

### Open Space/Environment

**Goal:** Practice good stewardship of the environmental resources within and surrounding the City by protecting environmentally sensitive areas, preserving open space and natural habitat (including dark skies), minimizing pollution of all kinds, and encouraging sustainability and conservation practices.

#### Objectives:

- Promote only appropriate uses for open space, floodplains, environmentally sensitive areas, and agricultural-forestal districts.
- Support efforts to preserve Betsy Bell and Mary Gray Mountains by enhancing the use of public areas and exploring the possibility of conservation easements.
- Support development of greenways in and those that connect to the City.
- Encourage the implementation of Mitigation Strategies for the City included in the Central Shenandoah Valley Hazard Mitigation Plan.
- Take a watershed approach to protect water resources, through efforts such as reducing pollution and litter, encouraging stream buffers and restoration of riparian areas, increasing tree canopy, preserving open space, and educating the public.
- Continue implementation of stormwater best management practices.
- Promote energy conservation practices and the potential use of alternative energy sources.

## Community Character

**Goal:** Preserve and capitalize on the rich historical and architectural character of the City by enhancing its physical attractiveness and implementing architecturally appropriate design standards.

### Objectives:

- Enhance the physical attractiveness of the City through signage, landscaping and tree plantings, controlling litter, and reducing light pollution through “Dark Sky” techniques such as top and side shields on outdoor lighting.
- Educate citizens, especially property owners, on landscaping, beautification of neighborhoods, proper stormwater management, and the importance of maintaining long-term historic standards.
- Continue support for and cooperative efforts with the Historic Staunton Foundation.
- Support the City’s continued compliance with the historic preservation and the historic district overlay ordinances.
- Explore areas in the City for potential designation as historic districts and continue to identify properties of historical or architectural significance, especially pre- and post- WWII neighborhoods.
- Support preservation efforts of Staunton’s historic African American communities and identify properties of historical or architectural significance. Support the preservation goals for Uniontown as noted in the Uniontown Neighborhood Action Plan.
- Encourage commercial and retail structures that adjoin residential neighborhoods to utilize consistent or complimentary facades and site features to the surrounding neighborhoods when they are developed, redeveloped, or renovated.

**Goal:** Minimize degradation of scenic and natural resources.

### Objectives:

- Use community friendly lighting policies to minimize light pollution and foster comfortable and safe nighttime environments; use smart outdoor lighting in public installations and educate citizens on appropriate lighting choices.

## Planning

**Goal:** Encourage appropriate new development that is well-planned, compatible, incorporates mixed uses when appropriate, and contributes to the resource base of the City.

### Objectives:

- Coordinate planning on corridors to promote quality of life and architectural character.
- Educate the public, development community, local officials and staff on the advantages of smart/good development.
- Encourage “living where you work” through at-home businesses in residential areas and small business owners living in commercial and transitional mixed use zones, especially downtown buildings where businesses are at street level and upper floors are residences.
- Continue funding to complete the adopted Streetscape Plan in the Downtown Business District. Expand the Streetscape planning to include entry corridors immediately adjacent to and leading into the Downtown historic districts.
- Review zoning for the Downtown Business District and the adjoining historic districts for compatibility with the architectural character of the area.
- Review building height allowable under current zoning.
- Document the existing and historical architectural character of the Central Avenue area, adjoining historic districts, and neighborhoods.
- Revise zoning as needed to ensure new construction will relate to and be compatible with the historic architectural building and landscape character, including size, scale, and pattern of development.
- Review and update historic overlay zoning for the historic districts to ensure compatibility with the intent of the adopted design guidelines.
- Review and update Certificate of Appropriateness (COA) procedures and process. Consider consent agenda for minor changes and proposed changes clearly documented and following the adopted guidelines.

**Goal:** Encourage a demographically diverse and growing population.

**Objectives:**

- Recruit a mix of young professionals, families, and recent retirees to Staunton.
- Develop incentives for young adults to return to the City after completing college or after starting a family.
- Capitalize on the financial resources and life experiences that new retirees bring to the City.
- Ensure adequate facilities and programs are available to support the City's older citizens and empower them to remain active in the community.

**Goal:** Actively encourage public and stakeholder participation and input for land use and development decisions.

**Objectives:**

- Encourage civic, service, and faith-based organizations, as well as neighborhood and community associations and the development community to play key roles in neighborhood revitalization through their participation in neighborhood “visioning” exercises.

## **Neighborhoods and Housing**

**Goal:** Create walkable neighborhoods with the emphasis on pedestrian access and safety.

**Objectives:**

- Make rehabilitation and development of a quality pedestrian network including a maintenance and enhancement program for existing sidewalks a key priority for capital project funding and implementation.
- Require appropriately landscaped and sized sidewalks within all new developments and major redevelopments. Retrofit existing neighborhoods with appropriately landscaped and sized sidewalks as funding becomes available.
- Maximize the safety of students utilizing the school “walk zones” and by enabling and encouraging walking to school through such programs as “Safe Routes To School”.

- Complete the pedestrian corridor on Churchville Avenue to connect downtown to Gypsy Hill Park.
- Pursue safety efforts to ensure that neighborhood streets along the pedestrian network are as safe as possible from high speed traffic and crime.
- Integrate new developments into surrounding neighborhoods by connecting with existing roads and discouraging cul-de-sacs and isolating neighborhoods.

**Goal:** Ensure that Staunton’s housing stock is an adequate mix to support the citizenry and the City’s tax base.

**Objectives:**

- Develop a city-wide housing plan to address housing issues such as affordable housing, blighted areas, historic rehabilitation, housing for seniors and the elderly, and housing too concentrated based on income levels.
- Encourage building projects that infill existing neighborhoods.
- Encourage the construction of quality, affordable homes on existing lots in Uniontown that are comparable in size and scale to what existed previously.
- Encourage residential development of upper floors of commercial buildings in downtown.
- Promote mixed use development of housing, shops, businesses, and parks.

**Rehabilitation and Re-use**

**Goal:** Promote rehabilitation and conservation throughout the City by reuse of existing infrastructure and buildings, revitalization of blighted and vacant properties, and redevelopment in older, high density areas with existing utilities and infrastructure.

**Objectives:**

- Provide tools and incentives for private rehabilitation of older structures throughout the City such as grants, low-interest loans, revolving loan funds, tax abatement, and technical assistance.
- Emphasize proactive property and structural maintenance and environmental hazard abatement through public education and volunteer support through community and faith-based organizations.

- Review the Rehab Abatement Program to see if there are any helpful revisions that could benefit homeowners.
- Continue applying for funding from state, federal, private, and non-profit programs for neighborhood improvements.
- Revitalize blighted and vacant properties by creating an inventory to evaluate if zoning changes are needed, create a partnership with public safety officials to address crime, require absent landlords to maintain deteriorating properties, and encourage the City Treasurer to auction tax delinquent and abandoned properties.
- Improve flexibility in older neighborhoods and redevelopment areas by examining lot size, set back, and parking requirements. Investigate the possibility of creating a new zoning district to address historic neighborhoods where current zoning requirements would be impractical and would impede development/redevelopment.
- Encourage continued redevelopment of commercial brownfield areas.
- Encourage compatible, in-fill development on vacant lots.

## **Transportation and Parking**

**Goal:** Provide balanced design that includes use of a variety of transportation options including pedestrian, bicycle, vehicle, and public transportation within the City.

### **Objectives:**

- Develop designs that scale roads and intersections compatible to neighborhoods.
- Evaluate the design of any new transportation project for sidewalks, safety, pedestrian and bicycle access, and the impact on existing neighborhoods.
- Develop safe, designated street crossings and ingress/egress points for pedestrians in high-density neighborhoods that adjoin primary destinations such as downtown, parks, and schools to encourage walking.
- Consider options such as traffic calming devices and traffic routing patterns to disperse traffic away from older, established neighborhoods.

- Continue to make Staunton more bike-friendly with a variety of bike infrastructure on streets as they are built, widened, or resurfaced. Link greenways and bike trails.
- Pursue safe pedestrian networks in and between all neighborhoods.
- Continue participation in a regional transit system that offers transportation options to those who cannot, or choose not, to operate motor vehicles. Expand services of the existing system when possible to provide a broader service area within the City.

**Goal:** Increase the emphasis on use and design for the City's current and future parking facilities.

**Objectives:**

- Implement resourceful parking strategies that promote calculating parking ratios based upon average use instead of capacity use. Examine ways to maximize utilization of downtown parking lots and garages.
- Maintain incentives for retrofitting hard surface commercial parking areas to landscaped areas.
- Create a safe, user-friendly, landscaped pedestrian network of walkways and crossings between public parking and commercial areas.
- Where appropriate, move parking from the front of public and commercial buildings to the side or rear.

**Public Service and Government**

**Goal:** Ensure quality and effective public services that meet the needs of citizens and the business community that is balanced with the City's economic base and resources.

**Objectives:**

**Recreation**

- Provide appropriate facilities and programs to adequately meet the recreational needs of the community.

- Continue to support and provide facilities for active and passive recreation activities that provide opportunities for social interaction.
- Work with the local YMCA and similar organizations to provide joint programs and to supplement resources.
- Continue to support the network of parks; small and large.

### **Public Safety**

- Closely monitor personnel and equipment needs of the public safety departments (police, fire, rescue) to ensure that an optimum level of public safety and protection is maintained for Staunton's citizens, homes, properties, and businesses.
- Continue to promote public safety education and prevention programs for police, fire, and rescue services in schools, neighborhoods, and other settings.
- Develop a volunteer "Crime Watch" or "Neighborhood Watch" program for neighborhoods, parks, public areas, and along the pedestrian network leading to and from destinations.
- Develop a "Fire Watch" program for any areas of the city that border forested and grass lands and have high potential for wildfires.
- Continue support for "closest to call" joint response agreement with Augusta County Fire Department.
- Ensure that the City is prepared in the event of a natural disaster or man-made disaster here or in neighboring regions where it could significantly affect the City or its residents.

### **Schools**

- Support efforts to maintain a quality school system.
- Encourage the continued renovation and upgrade of existing, neighborhood-based schools.
- Encourage more utilization of schools, school grounds, and playgrounds as neighborhood focal points and gathering centers for after hours and community activities when schools are not in session.

- Continue to capitalize on the excellent schools, colleges, and universities in the region to assist with the implementation of planning objectives. Utilize student interns and classes to conduct research; and seek input from professors and students.

### **Library**

- Continue to support regional cooperation between area libraries.
- Support continued maintenance/enhancement of the Library facility and encourage family-friendly programs and services.

### **Social Services**

- Ensure that Staunton maintains its responsibility for the number of social service clients proportionate to its capabilities.

### **Utilities and Infrastructure**

- Encourage extension of water and sewer utilities only where it is planned, and discourage extension of water and sewer utilities into areas where they might promote the development of identified environmentally critical areas.
- Seek funding to extend water and sewer infrastructure into Uniontown.
- Improve the internal roadway network conditions in Uniontown.
- Encourage the undergrounding of utilities whenever possible in private and public development, redevelopment and relocation.
- Continue to fund and seek funding for critical stormwater control facilities and flood mitigation activities.
- Encourage the use of smart outdoor lighting when new lighting is installed and transition existing street lighting to smart lighting; follow guidelines of International Dark Sky Association (IDA) and Smart Outdoor Lighting Association (SOLA).
- Continue to require sidewalks and curb and guttering for all new developments and major renovations, but allow for flexibility in design, that maintains the edge of the street and allows for controlled stormwater management.

- Encourage green and sustainable initiatives and integrate emerging technologies that promote use of efficient and renewable energy.

**Goal:** Ensure that the regulatory and approval processes are clear and facilitate the type of development the City desires.

**Objectives:**

- Work with stakeholders (including developers, contractors, investors, real estate agents, architects, land surveyors, and bankers) to evaluate the regulatory and approval processes.
- Develop zoning regulations and design goals in a graphic / pictorial format.

## **Economic Development**

**Goal:** Continue development of a vibrant, active downtown with enhanced business and residential opportunities.

**Objectives:**

- Continue to support the Staunton Downtown Development Association and its economic development and revitalization efforts.
- Support organizations that expand arts and cultural opportunities for Staunton's residents and visitors.
- Promote outdoor activities in the downtown area such as dining, sales by downtown businesses, festivals, and community gatherings that encourage pedestrian activity and social interaction.
- Encourage the opening of "basic service" businesses including a grocery store, laundry, and pharmacy in downtown.
- Continue to educate businesses on the benefits within enterprise zones.
- Support opportunities to attract visitors downtown who have stopped at Staunton Crossing or Frontier Center.

**Goal:** Aggressively pursue an economic development program that strengthens and broadens the City's economic base, with an emphasis on living wage opportunities.

**Objectives:**

- Support the goals of the City's Economic Development Plan, including: short-term priorities such as destination retail, tourism, white collar service businesses, and manufacturing in the industrial parks; long-term priorities such as workforce skill development, development of higher paying jobs, and small business development.
- Promote and fill the Green Hills Industry and Technology Center and the Staunton Crossing.
- Work cooperatively with Augusta County and Waynesboro to achieve joint economic development and tourism goals.
- Continue to support the Central Shenandoah Valley's Comprehensive Economic Development Strategies.
- Actively participate in the Shenandoah Valley Partnership, the Shenandoah Valley Technology Council, the Shenandoah Valley Workforce Development Board, the Central Shenandoah Planning District Commission, and similar organizations that promote the economic health and well-being of Central Shenandoah Valley residents and businesses.
- Support an agricultural processing plant in the area to give farmers a way to market and process farm products locally.
- Encourage medical and educational uses in the downtown area.
- Maintain support for a business incubator located in Staunton.



## Chapter 2- Land Use and Development Guide

### THE COMPREHENSIVE PLAN

Staunton's Comprehensive Plan 2018 through 2040 provides for future development within the City of Staunton to occur in an efficient, economically, and environmentally sound manner. The Citizens Advisory Committee developed the Plan after consideration of the population projections, plan goals, and objectives. It presents a future pattern of land use; a set of overall initiatives; and more specific recommendations for policies and programs to assist in achieving the goals of the community. The Plan, along with the accompanying Land Use and Development Guide, maps, and supporting data, will serve as a guide to City officials, the business community, and citizens in making decisions regarding future development of the City. It proposes a detailed pattern of land use and development that will result in orderly growth and a vibrant, aesthetically pleasing community for the citizens of Staunton.

### DESIRES FOR STAUNTON'S FUTURE

Many factors must be taken into consideration when formulating a guide for the future development of a community. These factors help to determine the optimum pattern of development by balancing pursuit of residential, commercial, and employment opportunities with preservation of the natural environment, history, and character of the community. Over the years, an overriding concern voiced by many citizens at the public planning area meetings has been a desire to protect the "quality of life" in Staunton. Residents consistently discuss the importance of maintaining or improving their lifestyles through a variety of methods including increased business opportunities downtown, constructing additional recreational facilities, and protecting the scenic beauty and historic character of the City. Therefore, the Committee maintained the following guidelines as they conducted the update process for the Comprehensive Plan:

- a desire to conserve and/or protect the City's natural resources, historic character, and scenic qualities;
- a desire to strengthen and broaden the City's economic base;
- a desire to ensure adequate services and facilities commensurate with the City's economic base; and
- a desire to encourage appropriate development and/or redevelopment of properties within the City.

The Comprehensive Plan requires the examination of development factors on a case-by-case basis. Recommendations in this plan must be balanced against relevant considerations for the City (population projections, economic, employment and historic considerations, and housing opportunities). During a long-range time span, development proposals may be made which deviate from the Land Use and Development Guide; however, if the goals, objectives and proposed policies are utilized when reviewing such proposals, the planning objectives will still be achieved.

## FACTORS THAT INFLUENCE GROWTH

### Physical Features

Staunton is 19.98 square miles. There are several types of natural features that must be taken into account in planning the future of Staunton. These include: steep slopes, drainage areas, flooding, and karst areas as presented in the Physical Features section, all of which are inhibiting factors that limit development. Steep slopes, 25 percent and greater, are usually considered unsuitable for any type of intensive development. Steeply sloping areas can be used for outdoor recreation, wildlife management, watershed protection, and forest purposes. The Uniform Statewide Building Code and the National Flood Insurance Program prohibit the construction of any structure intended for occupancy within the 100 year floodplain unless the structure is properly floodproofed. Intensive development, whether residential, commercial, or industrial, is discouraged within 100 year floodplains. Floodplains, however, offer few limitations to non-intensive uses such as recreation and open space.



Source: CSPDC

Drainage areas in some parts of Staunton can pose obstacles to development. Heavy rains can cause increased runoff in these natural drainage areas, and may cause problems such as standing water on roadways. Additionally, pollution of groundwater supplies may occur in drainage areas as oils, topsoil, and other pollutants are washed into the water supplies. Measures to control the volume of runoff from developed areas can help to solve these problems; however, increased costs of development may be associated with these measures.

Karst areas are regions of bedrock instability. These areas are characterized by caves, sinkholes, sinking creeks, and large springs. Development of these areas can cause ground surface subsidence or collapse. Therefore, intensive development on or around karst regions

should be avoided.

### **Infrastructure**

Infrastructure must be considered in planning. Infrastructure includes streets, water, sewer, public safety facilities, libraries, schools, hospitals, transit systems, and other public buildings. Infrastructure supports the establishment of industrial, commercial, and residential development by the private sector. These private investments create employment, shopping, service, and housing opportunities essential to the needs of the community. The existing condition of Staunton's infrastructure shows that adequate facilities already exist or can be extended in developed areas. However, to provide services to undeveloped areas on the fringes of the City, major expenditures would be necessary. This Plan, therefore, strongly encourages prioritizing development, redevelopment, and rehabilitation of areas where infrastructure and services already exist or could easily be made available.

### **Historic and Scenic Qualities**

Staunton's historic character is a hallmark which has been recognized throughout the nation. The movement to preserve and protect the City's historic heritage has been a driving force for over four decades. The continued protection of historic structures is fundamental to the heritage, character and sustainability of the community. Heritage tourism is a vital component of not only Staunton's, but the region's tourism programs. Preserving the character of the City through protection of existing structures helps to support the tourism industry. The redevelopment of buildings and the development of new structures in historic districts should be done with sensitivity to the historic character and setting of the district. Also important to historic structures is the surrounding landscape elements, which need to reflect the context of the site and the structure in terms of materials and land form. Likewise, development outside historic districts should complement and support the overall character of the City, while relating to the surrounding neighborhood setting. The City's major entrance corridors should be developed in a manner that protects and enhances their scenic beauty and distinct character. Structures, landscaping, signage and overall site development can and should be designed and developed in a fashion that creates attractive corridors leading to the City's historic downtown. The use of both creative design standards and codes supports economic development while maintaining Staunton's historic and scenic fabric.

### **Housing**

A vibrant community with a diverse population requires a wide range of housing choices. Staunton has traditionally been recognized for its historic architecture and affordable older homes, with a large part of the City's housing inventory being built before 1980. Between 2007 and 2017, the City of Staunton issued approvals for 443 residential units. Of these, 82 percent have been constructed. The types of units approved and built represent a variety of

housing types, including traditional suburban homes, downtown upper story developments, condominiums, townhouses, elderly housing and planned unit developments with small lot development, more local focused architecture and pedestrian amenities. Although residential development has traditionally cost localities more to provide services than the revenue they generate, an appreciable amount of new home activity is desirable to both upgrade the quality of the housing stock and to attract buyers who prefer newer homes.

### **Economics**

The presence of available land for economic development is not enough to ensure growth. Other factors that play a key role in this process are the availability of a skilled workforce, the infrastructure capability of the site (water, sewer, gas, electricity and roads/rail), and the overall costs of doing business. These costs include: utility cost; transportation costs; and the taxes of the jurisdiction. In terms of workforce, business prospects will evaluate the probability of it satisfying job requirements and the availability of both employed and unemployed workers. The availability of institutions of higher education including several highly noted colleges and universities, a vocational technical school, and a strong community college that helps foster a diverse labor pool are also assets of the region. When seeking locations, business and industry look at the overall community, including such factors as business viability, schools, civic pride, environmental considerations, and quality of life.

### **Available Land for Growth**

The generalized land use patterns provide another factor to be considered in planning for Staunton. Existing land use provides some indication for future compatible development. The location of vacant land indicates where future new development can be expected to occur. In 2018, 2,813 acres of total vacant land in Staunton is zoned for residential use.

One can assume that only half of the vacant residential land is developable because of steep slopes, locations within a floodplain, or the citizens' desire to encourage appropriate conservation of certain lands. As 2020 Census figures are released, it will be important to assess available vacant and undeveloped, residentially classified land and what potential Staunton has to increase its population. Change and growth in the future must be structured to achieve the goals of the community while also maintaining or moving toward the community character desired by residents of the City.

Map 2-1 - Developed/Undeveloped Land



## POPULATION PROJECTIONS

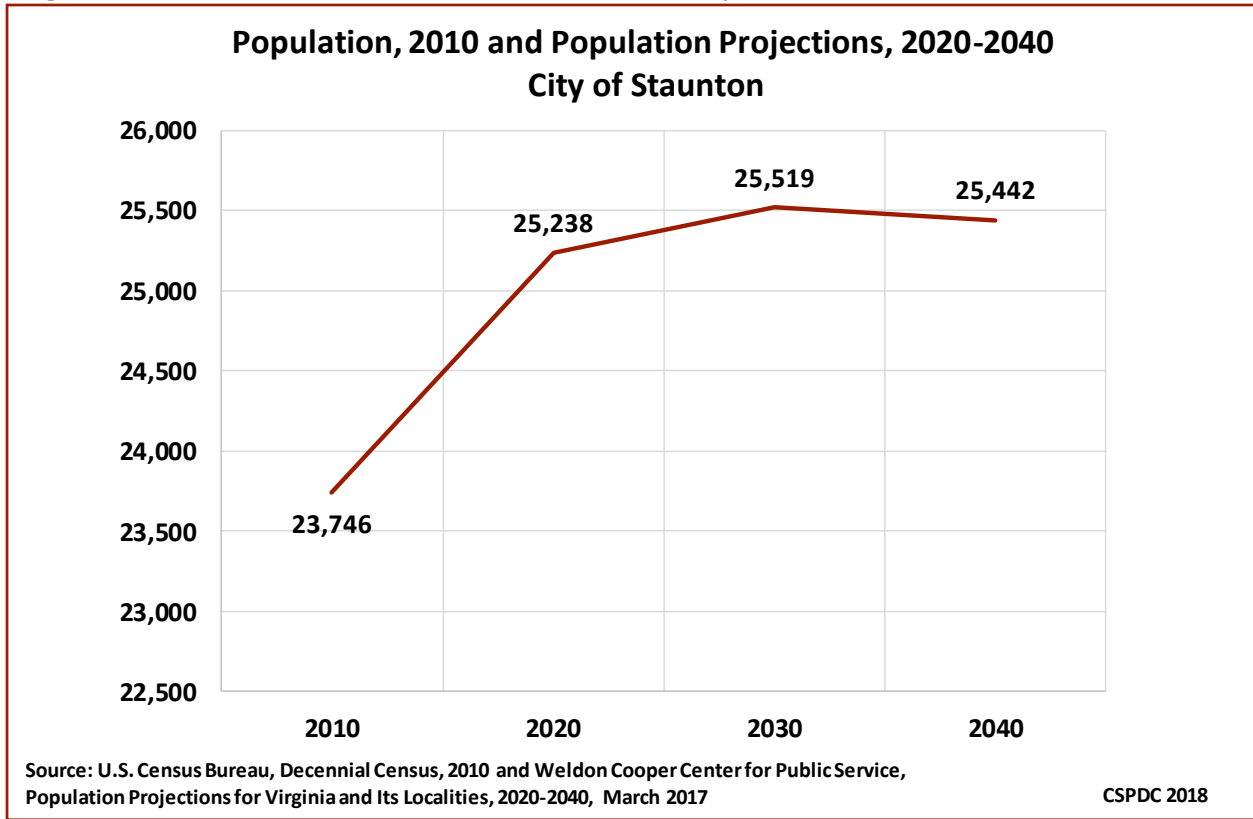
Population projections help us to understand how a community may grow and change in the future. These projections are used to make informed decisions associated with land use, employment, public services and transportation facilities. The Weldon Cooper Center for Public Service at the University of Virginia produces the official annual population estimates and official statewide projections for the Commonwealth of Virginia. The Citizens Advisory Committee has selected the population projections developed by the Weldon Cooper Center for 2020 through 2040 as the desired rate of growth for this planning period.

Over the next 20 years, the population of the City of Staunton is expected to increase modestly. As seen in Table 2-1, the population growth is estimated to be 6.28 percent between 2010 and 2020, 1.11 percent between 2020 and 2030, and -0.30 percent between 2030 and 2040. It is estimated that the population will grow 1,696 people between 2010 and 2040, to a new total population of 25,442 people.

<b>Years</b>	<b>Total Population</b>	<b>Total Growth</b>	<b>Percent Change</b>
2010	23,746	-	-
2020	25,238	1,492	6.28%
2030	25,519	281	1.11%
2040	25,442	-77	-0.30%
<b>Total Change</b>		<b>1,696</b>	<b>7.14%</b>

Source: U.S. Census Bureau, Decennial Census, 2010; Weldon Cooper Center for Public Service, Population Projections for Virginia and Its Localities, 2020-2040, March 2017.

**Figure 2-1 - Population, 2010 and Population Projections, 2020-2040**



**Figure 2-2 - Population Projections by Age, 2040**

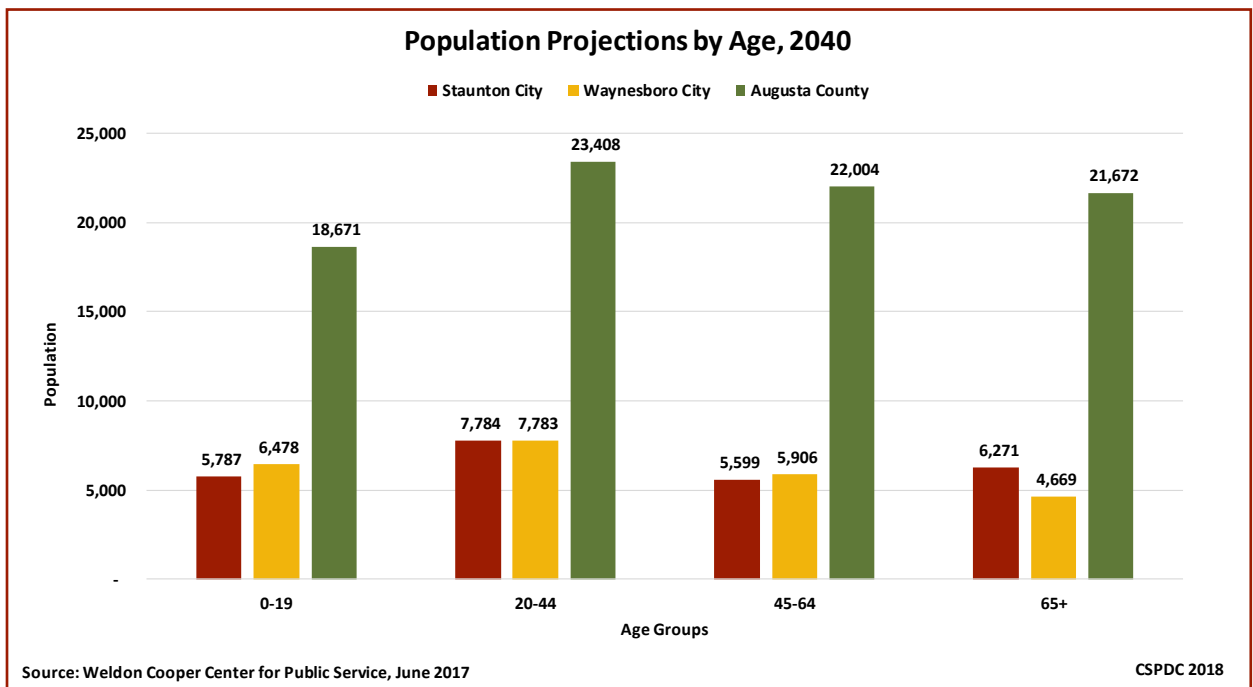


Figure 2-3 - Population Projections by Sex, 2040

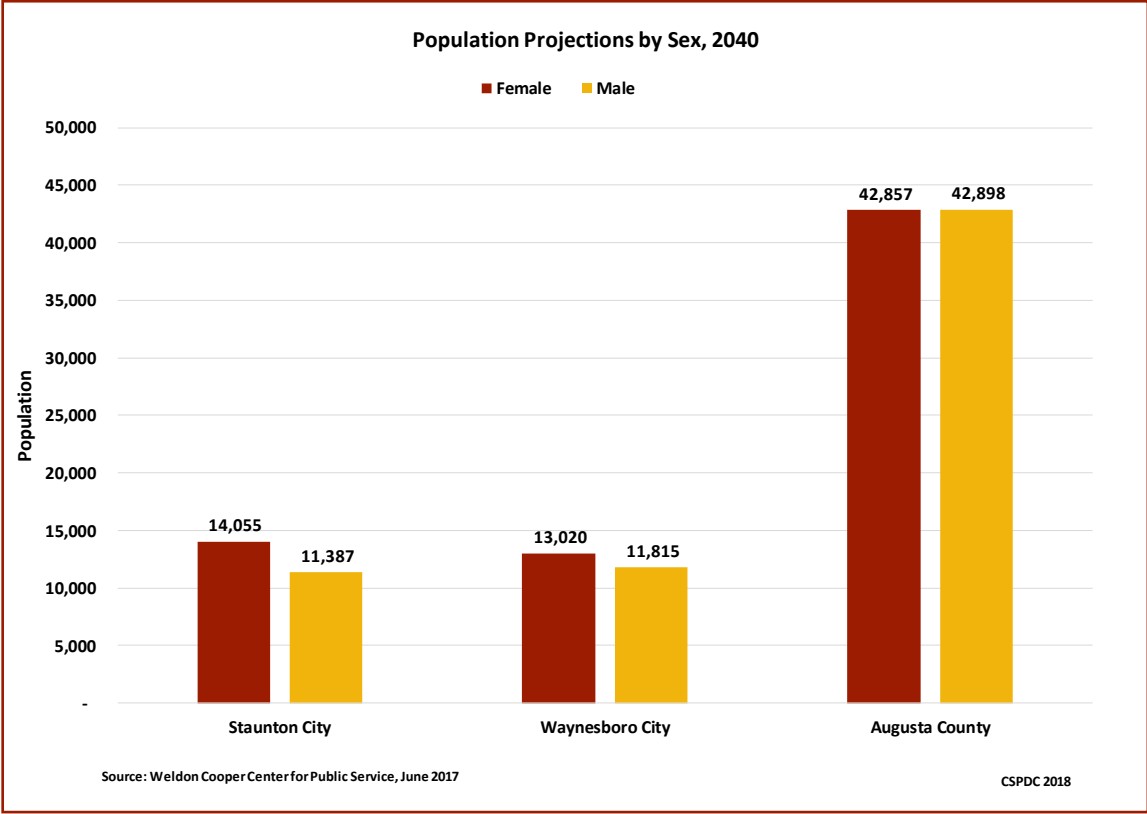
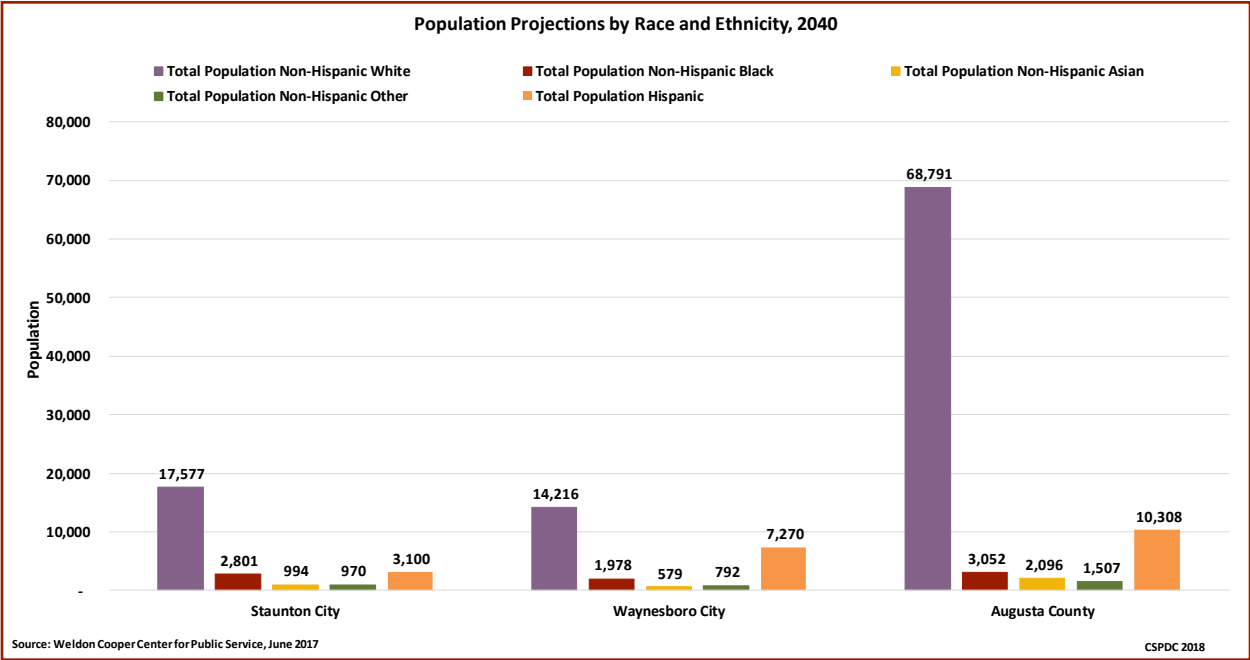


Figure 2-4 - Population Projections by Race and Ethnicity, 2040



## GENERALIZED LAND USE AND DEVELOPMENT GUIDE

Neither the Land Use and Development Guide nor the Future Land Use map or the Phased Growth map should be confused with a zoning ordinance and official zoning map. The Guide and maps are policy guides and have no force of law. They have a futuristic context and focus on general areas suitable for broad use categories, whereas a zoning map shows current exact locations for specifically defined land uses. They are all related, however, in that the zoning ordinance and official zoning map are primary implementation tools for the Comprehensive Plan. Therefore, the Citizens Advisory Committee strongly encourages the City to take immediate steps to bring the official zoning map in accordance with the land uses recommended herein.

The anticipated growth that will be coming to the Staunton area over the next 20 years will require investments by both the public and private sectors. We will need appropriate development, redevelopment, and economic growth to support the population base, as well as a transportation network that will efficiently and effectively carry the growth of the City. In addition to growth, this Plan addresses the strong desire of Staunton's citizens to conserve and protect the City's natural resources, historic character, and scenic qualities. This is accomplished by means of overlay zones. These zones, which experience a greater impact from growth, provide additional emphasis to protect the character, and scenic qualities of the area.

The Land Use and Development Guide for Staunton combines basic elements which include:

1. Low Density Residential
2. Neighborhood Residential
3. Medium Density Residential
4. High Density Residential
5. Low Density Planned Residential
6. Medium Density Planned Residential
7. Traditional Neighborhood Development
8. Business
9. Planned Business
10. Professional
11. Light Industrial
12. Heavy Industrial
13. Planned Industrial
14. Public/Semi-Public
15. Conservation/Recreation/Open Space
16. Corridor, Historic and Scenic Overlay Zones
17. Planned Farm Development

These land use categories are discussed on the following pages. Listed are specific policies which will help insure that a desired land use pattern is achieved.

1. **Low Density Residential** - These areas consist of single-family detached dwellings with a maximum density of 1 to 5 units per acre. Low density sections are found mainly in well established neighborhoods. The low density residential areas are designed to maintain the existing character of neighborhoods and to provide traditional areas for home ownership.

Policies

- Maintain residential areas characterized by single-family, low density development.
- In-fill suitable vacant land within these areas with single-family residential development that is consistent with the existing structures.

2. **Neighborhood Residential** - This type of land use highlights those neighborhoods in which existing conditions dictate the need for careful consideration of the types and densities of future residential development. These are older neighborhoods which can be characterized by large housing units on small lots.

Policies

- Provide flexibility in the use of a dwelling while protecting the single-family character of the area.
- Encourage the development of in-fill housing units that are compatible with existing facilities and structures.
- Encourage appropriate neighborhood-commercial service areas to provide essential goods and services primarily for residents living in the immediate area.

3. **Medium Density Residential** - The medium density residential areas are designated in areas near major thoroughfares or commercial areas. These areas, either vacant or already developed, contain a variety of housing types such as single-family, duplex, and two or three story apartments. Depending on the specific site characteristics, densities in these areas may range from 4 to 20 units per acre.

Policies

- Provide a mixture of dwelling types to include single-family, duplex, and apartment units.
  - Encourage the development of attractive medium density dwellings with adequate open space and off-street parking.
4. **High Density Residential** - This type of land use is designated for areas where a higher skyline would be acceptable. The densities in these areas can accommodate multi-story family type dwelling units of over 20 units per acre. However, these units should be limited to provide adequate light, air, usable open space for dwellings and functional space for all related facilities.

Policies

- Encourage high density residential development in designated areas.
  - Encourage developments with a diversification of dwelling types and layouts within designated areas.
  - Make provision for higher density development which is suited to the needs of the population.
5. **Low Density Planned Residential** - This category is designated for the development of single-family dwellings in suitable vacant/undeveloped areas. It is intended to provide optional methods of land development which encourage a more imaginative solution, considers adjacent uses, and better utilizes the land area.

Policies

- Encourage single family residential development in areas that have topographical and geological features which limit development.
- Encourage single family residential development with smaller lots including common open space.
- Encourage flexible and innovative designs for single family homes.
- Encourage provisions for single family residential units which are affordable to most segments of the population.

6. **Medium Density Planned Residential** - The intent of this category is the same as the low density planned residential. The difference is the intensity of land use. This category is designated for the planned development of multi-family uses. These uses would include two-family (duplex) dwellings and single-family attached dwellings (townhouses and condominiums).

Policies

- Encourage medium density residential development in areas that have physical features which limit development.
  - Encourage the development of attractive medium density dwellings such as townhouses and condominiums.
  - Encourage common open space.
7. **Traditional Neighborhood Development** - The traditional neighborhood development is intended to permit the development of a mixed-use traditional neighborhood integrated into the existing pattern of historic buildings by reuse of buildings as appropriate, the repetition of historic patterns as appropriate, the integration of parking, recreational facilities and other use elements in a manner that does not detract from historic elements but utilizes existing topographic features, and the creation of new neighborhoods and uses which are pedestrian-oriented and create streetscapes compatible with the existing buildings. These provisions are designed to achieve the following objectives: promote efficient use of land and infrastructure through high-quality urban design; promote a development pattern in harmony with existing development and the objectives of the city's comprehensive plan; permit a compatible mix of commercial, professional, and residential uses; provide safe, efficient access and traffic circulation to and within the development; create opportunities to use new technologies in managing the quality and quantity of storm water; and encourage the preservation of steep slopes, floodplains, historic structures and areas, and unique, natural, or geological formations.

8. **Business** - Commercial uses include retail, wholesale, or service functions. These areas are found along the major travel corridors, in the Central Business District of the City, and in neighborhood-commercial service areas.

Policies

- Encourage distinct business areas of diverse, but compatible uses.
  - Encourage the use of frontage roads and shared access points along major thoroughfares.
  - Consider the preservation of historic sites when reviewing proposals for development.
  - Encourage tourism-related commercial uses.
  - Encourage appropriate neighborhood-commercial service areas to provide essential goods and services primarily for residents living in the immediate area.
9. **Planned Business** - These areas are suitable for commercial development but need careful controls to ensure compatibility with adjacent land uses.

Policies

- The maintenance of functional and aesthetic integrity should be emphasized in review of applications for development and should address such matters as: control of access; use of service roads or reverse frontage development; landscaping and buffering; parking; setback; signage; lighting; and aesthetics of exterior features including building mass and height, architectural facade, and site orientation.
10. **Professional** - These areas are designated for professional service oriented uses with consideration to the character of the area. These uses are found in the residential areas along major thoroughfares and adjacent to the Central Business District.

Policies

- Encourage development, reuse, and redevelopment of professional properties in a manner which is compatible with adjacent residential properties and maintains the residential character of the area in question.
- Encourage the reuse of structures and areas that are undesirable or no longer practical to maintain as housing units.

11. **Light Industrial** - These areas include land and structures used for light manufacturing, wholesaling, warehousing and other suitable uses where the use and its operation do not adversely affect adjacent uses.

Policies

- Encourage a variety of light industrial businesses to locate within the City.
- Locate light industrial uses near major arterial roads to avoid traffic through nearby residential neighborhoods.
- Seek firms which are compatible with the environmental, transportation, and economic objectives of the City.

12. **Heavy Industrial** - These areas are composed of land and structures used for general manufacturing and related activities.

Policies

- Locate industrial uses near major arterial roads to avoid traffic through nearby residential neighborhoods.
- Locate industrial uses adjacent to business or light industrial areas.
- Seek firms which are compatible with the environmental, transportation, and economic objectives of the City.

13. **Planned Industrial** - These areas are intended to permit industrial development where the use and its operation do not adversely affect nearby uses and are designed to allow for a wide range of industrial activities subject to limitations designed to protect nearby residential and business districts.

Policies

- No building, structure, or premises shall be used and no building or structure shall be erected or altered until and unless the same has been approved by the Planning Commission and the City Council.
- Seek firms which are compatible with the environmental, transportation, and economic objectives of the City.

14. **Public/Semi-Public** - These lands are designated for public and semi-public use. They include educational uses and lands owned or leased by the Commonwealth of Virginia, the Federal government, the City of Staunton, other governmental organizations, and private educational institutions.
15. **Conservation/Recreation/Open Space** - These areas include lands with aesthetic and visual qualities, lands in the floodplain or those that pose significant limitations to development. Also included are lands owned by the City of Staunton and used for recreation.

#### Policies

- Discourage occupancy development in the 100 year flood plain.
  - Carefully review developments on slopes that exceed 25 percent.
  - Limit development of areas that are unsuitable for growth.
  - Provide additional greenspace and recreation for future residents.
  - Encourage appropriate viewshed protection.
  - Green Infrastructure.
16. **Corridor, Historic and Scenic Overlay Zones** - These zones, which will impose additional constraints, can be applied to any land area. However, emphasis should be placed on developed and undeveloped areas along major thoroughfares and entrance corridors, the Central Business District, Historic Districts, and other historic or scenic areas that could experience a negative impact from the adjacent development of land areas.

#### Policies

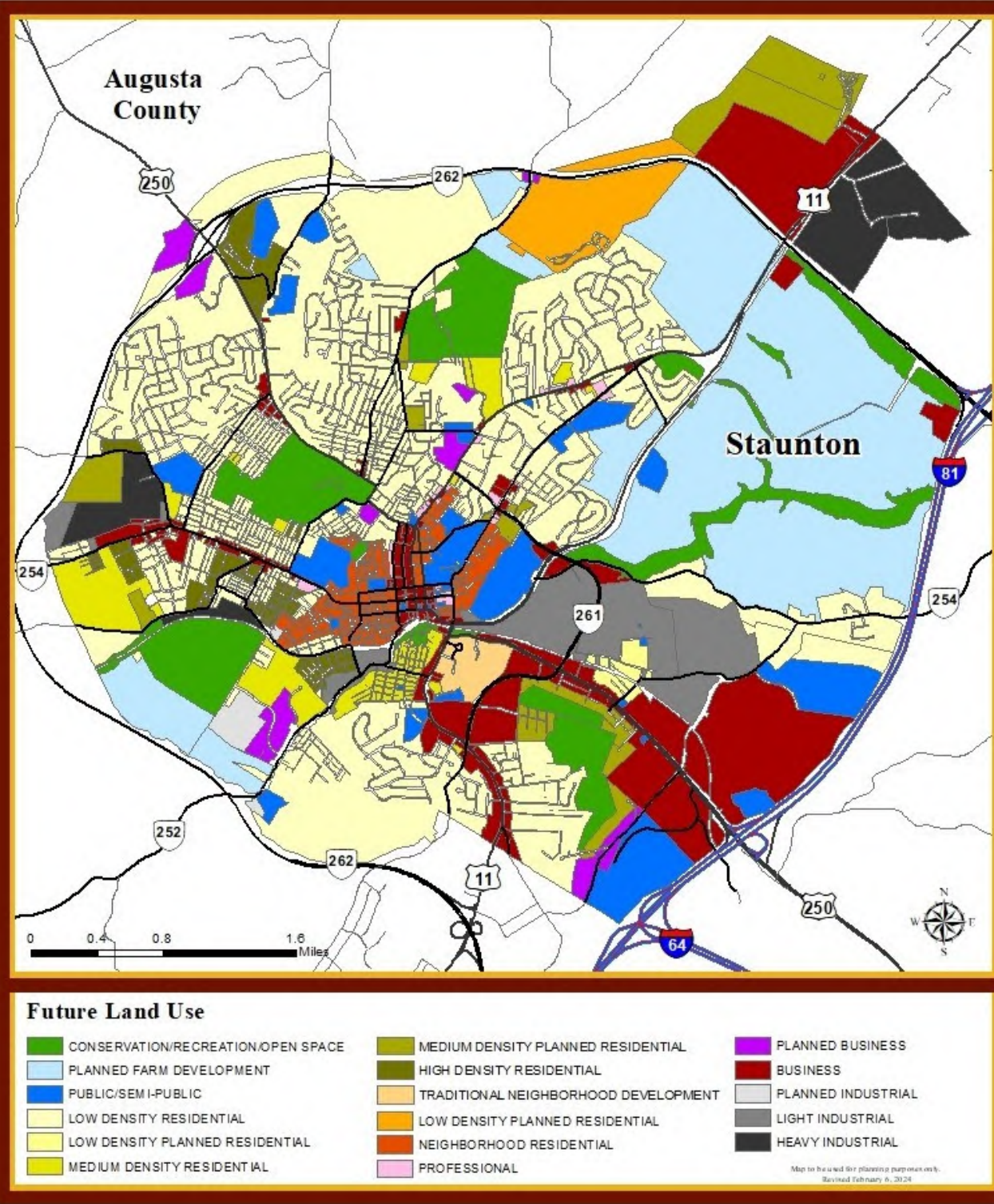
- Encourage appropriate landscaping, architectural design, signage, viewshed considerations, and buffers along major thoroughfares.
- Protect the integrity of existing historic districts.
- Protect historic structures.

17. **Planned Farm Development** - These areas of the City include farms and working farmland. Planned Farm Development is intended to support the growth of active farm, forestal, nursery, and related enterprise. These provisions are designed to achieve the following objectives: encourage farm and farm related enterprise; allow for the integration of development and farming activities; promote efficient use of land and infrastructure through design; encourage the preservation of steep slopes, floodways, and floodplains; and provide for recreational opportunities and open space integration.

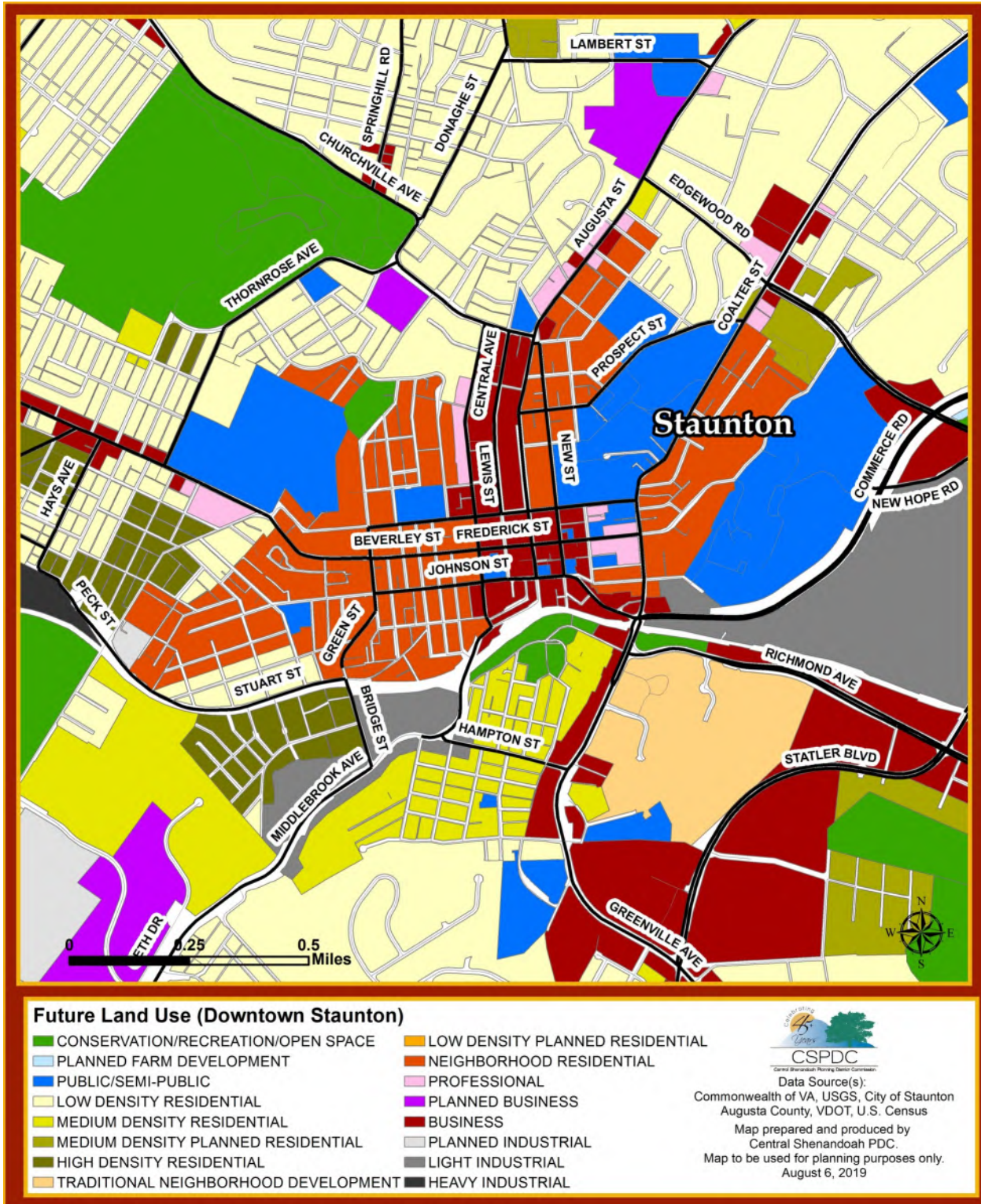
#### Policies

- Recognize farms are valuable to the community economically:
  - Farms are a growing focus for tourism;
  - Growing interest community wide in locally sourced business.
- Recognize our farms are predominately comprised of land with steep slopes, stream buffers, and prime agricultural soils and that these are conditions that make it difficult, inappropriate, or in some cases in conflict with the Staunton City Code to develop; therefore farming is the best and highest use of this land.
- Recognize our farm land contributes to our City in many ways that are difficult to quantify and that they are integral to a balanced urban system of green infrastructure.
- Recognize farming as an important land use within the City limits.
- Develop a zoning district with provisions supporting agricultural enterprise.
- Increase the potential for the success of farm related enterprise.
- Encourage the preservation of farm land by supporting the viability of farm enterprise.
- Promote the establishment of an integrated local food system.
- Promote the preservation of open spaces within the City, supporting development as an in-fill activity focused in areas where infrastructure already exists.
- Allow for the expansion of farm related enterprises including direct market sales of farm products, hosting farm related events and tours, and accessory enterprise supporting agri-tourism, among others.
- Allow for preservation development models that encourage the continuation of farm related enterprise while providing the potential for increased revenue for land owners; Allow for development of a scale and configuration intended to conserve prime, active farm land.

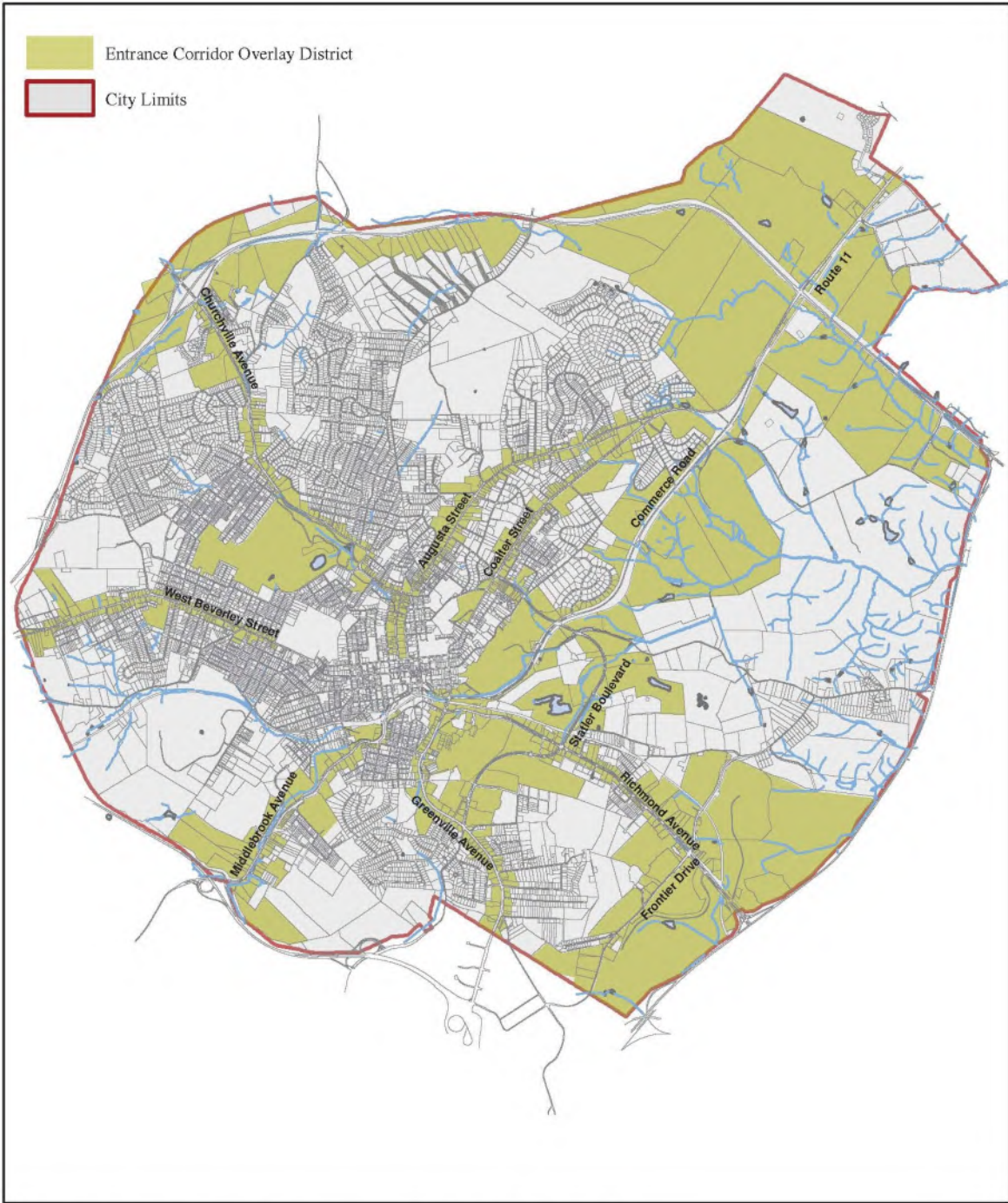
Map 2-2 - Future Land Use



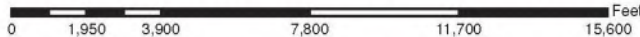
Map 2-3 - Future Land Use (Downtown Staunton)



Map 2-4- Entrance Corridor Overlay District



Entrance Corridor Overlay District, established April, 2008



Note: map elements depicted are representations and are not to be construed or used as legal description; this map is for display purposes only

## URBAN DEVELOPMENT AREA

In 2007, the Code of Virginia was amended to add § 15.2-2223.1, requiring high growth localities to designate Urban Development Areas (UDAs) in their comprehensive plans. In 2010, the code was amended further to establish density and design criteria for UDAs and to improve transportation and land use coordination. In 2012, amendments more broadly defined UDAs and made designation voluntary. In 2014, the General Assembly enacted, and the Governor approved, House Bill 2, now known as SMART SCALE, concerning prioritization of projects funded by the Commonwealth Transportation Board. The legislation, in part, links a locality's designation of UDAs and state funding for transportation improvements, specifically according priority to improvements to promote urban development areas.

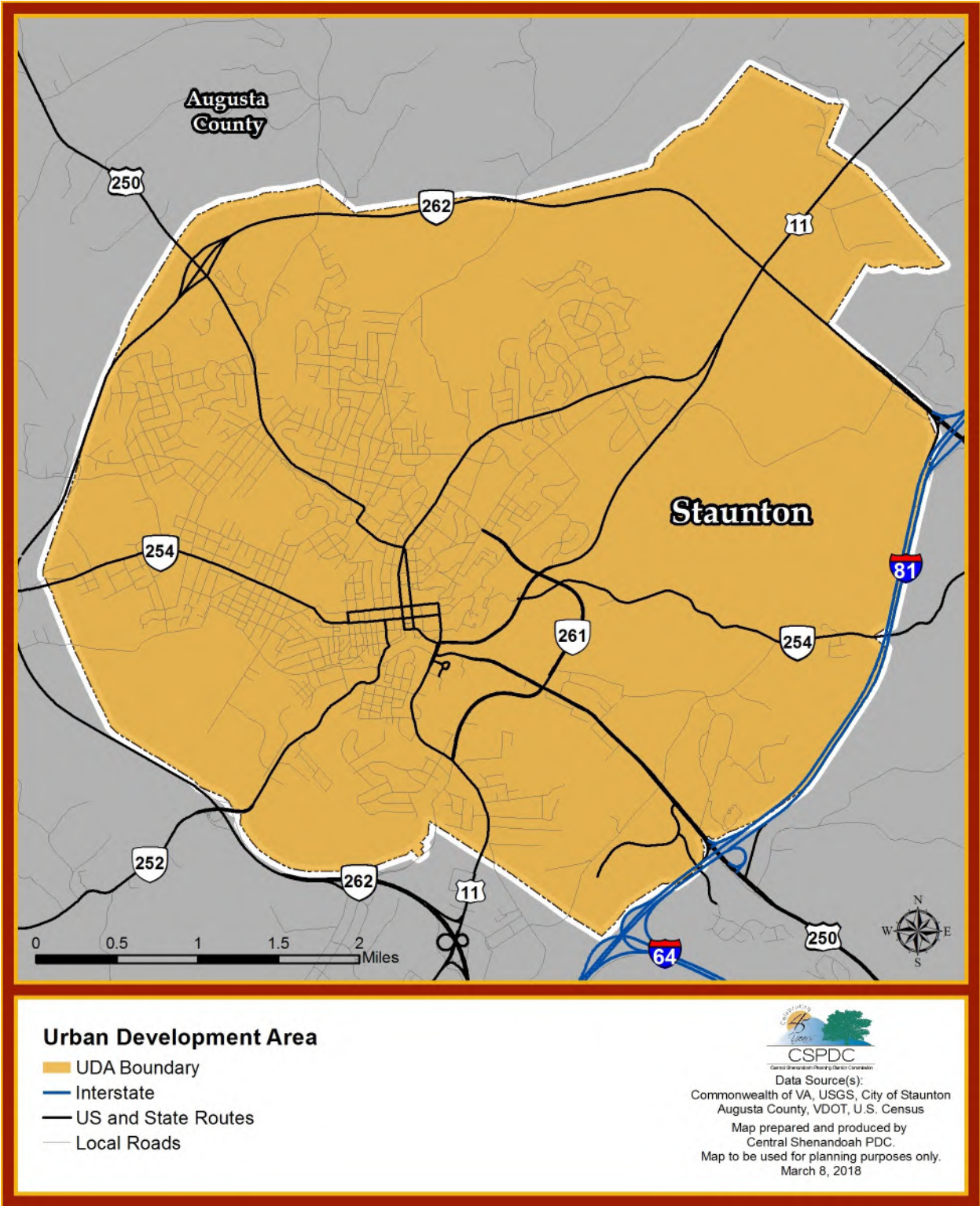
Virginia Code § 15.2-2223.1, in part, authorizes a locality to amend its comprehensive plan to address UDAs as follows:

- UDAs designated by a locality may be sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years.
- UDAs may be appropriate for development at a density on the developable acreage of at least four single-family residences, six townhouses, or 12 apartments, condominium units or cooperative units per acre and an authorized floor area ratio of at least 0.4 per acre for commercial development, any proportional combination thereof, or any other combination or arrangement that is adopted by a locality in meeting the intent of this section.
- UDAs, if designated, shall incorporate principles of traditional neighborhood design (TND).

As a compact city with comprehensive transportation needs throughout the locality, and with the presence of a multi-modal transportation system, including rail and intercity transit, the City of Staunton designates the entire City as an Urban Development Area for purposes of improving transportation and land use coordination. In 2015, City Council approved an amendment to the Comprehensive Plan to designate the Urban Development Area.

Transportation improvements that support UDAs shall be consistent with the needs assessment contained in VTrans 2040, as well as to be considered in the SMART SCALE statewide prioritization process for project selection. The needs associated with the UDA boundary can be found in Chapter 10, Transportation. The designated growth area as discussed herein have been found to meet the intent of the Code of Virginia, section §15.2-2223.1.

Map 2-5- Urban Development Area



## PHASED GROWTH

The Land Use and Development Guide shown herein is a reflection of the pattern of land use necessary for maintaining Staunton's projected development for the next twenty years. However, limited financial resources make it impossible to make all necessary infrastructure improvements to undeveloped areas. This level of implementation would require a major increase in revenues from commercial and industrial development or a substantial increase in real estate taxes, placing the burden on homeowners.

Therefore, this process proposes that change be phased. The Plan has grouped development into five priority areas. The intent is to insure that change takes place in a manageable fashion. All properties have a land use designation stating the recommended usage and community goal. Since the State Code requires all localities to review their comprehensive plan once every five years, the phased growth process can then be reevaluated and new priorities set at that time. The Capital Investment Plan (CIP) will be a key vehicle for implementing this controlled change. Services/facilities that are listed will be given a higher priority in the CIP if located in areas with a greater emphasis on development. The five priority areas are defined as follows:

**Priority 1 - Growth Stimulation Areas:** The intent of this priority area is to encourage development. Services and facilities will be extended to or upgraded in these areas. The recommendations of the Capital Investment Plan should address infrastructure improvements in these areas.

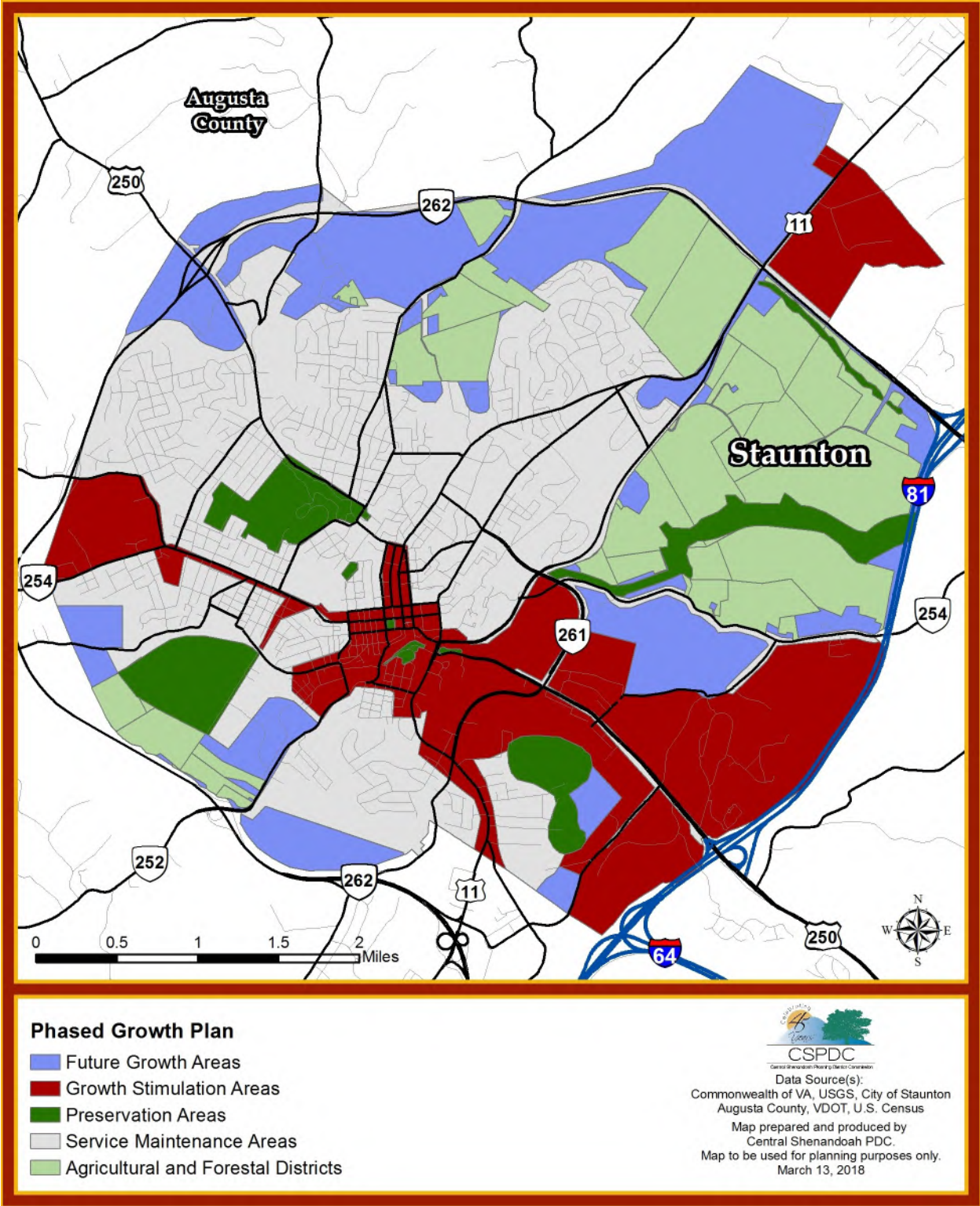
**Priority 2 - Service Maintenance Areas:** The intent of this priority area is to maintain the present density and usage. Upgrades will be undertaken to improve existing services and protect the City's infrastructure investments from deterioration.

**Priority 3 - Future Growth Areas:** The intent of this priority area is to reserve properties for future development. These areas will be slated for development after properties in Priority 1 and 2 Areas have reached desired capacities.

**Priority 4 - Preservation Areas:** The intent of this priority area is to protect and conserve land areas. Factors such as scenic beauty, potential flood areas, recreation, and environmentally sensitive features will define these areas.

**Priority 5 - Agricultural and Forestal Districts:** The intent of this priority area is to protect designated agricultural and forestal districts, which currently includes the Bell's Lane Agricultural District, the Merrifield Agricultural District, the M.O. Carr Agricultural District and the Middlebrook Agricultural and Forestal District.

Map 2-6- Phased Growth Plan



## Chapter 3 – History

### INTRODUCTION

The purpose of the historic resources element in the Comprehensive Plan is to complement land use planning by providing guidance for the identification and protection of Staunton’s historic resources. Historic resources serve as visual reminders of Staunton’s past, providing a link to its cultural heritage and a better understanding of the people and events which shaped the patterns of its development. Preservation of these resources makes it possible for them to continue to play an integral, vital role in the City and the area.

Staunton contains a wealth of physical reminders of the past through its historic architecture. Through the efforts of the Historic Staunton Foundation (HSF), five historic districts and many individual buildings within the City have been listed in the National Register of Historic Places and the Virginia Landmarks Register.

### RELATIONSHIP TO OTHER PLAN ELEMENTS

#### Housing

Historic buildings can be modified for affordable housing or mixed-use opportunities.

#### Economy

Rehabilitated historic buildings generate new tax revenues, increase employment, and provide improved spaces for retail, offices, housing, lodging and entertainment.

#### Transportation

The design of road improvements and parking standards should consider the traditional, historic design of the City.

#### Land Use

Zoning ordinances should be compatible with and promote the protection of historic resources.

## HISTORICAL ERAS

### Pre-European Contact Era: 1000 B.C.E – 1492

*Flourishing societies of indigenous peoples live by hunting, farming, fishing, and trading.*

Evidence of a formerly robust Native American population abounds in the Augusta-Staunton area. Archaeologists have identified and excavated numerous camping, village, and burial locations and they document Native presence since at least 11,500 BC.

The road system we use today developed out of an original Indian trail system. For example, Rt. 11 closely follows what was known as the “Great Trading Path” or the “Warrior’s Path” at the time of initial European settlement.

Today’s Staunton once marked the approximate centerpoint of a mound-building culture that flourished during the 12<sup>th</sup> and 13<sup>th</sup> centuries.

### Colonial Era: 1492 – 1763

*Europeans explore, establish colonies, create conflict with Native Americans; European rivalries continue.*

- 1732** John Lewis, an immigrant from Ireland, was the first settler in Augusta County building his home, Fort Lewis, a mile east of present-day Staunton.
- 1736** King George II issued a grant to William Beverley for 118,491 acres of land embracing a large part of what is now Augusta County.
- 1745** A courthouse was built for Augusta County, which, at that time, stretched westwards to the Mississippi River and encompassed much of what now makes up the states of Kentucky, Ohio, Indiana, Illinois, most of West Virginia and a portion of western Pennsylvania (including present-day Pittsburgh).
- 1747** A plan for the Town of Staunton was developed at Beverley's "Mill Place." Staunton was named after Lady Rebecca Staunton, the wife of the popular colonial Governor William Gooch (for whom Goochland County, Virginia is named).
- 1760** Staunton was considered a major trading center in the remote back country of Virginia.
- 1761** Staunton was incorporated by the Virginia General Assembly.

## Revolutionary Era: 1763–1789

*Maturing colonial economies; increasing tension with Great Britain leads to war and independence.*

Staunton served primarily as the seat of government - the Courthouse was a primary attraction for business. Staunton lay at the intersection of the *Great Wagon Road* (later known as the *Valley Turnpike*) and early roads to the west and served as a major center for trade.

- 1781** The Virginia State Legislature met in Staunton for 17 days, after being forced by British troops to flee Richmond. Participants included Patrick Henry and Daniel Boone.

## Early Republic, Westward Expansion, and Antebellum Eras: 1789–1860

*New federal government; first political parties; uncertain international relations; expansion to the Mississippi.*

*Growth in transportation and industry; Jacksonian democracy; Manifest Destiny; removal of Native Americans.*

*Differences over expansion of slavery leads to increasing sectionalism; conflict with Mexico.*

- 1791** *The Staunton Academy* was established as one of the first private boy's schools in the Shenandoah Valley.

- 1800** There were over 200 buildings including 8 taverns, 4 hotels, a newspaper, a firehouse, and a jail. The population of 800 was a mixture of Scotch, Irish, German, and Eastern Virginians with much of the town business connected to Richmond, Alexandria, and Fredericksburg. In the 1800s slavery did exist in Staunton and Augusta County. From the 1820s through 1860, slaves represented twenty percent of the population. Slavery was ubiquitous and systematic to the economy and society.

- 1828** *Western State Lunatic Asylum* (now known as *Western State Hospital*) was established in Staunton as one of the earliest institutions of its kind in the nation.



Original Western State - Source: CSPDC

- 1830s** The population had grown to 2,000. During this time the Valley Pike (present day U.S. Route 11) was constructed between Staunton and Winchester, following the early Wagon Road, that followed the Path of the Iroquois.
- 1840s** The construction of the Staunton-Parkersburg Turnpike (now West Beverley Street), made Staunton the gateway to the frontier and a market center for goods returning from the newly developed areas. During this period, the Augusta Female Seminary (now Mary Baldwin University), the Virginia Female Institute (now Stuart Hall), and the Virginia School for the Deaf and the Blind were founded in Staunton. All three schools are still operating. The Gospel Hill section of the City was developed after Beverley Street was extended and the Winchester Road (now known as Coalter Street) was paved. Growth also occurred in the Newtown and Stuart Addition neighborhoods.
- 1847** Staunton's first bank, the Valley Bank of Staunton opened and served as the only bank in the town until after the Civil War.
- 1848** Water system improvements were made when running water was pumped into Staunton from Buttermilk Springs.
- 1849** Thornrose Cemetery, Staunton's first municipal cemetery was created.
- 1850s** Staunton was the largest town in the upper Shenandoah Valley, with an excellent transportation network including a major railroad running directly to the State capital, five stagecoach lines, and good roads. A telegraph line to Richmond was installed; Gas lines were placed that provided the ability to light the streets and homes.
- 1854** The *Virginia Central Railroad* arrived. The introduction of railroads led to Staunton's further development as the commercial center for the agricultural products of Augusta County and neighboring Highland County.
- 1855** President Franklin Pierce visited Staunton and gave a speech at the Virginia Hotel, which was located at the present day location of the New Street Parking Garage.
- 1856** The twenty-eighth President of the United States, Woodrow Wilson, was born in Staunton. In 1912, as President-Elect, he visited Staunton and spent the night in the room in which he had been born. Wilson served as President from 1913 to 1921.

## Civil War and Reconstruction Era: 1860–1877

*War over states' rights to secede and emancipation; union preserved; new rights for African Americans.*

**1860s** When the Civil War began, Staunton became a strategic point of interest for both the Confederate and Union militaries. Staunton's location at the intersection of the Valley Turnpike, the Staunton Parkersburg Turnpike, and the Virginia Central Railroad made it an important supply hub for the Confederate forces in Virginia as well as a target for invading Union forces. An arsenal, commissary, workshops, and warehouses were constructed in the City. Some of the military companies formed in Staunton were attached to the Fifth Virginia Regiment, part of the Stonewall Brigade commanded by Thomas Jonathan "Stonewall" Jackson. Five men in the Fifth Virginia regiment were members of Staunton's Mountain Sax Horn Band. The Stonewall Brigade Band was formed around these men. Today, the Stonewall Brigade Band is the oldest, continuous, community supported band in America.

Staunton was a hub of Southern military activity during the Civil War, serving as a supply depot for the Army of Northern Virginia, and as the headquarters of Stonewall Jackson's army during the Valley campaign. Some notable Confederate officers from Staunton include: William S. Baylor, John D. Imboden, and Jedediah Hotchkiss, who was the chief cartographer and topographer who worked for Stonewall Jackson, Jubal Early, and General Robert E. Lee.

**1862** In May, General Stonewall Jackson and the Army of the Valley arrive in Staunton after conducting a diversionary march from Conrad's Store (present day Elkton) to Mitchum Station, just west of Charlottesville. After their stay in Staunton they engage Union forces at the Battle of McDowell in Highland County.

**1864** Following the Confederate defeat at the Battle of Piedmont, Union forces under the command of Major General David H. Hunter took control of Staunton, which until that point had been controlled by the Confederate army. Union soldiers destroyed the railroad station and industries and confiscated usable supplies throughout the town. In August, Hunter was replaced by Major General Philip H. Sheridan. Union troops, under Philip Sheridan, occupied Staunton once again and laid waste to the Valley of Virginia, including Augusta County. Staunton escaped the brunt of destruction, losing only its industries and public buildings. The fall of 1864 would come to be known as "The Burning". Over the winter of 1864 - 65, Confederate Generals, Jubal Early and Fitzhugh Lee used Staunton as their headquarters. Sheridan's men drove them out leaving Staunton in the hands of the Union for the remainder of the war.

- 1865** Allen Chapel African Methodist Episcopal Church was founded. Allen Chapel is the oldest church in the City of Staunton and west of the Blue Ridge Mountains to be established by people of color.
- 1866** The last federal troops left in January.
- During reconstruction, freed African Americans moved west from eastern Virginia. In Staunton, the African American community progressed through the development of free public schools and strong churches. Two African American communities that developed during this period were Sandy Hollow and Uniontown.
- 1867** Dr. Barnas Sears, an educator and minister, who served as the General Agent for the Peabody Educational Fund that funded free public school systems in the South during Reconstruction, moved to Staunton. Dr. Sear’s work dispelled much of the bitterness of reconstruction through the South.
- 1869** Fairview Cemetery was founded by Mount Zion Baptist Church and Augusta Street United Methodist Church in the Sandy Hollow community.
- 1870** Staunton’s population reached 5,120.
- 1871** Staunton was incorporated as a city.
- 1870s** The *Staunton Military Academy (SMA)*, the first schools for the African American community, and the Staunton Public School system were all developed.
- 1876** Under the leadership of Major Alexander Hart, Staunton’s Jewish community formed the congregation of the Temple House of Israel.

### **Industrial Age/Gilded Age and Progressive Era : 1877 – 1920**

*Immigration, industrialization, urbanization; Big business, railroads, organized labor, machine politics.*

*Reform-urban problems; temperance; government and business corruption; women’s rights.*

The majority of the present structures in the City's core area and business district were built. Coal and mineral extraction operations were developed in the Shenandoah Valley and West Virginia. While the mines themselves were located to the west and east of the City, the management constructed their headquarters in Staunton, bringing with them their families and related wealth.

**1886** Temple House of Israel purchased land on present day Augusta Street to create a cemetery, that is still in use today.

**1890** A streetcar system was established with five and a half miles of track and 75 mules.

A young architect, named T.J. Collins, moved from Washington, D.C. to Staunton. Over the course of the next twenty years, he designed or remodeled nearly 200 buildings in Staunton, many of which still survive and have been restored. Three generations of the Collins family operated the firm, T.J. Collins & Sons until it closed in 2006.



Damages From 1896 Flood  
Source: City of Staunton—Local Citizen

**1896** A major flood in the Wharf Area caused catastrophic damage to Staunton’s downtown area.

## 20<sup>th</sup> Century

**1900** The focus of commercial activity centered around the railroad, the portal for exporting and importing farm goods. Residential areas were located within walking distance of the commercial sector. As the population increased, the cost of land accessible to the Central Business District skyrocketed. As a result, housing units of the period were built in as close proximity to one another as possible. In the search for available land, the steep hillsides surrounding the City were developed. Development was able to disperse somewhat with the large number of institutions of education and rehabilitation located within the City which required large areas of land and their grounds provided open space for the rest of the community.

**1902** On July 10, 1902, Staunton became an independent city.

**1908** Staunton became the first city to adopt the Council-Manager form of government.

**1910 - 15** Staunton transforms to an auto-centric city, people move from owning stables to house horses, to owning garages to house vehicles.

**1910** Staunton’s population surpassed 10,000 persons at 10,604. Staunton’s most famous disaster, the sinkhole cave-ins on Baldwin Street occurred.

**1911** The Staunton Fire Department purchased the first motorized fire apparatus in Virginia. (“Jumbo”, as it was named by its manufacturer, has been fully restored and is on display at the Fire Department.)

## Era of the World Wars, the Roaring Twenties and the Great Depression: 1914 – 1945

*European conflict challenges U.S. policy of neutrality; Allied victory makes world safe for democracy. Business booms, superficial prosperity; new life styles for women; growth of mass media; Red Scare. World trade declines, banks fail, high unemployment, urban and rural poverty; New Deal expands the role of federal government. Dictators threaten world peace on 2 fronts – Europe and pacific; mobilizes U.S. economy and industry; U.S. a world leader.*

- 1924** The Stonewall Jackson Hotel opens.
- 1938** Woodrow Wilson Birthplace Foundation was established.
- 1941** Charles Catlett donates a 50-acre park, Betsy Bell and Mary Gray Park to the City. (An additional 20 acres was acquired in 1995 by the City through a donation from CSC Associates.)

## Cold War Era: 1945 – 1989

*Tension between U.S. and Communist USSR; threat of nuclear war.*

- 1950** Staunton’s population reached nearly 20,000 at 19,927.

- 1950s** As a result of the Federal Highway Act, the Interstate highway system began to change the traditional patterns of development and led to more rapid suburban growth. Families began to move out into the countryside where there was cheaper land prices and lower taxes.



Downtown Staunton

Source : City of Staunton Public Relations Office

## 1950s and 1960s

Businesses began to locate along commercial strips of the major transportation corridors. Capital was not reinvested in the Central Business District.

Older structures were often allowed to deteriorate and blight developed. Many of the dilapidated structures were leveled and the property utilized for parking. Additionally, improvements in the Federal and State highway systems allowed industries to shift from railroads as a means of transporting goods to the more flexible trucking industry. Local road improvements allowed firms to locate in the county hinterland where large tracts of land were available at a lesser cost, and so, more desirable for the increasing size of manufacturing plants.

Prior to the 1970s, Staunton was able to handle the sprawling growth patterns through means of annexation of the developing areas.

- 1970** Staunton’s population topped out at 24,461.
- 1970—94** The Statler Brothers host their free annual Fourth of July concert, “Happy Birthday U.S.A.” in Staunton’s Gypsy Hill Park.
- 1971** The Historic Staunton Foundation was established to promote preservation of the City’s downtown historic districts. The Foundation is still active today.
- 1972** A moratorium on annexation was enacted by the Virginia General Assembly and temporarily prevented further expansion by the City.
- 1980** Staunton’s population dipped to 21,857.
- 1983** The Historic Staunton Foundation was recognized by the National Trust for Historic Preservation for its historic preservation efforts.
- 1984** The City of Staunton and the County of Augusta entered into an agreement for consolidation. It was presented to the residents by means of a referendum and included a "backup" plan in the event that consolidation was not approved. There were three different areas for annexation agreed upon, depending on which jurisdiction rejected the consolidation plan. The City residents rejected the consolidation plan and the County residents voted in favor of it.
- 1986** The Frontier Culture Museum opened.
- 1987** The City of Staunton annexed 11.1 square miles and 2,752 residents from Augusta County.

### **End of the 20th and Beginning of the 21st Centuries**

- 1990** Staunton’s population moved back up to 24,461, as a result of the annexation.
- 1991** Restoration of the Wharf District / Staunton Station began.
- 1993** The *Staunton-Augusta Farmers' Market* opened and is now one of the most successful farmers' markets in Virginia.
- 1995** Staunton was named a Virginia Main Street Community. This revitalization program has the goal of stimulating long term economic growth around a traditional downtown.

**1996** The Staunton Downtown Development Association (SDDA) was formed to serve as the City's designated Virginia Main Street organization.

**1998** Staunton initiated the "Big Dig" project to bury utility lines and install historical lighting and brick sidewalks in the Downtown Central Business District.

**2000** Staunton's population was down slightly to 23,853.

**2001** Renovation of the former Eakleton Hotel building began. The building houses *The R.R. Smith Center for History and Art*, a joint project of the Historic Staunton Foundation, the Augusta County Historical Society and the Staunton-Augusta Art Center.



Blackfriar's Playhouse Source: CSPDC

The world's first re-creation of Shakespeare's indoor theater, The Blackfriars Playhouse, opened in Downtown Staunton.

**2002** The New Street Parking Garage was opened by City. Staunton received the Palladio Award for the design of the New Street Parking Garage from *Traditional Building* and *Period Homes* magazines.

Staunton received the President's Citation from Preservation Alliance of Virginia. Staunton was recognized by the National Trust for Historic Preservation as a Great American Main Street Community.

**2003** The City announced plans for a public-private partnership to renovate the Stonewall Jackson Hotel and construction of a new conference center.



Stonewall Jackson Hotel Source: CSPDC




**2006** Village Associates purchased the Original Western State Hospital property located on Greenville Avenue.

**2007** The Villages of Staunton, a housing development to be located on the original site of the Western State Hospital on Greenville Avenue, broke ground. The development will include the renovation of existing buildings and new construction. The site will host town homes, condominiums, single family dwellings, and commercial spaces.

- 2010** The City of Staunton purchased the former Western State Hospital property located near the Route 250, Interstate 81 and Interstate 64 interchange from the Commonwealth of Virginia for the development of Staunton Crossing.
- 2016** Staunton Crossing Partners purchased the front 25 acres of Staunton Crossing from the City of Staunton.

## HISTORIC DISTRICTS AND INDIVIDUAL HISTORIC SITES

**Table 3-1 - Staunton Historic Districts**

	<p><b>Beverley Historic District</b></p> <p>150 buildings and eleven blocks of Staunton's Central Business District. Classic example of a Victorian main street.</p>
	<p><b>Wharf Historic District</b></p> <p>Approximately 25 late-19th century warehouses located between Johnson Street and the C &amp; O Railroad.</p>
	<p><b>Stuart Addition Historic District</b></p> <p>Roughly follows a tract of land deeded to Staunton in 1803 by Judge Archibald Stuart. The area contains examples of several different types of architecture. Traditionally a racially mixed neighborhood, the area has a rich association with the City's African-American community.</p>
	<p><b>Gospel Hill Historic District</b></p> <p>Recognized at the local, state, and national level for its architectural significance. Includes the site of the founding of Staunton and the Woodrow Wilson Birthplace.</p>
	<p><b>Newtown Historic District</b></p> <p>Reflects social and cultural developments spanning over a century and a half. Is Staunton's oldest continuously occupied residential area. Includes examples of late-18th, 19th, and early 20th century architecture.</p>

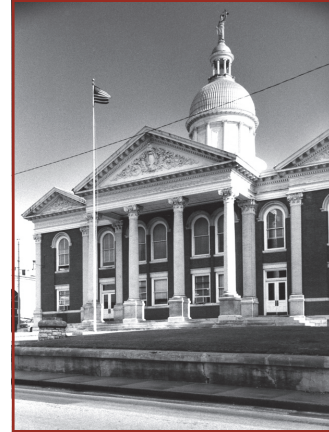
Source: Historic Staunton Foundation

### Table 3-2 - Individual Historic Sites

#### **Augusta County Courthouse**

Corner of Johnson and Augusta Streets

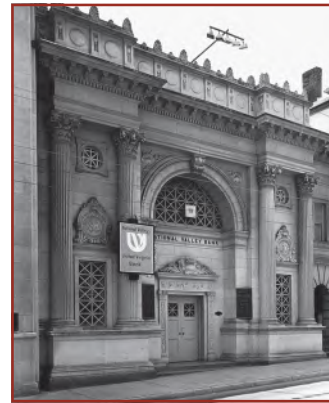
One of Staunton's most conspicuous landmarks, the Augusta County Courthouse stands on the site of all the county's Courthouses since the first one was built in 1745. Its imposing architectural design represents the prominent local architect T. J. Collins' interpretation of the florid Classicism popular at the turn of the twentieth century.



#### **United Virginia Bank**

12-14 West Beverley Street

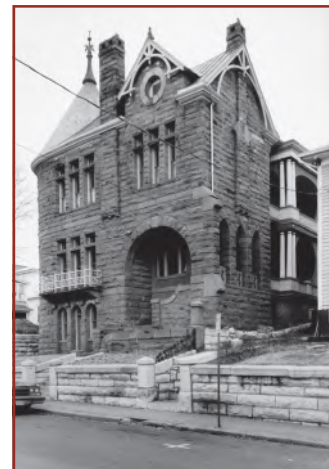
Designed by T. J. Collins in 1902, United Virginia Bank is modeled after the Roman Arch of Titus and is one of the Shenandoah Valley's finest examples of Beaux-Arts architecture. Inside, an enormous stained glass skylight is surrounded by a delicately coffered plaster ceiling. The bank began operating in 1865 under the direction of General John Echols who solicited subscriptions from Enoch Pratt and John Hopkins. The exterior of the bank is totally original and unaltered, according to a 1906 photograph.



#### **Arista Hoge House**

215 Kalorama Street

The arresting façade of the Arista Hoge House survives as Staunton's only domestic example of the Richardsonian Romanesque Style. Commissioned by local businessman and public servant Arista Hoge in 1891 as a new front for the house he had built ca. 1882, it is an early work of the firm of Collins and Hackett, illustrating the swing in taste during the 1880s from the delicacy of the Italianate to the solidity of the Romanesque.



**Table 3-2 – Individual Historic Sites - continued**

**Breezy Hill**

1220 North Augusta Street

The prosperity of Staunton's "boom" years at the turn of the century is well reflected in Breezy Hill, one of the most ambitious of the large houses of the period scattered throughout the City. This rambling suburban villa of some 30 rooms is a knowing blending of the Queen Anne and Shingle styles, late-Victorian modes promulgated by the nation's wealthy classes. Begun ca. 1896 and completed in 1909, Breezy Hill is the work of T. J. Collins, the City's leading architect for several decades.



**Catlett House**

303 Berkeley Place

A classic example of the American interpretation of the Queen Anne style. Completed in 1897 for Fannie Catlett, widow of the locally prominent R. H. Catlett, the house incorporates all the elements associated with the mode: a mixture of materials, asymmetrical plan, tower, gables, Classical details, and a multiplicity of window types.



**Hilltop**

Mary Baldwin University Campus

The oldest building on the Mary Baldwin University campus, Hilltop, was built around 1816, according to land tax records. The simple, yet formal neo-classical style of the house is quite in keeping with the styles of that time period.



**Kable House**

310 Prospect Street

Kable House was built in 1873 for J. W. Alby, but was purchased by Captain William Kable in 1883 for use as the Staunton Male Academy. It is the oldest building on the former SMA campus and is one of the most elaborate Italianate houses remaining in Staunton.



**Table 3-2 – Individual Historic Sites- continued**

**Mary Baldwin University Main Building**

Mary Baldwin University Campus

Constructed in 1844, the Main Building of the Augusta Female Seminary (now Mary Baldwin University) was executed in the Greek Revival style and has become the architectural symbol of the school. Characteristic of this popular early 19th century style is the large triangular pediment supported by four Greek Doric columns.



**J.C.M. Merrilat House**

521 East Beverley Street

With its steep gables, scrolled bargeboards, board-and-batten siding, and diamond-pane windows, the J.C.M. Merrilat House presents an ideal image of a mid-19th century Gothic Revival cottage.



**Thomas J. Michie House**

324 East Beverley Street

Built in 1847-48 for State Delegate Thomas J. Michie, this handsome Greek Revival dwelling on Staunton's prestigious East Beverley Street has been home for several of the City's most illustrious citizens.



**C.W. Miller House**

210 North New Street

The former Music Building of Mary Baldwin University was designed by local architect T. J. Collins for the C. W. Miller family and was completed in 1900. It is Staunton's best example of the domestic Chateausque style and includes such characteristics as well dormers, turret, decorative chimneys and roof finials. The ornate interior of the Music Building features elaborate spindled hall arches, stained glass windows and unusual mantelpieces, all of which are in remarkable original condition.



**Table 3-2 – Individual Historic Sites- continued**

**Oakdene**

605 East Beverley Street

This visually arresting house represents the late 19th-century Queen Anne style at its finest and most imaginative. Its skillful, but yet unidentified, architect borrowed forms and motifs from 16th- and 17th-century European precedents and combined them into a unique structure employing outstanding craftsmanship and notably fine materials.



**The Oaks**

437 East Beverley Street

The Oaks is one of the most historically and architecturally significant structures in all of Staunton. The original portion of the house was constructed prior to 1868 and the front facade, or wing, was added in 1888 under the direction of owner Major Jedediah Hotchkiss. Defying conventional styles, The Oaks' exterior displays many elements of the Shingle Style, although it is executed in brick. The somewhat restrained facade belies the richness of the interior which features magnificent mantelpieces, tongue and groove cedar paneling, stained glass windows and brass lighting fixtures.



**Rose Terrace**

150 North Market Street

The beautiful detailing and elaborate brick work of Rose Terrace makes it one of Staunton's most elegant late 19th century homes. Built in 1875 in the Italianate style, Rose Terrace was purchased by Mary Baldwin University in 1919 and has been used as the President's home and today, as a dormitory. A small outbuilding, known as "Little House," also remains and is used as living quarters. The exterior of this two-and-one-half story brick residence remains quite original and features delicately carved brackets and woodwork, ornate corbelled chimneys and extensive brick detailing.



**Table 3-2 – Individual Historic Sites- continued**

**Sears House**

400 Marquis Street

Built in 1866 by Dr. Robert Lewis Madison, the Sears House reflects the influence of the picturesque cottage and villa designs of the 19th century horticulturist, A. J. Downing. The house was constructed in the Tuscan villa style of a bracketed cottage and was later enlarged with the addition of a tower. Downing's concern for the natural landscape can be seen in the dramatic hilltop setting.



**Stuart Hall Main Building**

225 West Frederick Street

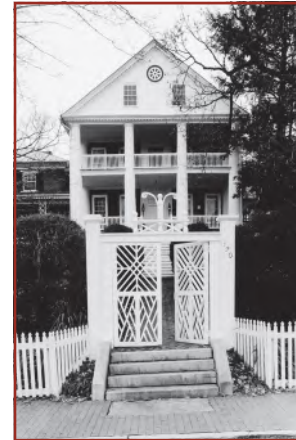
Stuart Hall, once named the Virginia Female Institute, is the oldest preparatory school for girls in Virginia. The main building of the school, "Old Main," was built in 1846 in the Greek Revival style of architecture.



**Stuart House**

120 Church Street

The Stuart House, Staunton's finest example of Jeffersonian neo-classicism, was built in 1791 for prominent lawyer Archibald Stuart. The two-story brick structure features a four-column portico which may be the oldest such portico on a residence in the state. A two-and-one-half story brick wing fronted with a gallery was added to the main house in 1844. The Stuart House is also notable for its elaborate interior woodwork, the lattice work front gates and the very original condition of the entire house.



**Cobble Hill Farm**

101 Woodlee Heights Road

Cobble Hill Farm is an approximately 196-acre agricultural unit comprised of two tenant farms and the Cobble Hill parcel. The owner's residence, its formal gardens, and the accompanying outbuildings sit high on a knoll. Cobble Hill was designed in the Tudor Revival and French Eclectic styles by Sam Collins in 1936.

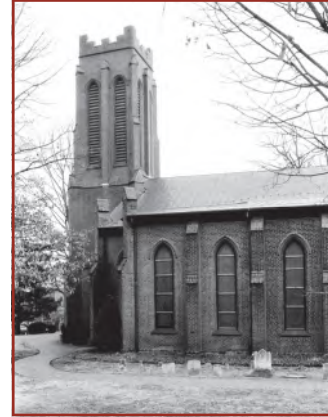


**Table 3-2 – Individual Historic Sites- continued**

**Trinity Episcopal Church**

214 West Beverley Street

Trinity Episcopal Church is the direct descendent of the Augusta Parish Church, which served as the only type of government in Staunton until 1780 when the Parish Vestry was dissolved by a legislative act. The present church is the third on the site and was built in 1855. This Gothic Revival style church contains seven signed Tiffany stained glass windows. Two other buildings on the church lot, the Parish House and the Rectory, date from 1872-73. These three buildings feature some of the most decorative brick work to be found in the area.



**Virginia School for the Deaf and the Blind Main Building**

East Beverley Street

To meet the needs of the deaf and blind students in the Commonwealth, the Virginia General Assembly passed an act founding the institute in 1838. The main building of the school was completed in 1846 and stands today as one of the Country's oldest and most distinguished deaf and blind schools. The imposing Greek Revival structure, designed by prominent Baltimore architect, Robert Cary Long, features six large fluted Greek Doric columns which support a classically decorated triangular pediment.



**Waverly Hill**

3001 North Augusta Street

This elegant expression of the Georgian Revival style is the work of William Lawrence Bottomley, a prominent New York architect who maintained an extensive clientele in Virginia for his stately, richly detailed Georgian mansions. Drawing from Palladian, English, and Colonial Virginia precedents, Bottomley fashioned imaginative and functional dwellings for affluent Virginians during the 1920s and 1930s and set a standard of excellence in domestic architecture that is yet revered in the Commonwealth. The house was commissioned in 1929 by Mr. and Mrs. Herbert McKelden Smith, prominent Stauntonians.



**Table 3-2 – Individual Historic Sites - continued**

**Original Site of Western State Hospital**

Greenville Avenue

The Western Lunatic Asylum, or Western State Hospital as it is known today, was founded in 1825 to offer a more conveniently located asylum for the Commonwealth's western citizens. The main building of the six-building complex was designed by William Small, a prominent Baltimore architect, who used both Greek and Roman revival elements in the building's construction. The main structure is flanked by two, two-story end pavilions that were constructed approximately ten years after the main building.



**Woodrow Wilson Birthplace**

24 North Coalter Street

Located on the corner of Frederick and Coalter Streets, the birthplace of President Woodrow Wilson was built in 1846 as the manse of the First Presbyterian Church in Staunton. Reverend Joseph R. Wilson was the minister of this church in 1856, the year his son, Thomas Woodrow Wilson, was born. The house is a simple, two-story brick structure on the Coalter Street side; but because it is built on a steep slope, the rear of the house is actually three stories and features a four-columned portico. The Woodrow Wilson Birthplace (WWBP), a National Historic Landmark, underwent an extensive academic restoration in 1979, carried out by restoration architects, Fauber Garbee, Inc., of Lynchburg.



**Steephill**

Park Boulevard

Originally built in 1877-78 in the Gothic style by Colonel John Lewis Peyton, Steephill is a brick Georgian Revival style house that was remodeled in 1926-27 by Staunton architect Sam Collins. An outstanding example of Georgian Revival in Staunton, the house sits on a steep, terraced hill near the City's Gypsy Hill Park. During the remodeling, the landscaping was redesigned to be more compatible with Steephill's new look, the grounds serving as an important extension of the house.



**Table 3-2 – Individual Historic Sites - continued**

**Booker T. Washington High School**

1114 West Johnson Street

The Booker T. Washington High School was constructed in 1936 and is a notable example of the Art Deco style as designed by architect Raymond V. Long. An addition was added in 1960 to the south end of the school. The school served as the City's only African American high school from 1936 to 1966. During the era of segregation, the building also served as a public meeting space, community library, and a recreational facility for Staunton's African American community.



**Original Site of Robert E. Lee High School**

274 Churchville Avenue

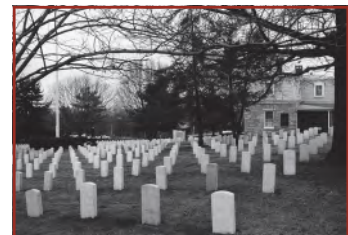
Robert E. Lee High School which was built in 1926, is a Colonial Revival-style building constructed on a bluff above Gypsy Hill Park. Flanking the central part of the school are two wings added in 1954. Cut stone cornices, entrance surrounds, bas-relief panels, large arches connecting the wings, and brick quoins at the original building corners contribute to the building's stately appearance. The school located at an important crossroads of the City was designed by the local firm of T. J. Collins in association with William Butts Ittner.



**Staunton National Cemetery**

901 Richmond Avenue

The cemetery was established in 1866 and the graves were marked with headboards that were later replaced with upright marble markers. The lodge on the site was constructed in 1871 from a design by Quartermaster General Montgomery C. Meigs, and is Second Empire in style. The original internments in the cemetery were the remains of soldiers from the Battle of Piedmont that took place in Staunton on June 5, 1864, as well as soldiers that fought in Stonewall Jackson's "Valley Campaign" in places such as Cross Keys, Port Republic, and Waynesboro. Sixty-seven Union Prisoners of War are interred in this cemetery.



**Table 3-2 – Individual Historic Sites- continued**

**Montgomery Hall Park**

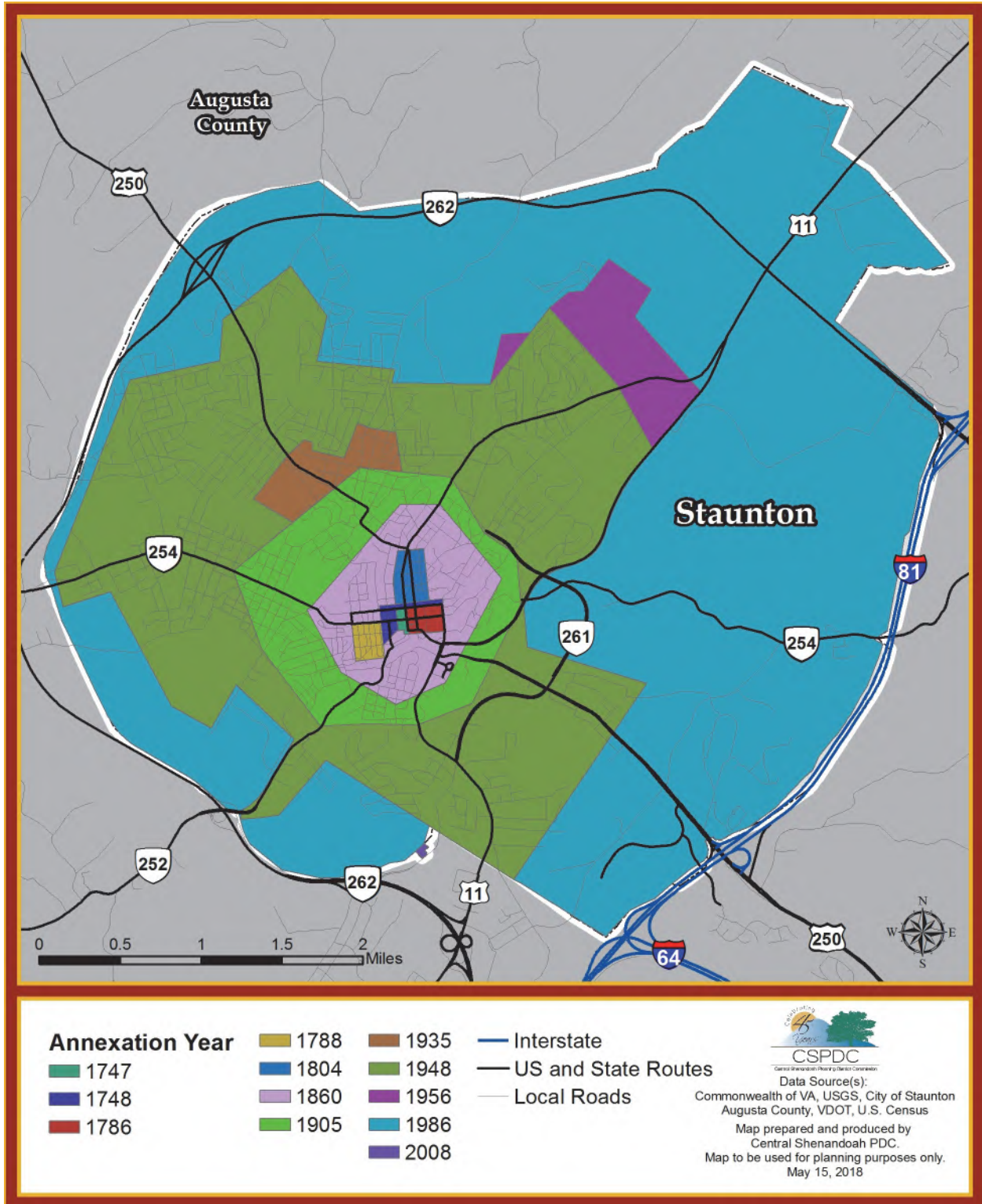
1000 Montgomery Avenue

Montgomery Hall Park was founded in 1946 as a recreational facility for African Americans during the Jim Crow era of racial segregation in Virginia. The 150-acre park with a swimming pool attracted visitors from other African American communities all over Virginia where there were few recreational facilities. The park was integrated in 1969. The park also contains Montgomery Hall, the residence of John Peyton Howe, a prominent Virginian. Montgomery Hall was built in 1822 and was renovated into a Colonial Revival style house in 1907 by T.J. Collins and his son Sam.



## ANNEXATION HISTORY

Map 3-1 - City of Staunton, Annexation Year



## Chapter 4 - Demographics

### INTRODUCTION

Population analysis and projections are fundamental to planning decisions. Past, current, and projected population information is important for understanding the changes that are taking place and providing the ability to act on those changes. Identifying demographic trends is necessary for determining the future demand on public facilities, community services, housing, employment, and land. Policy decisions are based on this information.

The source of the population data varies. Much of the data in this chapter comes from the U.S. Census Bureau. Additional data sources for this chapter include the Weldon Cooper Center for Public Service and the Virginia Department of Health. To better understand the population characteristics of Staunton, comparative data is offered for Augusta County, the City of Waynesboro, and Virginia. Additional comparative data is occasionally provided for additional cities in the Commonwealth.

### RELATIONSHIP TO OTHER PLAN ELEMENTS

Comprehensive plans are prepared using a framework of population, household, and economic data. Understanding the dynamics of the City of Staunton's population is essential to plan effectively and efficiently for the needs of the City during the next ten to twenty years. Knowing these trends will assist the City's leaders in making better decisions for its residents. Economic data is provided in Chapter 6, Economy, and additional household information may be found in Chapter 9, Housing. The Comprehensive Plan will need to be periodically updated to reflect actual population changes and their accompanying implications. This review and update will keep the Comprehensive Plan relevant.

## POPULATION TRENDS

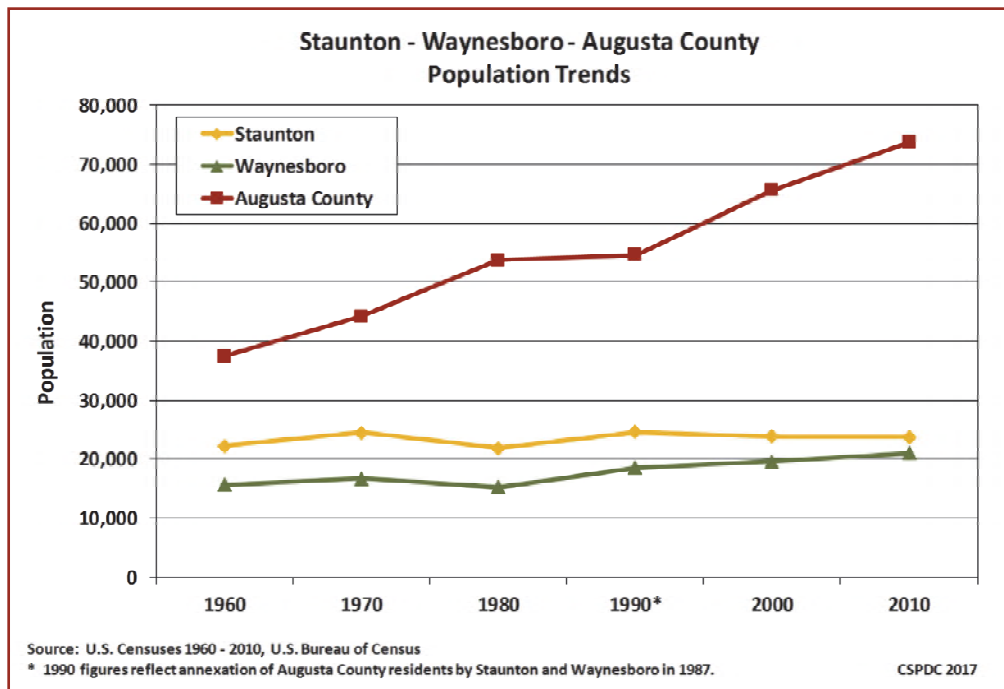
### Total Population

The population of the City of Staunton remained fairly constant between 1960 and 2010. The City increased from its population of 22,232 people in 1960 to its population of 23,746 people in 2010. The highest population peak of 24,581 people occurred between 1980 and 1990, after the 1987 annexation of land from Augusta County to the City. The population of the City decreased by 0.4 percent between 2000 and 2010. During this same time period, the Staunton Correctional Center closed in 2003 and the population from the Augusta County Jail was relocated in 2006 to the Middle River Regional Jail.

As a comparison, the City of Waynesboro increased its population from 15,694 people in 1960 to 21,006 people in 2010 and Augusta County increased its population from 37,363 people in 1960 to 73,750 people in 2010. Between 2000 and 2010, the population of the City of Waynesboro increased by 7.6 percent and the population of Augusta County increased by 12.4 percent.

Figure 4-1 and Table 4-1 provide a comparison of the population trends and population change over time in the region for the City of Staunton, City of Waynesboro and Augusta County. Table 4-1 also includes information for the Commonwealth of Virginia.

**Figure 4-1 - Staunton – Waynesboro- Augusta County Population Trends**



<b>Table 4-1- Total Population - Sub-Regional and State Comparisons</b>		
<b>Total Population - 2010</b>		
	<b>Staunton</b>	23,746
	<b>Augusta County</b>	73,750
	<b>Waynesboro</b>	21,006
	<b>Virginia</b>	8,001,024
<b>Population Change</b>		
	<b>1990 to 2000</b>	Staunton = Down 2.5% Augusta = Up 20.0% Waynesboro = Up 5.2% Virginia = Up 14.4%
	<b>2000 to 2010</b>	Staunton = Down 0.4% Augusta = Up 12.4% Waynesboro = Up 7.6% Virginia = Up 13.0%
	<b>1990 to 2010</b>	Staunton = Down 2.9% Augusta = Up 34.9% Waynesboro = Up 13.2% Virginia = Up 29.3%

Source: U.S. Census Bureau, Decennial Census, 1990-2010

The City of Staunton represents 20 percent of the total population of the Staunton - Augusta - Waynesboro area. As the City's population has remained constant and population in Augusta County and the City of Waynesboro have increased, this percentage has decreased. In 1990, the City of Staunton represented 25 percent of the total area population.

It is important to consider various factors that may impact population numbers, such as migration, natural increase, and fluctuations in group quarters, including institutionalized and non-institutionalized populations. Although the overall City population has decreased slightly, it is evident that people are migrating to Staunton based on the population changes related to natural increase and group quarter populations.

As seen in Table 4-2, the census data reflects that the City's population decreased 0.4 percent, or 107 people, between 2000 and 2010. During this time period, there were 2,977 births and 3,325 deaths. Change due to natural increase (the number of births - the number of deaths) was -348 people. The number of individuals in group quarters in the City also dropped significantly during this time period. The group quarters population decreased by 1,452 people from 2,637 people in 2000 to 1,185 people in 2010. Group quarters include

noninstitutionalized populations such as college student housing and military quarters, and institutionalized populations such as correctional facilities, juvenile facilities, nursing facilities/skilled-nursing facilities and other institutional facilities.

The noninstitutionalized population of the City, which is home to Mary Baldwin University, decreased by 60 people between 2000 and 2010. College students living with their parents are counted in the census at the location of their parental home. College students that live away from their parents during college, either on-campus or off-campus, are counted in the census at the location of their on-campus or off-campus residence where they spend the majority of their time living and sleeping. As a result, students may be counted in the census under a different category than noninstitutionalized population.

The institutionalized population of the City decreased by 1,395 people during this time period, from 1,853 people in 2000 to 458 people in 2010. The decrease in institutionalized numbers may be related to the closing of Staunton Correctional Center in 2003, the relocation of the Augusta County Jail population to Middle River Regional Jail in Augusta County in 2006, and fluctuations in the patient population at Western State Hospital. Psychiatric hospitals were included as a separate category of group quarters in the 2000 Census, but not in the 2010 Census.

<b>Table 4-2- Total Population - City of Staunton</b>	
<b>Population</b>	2010 = 23,746 (20.0% of SAW Area Population) 2000 = 23,853 (21.9% of SAW Area Population) 1990 = 24,461 (25.0% of SAW Area Population)
<b>Population Increase</b>	1990 to 2000 = Down 608 Persons or -2.5% 2000 to 2010 = Down 107 Persons or -0.4% 1990 to 2010 = Down 715 Persons or -2.9%
<b>Live Births - 2000 to 2010</b>	2,977
<b>Total Deaths</b>	3,325
<b>Net Increase - Staunton</b>	Down 348 Persons
<b>Sub-Regional Comparison:</b>	
<b>Augusta County</b>	Up 1,580 Persons
<b>Waynesboro</b>	Up 683 Persons

Source: U.S. Census Bureau, Decennial Census, 1990-2010; Virginia Department of Health, Virginia Vital Statistics Annual Reports, 2000-2010

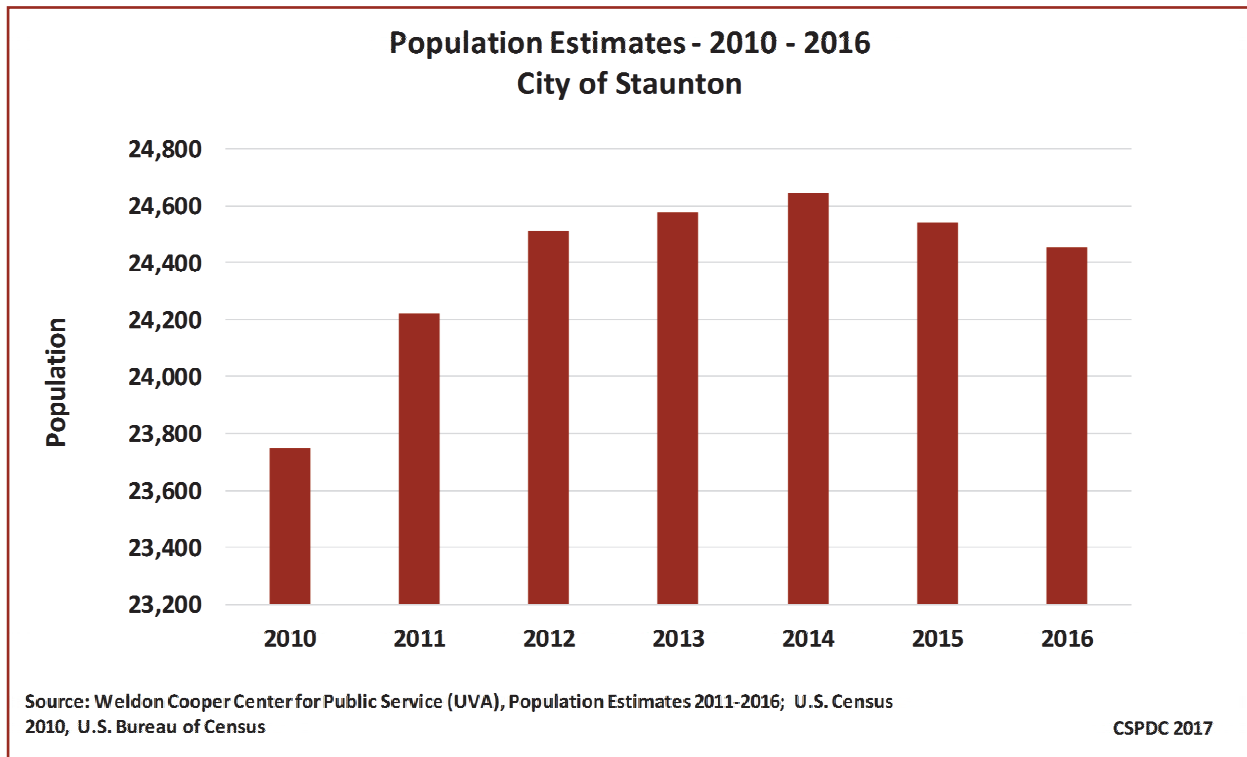
### Population Estimates and Projections

Based on data from the Weldon Cooper Center for Public Service at the University of Virginia, the 2016 population of the City of Staunton is estimated to be 24,453 people. Since the 2010 Census, the population of the City has increased in population size but has experienced annual fluctuations as seen in Table 4-3 and Figure 4-2.

Table 4-3- Population Estimates – City of Staunton	
<b>Current Population Estimates</b>	2010 = 23,746 (US Census) 2011 = 24,222 2012 = 24,512 2013 = 24,577 2014 = 24,647 2015 = 24,542 2016 = 24,453

Source: U.S. Census Bureau, Decennial Census, 2010; Weldon Cooper Center for Public Service (UVA, Population Estimates 2011-2016)

Figure 4-2 - Population Estimates - City of Staunton



Over the next 20 years, the population of the City of Staunton is expected to increase modestly. As seen in Table 4-4, the population growth is estimated to be 6.28 percent between 2010 and 2020, 1.11 percent between 2020 and 2030, and -0.30 percent between 2030 and 2040. It is estimated that the population will grow 1,696 people between 2010 and 2040, to a new total population of 25,442 people.

**Table 4-4 - Population, 2010 and Population Projections, 2020-2040, City of Staunton**

<b>Years</b>	<b>Total Population</b>	<b>Total Growth</b>	<b>Percent Change</b>
2010	23,746	-	-
2020	25,238	1,492	6.28%
2030	25,519	281	1.11%
2040	25,442	-77	-0.30%
<b>Total Change</b>		<b>1,696</b>	<b>7.14%</b>

Source: Weldon Cooper Center for Public Service (UVA), Population Projections, 2020-2040

## Population Density

Population density is the average number of persons per square mile of land area. The number is derived by dividing the total number of residents by the number of square miles of land area in the specified geographic area.

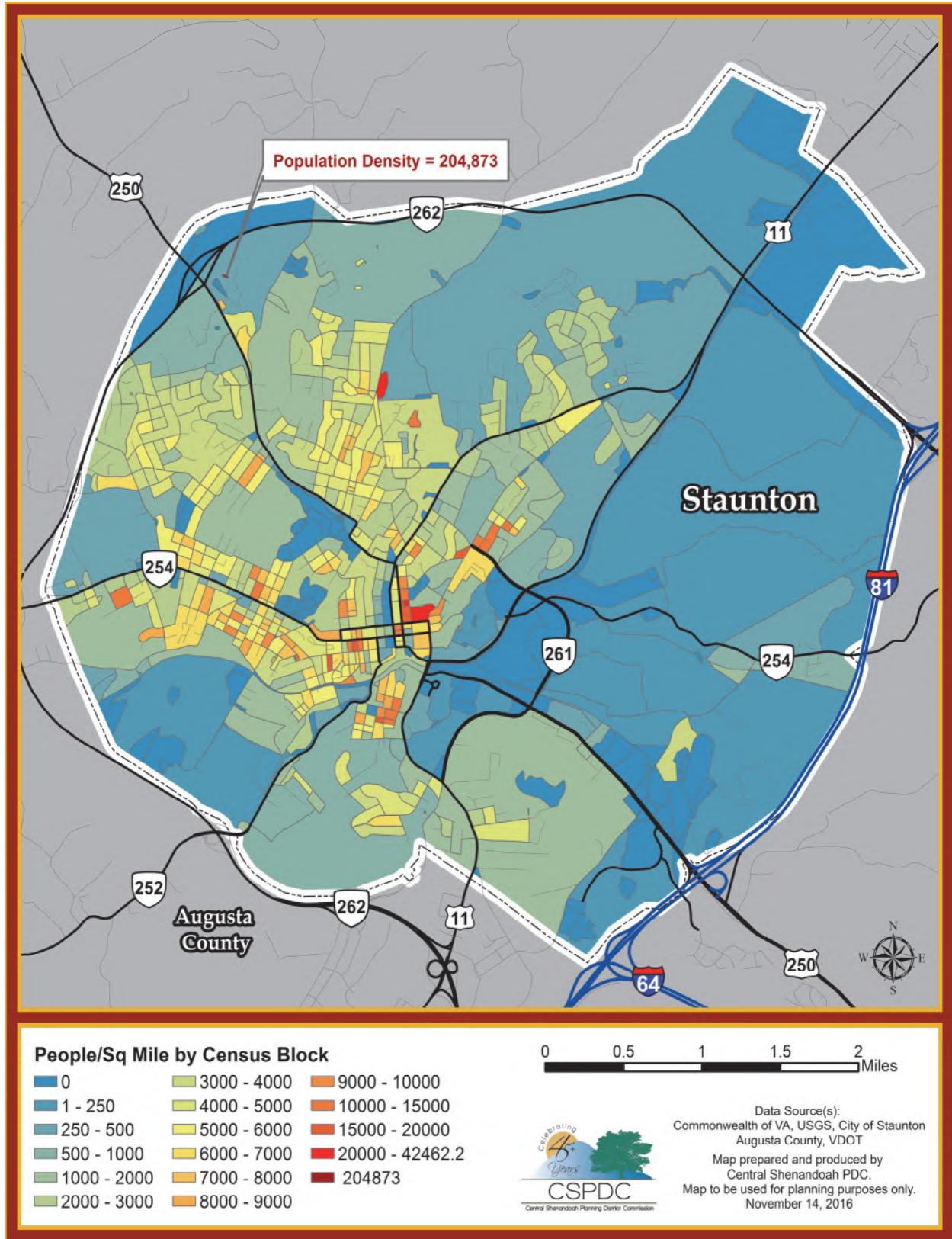
The population density for the City of Staunton is 1,188.8 persons per square mile. As seen in Table 4-5, the City has a lower population density than other comparative cities, including Waynesboro, Harrisonburg, Lexington and Richmond, although the size of the land area in the City of Staunton is larger than Waynesboro, Harrisonburg and Lexington.

The City of Staunton is 19.98 square miles in size. 3.99 square miles of the City, or 2,554.97 acres, is held in Agricultural-Forestal Districts. Development in an Agricultural-Forestal District is restrictive and limited to certain conditions. Approximately 19.98 percent of the City's landmass is held in one of four Agricultural-Forestal Districts, the Bell's Lane Agricultural District, the Merrifield Agricultural District, the M.O. Carr Agricultural District and the Middlebrook Agricultural and Forestal District. For a depiction of the population density in the City by census block, refer to Map 4-1.

<b>Table 4-5- Population Density</b>		
<b>Staunton</b>	1,188.8 Persons Per Square Mile	(19.98 square miles)
<b>Waynesboro</b>	1,396.8 Persons Per Square Mile	(15.04 square miles)
<b>Harrisonburg</b>	2,808.2 Persons Per Square Mile	(17.42 square miles)
<b>Lexington</b>	2,820.2 Persons Per Square Mile	(2.50 square miles)
<b>Richmond</b>	3,414.7 Persons Per Square Mile	(59.81 square miles)

Source: U.S. Census Bureau, Decennial Census, 2010

Map 4-1 - Population Density by Census Block



## HOUSEHOLDS

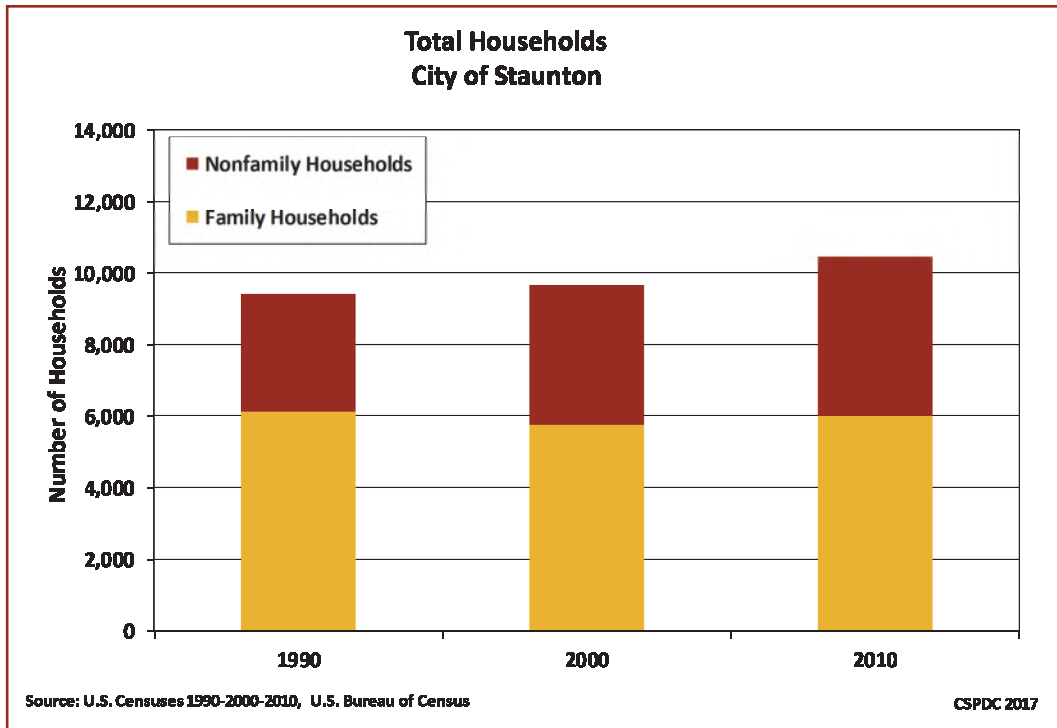
A household includes all the people who occupy a housing unit as their usual place of residence. A household may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

The number of households in Staunton increased 8.3 percent between 2000 and 2010, while the total population decreased by 0.4 percent. In 2000, the City had 9,676 households. By 2010, the total number of households had increased to 10,480 as depicted in Figure 4-3 and Table 4-6. During this same time period, the average number of persons per household decreased slightly from 2.19 persons per household to 2.15 persons per household. Persons per household is calculated by dividing the total number of persons in households by the number of households.

The U.S. Census Bureau distinguishes two main categories for households, a family household and a nonfamily household. A family household is a householder living with one or more people related to him or her by birth, marriage or adoption. Examples of family households may include married-couple households or female householder families. A nonfamily household is a householder living alone or with nonrelatives only.

The total number of family households increased between 2000 and 2010 by 3.7 percent. Married couple households decreased by 2.4 percent and female householder families increased by 20.7 percent. Between 2000 and 2010, the number of nonfamily households increased from 3,910 to 4,498 households, a change of 15 percent.

**Figure 4-3 - Total Households – City of Staunton**



**Table 4-6- Households - City of Staunton**

<b>Total # of Households - 2010</b>	10,480 Increase of 8.3% from 2000 Increase of 11.1% from 1990
<b>Family Households - 2010</b>	5,982 Increase of 3.7% from 2000 Decrease of 2.4% from 1990
<b>Married Couple Households - 2010</b>	4,194 Decrease of 2.4% from 2000 Decrease of 12.9% from 1990
<b>Female Householder Families - 2010</b>	1,369 Increase of 20.7% from 2000 Increase of 28.2% from 1990
<b>Nonfamily Households - 2010</b>	4,498 Increase of 15.0% from 2000 Increase of 36.3% from 1990
<b>Average # of Persons Per Household - 2010</b>	2.15 Persons Decrease from 2.19 in 2000 Decrease from 2.30 in 1990

Source: U.S. Census Bureau, Decennial Census, 1990-2010

## AGE STRUCTURE

It is important to look at the age structure of the City of Staunton. As people progress from one age group to another, their needs change and their role in the community changes.

Median age is an initial indicator of changes in a community's age groups. Median age in the City has increased from 36.8 years in 1990, to 39.8 years in 2000, to 42.2 years in 2010. As seen in Table 4-7, the median age in the City has increased 5.4 years since 1990. In 2010, the City had a slightly lower median age than Augusta County (42.9 years) and a slightly higher median age than the City of Waynesboro (38.8 years). Median age has also increased in other localities since 2000.

The two age groups in Staunton with the highest percentage in population are the working age groups, those ages 21 to 44 and ages 45 to 64. The age group from 21 to 44 years of age has the highest population percentage in the City, at 29.2 percent or 6,932 people. Although it has the highest percentage, the age group for 21 to 44 years has actually decreased by 12.4 percent since 2000. The age group for those from ages 45 to 64 years has the second highest population percentage in the City at 27 percent, or 6,421 people. It is also the age group that has the highest number in population increase, with an additional 673 people between 2000 and 2010.

Children under the age of 18 account for 19.4 percent of the population. The percentage for the age group under the age of 18 has decreased from 20.6 percent in 1990 to 19.8 percent in 2000, to the 19.4 percent in 2010, for a total decline in the population of 413 children.

Adults 65 years and older account for 19.8 percent of the population. This age group increased by 13.1 percent in the City between 1990 and 2010. The age group for those 85 years and older has experienced the greatest percentage increase within individual age groups between 2000 and 2010, increasing 21.7 percent.

For additional information about age structure for the City of Staunton, see Table 4-7. For additional information about comparisons with localities in the area and the Commonwealth of Virginia, see Table 4-8.

**Table 4-7- Age and Age Groups - City of Staunton**

<b>Median Age - 2010</b>	42.2 Years Up from 39.8 Years in 2000 Up from 36.8 Years in 1990
<b>% of Population Under 18 Years - 2010</b>	19.4% Down from 19.8% in 2000 Down from 20.6% in 1990
<b>% of Population Over 65 Years - 2010</b>	19.8% Up from 18.0% in 2000 Up from 17.0% in 1990
<b>Increase in Population Under 18 Years</b>	1990 to 2000 = Down 299 Persons 2000 to 2010 = Down 114 Persons 1990 to 2010 = Down 413 Persons
<b>Increase in Population Over 65 Years</b>	1990 to 2000 = Up 153 Persons 2000 to 2010 = Up 390 Persons 1990 to 2010 = Up 543 Persons
<b>Age Group with Highest % in Category - 2010</b>	21 to 44 Years = 29.2% or 6,932 Persons Down from 33.2% or 7,911 Persons in 2000 Down from 36.5% or 8,923 Persons in 1990
<b>Age Group with 2nd Highest % in Category - 2010</b>	45 to 64 Years = 27.0% or 6,421 Persons Up from 24.1% or 5,748 Persons in 2000 Up from 21.1% or 5,158 Persons in 1990
<b>Age Group with Lowest % in Category - 2010</b>	85+ Years = 3.0% or 713 Persons Up from 2.5% or 586 Persons in 2000 Up from 1.7% or 423 Persons in 1990
<b>Age Group with the Greatest % Increase</b>	
<b>1990 to 2000</b>	85+ Years = Up 38.5%
<b>2000 to 2010</b>	85+ Years = Up 21.7%
<b>1990 to 2010</b>	85+ Years = Up 68.6%
<b>Age Group with Greatest # Increase</b>	
<b>1990 to 2000</b>	45 to 64 Years = Up 590 Persons
<b>2000 to 2010</b>	45 to 64 Years = Up 673 Persons
<b>1990 to 2010</b>	45 to 64 Years = Up 1,263 Persons
<b>Age Group with Smallest % Increase</b>	
<b>1990 to 2000</b>	21 to 44 Years = Down 11.3%
<b>2000 to 2010</b>	21 to 44 Years = Down 12.4%
<b>1990 to 2010</b>	21 to 44 Years = Down 22.3%
<b>Age Group with Smallest # Increase</b>	
<b>1990 to 2000</b>	21 to 44 Years = Down 1,012 Persons
<b>2000 to 2010</b>	21 to 44 Years = Down 979 Persons
<b>1990 to 2010</b>	21 to 44 Years = Down 1,991 Persons

Source: U.S. Census Bureau, Decennial Census, 1990-2010.

<b>Table 4-8- Age and Age Groups – Sub-Regional and State Comparisons</b>	
<b>Median Age - 2010</b>	Staunton = 42.2 Years Augusta = 42.9 Years Waynesboro = 38.8 Years Virginia = 37.5 Years
<b>Increase in Median Age - 1990 to 2010</b>	Staunton = Up 5.4 Years Augusta = Up 8.0 Years Waynesboro = Up 2.4 Years Virginia = Up 4.9 Years
<b>% of Population Under 18 Years - 2010</b>	Staunton = 19.4% Augusta = 21.4% Waynesboro = 23.3% Virginia = 23.2%
<b>Increase in Population Under 18 Years - 1990 to 2010</b>	Staunton = Down 8.2% or 413 Persons Augusta = Up 17.0% or 2,290 Persons Waynesboro = Up 14.2% or 609 Persons Virginia = Up 23.2% or 348,939 Persons
<b>% of Population Over 65 Years - 2010</b>	Staunton = 19.8% Augusta = 16.1% Waynesboro = 17.0% Virginia = 12.2%
<b>Increase in Population Over 65 Years - 1990 to 2010</b>	Staunton = Up 13.1% or 543 Persons Augusta = Up 91.5% or 5,657 Persons Waynesboro = Up 14.4% or 448 Persons Virginia = Up 47.0% or 312,467 Persons

Source: U.S. Census Bureau, Decennial Census, 1990-2010

**Table 4-8 continued- Age and Age Groups – Sub-Regional and State Comparisons**

<b>Comparison of Various Age Groups - 2010</b>	
<b>Ages 0 to 20</b>	Staunton = 24.0% or 5,703 Persons Augusta = 24.9% or 18,376 Persons Waynesboro = 26.9% or 5,655 Persons Virginia = 27.5% or 2,201,130 Persons
<b>Ages 21 to 44</b>	Staunton = 29.2% or 6,932 Persons Augusta = 28.0% or 20,682 Persons Waynesboro = 30.5% or 6,397 Persons Virginia = 33.2% or 2,653,993 Persons
<b>Ages 45 to 64</b>	Staunton = 27.0% or 6,421 Persons Augusta = 31.0% or 22,853 Persons Waynesboro = 25.6% or 5,387 Persons Virginia = 27.1% or 2,168,964 Persons
<b>Ages 65 to 74</b>	Staunton = 9.8% or 2,320 Persons Augusta = 9.3% or 6,892 Persons Waynesboro = 8.6% or 1,809 Persons Virginia = 6.9% or 549,804 Persons
<b>Ages 75 to 84</b>	Staunton = 7.0% or 1,657 Persons Augusta = 5.0% or 3,691 Persons Waynesboro = 5.9% or 1,229 Persons Virginia = 3.8% or 304,730 Persons
<b>Ages 85+</b>	Staunton = 3.0% or 713 Persons Augusta = 1.7% or 1,256 Persons Waynesboro = 2.5% or 529 Persons Virginia = 1.5% or 122,403 Persons

Source: U.S. Census Bureau, Decennial Census, 1990-2010

**Table 4-8 continued- Age and Age Groups – Sub-Regional and State Comparisons**

<b>Age Group with Greatest % Increase</b>	
<b>1990 to 2000</b>	
<b>Staunton</b>	85+ Years = Up 38.5%
<b>Augusta</b>	85+ Years = Up 121.2%
<b>Waynesboro</b>	85+ Years = Up 63.5%
<b>Virginia</b>	85+ Years = Up 46.2%
<b>2000 to 2010</b>	
<b>Staunton</b>	85+ Years = Up 21.7%
<b>Augusta</b>	85+ Years = Up 46.7%
<b>Waynesboro</b>	85+ Years = Up 30.0%
<b>Virginia</b>	85+ Years = Up 40.3%
<b>1990 to 2010</b>	
<b>Staunton</b>	85+ Years = Up 68.6%
<b>Augusta</b>	85+ Years = Up 224.5%
<b>Waynesboro</b>	85+ Years = Up 112.4%
<b>Virginia</b>	85+ Years = Up 105.0%
<b>Age Group with Smallest % Increase</b>	
<b>1990 to 2000</b>	
<b>Staunton</b>	21 to 44 Years = Down 11.3%
<b>Augusta</b>	21 to 44 Years = Up 4.5%
<b>Waynesboro</b>	65 to 74 Years = Down 7.6%
<b>Virginia</b>	21 to 44 Years = Up 2.9%
<b>2000 to 2010</b>	
<b>Staunton</b>	21 to 44 Years = Down 12.4%
<b>Augusta</b>	21 to 44 Years = Down 5.8%
<b>Waynesboro</b>	75 to 84 Years = Down 5.2%
<b>Virginia</b>	21 to 44 Years = Up 1.4%
<b>1990 to 2010</b>	
<b>Staunton</b>	21 to 44 Years = Down 22.3%
<b>Augusta</b>	21 to 44 Years = Down 1.7%
<b>Waynesboro</b>	65 to 74 Years = Down 3.8%
<b>Virginia</b>	21 to 44 Years = Up 4.3%

Source: U.S. Census Bureau, Decennial Census, 1990-2010

**Table 4-8 continued- Age and Age Groups – Sub-Regional and State Comparisons**

<b>Age Group with Greatest # Increase</b>	
<b>1990 to 2000</b>	
<b>Staunton</b>	45 to 64 Years = Up 590 Persons
<b>Augusta</b>	45 to 64 Years = Up 5,648 Persons
<b>Waynesboro</b>	45 to 64 Years = Up 494 Persons
<b>Virginia</b>	45 to 64 Years = Up 464,892 Persons
<b>2000 to 2010</b>	
<b>Staunton</b>	45 to 64 Years = Up 673 Persons
<b>Augusta</b>	45 to 64 Years = Up 5,299 Persons
<b>Waynesboro</b>	45 to 64 Years = Up 858 Persons
<b>Virginia</b>	45 to 64 Years = Up 538,097 Persons
<b>1990 to 2010</b>	
<b>Staunton</b>	45 to 64 Years = Up 1,263 Persons
<b>Augusta</b>	45 to 64 Years = Up 10,947 Persons
<b>Waynesboro</b>	45 to 64 Years = Up 1,352 Persons
<b>Virginia</b>	45 to 64 Years = Up 1,002,989 Persons
<b>Age Group with Smallest # Increase</b>	
<b>1990 to 2000</b>	
<b>Staunton</b>	21 to 44 Years = Down 1,012 Persons
<b>Augusta</b>	85+ Years = Up 469 Persons
<b>Waynesboro</b>	65 to 74 Years = Down 143 Persons
<b>Virginia</b>	85+ Years = Up 27,557 Persons
<b>2000 to 2010</b>	
<b>Staunton</b>	21 to 44 Years = Down 979 Persons
<b>Augusta</b>	21 to 44 Years = Down 1,285 Persons
<b>Waynesboro</b>	75 to 84 Years = Down 68 Persons
<b>Virginia</b>	75 to 84 Years = Up 32,119 Persons
<b>1990 to 2010</b>	
<b>Staunton</b>	21 to 44 Years = Down 1,991 Persons
<b>Augusta</b>	21 to 44 Years = Down 347 Persons
<b>Waynesboro</b>	65 to 74 Years = Down 71 Persons
<b>Virginia</b>	85+ Years = Up 62,694 Persons

Source: U.S. Census Bureau, Decennial Census, 1990-2010

## SEX

The 2010 Census indicated that 54.7 percent of the City of Staunton’s population is female and 45.3 percent of the City’s population is male. In comparison to other localities in the area and Virginia, the percentage of females in the City is higher. The population in the City of Waynesboro is 52.4 percent female and 47.6 percent male. The population in Augusta County is 49.3 percent female and 50.7 percent male. The population in Virginia is 50.9 percent female and 49.1 percent male.

See Table 4-9, Table 4-10 and Figure 4-4 for additional information about sex distribution for the City of Staunton and comparisons with localities in the area and the Commonwealth of Virginia.

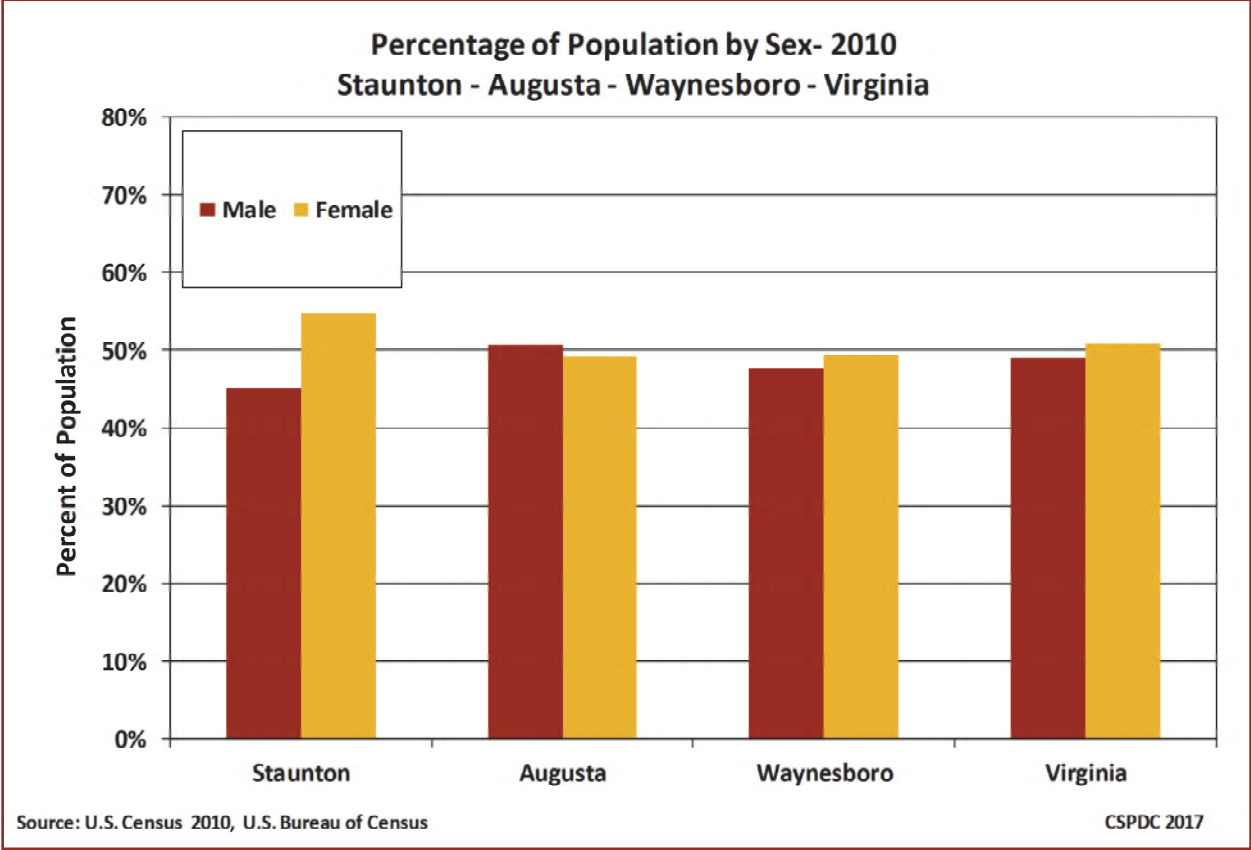
<b>Table 4-9- Sex - City of Staunton</b>	
<b>Female - 2010</b>	54.7% Up from 52.9% 2000 Up from 52.9% in 1990
<b>Male - 2010</b>	45.3% Down from 47.1% 2000 Down from 47.1% in 1990

Source: U.S. Census Bureau, Decennial Census, 2010

<b>Table 4-10- Sub-Regional and State Comparisons - Sex</b>	
<b>% Population Female - 2010</b>	Staunton = 54.7% Augusta = 49.3% Waynesboro = 52.4% Virginia = 50.9%
<b>% Population Male - 2010</b>	Staunton = 45.3% Augusta = 50.7% Waynesboro = 47.6% Virginia = 49.1%

Source: U.S. Census Bureau, Decennial Census, 2010

Figure 4-4 - Percentage of Population by Sex



## RACE AND ETHNICITY

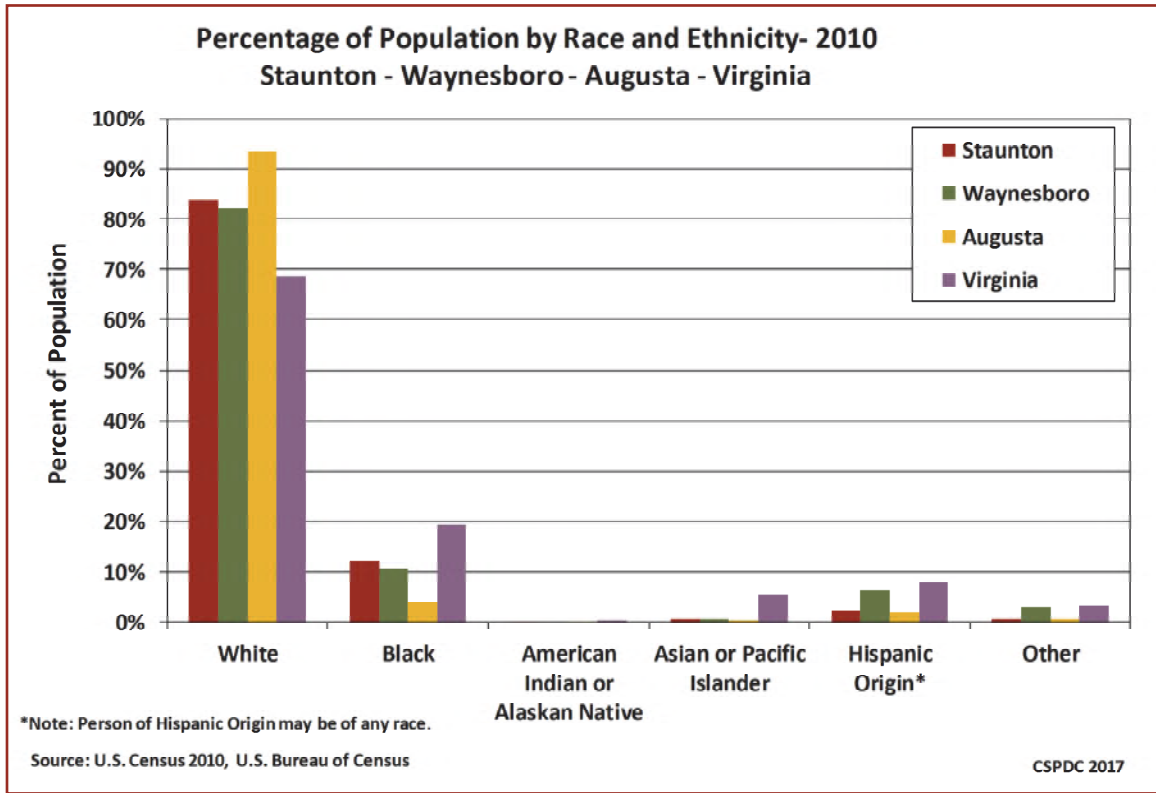
The distribution of the City of Staunton’s population by race and ethnicity is shown in Table 4-11. In 2010, 83.7 percent of the City’s population was White, 12.1 percent was Black, 2.2 percent was of Hispanic Origin, 0.2 percent was American Indian or Alaskan Native, 0.8 percent was Asian or Pacific Islander, and 0.8 percent identified as some other race.

Figure 4-5 and Table 4-12 depict the race and ethnicity of the City’s population in comparison to the City of Waynesboro, Augusta County and the Commonwealth of Virginia.

<b>Table 4-11- Race and Ethnicity Distribution - City of Staunton</b>	
<b>White - 2010</b>	83.7% Up from 83.3% in 2000; Down from 86.6% in 1990
<b>Black - 2010</b>	12.1% Down from 14.0% in 2000; Down from 12.6% in 1990
<b>American Indian or Alaskan Native - 2010</b>	0.2% Same as 2000; Same as 1990
<b>Asian or Pacific Islander - 2010</b>	0.8% Up from 0.5% in 2000; Up from 0.4% 1990
<b>Hispanic Origin* - 2010</b>	2.2% Up from 1.1% in 2000; Up from 0.7% in 1990
<b>* Note - Hispanic Origin may be of any race</b>	
<b>Other Races - 2010</b>	0.8% Up from 0.5% in 2000; Up from 0.2% in 1990

Source: U.S. Census Bureau, Decennial Census, 2010

**Figure 4-5 - Percentage of Population by Race and Ethnicity**



**Table 4-12 - Sub-Regional and State Comparisons - Race and Ethnicity Distribution**

<b>White - 2010</b>	Staunton = 83.7% Waynesboro = 82.2%	Augusta = 93.4% Virginia = 68.6%
<b>Black - 2010</b>	Staunton = 12.1% Waynesboro = 10.6%	Augusta = 4.0% Virginia = 19.4%
<b>American Indian / Alaskan Native - 2010</b>	Staunton = 0.2% Waynesboro = 0.3%	Augusta = 0.2% Virginia = 0.4%
<b>Asian or Pacific Islander - 2010</b>	Staunton = 0.8% Waynesboro = 0.8%	Augusta = 0.5% Virginia = 5.6%
<b>Hispanic Origin* - 2010</b>	Staunton = 2.2% Waynesboro = 6.4%	Augusta = 2.1% Virginia = 7.9%
<b>* Note - Hispanic Origin may be of any race</b>		
<b>Other Races - 2010</b>	Staunton = 0.8% Waynesboro = 2.9%	Augusta = 0.7% Virginia = 3.2%

Source: U.S. Census Bureau, Decennial Census, 2010

## EDUCATIONAL ATTAINMENT

Educational attainment levels in the City of Staunton increased from 2000 to 2010. During this time period, those with a high school diploma, equivalency or higher education increased 7.1 percent, from 75.6 percent in 2000 to 82.7 percent in 2010. Those with a bachelor’s degree or higher education increased 8.1 percent, from 20.4 percent in 2000 to 28.5 percent in 2010.

Table 4-13, Figure 4-6 and Figure 4-7 provide a comparison of the educational attainment levels for the City of Staunton with the City of Waynesboro, Augusta County and the Commonwealth of Virginia. The City has a higher percentage of the population that has obtained bachelor’s degrees or higher education compared to Augusta County and the City of Waynesboro.

<b>Table 4-13- Educational Attainment - City of Staunton</b>	
<b>Educational Attainment - 2010</b>	
<b>Percent of Staunton Population High School Graduates or Higher</b>	82.7% = Up from 75.6% in 2000
<b>Sub-Regional and State Comparisons</b>	83.7% Augusta County = Up from 78.2% in 2000 81.2% Waynesboro = Up from 77.9% in 2000 86.1% Virginia = Up from 81.5% in 2000
<b>Percent of Staunton Population Bachelor’s Degree or Higher</b>	28.5% = Up from 20.4% in 2000
<b>Sub-Regional and State Comparisons</b>	19.1% Augusta County = Up from 15.4% in 2000 21.8% Waynesboro = Up from 20.6% in 2000 33.8% Virginia = Up from 29.5% in 2000

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2006-2010

Figure 4-6 - Educational Attainment – Percent High School Graduate or Higher

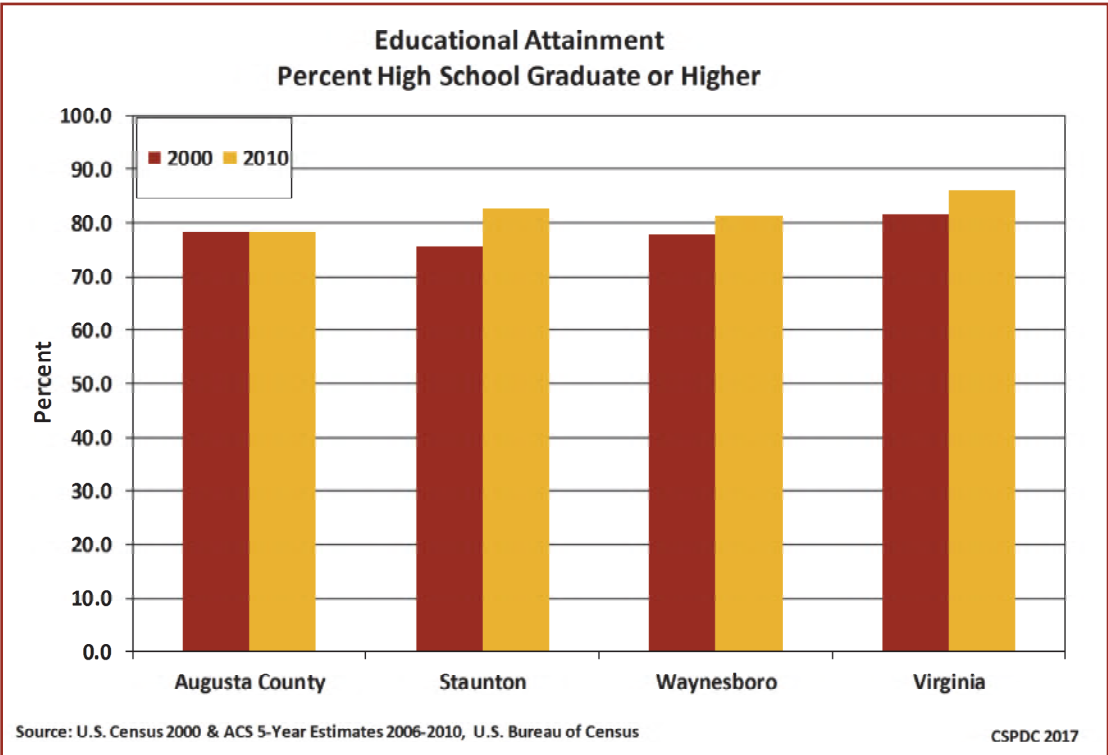
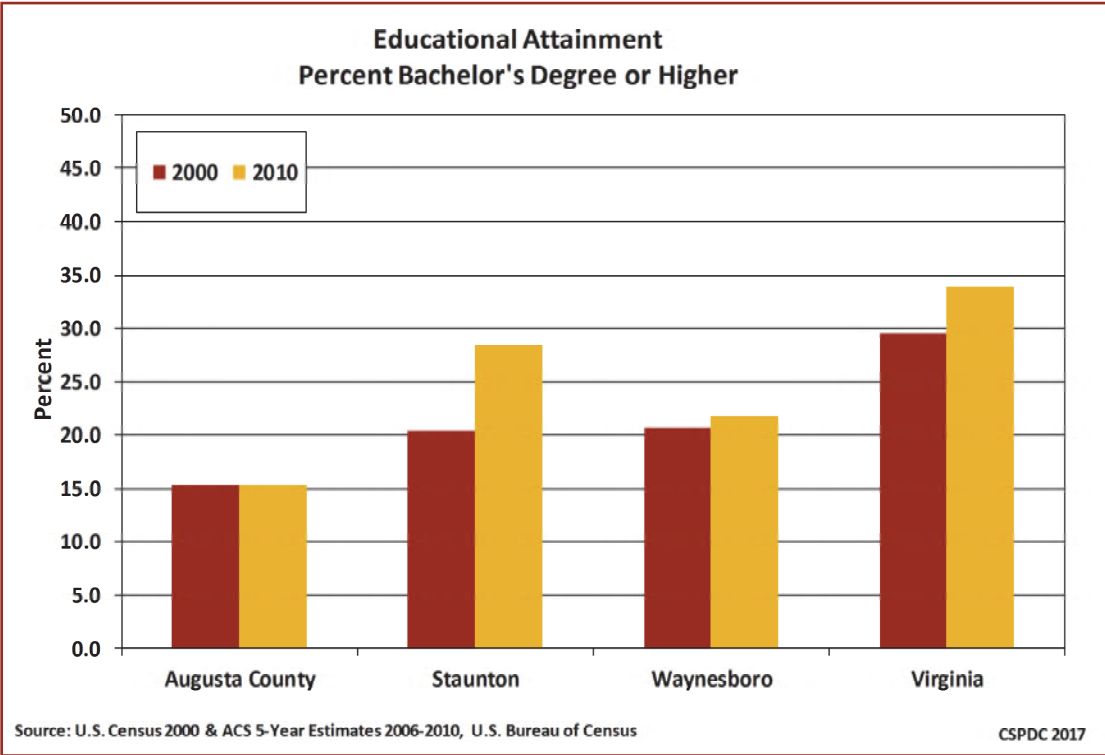


Figure 4-7 - Educational Attainment – Percent Bachelor’s Degree or Higher



## SUMMARY OF TRENDS

This population analysis has identified the following trends:

- The City of Staunton's population has remained fairly constant since 1960, but has experienced population declines since 1990.
- Although the overall City population has decreased slightly, it is evident that people are migrating to the City based on the population changes related to natural increase and the significant decrease in group quarter populations for institutionalized and noninstitutionalized populations. The decrease in institutionalized numbers may be related to the closing of Staunton Correctional Center in 2003, the relocation of the Augusta County Jail population to Middle River Regional Jail in Augusta County in 2006, and fluctuations in the patient population at Western State Hospital.
- Between 2010 and 2040, the City's population is expected to grow by 7.14 percent. The majority of that growth will occur between 2010 and 2020, with less population growth projected to occur between 2020 and 2040. A population growth of -0.30 is projected between 2030 and 2040.
- The City has a lower population density, with less people per square mile than other comparative areas.
- The number of households in the City has increased and the average number of people per household has decreased. The largest percentage increases in households are female householder families and nonfamily households. Nonfamily households are those where the primary householder lives alone or with nonrelatives.
- The median age in the City of 42.2 years in 2010 has increased by 5.4 years since 1990.
- The two age groups in the City with the highest percentage in population are the working age groups, those ages 21 to 44 and ages 45 to 64. Children under the age of 18 account for 19.4 percent of the population, and adults 65 years and older account for 19.8 percent of the population.
- The City has a higher percentage of the population that is female compared to the City of Waynesboro, Augusta County and the Commonwealth of Virginia.
- Based on population distribution by race and ethnicity, the City is comparable to the City of Waynesboro, more diverse than Augusta County and less diverse than the Commonwealth of Virginia.

- Educational attainment levels in the City have increased. The City has a higher percentage of the population that has obtained a bachelor's degree or higher education compared to Augusta County and the City of Waynesboro.

## Chapter 5 – Physical Features

### INTRODUCTION

The elements of the environment form the foundation for the quality of life that residents often seek when choosing a place to live and work. A quality of life founded on clean and accessible waterways, scenic views, woodlands, and outdoor recreation is particularly important in today's society. It is important to manage natural resources so that they continue to provide social, economic, and environmental benefits to people over time while supporting other important natural functions. This chapter identifies physical features of the City including climate data, topography, geology, soil associations, hydrology, forested lands, and flood protection mitigation measures.

### RELATIONSHIP TO OTHER PLAN ELEMENTS

#### Land Use

Natural resources affect how land can be used and how the use of land affects the natural resources. Land use, transportation and utility initiatives, policies and impacts need to be integrated with environmental policies.

#### Economy

Natural resources and environmental quality can be key elements of an economic development program. Natural resources can support local manufacturing in addition to tourism and recreation.

#### Community Services and Infrastructure

Recycling and reuse programs decrease the waste stream to the landfill/transfer station.

#### Transportation

Transportation corridors can serve a recreational purpose. Additionally, corridors can be enhanced by preserving viewsheds and buffers.

## PHYSICAL FEATURES

**Table 5-1 - Climate, City of Staunton**

<b>General Climate</b>	Temperate Continental - moderate summers and winters
<b>Average Temperature</b>	January = 32.6 F (Avg. High 41.8° F / Avg. Low 23.4°) July = 73.6 F (Avg. High 84.0° F / Avg. Low 63.3° F) Annual = 53.6° F (Avg. High 64.0° F / Avg. Low 43.1° F)
<b>Average Precipitation</b>	Annual = 39.1 Inches
<b>Concerns</b>	Flooding can be caused by tropical storm systems that move inland or from a rapid snowmelt.

**Table 5-2 – Average Temperature & Precipitation, City of Staunton**

Month	Temperature (Degrees Fahrenheit)			Precipitation (Inches)*
	Normal High	Normal Low	Average	Average
January	41.8	23.4	32.6	2.67
February	45.5	25.6	35.6	2.55
March	53.6	32.8	43.2	3.25
April	64.0	41.7	52.9	3.15
May	72.3	50.6	61.5	3.74
June	80.5	59.4	70.0	3.61
July	84.0	63.3	73.6	3.90
August	82.8	61.8	72.3	3.63
September	76.2	54.2	65.2	3.79
October	66.0	42.3	54.2	2.98
November	55.6	34.9	45.2	3.09
December	44.8	26.7	35.8	2.74
<i>Winter</i>	<i>44.0</i>	<i>25.2</i>	<i>34.6</i>	<i>7.96</i>
<i>Spring</i>	<i>63.3</i>	<i>41.7</i>	<i>52.5</i>	<i>10.14</i>
<i>Summer</i>	<i>82.5</i>	<i>61.5</i>	<i>72.0</i>	<i>11.14</i>
<i>Autumn</i>	<i>65.9</i>	<i>43.8</i>	<i>54.9</i>	<i>9.86</i>
<b>Annual</b>	<b>64.0</b>	<b>43.1</b>	<b>53.6</b>	<b>39.10</b>

\* Data from Staunton Water Treatment Plant Site: 1981-2010

Source: National Climatic Data Center

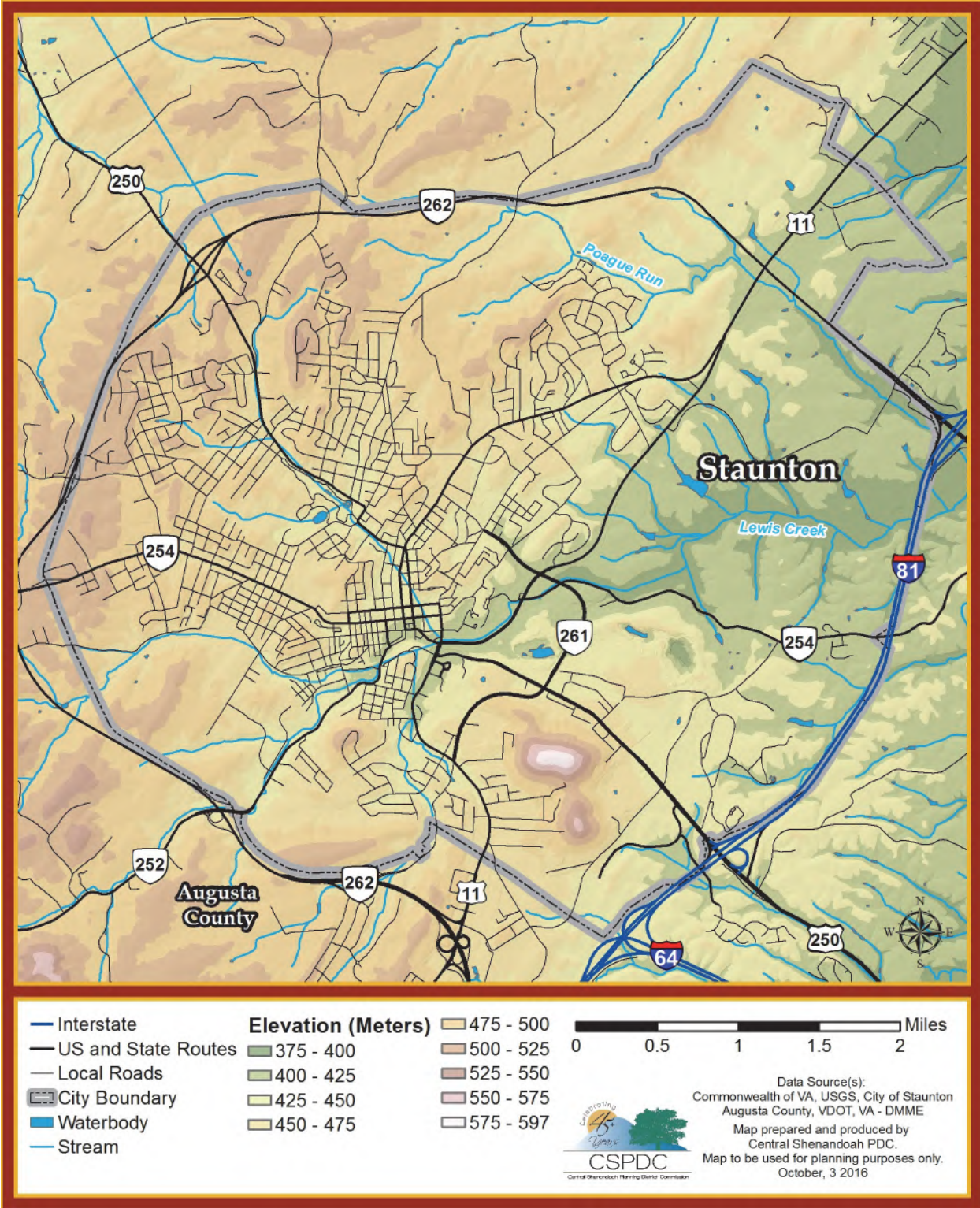
**Table 5-3 - Topography, City of Staunton**

<b>Overall Topography</b>	Steep hills amidst a rolling valley floor.
<b>Most Distinctive Topographical Features</b>	Twin hills of Betsy Bell and Mary Gray
<b>Highest Elevations</b>	1,946 feet (Betsy Bell) 1,821 feet (Mary Gray)
<b>Lowest Elevations</b>	1,300 to 1,400 feet (northeast section of the City along Lewis Creek)
<b>Typical Slopes</b>	5% to 12%
<b>Southern Portion of City:</b> <b>Northeastern Portion of the City:</b>	Large areas of slopes greater than 20% Slopes ranging from less than 12% to under 5%

**Table 5-4 - Slope Categories and Development Limitations**

<b>0 to 7 Percent Slope: Flat to Moderately Sloping</b>	No slope limitations on development or cultivation. However, some of these areas are subject to flooding and poor drainage.
<b>7 to 15 Percent Slope: Rolling Land</b>	Few limitations for residential, commercial, and industrial activities not requiring large amounts of level ground.  Development of larger tracts is more limited due to grading costs.  No limitations on pasture, forest, forage crops, and orchard uses.
<b>15 to 25 Percent Slope: Hilly Land</b>	Suitable for residential development if site planning takes topography into account.  Construction of water and sewer facilities can be quite costly and economically infeasible.  No slope limitations on pasture, forest, forage crop, and orchard uses.
<b>25 Percent Slope and Over</b>	Usually considered unsuitable for intensive development and cultivation.  When combined with conservation practices; land may be used for outdoor recreation, wildlife management, watershed protection, and forest purposes.

Map 5-1 - Elevation, City of Staunton



Map 5-2 - Slope, City of Staunton

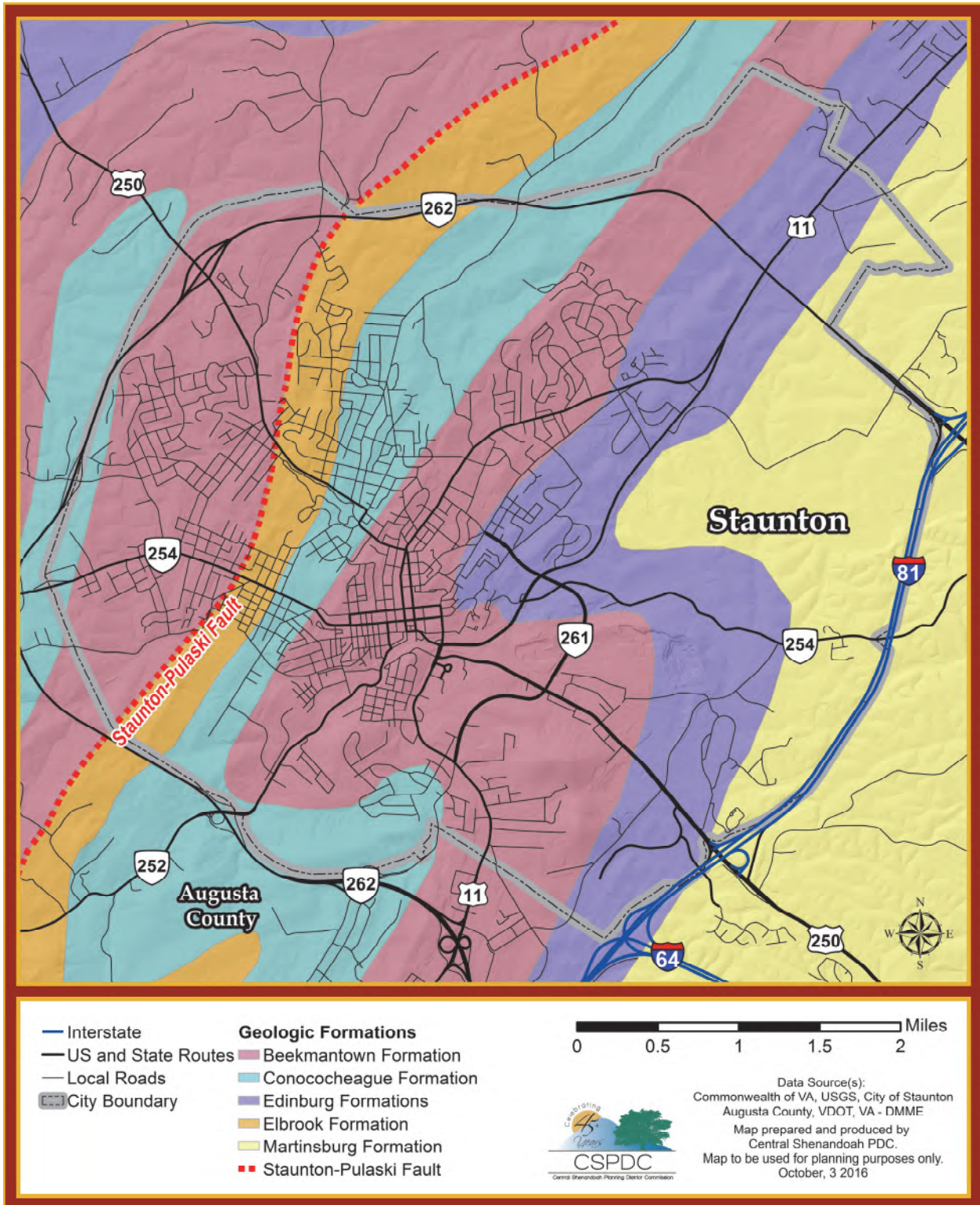


**Table 5-5 - Description of Geologic Formations, City of Staunton**

Name	Description	Thickness (feet)	Geologic Period	Potential Geologic Hazard
<b>Alluvium</b>	Sand and Clay	50-160	Quaternary	None
<b>Martinsburg Formation</b>	Shale, calcareous, silty; some greenish sandstone, fossiliferous near Little Mountain North.	2000+	Ordovician	Low bearing capacity
<b>Edinburg Formation</b>	Dense, black, argillaceous limestone; black shale and dark-gray, nodular-weathering limestone.	1200		Sinkhole collapse, ground water pollution
<b>Lincolnshire Formation</b>	Medium-grained, dark-gray, cherty limestone.	75-225		Sinkhole collapse, ground water pollution
<b>New Market Limestone</b>	Dove-gray, compact, high-calcium limestone.	0-200		Sinkhole collapse, ground water pollution
<b>Beekmantown Formation</b>	Thick-bedded, light-gray, fine-grained dolomite; some medium-gray limestone; abundant chert.	1800-2000		Sinkhole collapse, ground water pollution
<b>Chepultepec Formation</b>	Dark-gray to black limestone; some thin beds of dolomite; modular black chert.	300-400		Sinkhole collapse, ground water pollution
<b>Conococheague Formation</b>	Laminated gray limestone, thick-bedded dolomite, and thin sandstone beds.	2200-2500	Cambrian	Sinkhole collapse, ground water pollution
<b>Elbrook Formation</b>	Thin-to-thick-bedded limestone and dolomite; shaly dolomite.	2000+		Sinkhole collapse, ground water pollution

Source: Geology of the Staunton, Churchville, Greenville, and Stuarts Draft Quadrangles, Virginia; Virginia Division of Mineral Resources Publications, Charlottesville, Virginia (1967)

Map 5-3 - Geologic Formations, City of Staunton



**Table 5-6 - Geology and Development Limitations**

<p><b>Geologic Concerns for Development</b></p>	<p>Numerous sinkholes and caverns due to large karst region (underlying limestone and dolomite cause caves, sinkholes, creeks, and large springs).</p> <p>The Staunton-Pulaski Fault, one of the most significant faults in Virginia, passes through Montgomery Hall Park, Gypsy Hill Park, and the Pinehurst Area.</p>
<p><b>Karst Issues</b></p>	<p>Weight of structures may cause new fractures to form or old ones to move. Result may be a rapid collapse of the ground surface or a gradual subsidence over time.</p> <p>Weight of structures may cause compaction or subsidence of the rock; clay and soil mixture found in the bottom of sinkholes. Could cause foundations to crack.</p> <p>Taking water from the underground (e.g., by pumping wells) or changing groundwater recharge (e.g., by changing surface drainage) may remove a portion of the support from sinkholes. Result may be subsidence.</p> <p>Heavy rains and sudden increases in the amount of water drainage into a sinkhole could cause instability. Result could be subsidence or collapse.</p> <p>Development of karst regions increases the amount of water drainage into a sinkhole and could cause instability. Result could be subsidence or collapse.</p>
<p><b>Fault Issues</b></p>	<p>Impervious ground associated with development might prevent a significant amount of water from entering the fault plane, and thereby, retard the recharge to the groundwater supply.</p> <p>Development on a natural recharge area, such as a fault, could channel pollution into the groundwater supply.</p> <p>Slumping or tilting of buildings, foundation failures, or collapse could occur to development on or close to faults as a result of ground instability.</p>

**Table 5-7 – Soil Associations, City of Staunton**

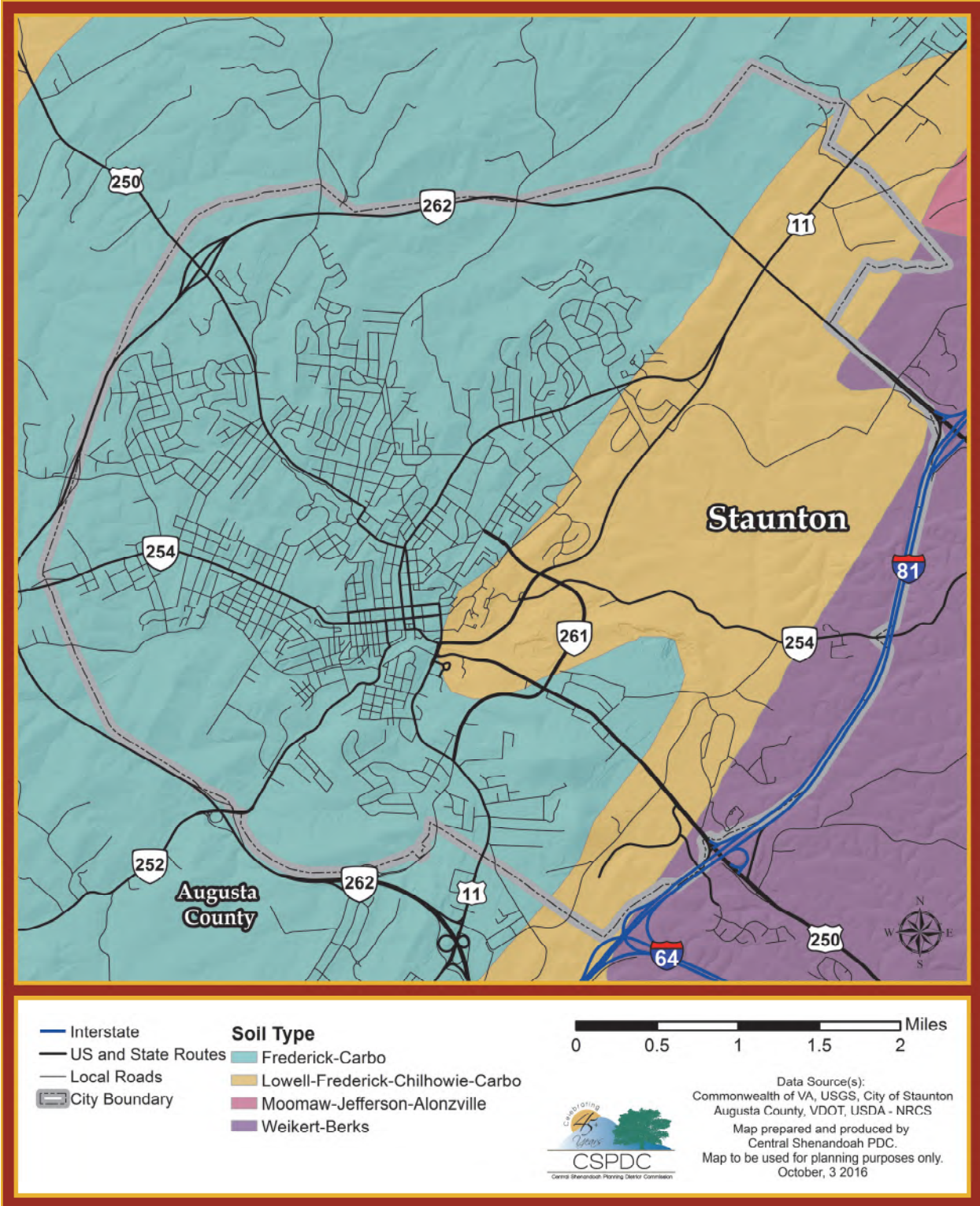
<b>Frederick-Christian-Rock Outcrop</b>	Deep, well-drained soils that have a subsoil of clay loam to clay; areas of rock outcrop; all on limestone uplands.
<b>Frederick-Bolton-Christian</b>	Deep to moderately deep, well-drained soils that have a subsoil of clay loam to clay or gravelly loam to gravelly clay loam; on limestone uplands.
<b>Chilhowie-Edom</b>	Moderately deep to deep, well-drained soils that have a dominantly clayey subsoil; on limestone uplands.
<b>Berks-Weikert-Sequoia</b>	Shallow to deep, well-drained soils that have a subsoil of shaly silt loam, shaly loam, or clay; on shale uplands.

**Note:** The general soils map is not suitable for site planning or small scale planning. The soils in any one association will vary in slope, stoniness, drainage, and other characteristics which affect development, management, and use.

**Table 5-8 - Hydrology, City of Staunton**

<b>Watersheds</b>	<p>Majority of the City is in the Lewis Creek Watershed, which lies in the Middle River Basin, which lies in the upper portion of the Shenandoah River Valley, which is a portion of the Potomac River Basin.</p> <p>Remainder of the City has 6 tributaries which empty into Bell Creek or Christian’s Creek. (3 tributaries are in the northern portion of the City, while 3 tributaries are in the eastern portion of the City.)</p>
<b>Lewis Creek Drainage Area</b>	Approximately 28 square miles, including 17 miles of floodway.
<b>Flood Concerns</b>	<p>Greatest susceptibility to floods is along a 3-mile span of Lewis Creek encompassing the Central Business District.</p> <p>Large areas of parking lots, streets, and other impervious surfaces causes a high percentage of rainfall to be funneled rapidly into inadequate drainage structures.</p> <p>Primary issue: capacity.</p>

Map 5-4 - Soil Associations, City of Staunton



Map 5-5 - Hydrology, City of Staunton



Map 5-6 - Forested Land, City of Staunton



**Table 5-9 – Flood Protection / Mitigation Measures Taken by the City**

<b>Hydraulic Structures</b>	Lake Tams - A retention pond at Gypsy Hill Park to deal with flooding on West Beverley.
<b>Streambank Restoration</b>	Along the intermittent stream through Gypsy Hill Park.
<b>Floodplain Management</b>	Staunton has a FEMA-designated “Floodplain District” in its zoning code.
<b>National Flood Insurance Program (NFIP)</b>	Staunton participates in and is a member in good standing with the NFIP, allowing property owners to purchase flood insurance through the NFIP. The NFIP aims to reduce the impact of flooding on private and public structures by providing affordable insurance to property owners and encouraging communities to adopt and enforce floodplain management regulations.
<b>Integrated Flood Observing and Warning System (IFLOWS)</b>	Staunton participates in IFLOWS, which was developed by the National Weather Service.
<b>Stormwater Management</b>	Staunton has a stormwater management ordinance as part of the City Code.
<b>Mitigation Planning</b>	<p>Staunton City Council adopted a series of 26 recommendations on June 13, 2002 as part of the Central Shenandoah Valley Regional Flood Mitigation Plan.</p> <p>Measures include flood prevention, property protection, natural resource protection, emergency services, structural projects, and public education.</p> <p>Staunton is included in the Central Shenandoah Valley Hazard Mitigation Plan which addresses hazards such as Flooding, Drought, Hurricane, Severe Winter Storm, Land Subsidence and Karst, Tornado, Wildfire, Landslide, and Terrorism. The mitigation plan is designed to reduce the impact of natural disasters in the region.</p>

## Chapter 6 - Economy

### INTRODUCTION

Economic vitality is the measure of the economic health of the City—its people, its businesses and its government. The purpose of the economic element of the Comprehensive Plan is to set goals and to establish policies which promote economic vitality for the future of the City of Staunton. This chapter provides policies that directly affect other elements of this plan.

Economic development is the process to improve the economic well-being of a community. It is a means of providing a balanced, healthy economy. For many local governments, economic development is a means of providing employment opportunities, expanding the local tax base, or expanding economic opportunity. Local economic development is a process that involves a number of activities. These activities include the formation of new institutions, the development of a new or better mix of industries, the nurturing of new and existing enterprises, and the improvement of the capacity of existing employers to produce better goods and services, identify new markets, and successfully transfer new technologies.

Local government can assume a key role in facilitating the actions necessary to develop a solid foundation for successful economic development efforts. Labor force training, provision of infrastructure, coordination of educational institutions, technical and financial assistance, public-private partnerships, and supportive land use policies and regulations are all areas in which local government will continue to play a critical role.

### RELATIONSHIP TO OTHER PLAN ELEMENTS

#### Physical Features

Natural areas support recreation and tourism, provide economic diversity, and improve the quality of life for residents and the local labor force.

#### Housing

Economic development depends on housing and creates the need for it. Affordable, quality housing is necessary for maintaining a labor force for employers to access.

#### Transportation, Communities Services and Infrastructure

Transportation, drinking water, wastewater, stormwater management, and telecommunications are vital to business success.

#### Land Use

Land use patterns affect business access to markets and customers.

## ECONOMIC PROFILE

Reviewing the economic structure of an area is an essential component of any existing conditions study. Population trends, land development pressures, the availability of funding for community facilities, and the housing market are all heavily influenced by the structure and health of the economy. In fact the standard and quality of living are largely determined by economic conditions. An economic profile is, therefore, an invaluable tool in forecasting and planning for the future. The economic profile is based on a variety of sources. Primary sources include the Virginia Employment Commission, U.S. Bureau of Economic Analysis, and the U.S. Census Bureau.

### Civilian Labor Force

As of 2016, the City of Staunton has an estimated 11,933 individuals in the civilian labor force. 11,471 individuals were employed and 462 individuals were unemployed. The unemployment rate in 2016 was 3.9 percent. For a comparison of the civilian labor force between 2010 and 2016, refer to Table 6-1. There were 11,846 individuals in the civilian labor force in 2010 and an unemployment rate of 7.8 percent. From 2010 to 2016, the unemployment rate decreased by 50 percent and the size of the civilian labor force increased by less than one percent.

<b>Table 6-1 - Civilian Labor Force - Staunton</b>				
<b>Civilian Labor Force</b>	<b>2010</b>	<b>2016</b>	<b>Number Change</b>	<b>Percent Change</b>
Civilian Labor Force	11,846	11,933	87	0.73%
Number Employed	10,920	11,471	551	5.05%
Number Unemployed	926	462	-464	-50.11%
Unemployment Rate	7.8%	3.9%	-3.9%	-50.00%

Source: Virginia Employment Commission, Local Area Unemployment Statistics (LAUS) program

A Metropolitan Statistical Area (MSA) is a geographic area used by Federal agencies for statistical purposes and have populations that exceed 50,000 individuals in a core urban area. The Staunton-Waynesboro Metropolitan Statistical Area (Staunton-Waynesboro MSA) includes the City of Staunton, the City of Waynesboro and Augusta County.

As of 2016, the Staunton-Waynesboro MSA has an estimated 58,893 individuals in the civilian labor force. 56,683 individuals were employed and 2,210 individuals were unemployed. The unemployment rate was 3.8 percent.

As depicted in Table 6-2, the size of the civilian labor force in the Staunton-Waynesboro MSA decreased by 0.43 percent from 2010 to 2016, and the unemployment rate decreased from 7.6 percent in 2010 to 3.8 percent in 2016. The size of the civilian labor force in 2010 was 59,147 individuals, of which 54,656 individuals were employed and 4,491 individuals were unemployed.

<b>Table 6-2 - Civilian Labor Force - Staunton-Waynesboro MSA*</b>				
<b>Civilian Labor Force</b>	<b>2010</b>	<b>2016</b>	<b>Number Change</b>	<b>Percent Change</b>
Civilian Labor Force	59,147	58,893	-254	-0.43%
Number Employed	54,656	56,683	2,027	3.71%
Number Unemployed	4,491	2,210	-2,281	-50.80%
Unemployment Rate	7.6%	3.8%	-3.8%	-50.00%

Source: Virginia Employment Commission, Local Area Unemployment Statistics (LAUS) program

\*MSA - Metropolitan Statistical Area

Figure 6-1 provides a comparison of the employment trends in the area annually from 2010 to 2016 between Staunton, Waynesboro, Augusta County and the Staunton-Waynesboro MSA. As depicted on the chart, the number of people employed remained fairly stable, increasing by less than one percent in Staunton during this time period.

Figure 6-2 provides a comparison of the trends in the unemployment rate annually from 2010 to 2016 between Staunton, Waynesboro and Augusta County. While individual unemployment rates varied among the three localities, they all experienced similar trends. Unemployment rates spiked in 2010 following the Great Recession. Following the spike, unemployment rates began to decrease in all three localities. In Staunton, unemployment rates returned to 3.9 percent in 2016, comparable to pre-recession levels, after reaching a high of 7.8 percent in 2010.

Figure 6-1 - Employment 2010-2016

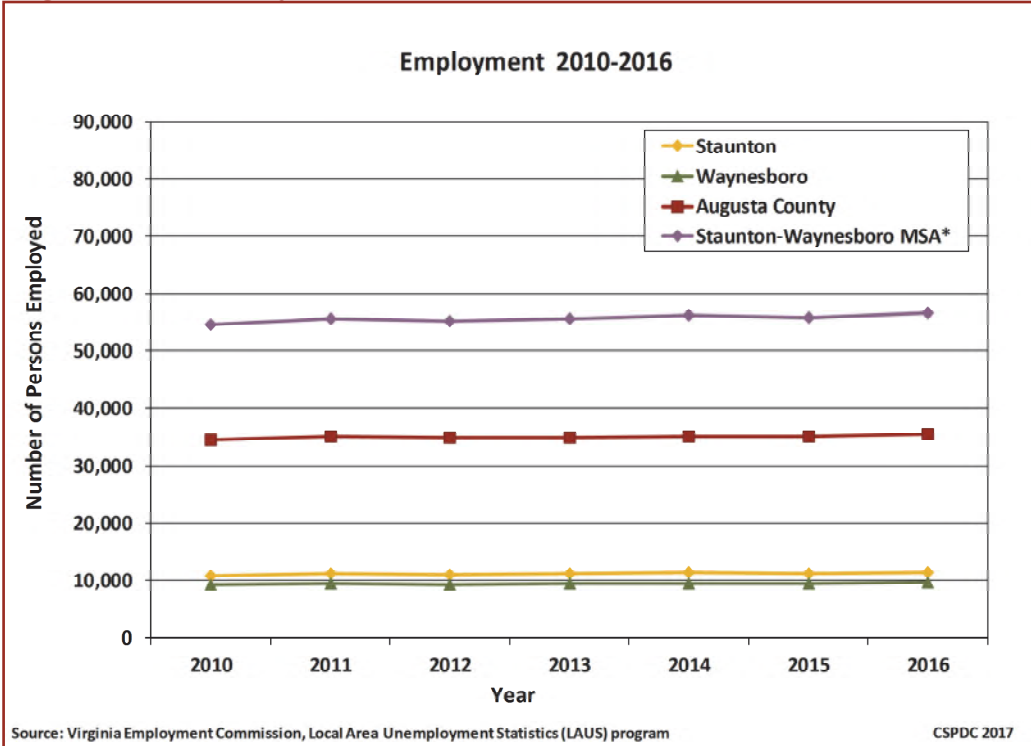
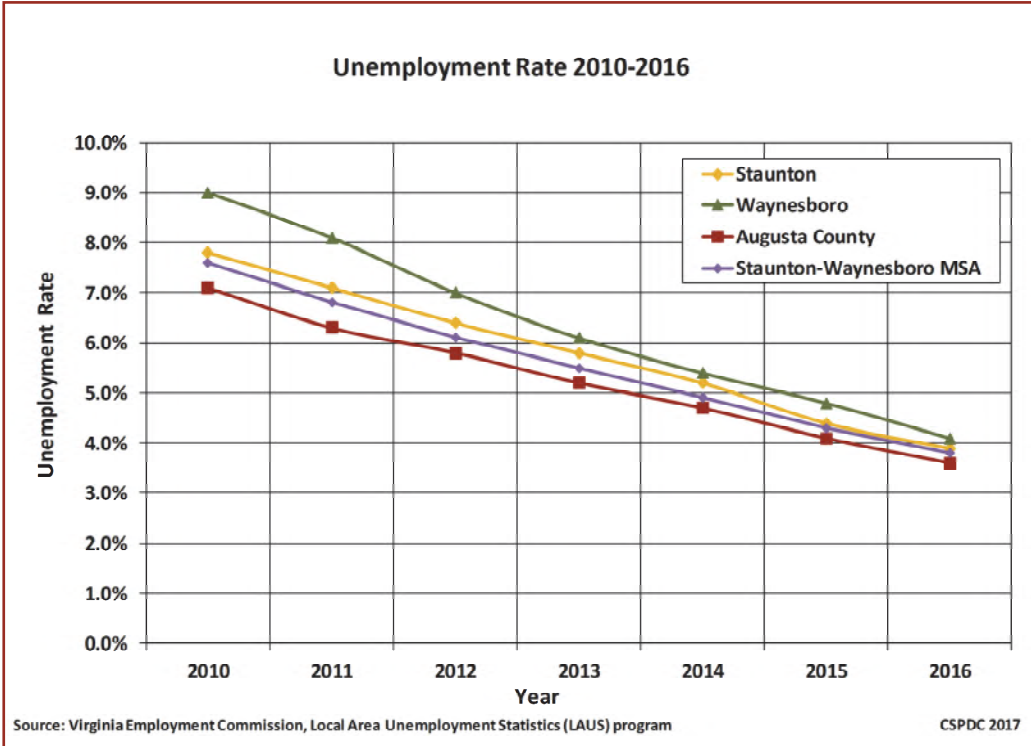


Figure 6-2 - Unemployment Rate 2010-2016



\*MSA - Metropolitan Statistical Area

**Income**

Income can be used as a measure of the current economic state of an area. There are different measures of income and this section provides an overview of Median Household Income, Median Family Income and Per Capita Income.

*Median Household Income*

Median household income includes the income of all people, 15 years and over living in a household. The median household income is the amount which divides the income distribution of the population into two equal groups, one-half having income above that amount, and one-half having income below that amount. It is based on the distribution of the total number of households and includes those with no income. A household includes all the people who occupy a housing unit as their usual place of residence. A household may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

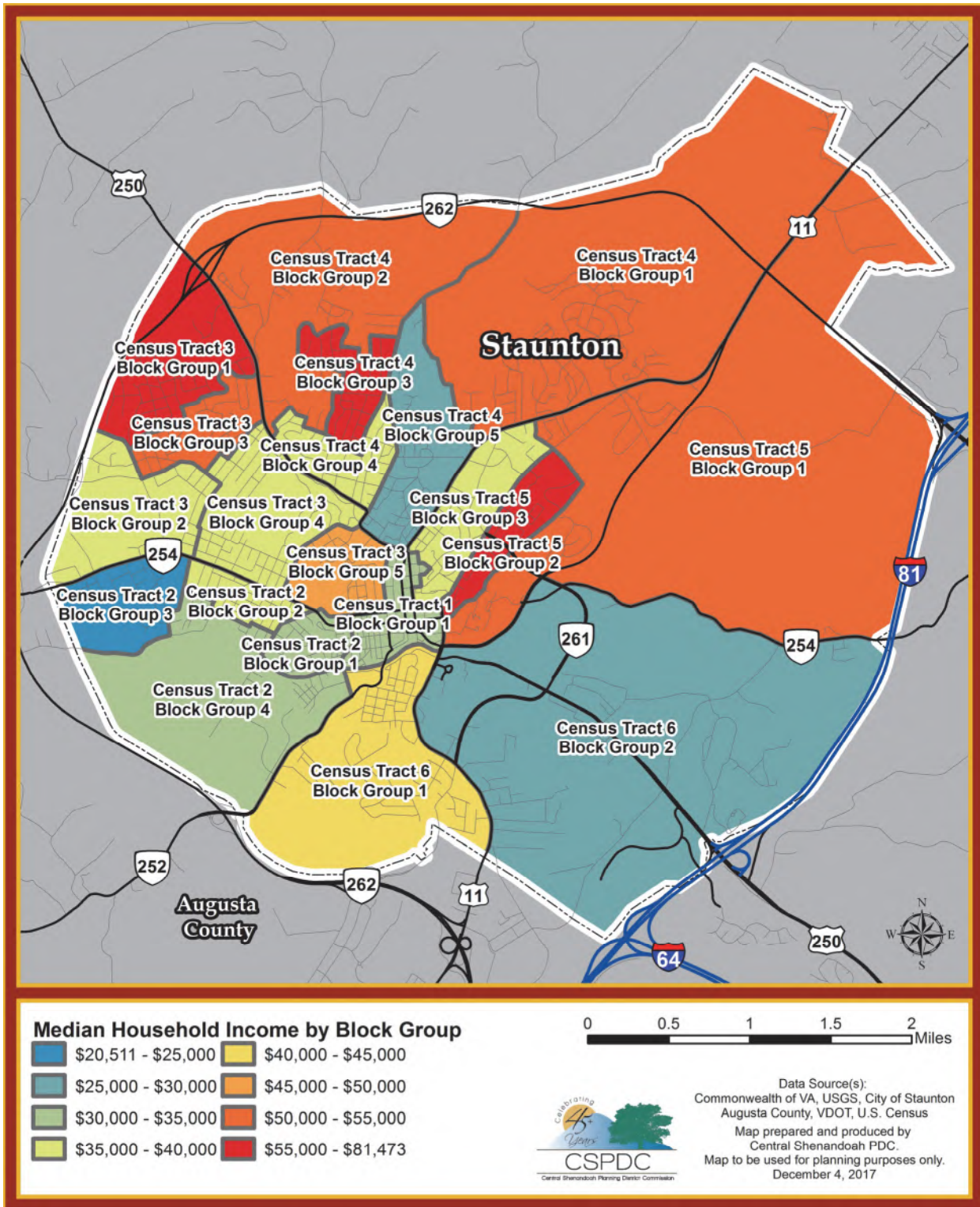
Staunton has the lowest median household income among Staunton, Waynesboro and Augusta County. In 2015, the median household income in Staunton was \$40,842. The percentage change over time for median household income has decreased by 12.06 percent in Staunton from 2010 to 2015 when adjusted for inflation.

<b>Table 6-3 Median Household Income</b>		
Median Household Income (dollars)	<u>2010</u>	<u>2015</u>
Staunton	\$42,724	\$40,842
Waynesboro	\$40,977	\$45,643
Augusta County	\$50,612	\$54,558
Virginia	\$61,406	\$65,015
<u>Percent Change in Median Household Income from 2010 to 2015:</u>		
Staunton - Down 12.06% (when adjusted for inflation)		

Source: ACS 5-Year Estimates, 2011-2015, 2006-2010

Map 6-1 provides an overview of median household income level in the City of Staunton. Median household income is shown at the Census Block Group level. The highest median income levels are located in the northwestern area of the City. Census Tract 3, Census Block Group 1 has a median household income of \$81,473 and Census Tract 4, Block Group 3 has a median household income of \$64,342. In comparison, the area of the City with the lowest median household income level of \$20,511 is located in the western area of the City in Census Tract 2, Census Block Group 3.

Map 6-1 – Median Household Income by Census Block Group



**Median Family Income**

A family household is a householder living with one or more people related to him or her by birth, marriage or adoption. Examples of family households may include married-couple households or female householder families. A nonfamily household is a householder living alone or with nonrelatives.

Median family income includes the income of all people, 15 years and over living in a household, that are related to the householder. The income is totaled and calculated as single amount. Median income is the amount which divides the income distribution of the population into two equal groups, one-half having income above that amount, and one-half having income below that amount.

The median family income in Staunton in 2015 was \$61,097. As seen in Table 6-4, this amount is slightly lower than the median family income in Augusta County and \$5,557 higher than the median family income in Waynesboro. The percentage change over time for median family income has decreased by 2.84 percent in Staunton from 2010 to 2015 when adjusted for inflation.

<b>Table 6-4 - Median Family Income</b>		
Median Family Income (dollars)	<u>2010</u>	<u>2015</u>
Staunton	\$57,842	\$61,097
Waynesboro	\$47,585	\$55,540
Augusta County	\$60,506	\$61,913
Virginia	\$73,514	\$78,390
<u>Percent Change in Median Family Income from 2010 to 2015:</u>		
Staunton - Down 2.84% (when adjusted for inflation)		

Source: ACS 5-Year Estimates, 2011-2015, 2006-2010

**Per Capita Income**

Per Capita Income is the amount of personal income divided by the area population. As seen in Table 6-5, the Staunton-Waynesboro Metropolitan Statistical Area had a per capita income of \$39,479 in 2015, compared to \$35,331 in 2010.

<b>Table 6-5 - Per Capita Income - Staunton-Waynesboro MSA*</b>	
2015 Per Capita Income:	\$39,479
2010 Per Capita Income:	\$35,331

Source: U.S. Bureau of Economic Analysis, Local Area Personal Income and Employment

\*MSA - Metropolitan Statistical Area

**Employment**

**Employment Wages**

Figures 6-3 and 6-4 depict the average weekly wage and the percentage of gross wages by industry for Staunton in the 2nd Quarter of 2016. The Health Care and Social Assistance industry comprises the largest percentage of total gross wages in Staunton at 27 percent and has an average weekly wage of \$690. Retail Trade has the second highest percentage of total gross wages at 12 percent. Employees who work in Retail Trade have an average weekly wage of \$470. The two industries in Staunton with the highest disclosed average weekly wage is Utilities at \$1,353 and Manufacturing at \$1,001. Utilities represents 3 percent and Manufacturing represents 5 percent of the total gross wages in Staunton. Wage data for some industries cannot be disclosed and therefore are not included in the total gross wages calculation or information included in the chart.

Figures 6-5 and 6-6 depict the average weekly wage and the percentage of gross wages by industry for the Staunton-Waynesboro Metropolitan Statistical Area (MSA) in the 2nd Quarter of 2016. The Manufacturing industry comprises the largest percentage of total gross wages in the Staunton-Waynesboro MSA at 21 percent. Manufacturing has an average weekly wage of \$1,031. Health Care and Social Assistance has the second highest percentage of total gross wages at 19 percent. Employees who work in Health Care and Social Assistance have an average weekly wage of \$816. The two industries in the Staunton-Waynesboro MSA with the highest average weekly wages are Management of Companies and Enterprises at \$1,385 and Utilities at \$1,167. Management of Companies and Enterprises represents 4 percent and Utilities represents 1 percent of the total gross wages in the Staunton-Waynesboro MSA.

Figure 6-3 - Average Weekly Wage - 2016 - City of Staunton

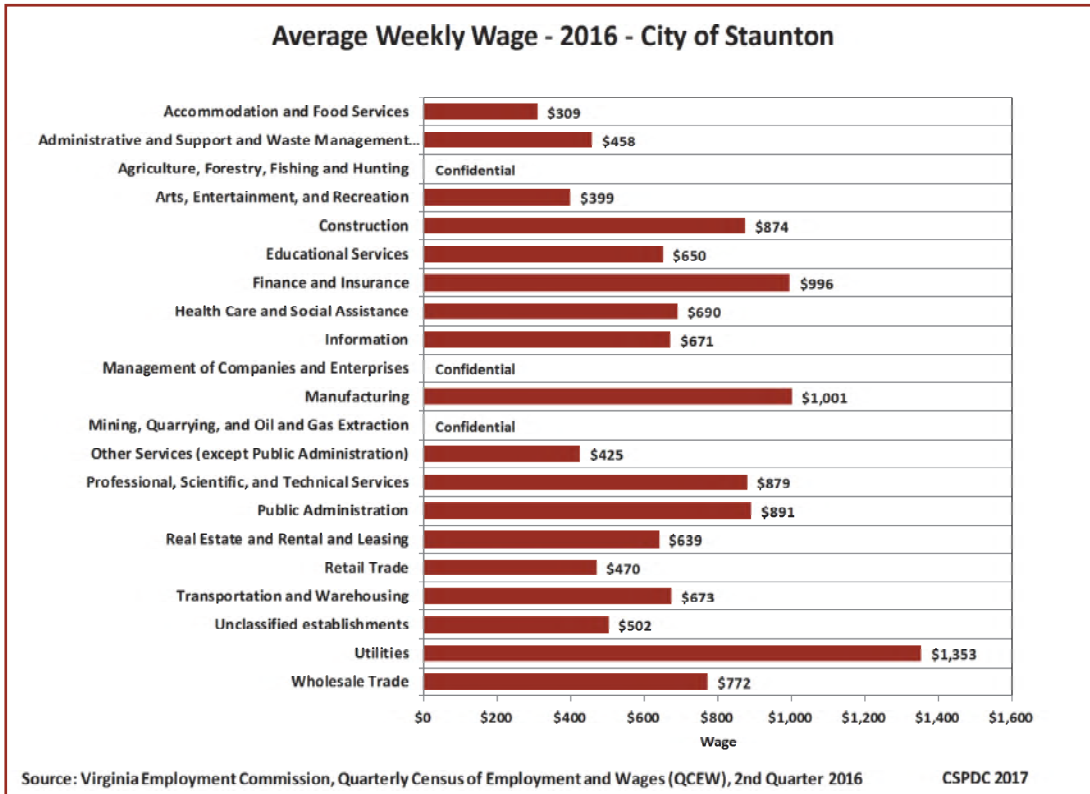


Figure 6-4 - Gross Wages - Percentages by Industry - 2016 - City of Staunton

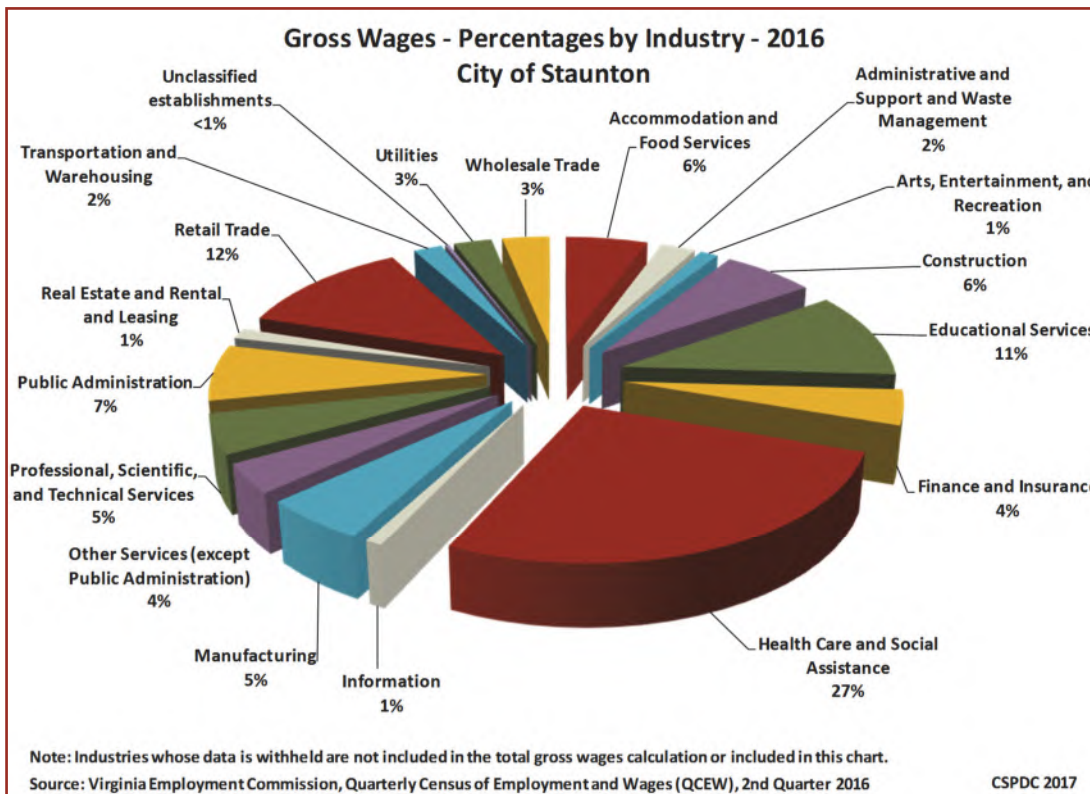


Figure 6-5 - Average Weekly Wage - 2016 - Staunton - Waynesboro MSA \*

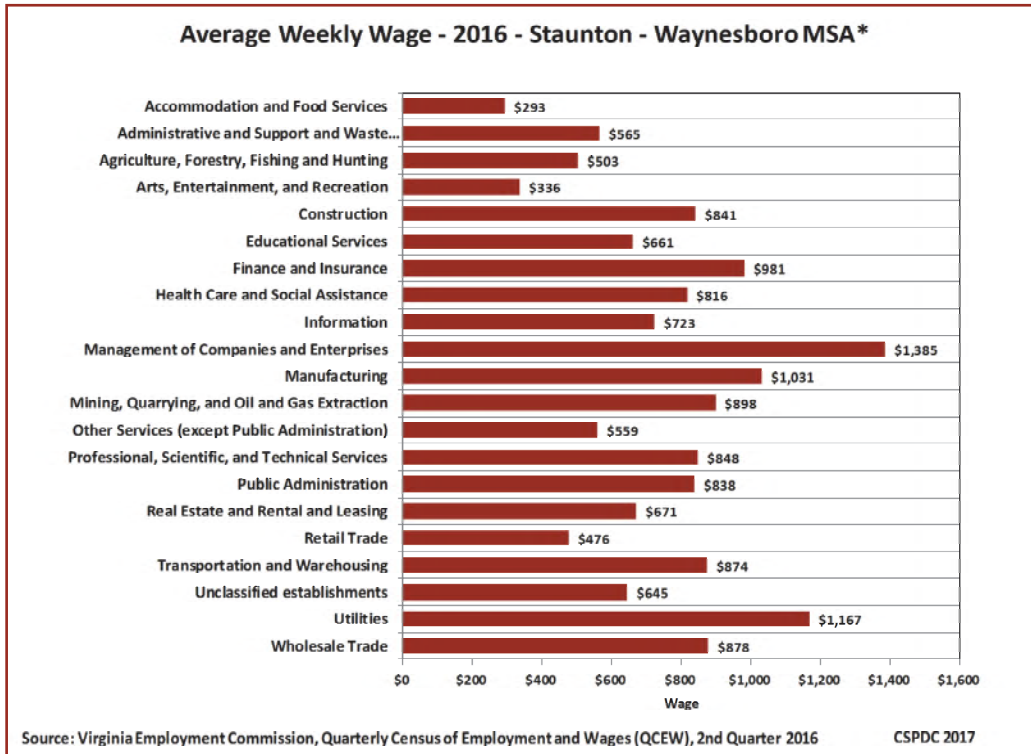
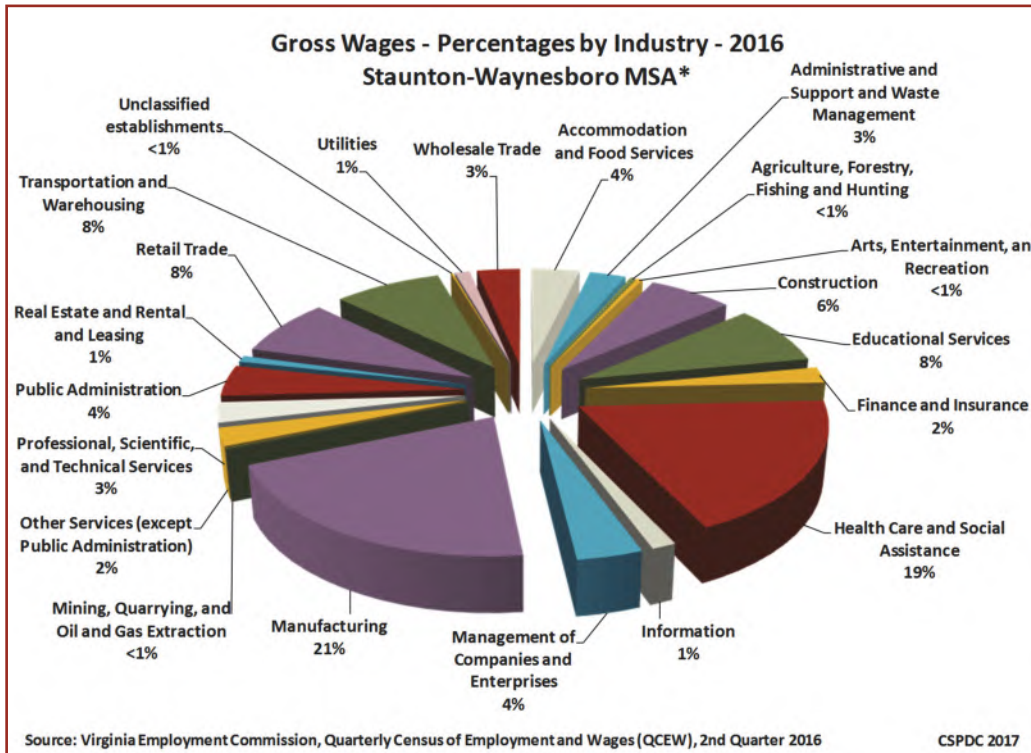


Figure 6-6 - Gross Wages - Percentages by Industry - 2016



\*MSA - Metropolitan Statistical Area

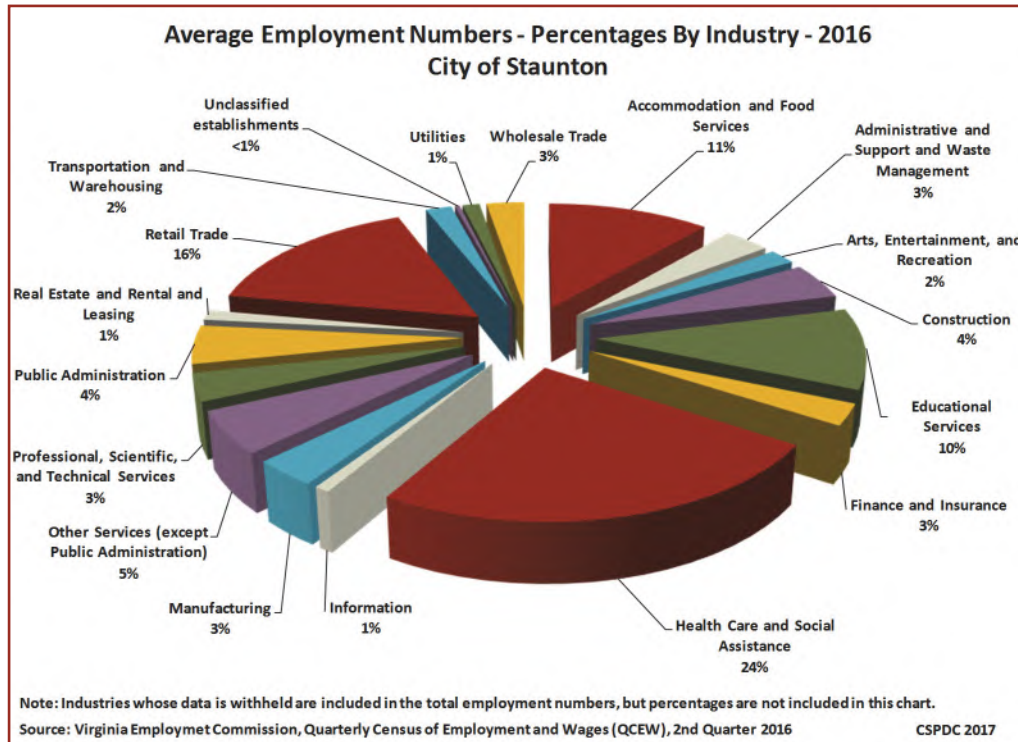
### *Employment by Industry*

Figures 6-7 and Figure 6-8 depict the percentage of average employment numbers by industry for Staunton and the Staunton-Waynesboro Metropolitan Statistical Area (MSA). Table 6-6 depicts employment by industry classification for Staunton, Waynesboro, Augusta County, the Staunton-Waynesboro MSA and Virginia. The average total employment numbers for Staunton compared to the average total employment numbers for the Staunton-Waynesboro MSA are also depicted, reflecting the percentage of the City employment as part of the MSA employment. The data source for Figures 6-7, Figure 6-8 and Table 6-6 are the Quarterly Census of Employment and Wages, 2nd Quarter 2016.

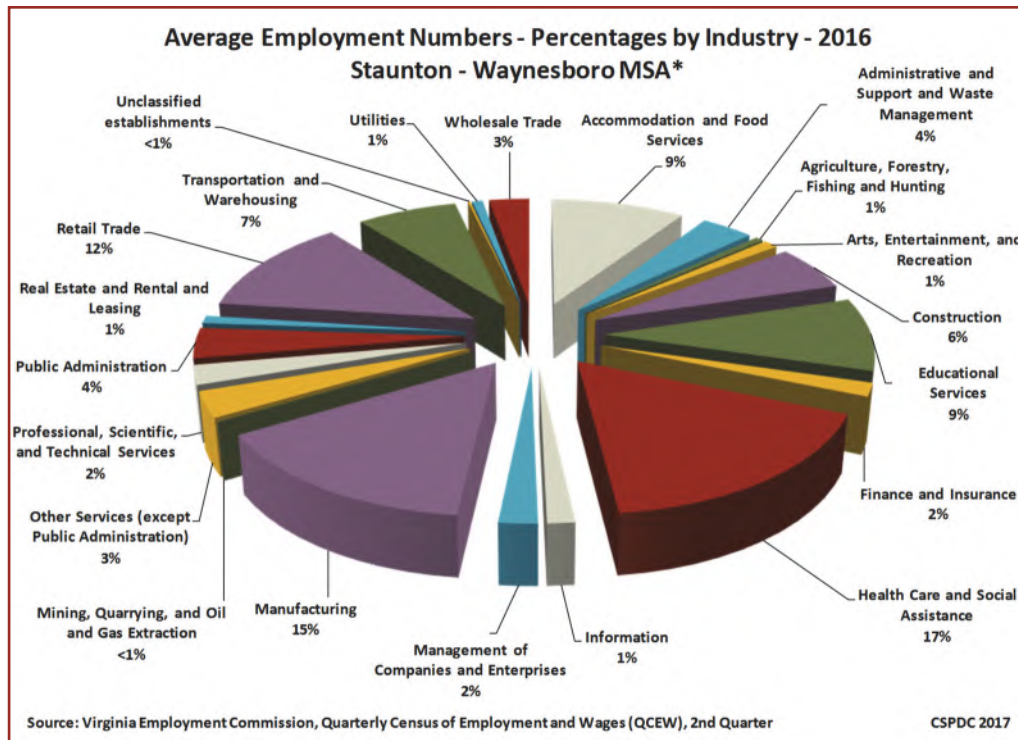
In Staunton, Health Care and Social Assistance represents one of the two largest percentages for average employment numbers in the City at 24 percent or 2,664 filled positions. Retail Trade represents the second highest percentage in the City of Staunton at 16 percent or 1,750 filled positions. As discussed in the section on Employment Wages, the average weekly wage in the Health Care and Social Assistance industry is \$690 and the average weekly wage in the Retail Trade industry is \$470.

In the Staunton-Waynesboro MSA, the Health Care and Social Assistance industry and the Manufacturing industry comprise the largest percentages for average employment numbers. Health Care and Social Assistance represents 17 percent of average employment numbers in the Staunton-Waynesboro MSA, or 8,219 filled positions. Manufacturing represents 15 percent of average employment numbers in the Staunton-Waynesboro MSA, or 7,181 filled positions. As discussed in the section on Employment Wages, the average weekly wage in the Health Care and Social Assistance industry is \$816 and the average weekly wage for Manufacturing is \$1,031 for the Staunton-Waynesboro MSA.

**Figure 6-7 - Average Employment Numbers - Percentages by Industry - 2016  
City of Staunton**



**Figure 6-8 - Average Employment Numbers - Percentages by Industry - 2016  
Staunton- Waynesboro MSA\***



\*MSA - Metropolitan Statistical Area

**Table 6-6 - Employment by Industry Classification - 2016**

	Staunton	Waynesboro	Augusta	Staunton-Waynesboro MSA*	Virginia	% of Staunton to Staunton-Waynesboro MSA*
Accommodation and Food Services	1,234	1,551	1,721	4,506	348,863	27.4%
Administrative and Support and Waste Management	353	339	1,074	1,766	233,796	20.0%
Agriculture, Forestry, Fishing and Hunting	◇	N/A	271	273	12,987	◇
Arts, Entertainment, and Recreation	209	82	215	507	75,956	41.2%
Construction	495	461	1,803	2,758	198,049	17.9%
Educational Services	1,109	◇	2,664	4,429	366,291	25.0%
Finance and Insurance	294	219	289	802	134,995	36.7%
Health Care and Social Assistance	2,664	805	4,750	8,219	483,298	32.4%
Information	88	250	347	685	73,091	12.8%
Management of Companies and Enterprises	◇	450	180	966	72,785	◇
Manufacturing	368	1,255	5,558	7,181	241,367	5.1%
Mining, Quarrying, and Oil and Gas Extraction	◇	N/A	27	29	5,622	◇
Other Services (except Public Administration)	589	477	492	1,559	140,132	37.8%

Chart continued on next page

**Table 6-6 - Employment by Industry Classification - 2016 – continued**

	Staunton	Waynesboro	Augusta	Staunton-Waynesboro MSA	Virginia	% of Staunton to Staunton-Waynesboro MSA*
Professional, Scientific, and Technical Services	381	326	469	1,176	414,770	32.4%
Public Administration	529	248	1,055	1,833	248,037	28.9%
Real Estate and Rental and Leasing	139	132	198	468	53,217	29.7%
Retail Trade	1,750	2,097	2,069	5,916	422,743	29.6%
Transportation and Warehousing	196	203	2,980	3,380	136,164	5.8%
Unclassified establishments	36	15	29	80	16,853	45.0%
Utilities	131	46	177	354	18,561	37.0%
Wholesale Trade	286	178	880	1,344	110,457	21.3%
<b>TOTAL</b>	<b>11,191</b>	<b>9,792</b>	<b>27,248</b>	<b>48,231</b>	<b>3,808,034</b>	<b>23.2%</b>

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages, 2nd Quarter 2016

Note: ♦ Data is withheld, but included in total. Columns may not total due to rounding and withheld data. Column for % of Staunton to Staunton-Waynesboro MSA\* reflects the percentage of average total employment of Staunton compared to the average total employment of the Staunton-Waynesboro MSA

### *Agriculture*

Approximately 19.98 percent of Staunton, or 2,554.97 acres is held in one of four Agricultural-Forestal Districts- the Bell’s Lane Agricultural District, the Merrifield Agricultural District, the M.O. Carr Agricultural District and the Middlebrook Agricultural and Forestal District. As seen in the previous discussion on wages and employment by industry, data is not disclosed for Staunton for the Agriculture, Forestry, Fishing and Hunting industry concerning average weekly wage, gross total wages, or average employment numbers. The U.S. Census of Agriculture provides data at the county level, but does not include separate data for cities.

**Employers**

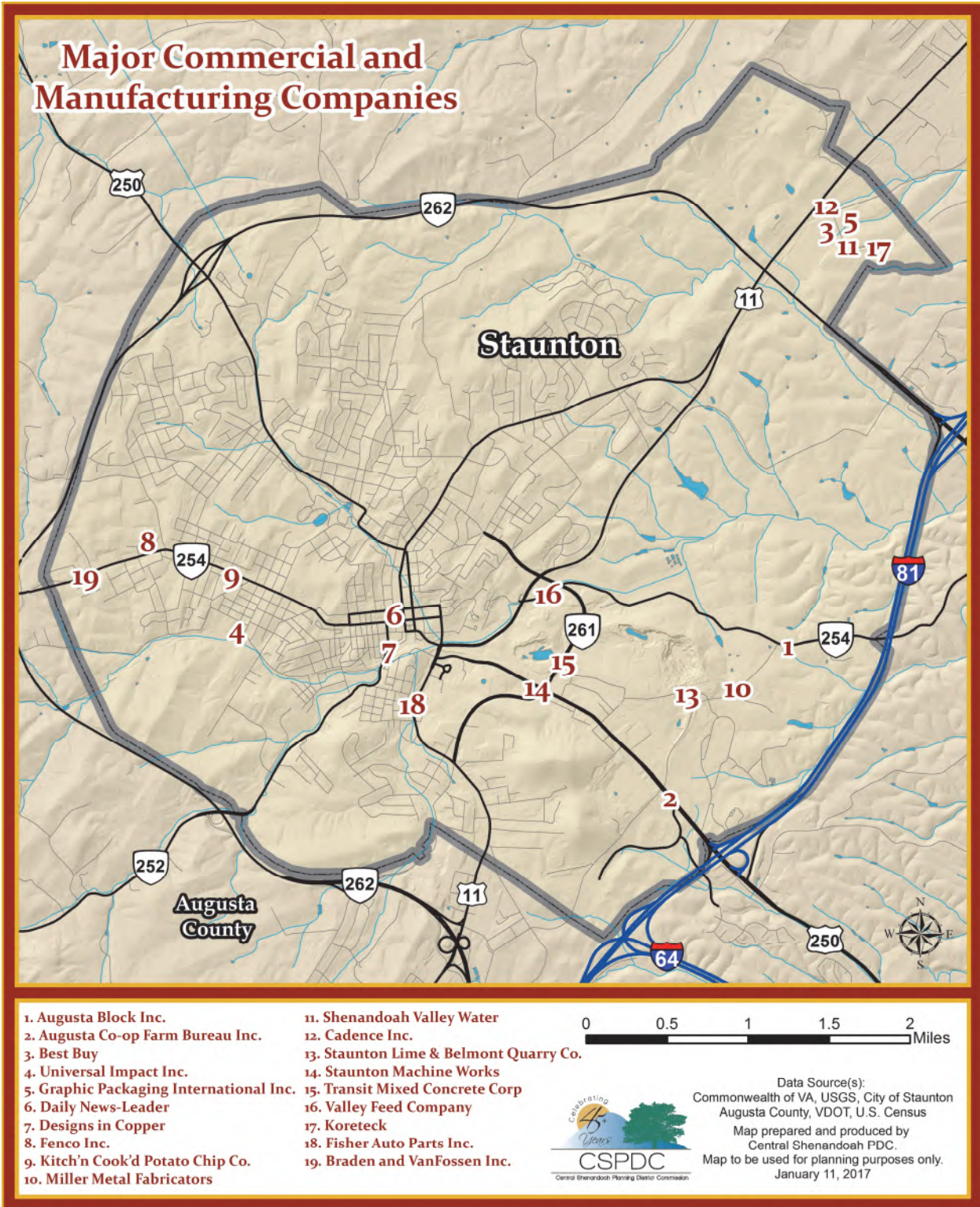
The fifty largest employers in Staunton are depicted in Table 6-7. As of the 2nd Quarter of 2016, the five largest employers include Western State Hospital, Staunton City School Board, the City of Staunton, Mary Baldwin College (now Mary Baldwin University), and Walmart. Map 6-2 depicts the location of major commercial and manufacturing companies in Staunton.

**Table 6-7 - 50 Largest Employers - 2016 - City of Staunton**

1. Western State Hospital	25. Shenandoah Valley Juvenile Center
2. Staunton City School Board	26. The Legacy at North Augusta
3. City of Staunton	27. Museum of American Frontier Culture
4. Mary Baldwin University	28. American Shakespeare Center
5. Wal Mart	29. People Places Inc
6. Fisher Auto Parts Inc.	30. Dominion Virginia Power
7. Brightview Senior Living, LLC	31. Chesapeake Bay Seafood House
8. Specialty Blades	32. Mill Street Grill Inc
9. Virginia Department of Transportation	33. Emeritus Corporation
10. Virginia School for the Deaf and the Blind	34. Postal Service
11. Home Instead Senior Care	35. Crestline Hotels & Resorts
12. Dejarnette Center for Human Development	36. The Depot Grille
13. Food Lion	37. Care Advantage
14. Lowes' Home Centers, Inc.	38. McDonough Toyota
15. Young Men's Christian Association	39. Goodwill Industries of the Valleys
16. Kroger	40. Sotera Defense Solutions, Inc
17. Envoy of Staunton	41. Byers Street Bistro
18. Whisper Ridge of Staunton	42. First Market Bank
19. H & R General Contractor & Cu.	43. Massaki - Staunton, Inc.
20. Kings Daughter Community Health	44. Healthcare Services Group
21. Martin's Food Market	45. Shenandoah Corporation
22. Grace Christian School	46. Quick Livick Incorporated
23. Augusta Co-op Farm Bureau Inc.	47. Burger King
24. Staunton Steam Laundry	48. Moffett Paving & Excavation Corp
	49. Virginia State Department of Health
	50. Country Cookin'

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages

Map 6-2 - Major Commercial and Manufacturing Companies



## ECONOMIC OPPORTUNITIES

Local economic development is a process that involves a number of activities. As a local government providing infrastructure and land use control, Staunton is in a position to play a key role in promoting economic development.

Staunton has a Department of Economic Development and a Department of Tourism that focus on efforts to make the City a vibrant and active community. The vision of the Department of Economic Development is that “economic strength, resilience, and attractiveness to future investment is built around a thoughtful, holistic strategy that weaves together economic development, placemaking and livability.” The vision of the Department of Tourism states, “Visit Staunton aspires to be nationally recognized as the Shenandoah Valley’s preferred getaway destination known for its unique charm, vibrant downtown, and authentic experiences for all to enjoy.”

Since 2012, Staunton has received a number of accolades or rankings supporting these visions including:

### 2017

"The Next Great Mountain Towns" Blue Ridge Outdoors

"The 15 Most Beautiful Main Streets Across America" Architectural Digest

"23 Best Small Town Main Streets in America" Country Living Magazine

### 2016

"Best Main Streets" USA Today

"Equal parts mountain-sports destination and culture capital" Outside Magazine

"America's Favorite Places" Travel + Leisure

"A surprising foodie destination" Philly Magazine

### 2015

"Best Small Places for Business & Careers" Forbes

"Great Small Towns" Washingtonian

"Best Small Cities in America" Nerdwallet

"Best Places For Veterans" USAA and Hiring Our Heroes®

"Best Small Towns In America" Smithsonian

## **2014**

“America’s Best Main Streets” Huffington Post

“America’s Favorite Mountain Towns” Travel + Leisure

“Fastest Growing Cities in Virginia” Nerdwallet

“Best Small Towns In America” Smithsonian

## **2012-2013**

“Great Places in America” American Planning Association

“Small Towns We Love” Southern Living

“Best Small Towns In America” Smithsonian

## **Business Attraction and Retention**

Attracting new business and growing existing business are both desired economic activities. New business in a community means more jobs and a higher tax base. Generally, new businesses lead to increases in local wage levels and discretionary spending. Staunton offers the following qualities to new and existing businesses:

### *Market Access*

- Access to major highways including Interstate 81, Interstate 64, Route 250 and Route 11.
- Railroad service including passenger and freight connections. Downtown Staunton is served by a station for Amtrak service on the Cardinal Line. Buckingham Branch Railroad provides track connections to CSX and Norfolk Southern lines.
- Commercial jet service and general aviation facilities at Shenandoah Valley Regional Airport.

### *Infrastructure and Site Development*

- Served by a comprehensive network of utilities, including a major electric provider, City-owned water system, regional sewer service, natural gas and fiber communications.
- Site locations available for development at Green Hills Industry and Technology Center, an industrial and business technology park, and at Staunton Crossing, a planned mixed use development, with commercial and retail, office space, residential, and light industrial uses.

### *Business Incentives*

The Department of Economic Development assists with business location and expansion. Services include site selection assistance, workforce training and financial programs. This includes various incentive opportunities including:

- Special tax breaks and financial incentives for qualifying businesses
- Expedited Permitting
- Facade Improvement Grants
- Enterprise Zone Incentives

The Staunton Enterprise Zone is a 700 acre area of the City targeted for business development. Incentives may be available to encourage new business location and existing business expansion. There are currently eight incentives including:

1. High Tech Business Location and Expansion
  2. Professional Jobs Grant
  3. Premier Company Location
  4. Creative Class / Entrepreneurship
  5. Destination Retail
  6. Minority Business
  7. Property Tax Exemption
  8. Increased Property Tax Exemption for Low-Impact Development
- New Markets Tax Credits
  - Historic Rehabilitation Tax Credits

Additional incentive opportunities may be available through the Commonwealth of Virginia, and through partnerships with public and private lenders, such as the Staunton Creative Community Fund and Shenandoah Valley Angel Investors.

### *Downtown Revitalization*

Staunton has focused on efforts to develop a vibrant and active community through significant revitalization projects, such as the Big Dig, Beverley Street, Augusta Street, the Downtown Streetscape plan, landscaping and banners, wayfinding signs, the Staunton Augusta Farmers' Market and the trolley system. Efforts to revitalize Downtown initially began with the creation of the Historic Staunton Foundation in the 1970s and the Staunton United Revitalization Effort in the 1980s. In 1995, the City was designated as a Virginia Main Street Community leading to the creation of the Staunton Downtown Development Association (SDDA) in 1996. The mission states, "The Staunton Downtown Development Association is a nonprofit association established to enhance Downtown Staunton's economic environment as a center of commerce while maintaining the character and integrity of the City's central business district as an attractive place to live, work and visit."

SDDA is the City's designated Virginia Main Street organization and SDDA has received numerous awards from the program, including the Great American Main Street Award in 2002 and numerous accolades from national publications and organizations. To provide funding support for the SDDA, the Downtown Service District was created, which is a special tax district in the downtown area where all commercial properties pay a special designated tax. The SDDA receives funding from the City's General Fund, and assists the City with funding towards public transit and seasonal flower baskets and banners.

SDDA assists in providing numerous services and resources to Downtown businesses, and focuses efforts on four main areas— economic development, promotions, design and organization. More recently, the SDDA has been awarded several grants:

- 2013- The BRIGHT IDEA Innovation Grant, a \$10,000 grant funded through the Community Foundation of the Central Blue Ridge and the City of Staunton Department of Economic Development, to provide two \$5,000 project acceleration grants to one local business and one non-profit organization.
- 2015- The BRIGHT REWIRED Business Plan Competition, a \$100,000 Community Business Launch Grant funded through the Department of Housing and Community Development, to provide start up grants ranging from \$2,500 to \$10,000 to six entrepreneurs opening a new business in the Downtown or Newtown districts. Funding supports business plan development and mentor program.
- 2017- The StauntoNites Grant and an Urban Design Competition, a \$20,000 grant funded through a Virginia Main Street Downtown Improvement Grant which will focus on achieving best practices towards developing a more vibrant night life and the development of temporary parklets in Downtown in response to results from the 2016 Community Perception Survey.

### *Partnerships*

Staunton, through its Department of Economic Development and Economic Development Authority, collaborates with several organizations to expand resources and opportunities for economic development including: Shenandoah Valley Partnership, the Virginia Economic Development Partnership, Staunton Creative Community Fund, Staunton Downtown Development Association, the Shenandoah Small Business Development Center, the Shenandoah Valley Technology Council, the Shenandoah Valley Workforce Development Board, and the Central Shenandoah Planning District Commission.

### **Higher Education and Workforce Development**

The close proximity to higher education and training opportunities in Staunton are an important benefit to both businesses and the labor force. These opportunities offer educational, training and workforce development experiences to assist in creating a successful business environment. For additional information about higher education and workforce development opportunities, refer to Chapter 8 Community Services and Infrastructure.

### **Arts, Culture and Recreation**

Staunton has focused on efforts to develop a vibrant and active community with opportunities for arts, culture and recreation. The City is home to the American Shakespeare Center, Heifetz International Music Institute, Staunton Music Festival, Woodrow Wilson Presidential Library, R.R. Smith Center for History and Art, and the Frontier Culture Museum. The Department of Tourism, the Staunton Convention and Visitors Bureau, and the Staunton Downtown Development Association focus on efforts to make Staunton and the surrounding area a tourism destination.

## SUMMARY OF TRENDS

- As of 2016, Staunton has an estimated 11,933 individuals in the civilian labor force and an unemployment rate of 3.9 percent.
- As of 2015, median household income in Staunton was \$40,842 and median family income in Staunton was \$61,097. The City has a higher median family income than the City of Waynesboro and a comparable median family income to Augusta County.
- Health Care and Social Assistance is the largest industry sector for average employment numbers and gross wages in Staunton. The average weekly wage is \$690. The industries with the highest disclosed average weekly wages in the City are Utilities with an average of \$1,353 and Manufacturing with an average of \$1,001.
- The City offers opportunities to attract and retain businesses through market access, infrastructure and site development, business incentives and partnerships. Educational institutions provide access to higher education and workforce training programs. A focus on community revitalization with opportunities for arts, culture and recreation has led to making Staunton and the surrounding area a tourism destination.
- The City has the opportunity to continue to strengthen and diversify its economy.

## **Chapter 7 - Government Structure and Finance**

### **INTRODUCTION**

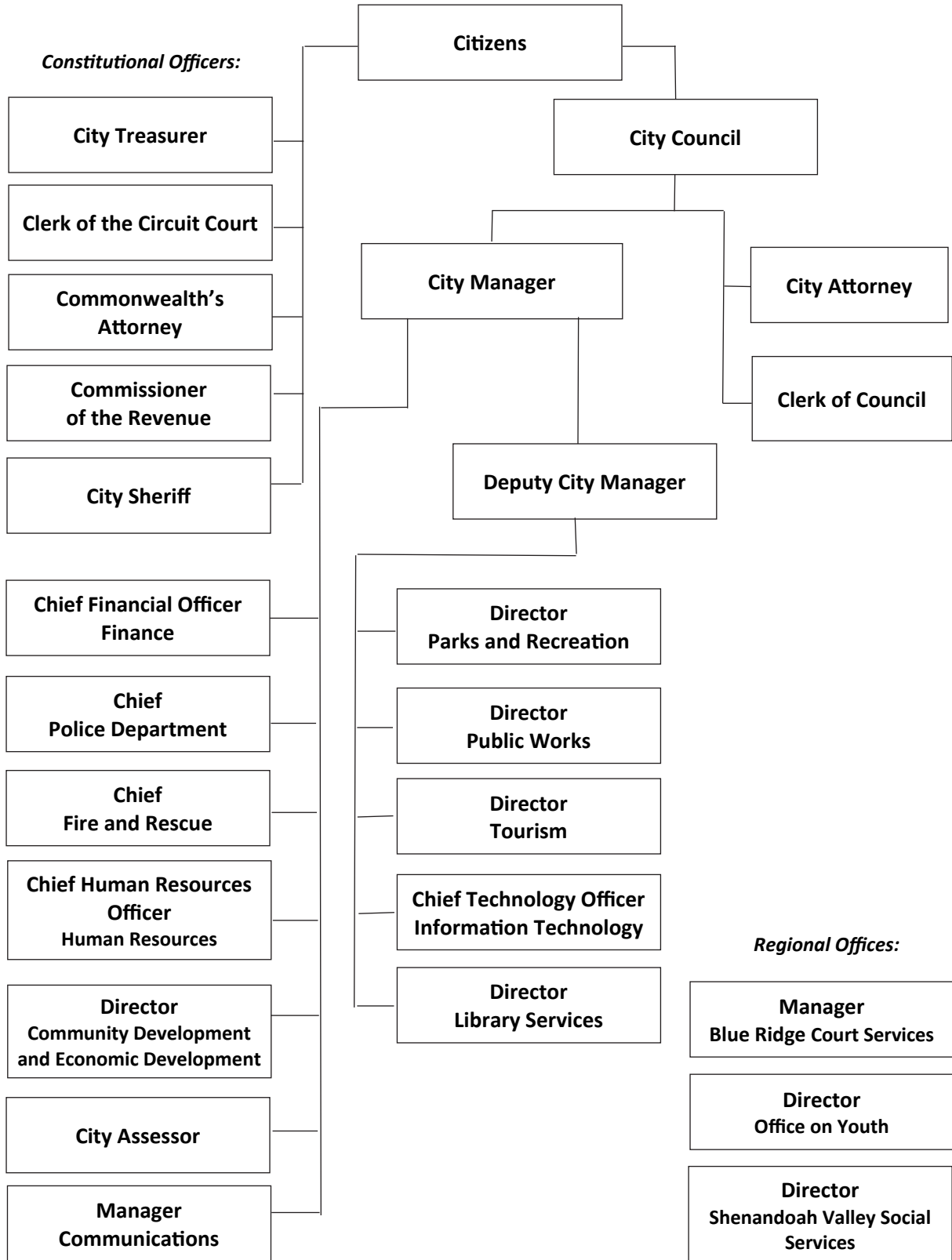
Cities are one of the two basic forms of local government in Virginia that have general powers. Cities are incorporated, independent, and have their own charters enacted by the General Assembly. Similar to other Virginia cities, Staunton has an elected governing Council, elected officers, administrative staff, and departments to carry out public services. In the City, financial administration is carried out by a Commissioner of Revenue and a Treasurer. This chapter describes the structure of the City's government, the role of the City in intergovernmental relations, and the budget.

### **RELATIONSHIP TO OTHER PLAN ELEMENTS**

Understanding the structure of the government and how its finances are managed can be a useful tool in comprehensive planning along with the data provided in the rest of the plan. The information included in this chapter on the human capital and financial resources available for service provision must be considered in shaping the goals and objectives stated in Chapter 1 of the Comprehensive Plan.

## GOVERNMENT STRUCTURE

Figure 7-1 - City of Staunton Organizational Chart



**Table 7-1 - Government Structure and Finance - City of Staunton - Highlights**

**Legislative Leadership**

Leadership of the City is provided by a seven member elected **Council**. Council elections are held every even numbered year at large and not by ward. Council members serve staggered terms of four years. Once seated, the new City Council’s first order of business is to elect a Mayor and Vice Mayor. Responsibilities of the City Council include providing public services, adopting an annual budget based on anticipated revenues, setting priorities to run the City, and appointing a City Manager, a City Attorney, and a Clerk of the Council.

**Administrative Management**

Administrative management is provided to the City by a **City Manager** who serves at the pleasure of the City Council. The City Manager is responsible for implementing the policies set by the City Council, managing the affairs of the City, and hiring City staff.

**Types of City Departments**

There are two types of departments at the City; **General Administrative/Advisory** and **Service Providers**. Examples of General Administrative/Advisory departments include the Finance Department and the Community Development Department. Parks and Recreation, Public Works, Police, Fire and Rescue, and the Public Library are examples of departments that provide services.

**Elected Constitutional Officers**

City Treasurer  
 Clerk of the Circuit Court  
 Commonwealth’s Attorney  
 Commissioner of the Revenue  
 City Sheriff

**City Expenditures - Governmental Fund Accounts**

All revenues and expenditures applicable to the general operation of the City are in the **General Fund**. Proceeds of special revenue sources, such as Education and Textbooks are known as **Special Revenue Funds**. **Capital Project Funds** are financial resources to be used for acquisition or construction of major capital facilities.

**City Revenues**

City revenue comes from local, state, and federal sources. The primary types of revenue include taxes, fees, fines, service charges, and grants. The primary type of local revenue sources comes from property taxes and Public Service Corporation taxes.

**Table 7-2 - Intergovernmental Relations**

**Federal**

Federal government assistance is provided through financial grants and loans and technical assistance. Some of this assistance may be passed through the State or through regional organizations but some is given directly to the local government. Federal policy emphasis is placed on Economic Development, the Environment, Equal Opportunity, and Transportation.

**State**

Virginia is a **Dillon Rule State**. The Dillon Rule states that local government powers are derived from the General Assembly and the local government is limited to those specific powers within its charter.

In Virginia, Building Inspections, Education Standards, Sanitation and Health, Public Safety, Welfare, and Social Services are programs mandated by the State. Professional qualifications and requirements are also mandated by the State for the Head of the Social Services Department, the Head of Welfare Department, Teachers, Health Officials, Auditors, and Public Accounts. State mandates are often underfunded or unfunded and the local government is required to shoulder these costs.

**Local**

In Virginia, Cities and Counties are independent jurisdictions. Local governments in Virginia have authority from the General Assembly to cooperate in a number of broad areas. This cooperation can happen through either formal or informal mutual assistance agreements. Cooperation can occur through the parallel enactment of ordinances, designation of a single agency to provide service, establishment of a joint authority for provision of service, or contributions of money, equipment, or personnel.

Examples of local cooperation include: the Health Department, Shenandoah Valley Social Services, the Regional Jail, the landfill, various water and sewer agreements, some shared infrastructure, law enforcement firing range, court system, the Valley Vocational Technical School, Shenandoah Valley Governor's School, and a Closest Call firefighting coverage agreement. Less formal cooperative agreements occur in the areas of stormwater drainage projects and tourism promotion and development. The City of Staunton also participates in other cooperative local actions such as the Skyline Drug Taskforce, the Shenandoah Valley Partnership and the Central Shenandoah Planning District Commission that are regional organizations.

**Table 7-3 - City Departments, Constitutional Offices or Services**

<b>Title</b>	<b>Location</b>	<b>Responsibilities</b>
<b>City Assessor</b>	First floor of City Hall	To ensure the tax burden is distributed fairly.
<b>City Attorney</b>	Second floor of City Hall	The legal advisor for the City Council.
<b>City Manager</b>	Third floor of City Hall	To supervise all aspects of the City Government, make recommendations to Council, and prepare the annual budget.
<b>City Treasurer</b>	First floor of City Hall	Receipt, collection, safe keeping, and accurate accounting of revenue, also collects state funds under the Code of Virginia.
<b>Clerk of Council</b>	First floor of City Hall	Keeps accurate records of City Council proceedings as well as other boards and commissions.
<b>Clerk of the Circuit Court</b>	Third floor of the City Court House	Records deeds and maps, probate Wills and qualifications of fiduciaries, notary public qualifications, marriage licenses, and fictitious business name certificates, and administration of criminal and civil cases.
<b>Commissioner of the Revenue</b>	First floor City Hall	The administration and receipt of local Taxes and the State Income Tax, Assistance in filing the Virginia Individual Income Tax, and monitoring legislation in the General Assembly that may affect the community.
<b>Commonwealth's Attorney</b>	Main Floor of the Randall Building, 21 N. New St.	All criminal prosecutions in the City, legal advisor to the Police Department.

**Table 7-3 - City Departments, Constitutional Offices or Services - continued**

Title	Location	Responsibilities
<b>Community Development</b>	Third floor of City Hall	Community Development is composed of the Building Services Division, the Engineering Division, and the Planning & Zoning Division. Building Services assists with compliance of City building codes, interpretation of permit and construction requirements, property maintenance and federal floodplain regulations. Engineering reviews all new development plans, plats and partitions. The Planning & Zoning Division provides current and long-range planning services for the City by evaluating applications for land use plans. Staff also assists with developing and supporting City policies including the preservation of historic resources.
<b>Economic Development</b>	Third floor of City Hall	Encourage the growth of business and industry in the area. Develop ways to draw new business to the area. The vision of the Department of Economic Development is “economic strength, resilience, and attractiveness to future investment is built around a thoughtful, holistic strategy that weaves together economic development, placemaking and livability.”
<b>Finance</b>	Third floor of City Hall	Develop City budget, end of year audit statement, financial reporting and reconciliation, grant administration, purchasing, utility billing and collections, accounts payable, accounts receivable inventory, payroll, investments management, debt insurance management.

**Table 7-3 - City Departments, Constitutional Offices or Services - continued**

<b>Human Resources</b>	Second and Third floors, City Hall	Administer employee benefits, develop and administer employee policies, recruitment of qualified personnel, provide training and support to the City workforce.
<b>Information Technology</b>	First floor of City Hall	Monitor IBM As/400 computer, Local Area Network (LAN), Wide Area Network (WAN), telephone system and connection standards.
<b>Registrar*</b>	First floor of City Hall	Voter registrations and absentee ballots.
<b>Staunton Downtown Development Association*</b>	110 West Johnson Street Suite 225	Established to enhance downtown Staunton's economic environment as a center of commerce while maintaining the character and integrity of the City's Downtown Service District.
<b>Tourism</b>	Third floor of City Hall	Develop brochures on area attractions, work with group tour operations and area tour planners, act as a liaison between the City and the Film Industry, work closely with travel writers, operate two area Visitor Centers.

\*Offices that provide services for the City, but are not City Departments or Constitutional Offices

Note: Information about the Judicial System, Police Department, Sheriff's Office, Fire and Rescue, the Library, Parks and Recreation, Public Works and additional community services can be found in Chapter 8- Community Services and Infrastructure.

**Table 7 - 4 - State and Regional Offices - Highlights**

Title	Location	Responsibilities
<b>Blue Ridge Court Services</b>	125 South New Street	Provides sentencing alternatives to the local courts and criminal justice system through 8 programs in efforts to enhance remedial and rehabilitative opportunities, enhance public safety and reduce jail overcrowding. Services provided in Staunton, Waynesboro, Lexington, Buena Vista, Augusta County, Highland County and Rockbridge County.
<b>Central Shenandoah Health District, Virginia Department of Health</b>	1414 North Augusta Street	Assist in the prevention and control of chronic disease; reduce disparities in health care and health status; improve Virginia’s public health infrastructure, and improve the health and well-being of all Virginians.
<b>Shenandoah Valley Office on Youth</b>	900 Nelson Street	Employment training, teen pregnancy prevention, programs for juvenile offenders, supervision of suspended youth, parent education and support, substance abuse prevention, positive teen activities.
<b>Shenandoah Valley Social Services</b>	68 Dick Huff Lane, Verona	Provide medical, financial, fuel, and food stamp assistance and services including Adult and Child Protective, Daycare, Employment, Foster Care and Adoption, Intake and Volunteer Payee Services.

**FINANCE**

**Table 7 - 5 - City of Staunton Budgetary Fund Types**

<b>Funds</b>	<b>Description</b>	<b>Fund Types</b>
<b>Governmental Funds</b>	Budgets for governmental fund types are prepared based on the modified-accrual basis of accounting. Expenditures are recorded when the related fund liability is incurred, and revenues are recognized when both measurable and available. The City records revenues received within 45 days of the end of the fiscal year.	General Fund; Debt Service Sinking Fund; Capital Investment Fund
<b>Special Revenue Funds</b>	Special revenue funds are non-major governmental funds. Special revenue funds account for and report the proceeds of specific revenue sources that are restricted or committed for expenditures for specified purposes. These budgets also use the modified-accrual basis of accounting to record revenues and expenditures.	Blue Ridge Court Services Fund; Community Development Fund; and the State and Federal Grants Fund
<b>School Governmental Funds</b>	The School budget includes the Education Fund, a governmental fund, which accounts for revenues and expenditures for the operations of the City's school system. The School budget includes other governmental funds for operations restricted to a specific purpose for revenues and expenditures.	Education Fund, Textbook Fund, Cafeteria Fund, School CIP Fund, GENESIS School Fund, State Operated Programs Fund
<b>Proprietary Funds</b>	Proprietary fund budgets are based on the accrual basis of accounting which records revenue when earned and expenses when a liability is incurred.	Water Fund, Water CIP Fund, Sewer Fund, Sewer CIP Fund, Environmental Fund, Stormwater Fund, Parking Fund, Golf Fund

Source: City of Staunton, FY 2018 Adopted Budget

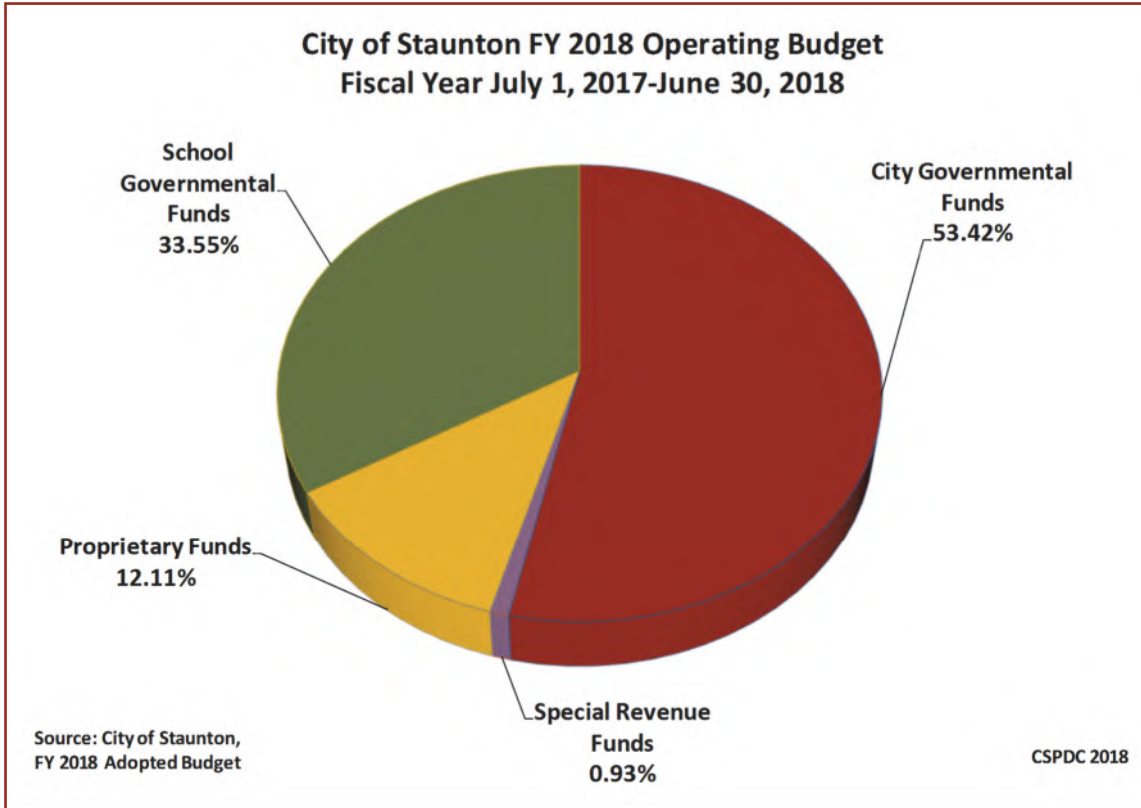
**Table 7-6 – City of Staunton FY2018 Operating Budget**

**Fiscal Year July 1, 2017 - June 30, 2018**

<b>City Funds</b>	<b>FY 2018</b>	<b>Percentage of Fund Category</b>	<b>Percentage of Total Budget</b>
<b>City Governmental Funds</b>	<b>\$59,015,250</b>	<b>100.00%</b>	<b>53.42%</b>
General Fund	\$54,250,000	91.93%	49.10%
Capital Investment Fund	\$441,050	0.75%	0.40%
Debt Service Sinking Fund	\$4,324,200	7.33%	3.91%
<b>Special Revenue Funds</b>	<b>\$1,025,000</b>	<b>100.00%</b>	<b>0.93%</b>
Blue Ridge Court Services Fund	\$1,025,000	100.00%	0.93%
Community Development Fund	\$0	0.00%	0.00%
State and Federal Grants Fund	\$0	0.00%	0.00%
<b>Proprietary Funds</b>	<b>\$13,375,300</b>	<b>100.00%</b>	<b>12.11%</b>
Water Fund	\$4,311,000	32.23%	3.90%
Water CIP Fund	\$400,000	2.99%	0.36%
Sewer Fund	\$4,235,400	31.67%	3.83%
Sewer CIP Fund	\$165,000	1.23%	0.15%
Environmental Fund	\$2,785,000	20.82%	2.52%
Stormwater Fund	\$770,000	5.76%	0.70%
Parking Fund	\$547,900	4.10%	0.50%
Golf Fund	\$161,000	1.20%	0.15%
<b>School Governmental Funds</b>	<b>\$37,063,820</b>	<b>100.00%</b>	<b>33.55%</b>
Education Fund	\$31,310,000	84.48%	28.34%
Textbook Fund	\$300,000	0.81%	0.27%
Cafeteria Fund	\$1,346,950	3.63%	1.22%
School CIP Fund	\$100,000	0.27%	0.09%
GENESIS School Fund	\$871,000	2.35%	0.79%
State Operated Programs Fund	\$3,135,870	8.46%	2.84%
<b>GRAND TOTAL</b>	<b>\$110,479,370</b>		

Source: City of Staunton, FY 2018 Adopted Budget

**Figure 7-2 - City of Staunton FY 2018 Operating Budget, Fiscal Year July 1, 2017-June 30, 2018**



**Figure 7-3- City of Staunton FY 2018 Operating Budget, City Governmental Funds**

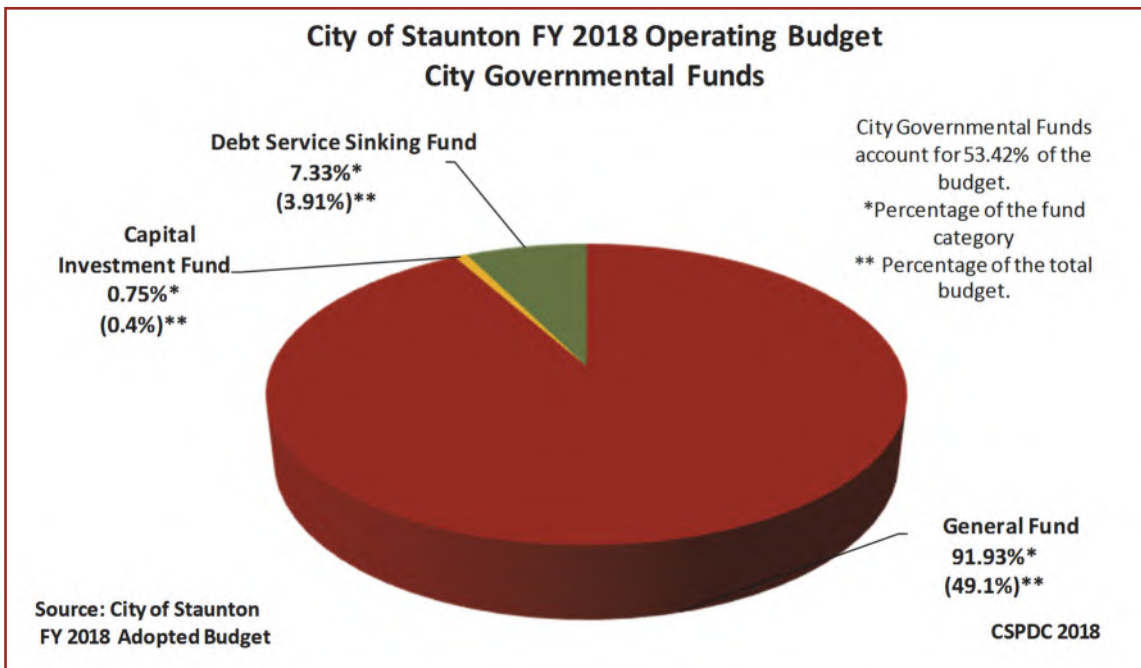


Figure 7-4- City of Staunton FY 2018 Operating Budget, Special Revenue Funds

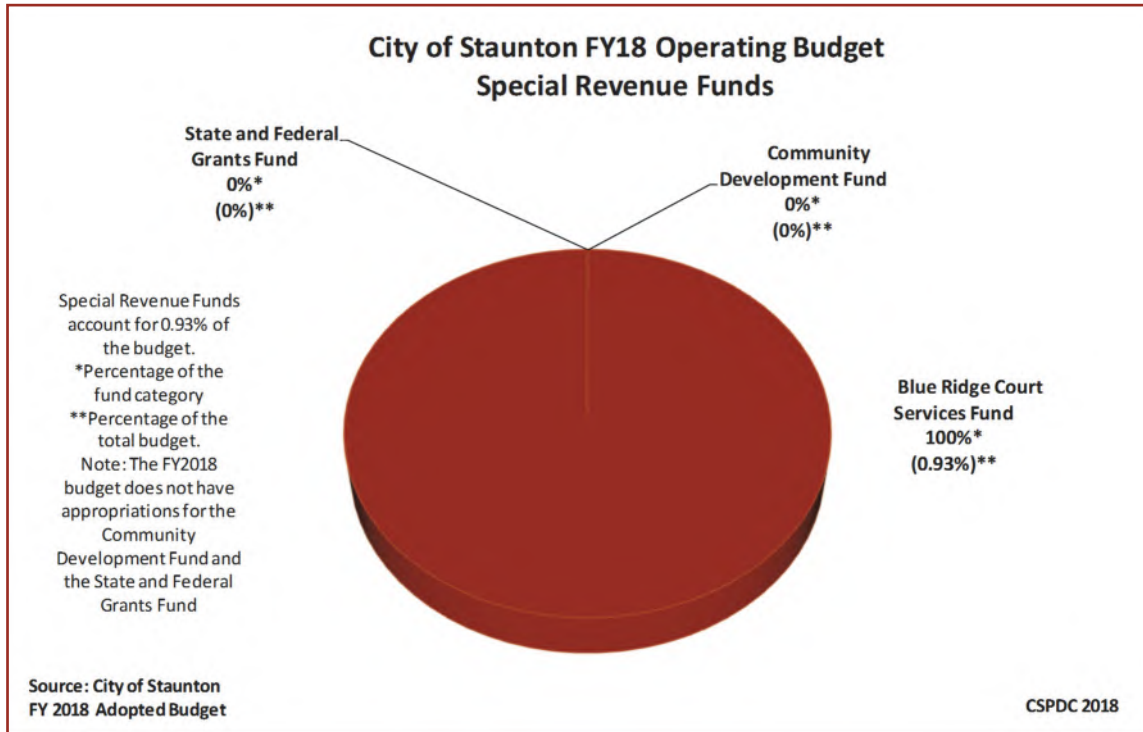
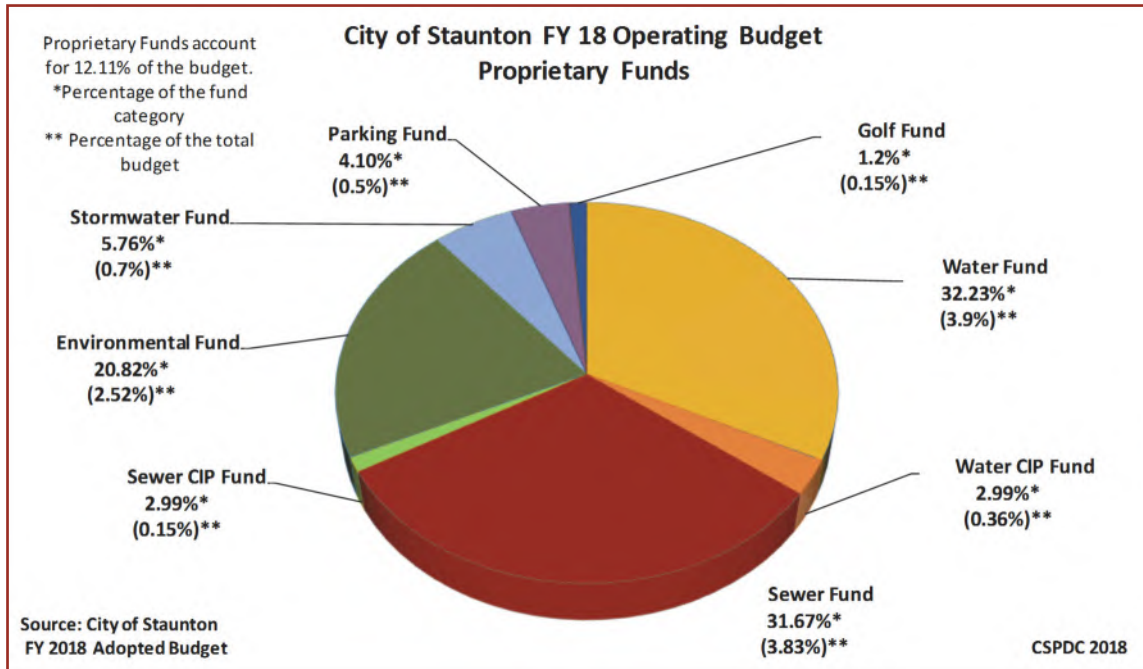
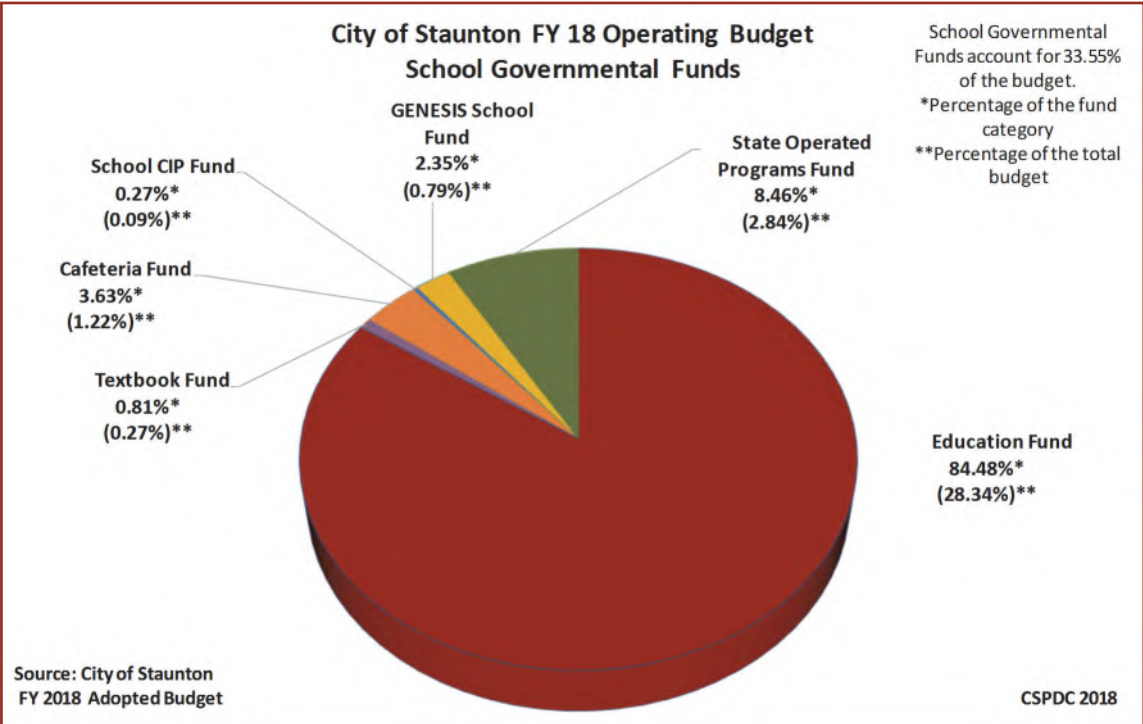


Figure 7-5- City of Staunton FY 2018 Operating Budget, Proprietary Funds



**Figure 7-6- City of Staunton FY 2018 Operating Budget, School Governmental Funds**



**Table 7-7 - General Fund Revenues**

**FY 2018**

<b>General Property Taxes</b>	\$24,141,700	44.50%
<b>Other Local Taxes</b>	\$14,113,917	26.02%
<b>Commonwealth of Virginia</b>	\$11,743,665	21.65%
<b>Current Service Charges</b>	\$1,672,247	3.08%
<b>Federal Revenue</b>	\$1,111,290	2.05%
<b>Recovered Costs</b>	\$821,081	1.51%
<b>Fees</b>	\$311,100	0.57%
<b>Other Revenues</b>	\$202,000	0.37%
<b>Fines and Forfeitures</b>	\$95,000	0.18%
<b>Miscellaneous</b>	\$38,000	0.07%
<b>TOTAL REVENUES</b>	<b>\$54,250,000</b>	<b>100.00%</b>

## Chapter 8 – Community Services and Infrastructure

### INTRODUCTION

Communities provide a variety of services to its residents, visitors, and businesses. Services include public safety; medical, health and social services; educational services; recreation; and infrastructure. These services are often carried out in city facilities and community buildings. Community services and infrastructure impact the quality of life for area residents and often require expenditure of public funds.

This chapter provides an overview of community services and infrastructure in the City. Further information about infrastructure related to the transportation system can be found in Chapter 10 Transportation.

### RELATIONSHIP TO OTHER PLAN ELEMENTS

#### *Community Services*

##### **Demographics**

Demographic trends are a critical component in service planning. As the population grows and people progress from one age group to another, the needs within the community change.

##### **Economy**

By providing links between public services and amenities, people are better connected and a sense of community is built. This benefits residents, but these connections also meet business needs and interests.

##### **Transportation**

Services provided by the City affect transportation needs and goals. The location and type of services provided by the community influences the mobility and accessibility of people, particularly the elderly and those with disabilities.

## **Land Use**

The location of facilities, the efficiency with which emergency services can be provided, and the ease of providing services are directly linked to land use patterns, policies and regulation. Land use plays a key role in determining where a facility is located. A community facility can affect the character of a neighborhood or area.

## ***Infrastructure***

### **Physical Features**

Rivers and streams improve the quality of life for residents. Water quality and habitat need to be maintained.

### **Housing**

Various housing types have differing demands. Planned and thoughtful choices, extension of systems and routine maintenance, let a community retain a diversity of housing options, minimize inefficient systems, and help keep housing affordable.

### **Economy**

Many communities invest in water and sewer facilities to encourage economic growth by facilitating the expansion of existing businesses as well as attracting new ones. This can mean the creation of jobs and expansion of the job base. Additionally, some commercial and industrial activity may have special wastewater treatment needs.

### **Land Use**

The cost of sewer and water extensions and new systems can be very high. They open up more land to be developed. Consequently, these projects may significantly change the character of areas not currently served by existing systems. Additionally terrain and topography greatly influence land use.

## COMMUNITY SERVICES

### City Facilities



#### *City Hall*

Staunton City Hall is located at 116 W. Beverley Street. The building houses most of the administrative offices for City operations and citizen services including: City Assessor, City Attorney, City Manager, Commissioner of the Revenue, Community Development, Economic Development, Finance, Human Resources, Information Technology, Staunton Police Department, Registrar, Tourism, and Treasurer.



#### *Fire Station 1*

Fire Station 1 is located at 500 North Augusta Street. This location also includes a museum containing Jumbo, a 1911 Robinson fire engine.



#### *Fire Station 2*

Fire Station 2 is located at 302 Grubert Avenue.



#### *Library*

The Staunton Public Library is located at 1 Churchville Avenue. The Library also houses the Talking Book Center, a sub-regional library for the National Library Service for the Blind and Visually Impaired.



#### *Parks & Recreation Department*

The administrative offices for the Parks & Recreation Department are located at 1000 Montgomery Avenue. Parks & Recreation manages a number of community parks and recreation facilities, as discussed in more detail beginning on page 8-18.



#### *Public Works*

Public Works is located at 1911 Craigmont Road. This location houses the administrative offices and maintenance facilities for utilities, trash and recycling collection, street maintenance and snow removal. It is also the location of the Staunton Water Treatment Plant.



***Staunton City Courthouse***

The Court is located at 113 East Beverley Street. This location provides services for the General District Court, Circuit Court, Clerk's Offices, and the City Sheriff's Office.



***Visitors Center***

The Visitors Center is located at 35 S. New Street. This location serves as the downtown visitors center for Staunton.

## Public Safety

### *Judicial Services*

Judicial services in Staunton include the General District Court, the Circuit Court and Juvenile and Domestic Relations Court. The General District Court, Circuit Court and Clerk's Offices are located at 113 East Beverley Street. The Juvenile and Domestic Relations Court for Staunton, Waynesboro and Augusta County is located at 6 East Johnson Street. The courts are located in the 25th Judicial Circuit of Virginia.

Each court has different powers and functions:

- The Circuit Court is a trial court with the broadest powers. It handles felony criminal cases, family matters, civil cases, and appeals from the lower courts. In civil cases, it shares authority with the General District Court to hear cases with claims between \$4,500 and \$25,000. All civil cases with claims exceeding \$25,000 are heard by the Circuit Court.
- The General District Court handles traffic cases, criminal cases and civil cases. Criminal cases include misdemeanor charges and preliminary hearings in felony cases. The court has the authority to hear civil cases with claims less than \$4,500 and shares authority to hear cases greater than that amount with the Circuit Court up to \$25,000.
- The Juvenile and Domestic Relations Court handles all cases involving juveniles under the age of 18; family cases including custody, support and visitation; and family abuse cases.

Additional judicial services are provided by the Commonwealth's Attorney and Blue Ridge Court Services. The Commonwealth's Attorney is an elected, constitutional officer who is responsible for managing criminal prosecutions in the City. The office is located at 21 N. New Street. Blue Ridge Court Services is a public, non-profit organization that provides remedial and rehabilitative opportunities to offenders in the cities of Staunton, Waynesboro, Lexington, and Buena Vista, and the counties of Augusta, Highland and Rockbridge. The office is located at 125 S. New Street.

### *Law Enforcement*

Law enforcement services in the City of Staunton are provided by the Virginia State Police, the Staunton City Police Department and the Staunton Sheriff's Office.

The Staunton City Police Department is an internationally accredited, full-service law enforcement agency operated as a department of the City. The Department is located on the Basement level of City Hall at 116 West Beverley Street, with the main entrance located on Central Street. Law enforcement services include criminal investigations, patrol, animal control and the 911 Communications Center. In 2017, the police department received 17,561 calls for service, with an average response time to emergency calls of 5:16 minutes. They conducted 2,610 arrests, investigated 700 traffic collisions, issued 2,663 traffic summonses and conducted 1,418 criminal investigations. Refer to Table 8-1 for highlights of the police department.

**Table 8-1 - Police Department - Highlights**

<b>Location</b>	City Hall, Basement Floor
<b>Management</b>	Chief of Police Commander, Captain (2)
<b>Divisions</b>	Law Enforcement Services Patrol Shift Criminal Investigations Unit Animal Control K-9 Officers Critical Incident Response Team Reserves  Community Involvement/Support Operations Support Operations Unit Crime Prevention Unit Police Chaplains
<b>Professional Personnel</b>	52 sworn officers 16 full-time civilian employees 12 full-time dispatchers
<b>Coverage Period</b>	3 shifts 24 hours per day/ 365 days per year
<b>Law Enforcement Services</b>	Police Patrol Criminal Investigations Community Policing Animal Control
<b>Crime Prevention Services</b>	Virginia Rules Mentorship School Resource Officer programs Citizen's Police Academy Neighborhood and Business Watch programs
<b>Administrative Services</b>	911 Communications Center Police Records Parking Enforcement Crime Prevention Unit Police Chaplains

Sources: City of Staunton Website; Staunton Police Department

**Table 8-1 – Police Department - Highlights - continued**

<b>Reserve Corps</b>	Reserve Police Officers are volunteers who assist full-time police officers and perform the same functions. They are armed, uniformed peace officers. Reserves must meet eligibility requirements and undergo 320 hours of training to become Level 2 Certified. Continuous training is required and a Reserve Police Officer must work a minimum 10 hours per month.
<b>Jail</b>	Middle River Regional Jail
<b>Accreditation</b>	Accredited by Commission on Law Enforcement Accreditation, Inc. (CALEA) in 1985. Re-accredited in 1990, 1995, 1998, 2001, 2004, 2007, 2010, 2013, and 2016.

Sources: City of Staunton Website; Staunton Police Department

The 911 Communications Center is administered by the Police Department and dispatches all calls to the Staunton Police Department, the Staunton Fire and Rescue Department, and the Staunton-Augusta Rescue Squad. It is a state-of-the-art Public Safety Answering Point and a Virginia Office of EMS Emergency Medical Dispatch accredited agency. Over 60,000 phone calls are received annually by dispatchers, with an average of 280 calls per day. In 2017, the City upgraded to a new 911 system, known as NextGen 911 which delivers calls through an IP-based digital network providing quicker service and a text-to-911 feature.

The Staunton Sheriff’s Office is located at 113 East Beverley Street within the Staunton City Courthouse. The Sheriff’s duties include providing security to courts, serving warrants and court papers, and the transportation of prisoners. In addition to these services, the Sheriff is also responsible for enforcing civil law within their jurisdiction. The Sheriff is a sworn law enforcement officer in the jurisdiction in which he or she is elected and the duties of the office vary across cities and counties. Although the Police Department and Sheriff’s Office have separate duties, they work together to provide law enforcement services within the City to its citizens. The City Sheriff is an elected constitutional officer with a term of four years and is accountable directly to the citizens of Staunton. Refer to Table 8-2 for highlights of the Sheriff’s Office.

<b>Table 8-2 - Staunton Sheriff's Office - Highlights</b>	
<b>Location</b>	1st Floor of the Staunton City Courthouse 113 E. Beverley St.
<b>Management</b>	Sheriff Chief Deputy
<b>Professional Personnel</b>	5 full-time sworn Deputies 1 full-time professional Assistant/Deputy 1 part-time sworn Deputy
<b>Hours of Operation</b>	Monday through Friday 8:30 a.m. through 5:00 p.m.
<b>Department Training</b>	3 General Instructors 3 Firearms Instructors 2 Field Training Officers 1 Hostage Negotiator
<b>Accreditation</b>	The Staunton Sheriff's Office is currently exploring the accreditation process.

Sources: Staunton Sheriff's Office

The Middle River Regional Jail and the Shenandoah Valley Juvenile Detention Center are regional incarceration facilities. Middle River Regional Jail provides adult incarceration and serves Staunton, Waynesboro, Harrisonburg and the counties of Augusta, Highland and Rockingham. Shenandoah Valley Juvenile Detention Center is a residential facility for juveniles. It serves the cities of Staunton, Waynesboro, Harrisonburg and Lexington, and the counties of Augusta, Rockbridge and Rockingham. Both facilities are located on Technology Drive in Verona.

### *Fire & Rescue*

Emergency response services in the City of Staunton are provided by the Staunton Fire and Rescue Department and the Staunton-Augusta Rescue Squad.

The Staunton Fire and Rescue Department, a department of the City, is operated out of two locations. Fire Station 1 is located at 500 North Augusta Street and Fire Station 2 is located at 302 Grubert Avenue. The Fire and Rescue Department provides emergency response and fire

prevention services, safety education services, and operates the emergency operations center. In 2017, the City responded to 1,351 fire incidents and 2,025 emergency medical service incidents, with an average response time of 5:15 minutes. They have been recognized with awards from the Governor’s Fire Service Awards and the Grinnell Mutual Life Safety Achievement Award. Refer to Table 8-3 for highlights of the Fire and Rescue Department.

**Table 8-3 - Staunton Fire and Rescue Department - Highlights**

<b>Location</b>	Fire Station 1- 500 North Augusta Street Fire Station 2- 302 Grubert Avenue
<b>Management</b>	Fire Chief & Emergency Management Coordinator Deputy Fire Chief Deputy Fire Marshal
<b>Professional Personnel</b>	36 Career Firefighters 19 Part-Time Firefighters 10 Reserve Firefighters
<b>Service Area</b>	City of Staunton (20 square miles), parts of Augusta County and Mary Baldwin University campus.
<b>Coverage Period</b>	24 hours per day/ 365 days per year
<b>Fire Incident Responses (2017)</b>	1,351
<b>EMS Incident Responses (2017)</b>	2,025
<b>Water Supply</b>	City Water Mains and Branch lines Bulk Water Storage Tank
<b>Motorized Apparatus</b>	
Model Year	
2013- Sutphen Monarch Pumper - 1500 gpm pump and 500 gallons of water	
2008- Sutphen Monarch Pumper - 1500 gpm pump and 500 gallons of water	
2007- Chevy Brush Truck - 250 gpm pump and 200 gallons of water	
2002- Pierce Dash 100' Tower - 1500 gpm pump and 300 gallons of water	
2000- Monarch Sutphen Pumper - 1500 gpm pump and 500 gallons of water	
1996- Ford/Hackney Medium Duty Rescue	
6 x 6 Gator for all terrain use.	
The Department also has three staff vehicles.	

Sources: City of Staunton Website; Staunton Fire and Rescue Department

**Table 8-3 - Staunton Fire and Rescue Department - Highlights - continued**

<b>Emergency Response and Fire Prevention Services</b>	<ul style="list-style-type: none"> <li>-Fire Operations (structural, rural, and wildland urban interface)</li> <li>-Emergency Medical Service</li> <li>-Hazardous Materials</li> <li>-Vehicle Extrication</li> <li>-Confined space, trench collapse, building collapse, and rope rescue</li> <li>-Domestic preparedness and planning</li> <li>-Fire Prevention/Safety</li> <li>-Code Enforcement</li> <li>-Permits and Inspections</li> </ul>
<b>Fire Prevention &amp; Safety Services</b>	<ul style="list-style-type: none"> <li>Smoke Alarm Installation Program</li> <li>Carbon Monoxide Awareness</li> <li>Knox Box Program</li> <li>Home Fire Prevention</li> <li>YFire Program</li> </ul>
<b>Insurance Services Office (ISO) Rating</b>	Class 2
<b>Recognition</b>	<ul style="list-style-type: none"> <li>Governor's Fire Service Awards</li> <li>Grinnell Mutual Life Safety Achievement Award</li> </ul>

Sources: City of Staunton Website; Staunton Fire and Rescue Department

The Staunton-Augusta Rescue Squad is located at 1601 North Coalter Street and provides emergency medical services to the City of Staunton and Augusta County. The rescue squad responds to over 6,500 calls annually. The fleet includes six ambulances, one response vehicle, one utility vehicle, and one crash/rescue truck. Services are provided by career staff and volunteers.

***Animal Shelter***

Shenandoah Valley Animal Services serves Staunton, Waynesboro and Augusta County. It is located at 1001 Mt. Torrey Road in Lyndhurst. The facility is an open admissions animal shelter that accepts strays, abandoned animals and animals surrendered by their owners. The facility has 40 dog runs and 85 cat cages. Animals are available for adoption from the center and the current save rate is 95 percent.

## **Medical, Health, and Social Services**

### ***Augusta Health***

Augusta Health is an independent community hospital located in Fishersville, just 5 miles from the City. Augusta Health is a 255 bed facility with over 200 physicians, 2,100 employees and 280 volunteers. The hospital provides a full range of inpatient and outpatient services. The hospital has over 61,000 emergency visits and 11,000 admissions each year. Over 260,000 outpatient visits occur annually.

### ***Augusta Regional Clinic***

Augusta Regional Clinic, formerly the Augusta Regional Free Clinic, serves residents of Staunton, Waynesboro and Augusta County. The office is located at 342 Mule Academy Road in Fishersville. Services are provided to residents who meet basic eligibility guidelines and do not have health insurance. Services include primary care, diagnostic testing, pharmacy services, chronic care, women's and men's health programs, wellness and medical education, and referral to specialists.

### ***Augusta Regional Dental Clinic***

Augusta Regional Dental Clinic serves residents of Staunton, Waynesboro and Augusta County. The office is a full-service dental clinic located at 342 Mule Academy Road in Fishersville. Services are available for adults and children. The clinic accepts insurance and Medicaid patients. Services are provided to uninsured adults based on eligibility requirements and income levels.

### ***Central Shenandoah Health District, Virginia Health Department***

The Central Shenandoah Health District serves the cities of Buena Vista, Harrisonburg, Lexington, Staunton and Waynesboro and the counties of Augusta, Bath, Highland, Rockbridge and Rockingham. The district is composed of seven health departments and is under the Virginia Department of Health. The Staunton-Augusta Health Department is located at 1414 North Augusta Street. The health department provides a variety of free, flat fee and sliding fee services to members of the community including maternity services, the WIC program, immunizations, family planning, sexually transmitted infection services and other health services.

### ***Central Shenandoah Valley Office on Youth***

The Central Shenandoah Valley Office on Youth is a regional organization serving Staunton, Waynesboro and Augusta County. Their mission is "to develop positive connections between youth, their families and communities." The organization provides resources and services to area youth and their families. Two offices serve the Office on Youth, one in Waynesboro and one in Staunton. The Staunton Office is located in the Nelson Street Teen Center at 900 Nelson Street.

### *Commonwealth Center for Children & Adolescents*

The Commonwealth Center for Children & Adolescents is an acute care, mental health facility providing services to youth under 18 years old. It is located in Staunton near the intersection of Route 250 and Interstate 81. The facility is operated by the Virginia Department of Behavioral Health and Developmental Services and affiliated with the University of Virginia - Department of Psychiatric Medicine. Services are provided to youth currently experiencing a crisis within their environment and requiring psychiatric treatment.

### *Shenandoah Valley Social Services*

Shenandoah Valley Social Services serves Staunton, Waynesboro and Augusta County. The office is located at 68 Dick Huff Lane in Verona and the agency provides benefits and service programs to residents experiencing abuse, neglect or financial hardship. Benefits programs include opportunities for medical, financial, energy and food assistance. Service programs include child protective and prevention services, adult protective services, adult services, volunteer payee services, daycare services, employment services, foster care and adoption.

### *Virginia School for the Deaf and the Blind*

The Virginia School for the Deaf and the Blind provides comprehensive educational services to students with blindness, visual impairments or multiple disabilities. The campus is located on VSDB Drive in Staunton. Services include a residential K-12 educational program and a pre-school. Students are referred from their local school system across Virginia. The school was established by the Virginia General Assembly in 1838, and designated as a state agency in 2009.

### *Western State Hospital*

Western State Hospital is a state psychiatric hospital providing residential services for adults. It is located in Staunton at 103 Valley Center Drive. The facility is licensed and operated by the Virginia Department of Behavioral Health and Developmental Services. The hospital was founded in 1825 by the Virginia General Assembly.

### *Wilson Workforce and Rehabilitation Center*

Wilson Workforce and Rehabilitation Center “provides people with disabilities comprehensive, individualized services to realize personal independence through employment.” The center is located at 243 Woodrow Wilson Avenue in Fishersville and provides vocational services and medical rehab services at its campus. Vocational services include the Postsecondary Education Rehabilitation Transition Program, vocational training, vocational evaluation, and the Pre-employment readiness and Education Program. The center provides medical and vocational rehabilitation services to clients with physical, cognitive, sensory or emotional disabilities to help improve independence and employability.

## **Educational Services**

### *Library*

The Staunton Public Library is located at 1 Churchville Avenue, at the intersection with North Augusta Street. The library is operated as a department of the City and City Council appoints a Library Advisory Board to consult on library operations. Annual material circulation exceeds 380,000 items, and over 170,000 people visit the library each year. The facility offers many services including books, public access computers, free wireless internet, wireless printing, a photocopier, fax machine, typewriter, artwork displays, special collections and meeting rooms. Online resources are also available for audiobooks, eBooks, magazines, music, movies, TV shows and comics. Tools are available for reference and research, including genealogy and local history.

A variety of programs and events are provided for all ages and include early literacy programs for children, ongoing clubs for teens, and outreach visits to local daycare centers and schools. In addition, the library hosts musical events, book clubs, and technology classes. The library is also home to the Talking Book Center, a sub-regional library for the National Library Service for the Blind and Visually Impaired. The Talking Book Center provides home delivery service to area residents who are unable to read or use standard print due to blindness, visual impairment physical disability or reading disability.

Friends of the Staunton Library is a non-profit organization that provides volunteers and supports fundraising efforts for programming, technology and collections at the library. The Staunton Library Foundation is a non-profit organization that manages an endowment to serve future funding needs of the library.

### *Public Schools*

Staunton City Public Schools is a public school division providing educational services for students Pre-K through 12th grade. The school division is governed by the Staunton City School Board and overseen by the School Superintendent. It currently employs 264 professional staff and 203 support staff, and operates six educational buildings including Arthur R. Ware, Jr. Elementary School, Bessie Weller Elementary School, Thomas C. McSwain Elementary School, Shelburne Middle School, Staunton High School and Dixon Education Center.

In the 2016-2017 school year, the division had 2,679 students enrolled for fall membership. Based upon grade level enrollment numbers, there were 747 students enrolled in grades 9-12, 593 students enrolled in grades 6-8, 1,264 students enrolled in kindergarten through grade 5, and 75 students enrolled in pre-kindergarten. The division has an on-time graduation rate of 88.6 percent and 52 percent of graduates enroll in post-secondary education. During the 2016-2017 school year, 266 credentials were earned by students for career and technical education.

The division is also involved in additional educational programs, including the Shenandoah Valley Governor’s School, Valley Career and Technical Center, the Genesis Alternative Program, Shenandoah Valley Juvenile Center, and the Commonwealth Center for Children & Adolescents. Refer to Tables 8-4, 8-5, 8-6, 8-7 and Map 8-1 for additional information about the school division.

<b>Table 8-4 - Public School System - Highlights</b>	
<b>Management</b>	Staunton City School Board Full-time Superintendent
<b>Number of Schools</b>	3 Elementary; 1 Middle; 1 High School 1 Education Learning Center
<b>Professional Staff</b>	264 professional staff and 203 support staff
<b>Student Enrollment (2016-2017)</b>	2,679
<b>Pupil/Teacher Ratio (2015-2016)</b>	Grades K-7: 11.67:1 Grades 8-12: 10.31:1
<b>Students with Disabilities (2016-2017)</b>	384
<b>Entry Level Salary, Classroom Teacher with Bachelor’s Degree, 10 month contract (2017-2018)</b>	\$42,062
<b>Per Pupil Expenditures (2015-2016)</b>	Local Funding: \$4,660 State Funding: \$5,394 Federal Funding: \$993
<b>On-Time Graduation Rate</b>	88.6%
<b>Postsecondary Enrollment of Graduates (2014-2015)</b>	52%
<b>Students Earning One or More Career and Technical Education (CTE) Credentials (2016-2017)</b>	NOCTI Assessments– 13 State Licensures– 3 Industry Certification– 152 Workplace Readiness– 98 Total Credentials Earned– 266 Students Earning One or More Credentials– 215 CTE Completers–72
<b>Additional Education Programs</b>	Shenandoah Valley Governor’s School Valley Career and Technical Center Genesis Alternative Program Shenandoah Valley Juvenile Center Commonwealth Center for Children & Adolescents  Staunton City Schools employs and supervises the educational staff for Shenandoah Valley Juvenile Center and Commonwealth Center for Children & Adolescents, both of which are state-operated education programs.

Sources: Virginia Department of Education, Virginia School Quality Profile, Staunton City Public Schools, accessed January 12, 2018; Staunton City Public Schools

<b>Table 8-5 - Public School System Recognition</b>	
<b>Recognition</b>	<p>Literacy Innovation Award for K-5 reading program, Districts of Distinction, 2015</p> <p>Award of Excellence for <i>The Student Advocate</i>, National School Public Relations Association, 2015</p> <p>BETA Learning Academy, BMX Restoration and Project Search, Virginia School Boards Association Showcases for Success Directory, 2016</p>

Sources: Staunton City Public Schools

<b>Table 8-6 - City of Staunton Public Schools</b>		
<b>SCHOOL</b>	<b>YEAR BUILT AND RENOVATED</b>	<b>CAPACITY</b>
Bessie Weller Elementary School	1952, 2001	400
Arthur R. Ware, Jr. Elementary School	1956, 1968 & 2006	400
Thomas C. McSwain Elementary School	1958, 1968 & 2006	400
Shelburne Middle School	1962, 1999	650
Staunton High School	1967, 1984	850
Dixon Education Center	1975	400

Source: Staunton City Public Schools

<b>Table 8-7 - Fall Membership By Grade</b>			
<b>Grade</b>	<b>2014-2015</b>	<b>2015-2016</b>	<b>2016-2017</b>
<b>Pre-kindergarten</b>	84	70	75
<b>Kindergarten</b>	206	202	231
<b>Grade 1</b>	245	199	192
<b>Grade 2</b>	199	235	200
<b>Grade 3</b>	222	196	230
<b>Grade 4</b>	217	222	194
<b>Grade 5</b>	215	222	217
<b>Grade 6</b>	182	201	215
<b>Grade 7</b>	194	171	203
<b>Grade 8</b>	195	191	175
<b>Grade 9</b>	208	183	182
<b>Grade 10</b>	174	198	190
<b>Grade 11</b>	206	178	205
<b>Grade 12</b>	187	192	170
<b>Total Students</b>	<b>2,734</b>	<b>2,660</b>	<b>2,679</b>

Source: Virginia Department of Education, Virginia School Quality Profile, Staunton City Public Schools, accessed January 12, 2018; Staunton City Public Schools

### *Private Schools*

In addition to the public school system, several private schools operate within the City. Day Schools include Grace Christian School and C.F. Richards Christian School. Grace Christian School is a K-12 grade program. The elementary and middle school facility are located at 511 Thornrose Avenue. The high school facility is located at 19 South Market Street. C.F. Richards Christian School is a K-8 grade program and is located at 414 Sterling Street.

Stuart Hall School is a Pre-K-12 grade program and was originally founded in 1844. The lower school campus, Hunter McGuire, is located in Verona. The middle and upper school campus are located in Staunton at 235 W. Frederick Street. The school serves day students, and provides residential co-ed boarding options for domestic and international students in the upper school.

### *Higher Education and Workforce Development*

The close proximity to higher education and training opportunities in Staunton are an important benefit to both businesses and the labor force. These opportunities offer educational, training and workforce development experiences to assist in creating a successful business environment.

Valley Career and Technical Center (VCTC), which is located in Fishersville, is part of the Augusta County Public School System and is a regional center that serves Staunton, Waynesboro and Augusta County. VCTC provides programming for high school students to obtain technical skills in preparation for entry level jobs or post-secondary education. VCTC also provides career and technical training for adults interested in apprenticeship programs, skills training or obtaining a GED. It provides day and evening classes for training in agriculture, business, health occupations, trade and industrial areas. It also serves as a regional instruction center for the Virginia Apprenticeship Training Program.

Blue Ridge Community College, located in Weyers Cave just north of the City, is part of the Virginia Community College System. Blue Ridge Community College offers programs for associate degrees, diplomas, and certificates. Workforce training and special interest classes are also available for individuals, businesses and industries. Mary Baldwin University is a private accredited university that offers undergraduate and graduate degree programs. The main campus is located in Staunton at 101 East Frederick Street. A new health sciences campus, the Murphy Deming College of Health Sciences, is located in Fishersville just 5 miles from the City. Mary Baldwin also offers pre-professional programs, undergraduate and post baccalaureate teacher license programs and academic partnerships.

Within the region are other institutions of higher education, including Bridgewater College, Eastern Mennonite University, James Madison University, Southern Virginia University, Virginia Military Institute, and Washington and Lee University. These institutions provide additional educational and workforce training opportunities for area residents, businesses and industries.

## Recreation

The Parks & Recreation Department is operated as a department of the City. Parks & Recreation manages 482 acres of park and recreational facilities, hosts a range of recreational programs and activities for all ages, and focuses on beautification of the City through its horticultural program.

### *Parks and Recreational Facilities*



#### **Gypsy Hill Park:**

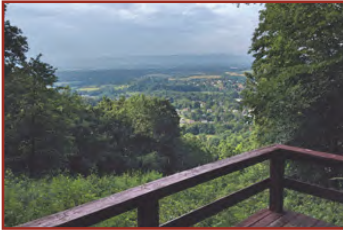
Gypsy Hill Park is a sprawling 214-acre multi-use recreational park located at the intersection of Churchville Avenue and Thornrose Avenue. The park contains a 1.3-mile circular roadway available for walking, jogging, cycling and vehicles. A wide range of amenities exist including a swimming pool, tennis courts, basketball courts, softball and baseball fields, a golf course, a skatepark, a fitness station, two playgrounds, a dog park, a sand volleyball pit, horseshoe pits, picnic tables, grills, a duck pond and Lake Tams. Fishing is permitted in Lake Tams with possession of a state freshwater fishing license. Facilities available for use include restrooms, covered picnic pavilions, the Gypsy Hill Gymnasium, the Garden Center, and a Bandstand. The Park is also the site of the National Guard Armory, the baseball field for the Staunton Braves, the football stadium for Staunton High School, the Gypsy Express Mini-Train, and the Staunton Brigade Band. Numerous special events, festivals, and program activities are hosted at the park throughout the year, both by the City and by private groups.

#### **Montgomery Hall Park:**



Montgomery Hall Park contains 148 acres and is located off Montgomery Avenue in the southwest portion of the City. Montgomery Hall Park was listed on the Virginia Landmarks Register in 2016 and on the National Register of Historic Places in 2018 for its historical significance in the community. Montgomery Hall Park was founded in 1946 as a recreational facility for African Americans during the Jim Crow era of racial segregation in Virginia. The park attracted visitors from other African American communities through central Virginia, and was integrated in 1969.

A wide range of amenities exist including a swimming pool, tennis courts, basketball courts, softball and baseball fields, soccer fields, a frisbee disc golf course, a playground, a natural playground, hiking trails, mountain bike trails, horseshoe pits, picnic tables and grills. Facilities available for use include restrooms, covered picnic pavilions, and Montgomery Hall. The Park is also the site of the administrative offices for the Parks & Recreation Department, which are located in Montgomery Hall.



**Betsy Bell & Mary Gray Wilderness Parks:**

The wilderness parks provide an observation platform at 1,959 feet, overlooking the Shenandoah Valley. Minimal picnic facilities are available. The parks provide opportunities for hiking, mountain bike riding, and wildlife viewing.



**Knowles Park:**

This park is a small parcel of land located on Churchville Avenue, directly across from the entrance to Gypsy Hill Park.



**Landes Park:**

This small one-acre park is located near the intersection of Church Street and Middlebrook Avenue, and contains park benches.



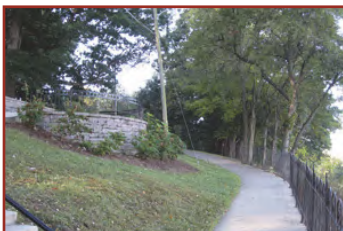
**Men's Green Thumb Park:**

This two-acre park is located near the intersection of Richmond Road and Greenville Avenue. It originated as a joint sponsorship between the Men's Green Thumb Garden Club and United Virginia Bank National Valley.



**Reservoir Hill Park:**

This four-acre park is located at the intersection of North Jefferson Street and North Madison Street. Facilities include a recreational field.



**Woodrow Park:**

This five-acre park is located in the Sears Hill District, south of the Staunton Train Station. It is accessed on foot by the Sear's Hill Bridge or by vehicle from Sear's Hill Road. It provides a scenic overlook of historic downtown Staunton.



**Booker T. Washington Community Center:**

The Booker T. Washington Community Center is located on West Johnson Street and contains a basketball gym, auditorium, basketball courts, and a kitchen. The community center was originally a high school for African American students during the Jim Crow era of racial segregation in Virginia until closing in 1966. The facility has had various uses over the last 50 years, including uses for the City Police Department, community non-profits and after-school programs. In 2014, it was added to the Virginia Landmarks Register and the National Register of Historic Places. Its present use is as a community center for meetings, special programs, and public rentals. The Booker T. Washington Alumni Association operates the Booker T. Washington High School Museum, a museum open to the public and documenting the history of the high school.



**Nelson Street Teen Center:**

The Nelson Street Teen Center is a facility located on Nelson Street. It is used for recreational classrooms and the Office on Youth.

***Recreational Programs and Activities***

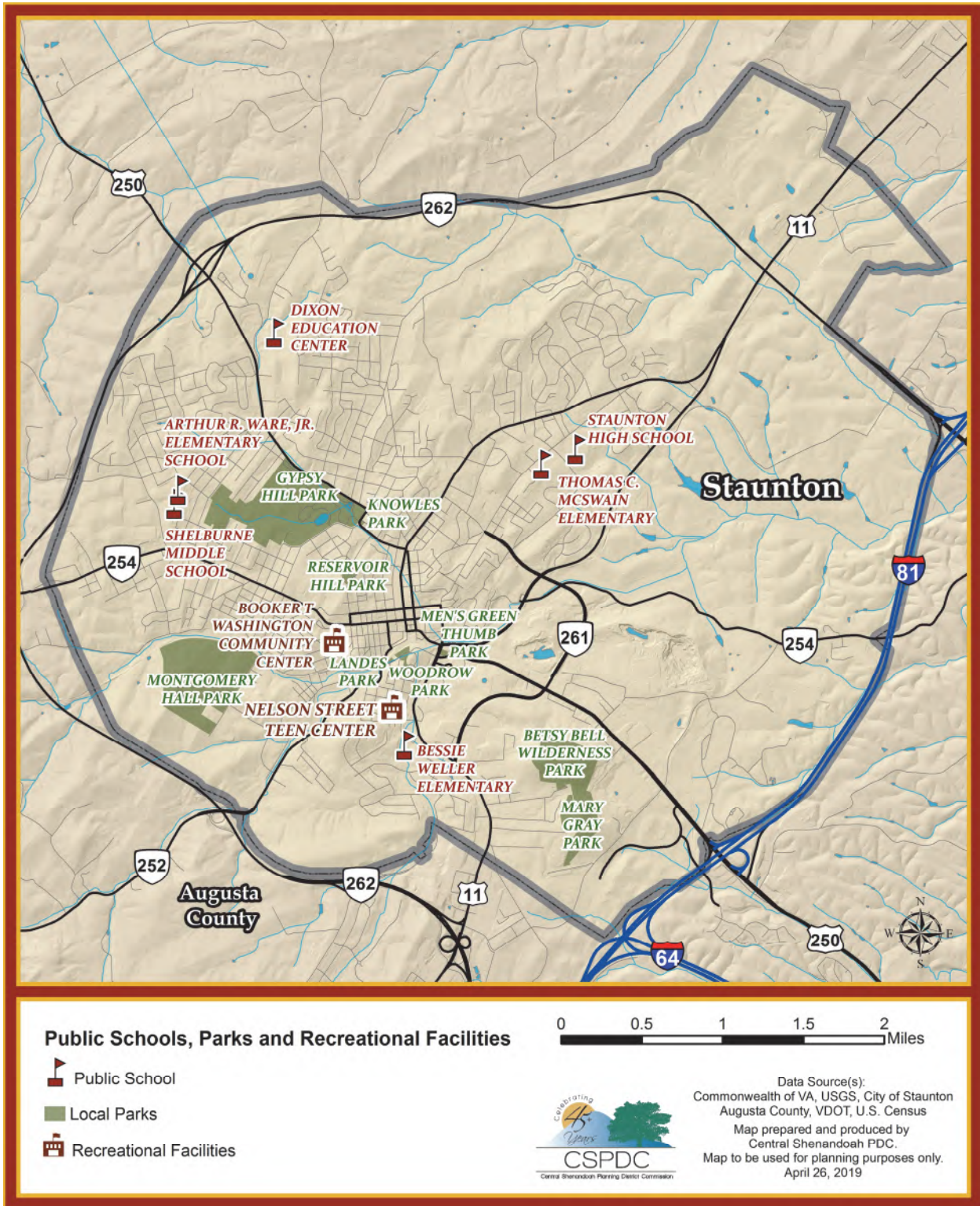
The Parks & Recreation Department hosts a wide variety of programs and activities for all ages, including athletics, recreational classes, trips and tours, a summer camp, and HEART, a childcare program provided through the City elementary schools. The Department has received several awards from the Virginia Recreation and Park Society.



***Horticulture***

The Horticulture Program focuses on beautification efforts in the City. Working under the Parks & Recreation Maintenance Division, the program provides tree pruning, tree planting, weed management and care for 17 annual landscaping beds. Staunton has been recognized with a Tree City USA award from the National Arbor Day Foundation.

Map 8-1 – Public Schools, Parks and Recreational Facilities



## INFRASTRUCTURE

### Public Works

The Public Works Department is the largest operational department of the City and maintains the largest department budget. Public Works provides essential services to the City and residents to support and maintain infrastructure. Services include street maintenance, snow removal, public parking, storm drains, traffic signals and street signs, trash and recycling collection, water treatment, city utilities, fleet maintenance, and municipal building maintenance.

### *Groundwater and Surface Water Availability*

The Raw Water System consist of three sources; the North River, Gardner Spring, and Middle River. The total safe yield of the three sources is 9.52 MGD which is adequate to meet all existing and future needs of the City of Staunton. However, raw water transmission facilities can deliver only about 9.18 MGD at the present time.

The North River includes two impoundments which provide raw water storage. The Staunton Reservoir is located 12 miles northwest of the City limits and has a usable storage of 108 million gallons (MG). The Elkhorn Reservoir is situated 1.5 miles upstream and provides an additional 261 MG of storage that can be released to the Staunton Reservoir. The safe yield of the North River Reservoir system is 2.4 MGD. The withdrawal from the reservoirs is limited by the capacity of the North River Raw Waterline. The North River Raw Waterline conveys the water by gravity to the Staunton Water Treatment Plant through 12.7 miles of 20-inch and 16-inch diameter cast iron pipe. The withdrawal from the North River averaged 1.94 MGD in 2018.

Gardner Spring is located 3.2 miles northwest of the City limits near the Middle River. The withdrawals averaged 1.57 MGD for the year 2018. The reported capacity of Gardner Spring is about 4.5 MGD. The water is pumped to the Staunton Water Treatment Plant through 3.5 miles of 16-inch cast iron pipe.

The Middle River intake is located adjacent to the Gardner Spring Pump Station. The intake is connected to the pump station with a 24-inch gravity pipeline. The intake usually does not function because the river level is too low in relation to the hydraulic gradient of Gardner Spring. The safe yield of the Middle River is 2.6 MGD.

Based on a 2018 Water Supply Evaluation Report, the projected water demand for the City's water system will be 7.6 million gallons per day (MGD) by the year 2040. The Virginia Department of Health (VDH) permitted capacity of the City's water treatment plant is 12.0 MGD. The current (2018) water system capacity of the City's waterworks is 6.6 MGD.

### *Utilities*

Public Works manages water and sewer utility service for City residents. The Staunton Water Treatment Plant, an 8.0 million gallon per day mixed media filtration plant located on Craigmont Road, is owned and operated by the City. The City and the Augusta County Service Authority jointly own and operate the Middle River Regional Wastewater Treatment Plant in Verona. Other utility services in the City, including gas, electric and telecommunications are provided by private companies. Refer to Tables 8-8, 8-9 and 8-10 and Maps 8-2 and 8-3 for further information about the sewer and water systems.

### *Trash and Recycling*

Trash and recycling services are provided for City residents and businesses. The City provides curbside collection for trash and recycling once per week in residential areas. Trash is collected four times a week and recycling is collected on Mondays and Thursdays in the Downtown Central Business District. Special item pickups are coordinated at various times of the year for leaf removal, Christmas trees, and large and bulky items. A regional hazardous waste collection day occurs annually for Staunton, Waynesboro and Augusta County at the Augusta County Government Center. The Augusta Regional Landfill, located on Christians Creek Road south of Staunton, is operated by the Augusta County Service Authority and owned by Staunton, Waynesboro and Augusta County. Refer to Table 8-11 for further information concerning refuse and recycling.

### *Street Maintenance and Snow Removal*

The Department maintains 286.6 moving lane miles of streets, 134.8 linear miles of streets, 18 highway bridges and culverts, more than 680 acres of right-of-way, 50 miles of storm drain, and 48 traffic signals. Services include street maintenance, snow removal, traffic signals and street signs. Public Works has a variety of equipment to handle ice control and snow removal, including twelve one-ton dump trucks and twelve five-ton dump trucks with plows and spreaders. Seven refuse trucks with plows may also be deployed when conditions warrant their use. Depending on the weather forecast, Public Works may pre-treat the roads ahead of time with a salt brine application. Further detailed information concerning the transportation system can be found in Chapter 10 Transportation.

**Table 8-8 - Public Works - Highlights**

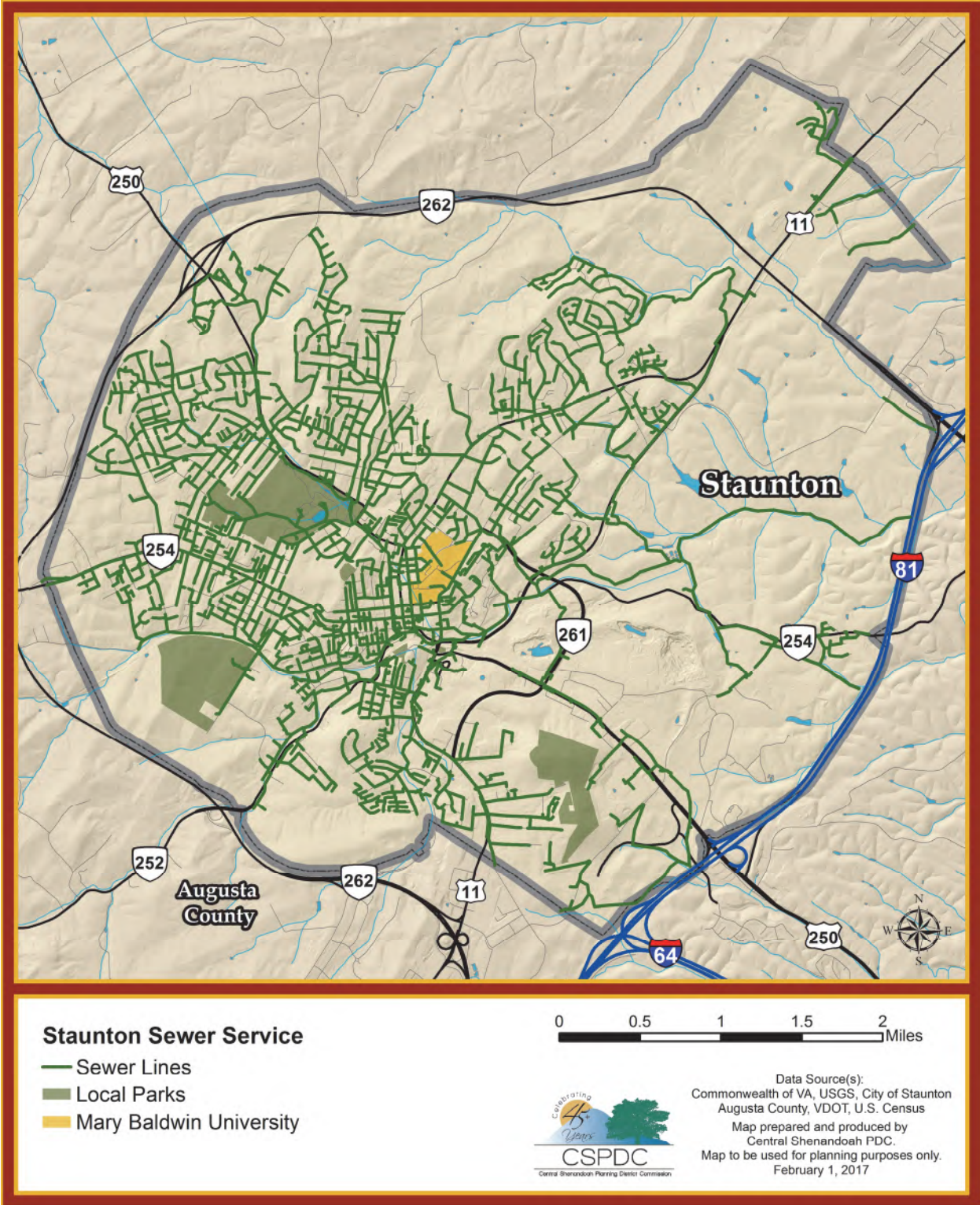
<b>Sanitary Sewer System</b>	
Miles of Line	148
Number of Connections	9,201
Sewer Line Size	Varies from 4 to 36 inches (8 in. is the most common)
Line Age	Varies from less than 1 year to 80 years
Wastewater Treatment Plant (WWTP)	Middle River Regional Wastewater Treatment Plant (MRRWWTP) jointly owned by the City of Staunton (COS) and the Augusta County Service Authority (ACSA). A small sewage volume from COS is also discharged to the ACSA owned/operated Fishersville WWTP. <sup>1</sup>
<b>Public Water Supply</b>	
Miles of Line	183 including raw water lines
Number of Connections	9,459
Water Line Size	Varies from 1 to 20 inches (6 in. is the most common)
Line Age	Varies from less than 1 year to 90 years
Water Sources	Gardner Spring near the Middle River; Staunton Reservoir and Elkhorn Reservoir on the North River; Middle River intake
Water Treatment Plant	Built in 1951 and upgraded and enlarged in 1977. Also upgraded again in 2003 and 2006.
Treatments	Chlorine, alum, and lime are added to remove contaminants; fluoride is added for dental purposes.

<sup>1</sup> COS sewage flow allocation at the ACSA Fishersville WWTP is 0.375 MGD.

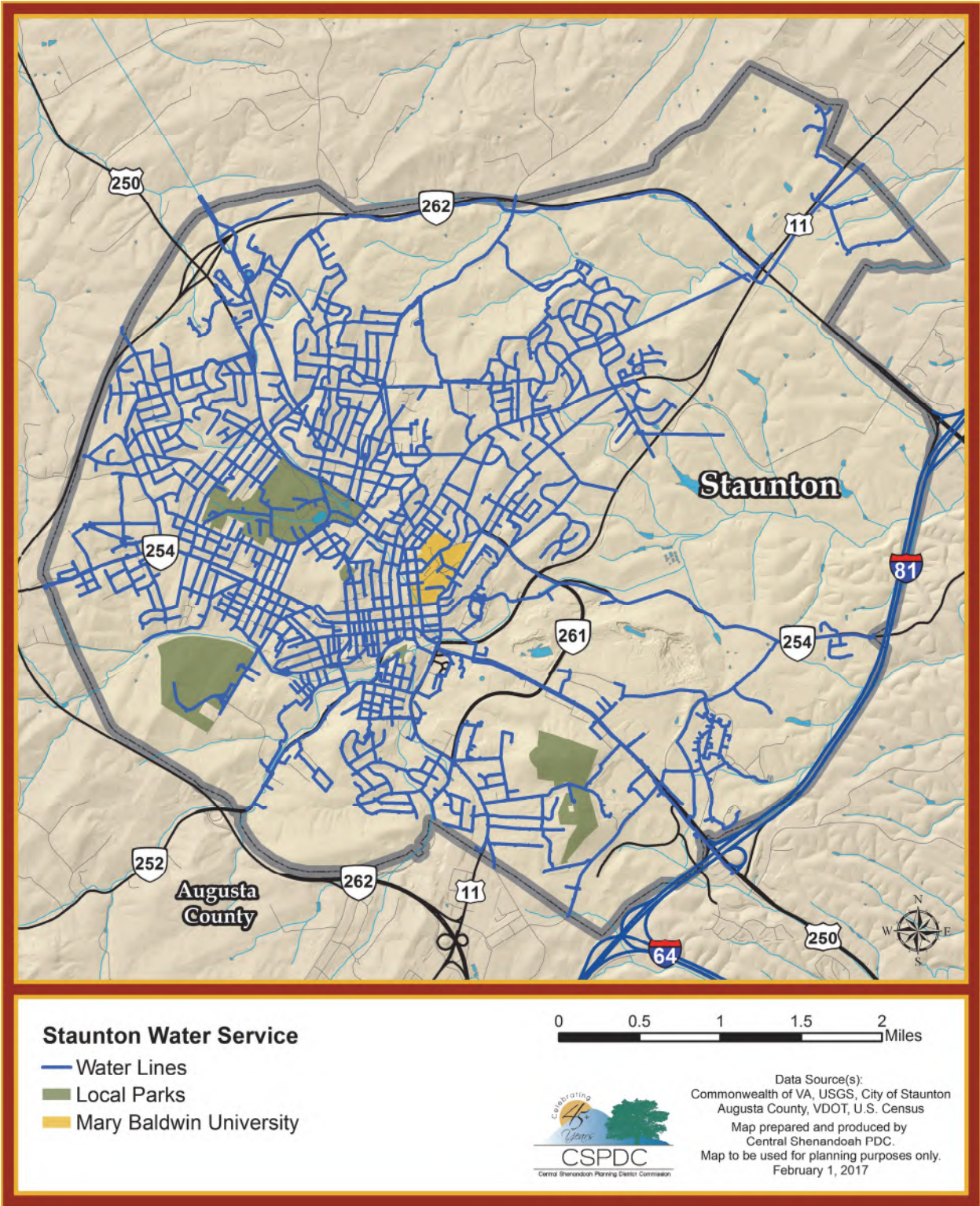
MGD = Million Gallons Per Day.

Source: City of Staunton, Public Works Department

Map 8-2 – Staunton Sewer Service



Map 8-3 – Staunton Water Service



**Table 8-9 - Public Water Supplies**

	<b>Staunton</b>
<b>Water Supply Sources</b>	One spring (Gardner Spring); two surface water dams (Elkhorn Reservoir and Staunton Reservoir) on North River; Middle River intake.
<b>Water Treatment Plant (WTP)</b>	One 8.0 MGD mixed media filtration plant.
<b>Water Treatment Description</b>	Disinfection with chlorine, flocculation with alum addition, sedimentation, filtration, and fluoride addition for dental health.
<b>Supply Source Capacity</b>	6.6 MGD
<b>WTP Design Capacity</b>	12.0 MGD
<b>WTP Permitted Capacity</b>	8.0 MGD
<b>Storage Volume</b>	8.0 MGD
<b>Current Average Daily WTP Production<sup>1</sup></b>	3.4 MGD (2018)
<b>Current Average Available Capacity<sup>2</sup></b>	3.2 MGD (2018)
<b>Miles of Water Lines</b>	183 (including raw water lines) (2018)
<b>Number of Connections</b>	9,459 (2018)
<b>Water Line Sizes</b>	1" to 20" with 6" most common (2018)
<b>Water Line Ages</b>	0 to 90 years (2018)
<b>Number of Pressure Zones</b>	10 (2018)

<sup>1</sup> Includes 2.1 MGD to City of Staunton and 1.3 MGD sold to Augusta County.

<sup>2</sup> Calculated by subtracting Current Average Daily Production from Supply Source Capacity.

Source: City of Staunton, Public Works Department

**Table 8-10 -Sewage Systems**

	<b>Staunton</b>
<b>Wastewater Treatment Plant (WWTP)</b>	Middle River Regional Wastewater Treatment Plant (MRRWWTP) jointly owned by the City of Staunton (COS) and the Augusta County Service Authority (ACSA). A small sewage volume from COS is also discharged to the ACSA owned/ operated Fishersville WWTP. <sup>1</sup>
<b>Wastewater Treatment Description (MRRWWTP)</b>	Biological Enhanced Nutrient Removal (ENR) with discharge to Middle River.
<b>MRRWWTP Permitted Capacity<sup>2</sup></b>	6.8 MGD (2018)
<b>MRRWWTP Design Capacity<sup>2</sup></b>	6.8 MGD (2018)
<b>COS Allocated Flow Capacity<sup>2</sup></b>	4.9 MGD (2018)
<b>COS Current Average Daily Flow</b>	3.0 MGD (2018)
<b>COS Current Average Available Daily Flow<sup>3</sup></b>	1.9 MGD (2018)
<b>Miles of Sewer Lines</b>	148 (2018)
<b>Number of Connections</b>	9,201 (2018)
<b>Sewer Line Sizes</b>	4" to 36" with 8" most common (2018)
<b>Sewer Line Ages</b>	0 to 80 years (2018)
<b>Number of Pump Stations</b>	7 (2018)
<b>Number of Manholes</b>	3,057 (2018)

<sup>1</sup> COS sewage flow allocation at the ACSA Fishersville WWTP is 0.375 MGD.

<sup>2</sup> MRRWWTP capacity of 6.8 MGD consists of allocations of 4.9 MGD to COS and 1.9 MGD to ACSA.

<sup>3</sup> Calculated by subtracting Current Average Daily Flow from Allocated Flow Capacity.

Source: City of Staunton, Public Works Department

**Table 8-11 - Refuse and Recycling**

<b>Refuse and Recycling</b>	
<b>Curbside Refuse Collection</b>	Container size cannot be greater than 32 gals/60 lbs. and no hazardous waste will be accepted (such as car batteries, herbicides, motor oil)
Schedule	Residential areas: once/week Downtown Central Business District: 4 times/week (for restaurants and heavy commercial customers there is also a Saturday pick up)
<b>Curbside Recycling Materials</b>	Aluminum and metal cans; clear, green and brown glass; mixed paper; and cardboard.
Schedule	Recyclables collected on regular trash day and on Thursdays in downtown area
<b>Special Items</b>	
Leaves	Twice each fall - leaves are vacuumed from curbside
Christmas Trees	Picked up after New Year's
Heavy Trash	Picked up during spring of each year - includes old appliances (washers, stoves, etc.), brush, and bulky items
Dead Animals	Call Public Works Department
Brush	Must be tied in bundles less than 4 feet in length and weigh less than 60 lbs.
Hazardous Waste	May be brought to the Augusta County Government Center twice a year on special collection days
<b>Regional Landfill</b>	Augusta Regional Landfill - located 5 miles south of the City. Operated by Augusta County Service Authority and owned by Augusta County, Staunton, and Waynesboro

Source: City of Staunton Website; Public Works Department

## **SUMMARY OF TRENDS**

- The availability and accessibility of community services and infrastructure have a significant impact on the quality of life within the community.
- The City should consider demographic trends when planning for future community service and infrastructure needs. As the population grows and people progress from one age group to another, the needs within the community change. Refer to Chapter 4 - Demographics for additional information on demographic trends in the City.
- The City provides essential community services and infrastructure services to residents. The City should plan for major improvements and other capital projects for the maintenance of facilities and equipment through the Capital Investment Plan.

## Chapter 9 – Housing

### INTRODUCTION

Housing is a basic need. Housing creates neighborhoods and community. Housing is primarily a private system that is influenced by factors beyond those controlled by local government. However, the City does influence housing through its role in education, transportation infrastructure, public safety, community facilities, taxation, and zoning. This chapter of the Comprehensive Plan discusses housing structures and the people who live in them. Related information concerning supply, occupancy, age, and value is included.

### RELATIONSHIP TO OTHER PLAN ELEMENTS

#### History

Historic buildings such as office buildings, stores, schools, warehouse or homes can be modified, where appropriate, for affordable housing and mixed use opportunities.

#### Communities Services and Infrastructure

Housing is not just an economic or social issue but an environmental one as well. Making housing more energy and resource efficient can make houses more affordable by dramatically lowering lifetime operation and maintenance costs. Also, the amount and location of housing can also directly affect the pressures on public infrastructure such as roads, water and wastewater systems, and utilities.

#### Economy

A community's housing policies can have significant impact on economic development efforts. Housing costs should be consistent with prevailing wages, and low levels of housing availability can diminish the ability of local businesses to retain or expand a productive work force.

### HOUSING STOCK

#### Housing Units and Occupancy

Housing units are the building block of a neighborhood. Of the housing units in Staunton, 59.1% are owner-occupied and 40.9% are renter-occupied, with the majority of housing units, 72.2% being single-family units. Over the past twenty years, there has been a small decrease in the number of owner-occupied units and the number of single-family units, while during the same time period the percentage of multi-family units and renter-occupied units have experienced a slight increase.

**Table 9-1 - Housing Units and Occupancy - City of Staunton**

<b>Total Housing Units - 2010</b>	11,738 Up 1,311 since 2000 Up 1,735 since 1990
<b>Occupied Units</b>	10,408 Up 732 since 2000 Up 976 since 1990
<b>% Owner Occupied</b>	59.1% Down from 61.4% in 2000 Down from 61.2% in 1990
<b>% Renter Occupied</b>	40.9% Up from 38.6% in 2000 Up from 38.8% in 1990
<b>Vacancy Rate</b>	10.7% Up from 7.2% in 2000 Up from 5.7% in 1990
<b>Persons per Owner-Occupied Unit - 2010</b>	2.25 persons Down from 2.28 in 2000 Down from 2.40 in 1990
<b>Persons per Renter-Occupied Unit</b>	2.01 persons Down from 2.05 in 2000 Down from 2.15 in 1990

Source Data: U.S. Censuses 1990-2010, U.S. Bureau of Census

**Table 9-2 - Housing Supply - City of Staunton**

<b>Total Housing Units - 2010</b>	11,738 Up 1,311 units or 12% since 2000
<b>Single-Family Units</b>	7,515 or 72.2% of Total Units Down 161 units since 2000 Down from 73.6% of Total Units in 2000
<b>Multi-family Units</b>	2,852 or 27.4% of Total Units Up 111 units since 2000 Up from 26.3% of Total Units in 2000

Source Data: U.S. Censuses 1990-2010, U.S. Bureau of Census

Figure 9-1 - Total Housing Units - City of Staunton

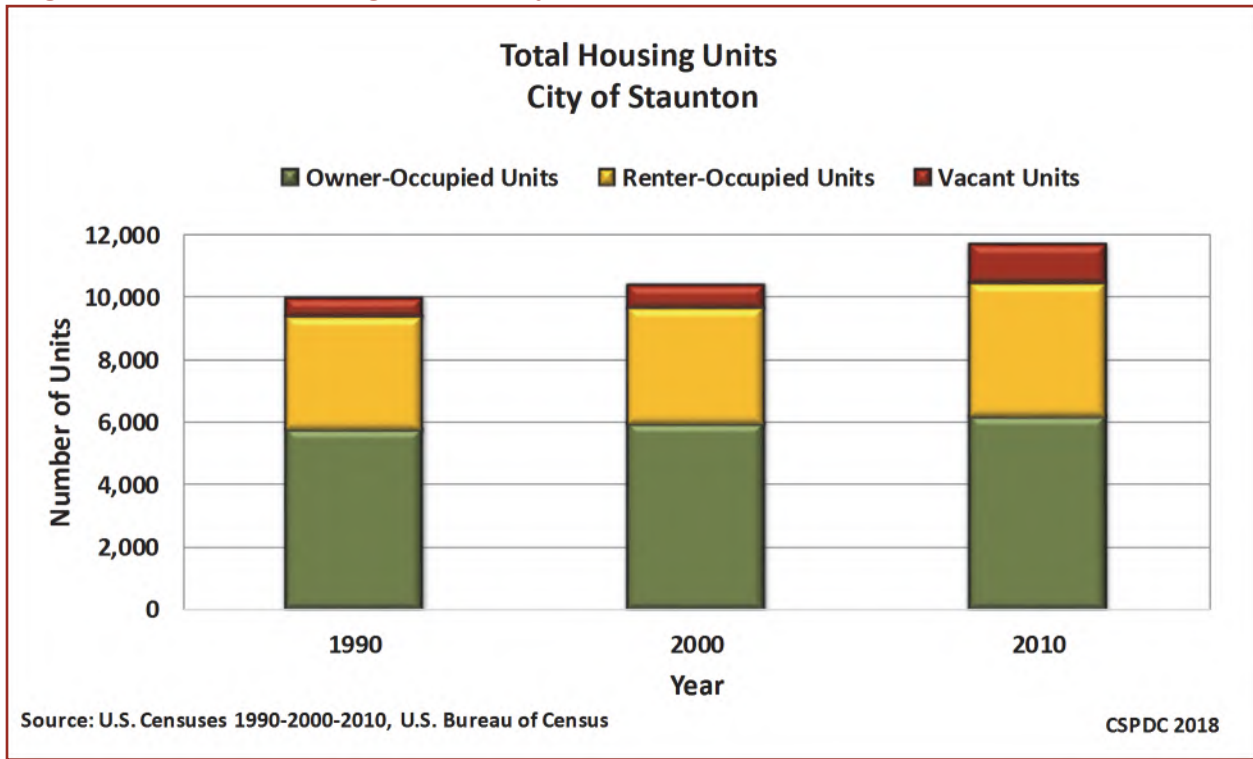
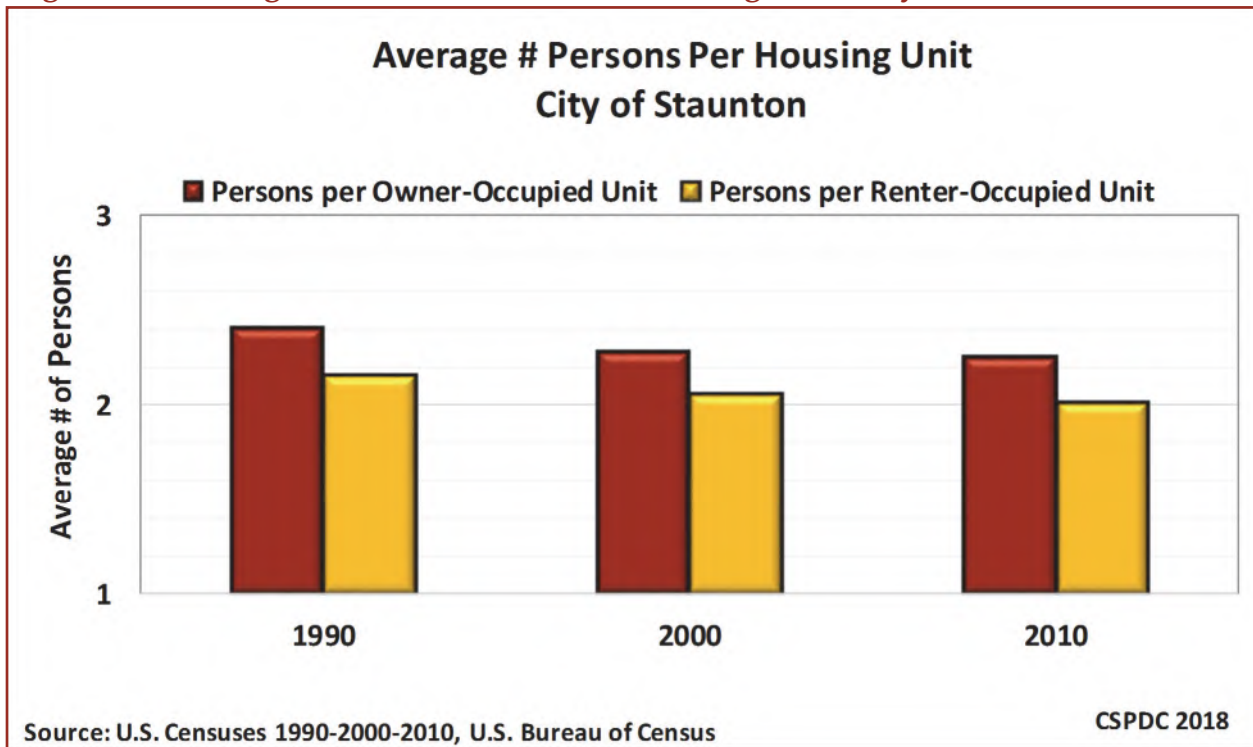
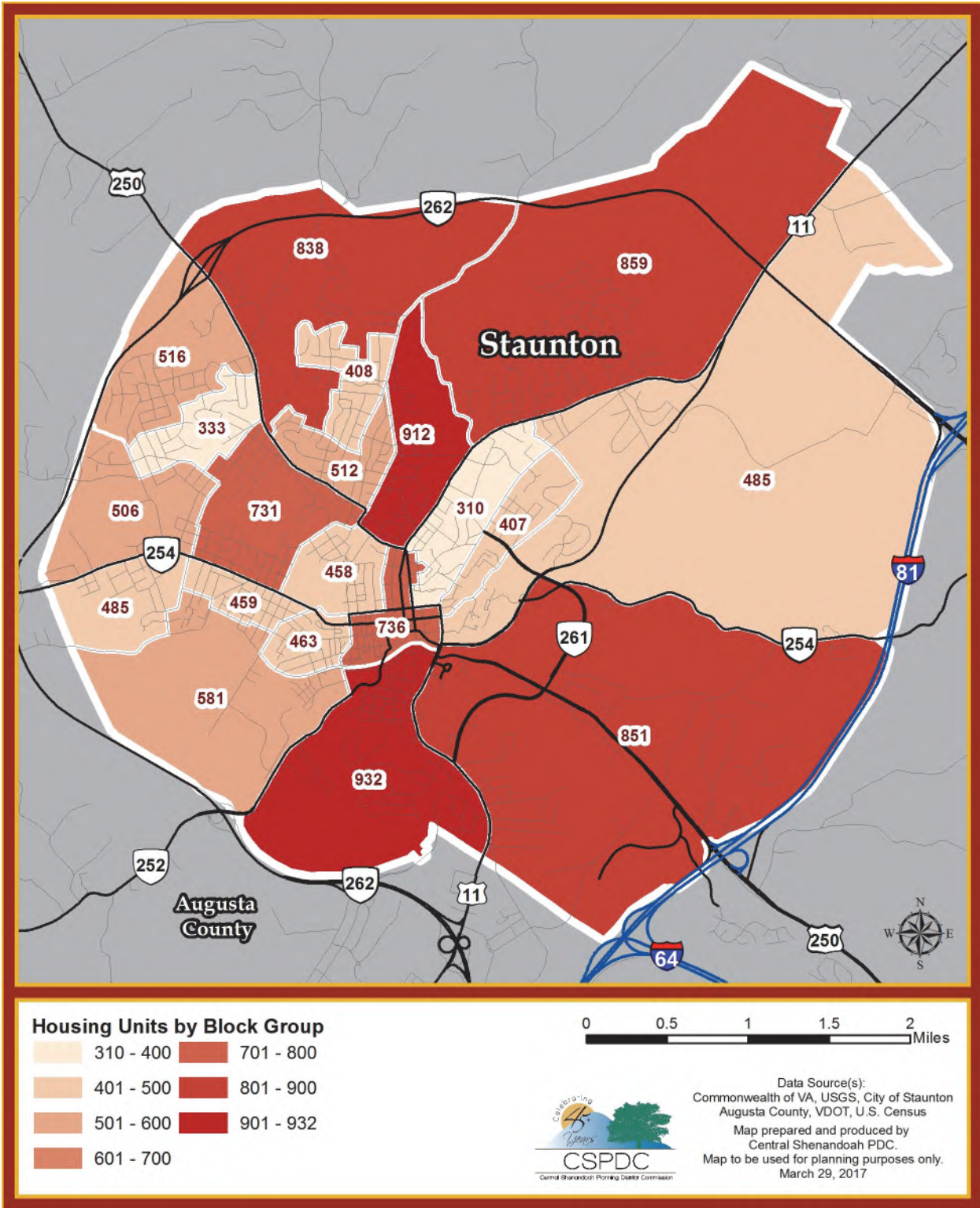


Figure 9-2 - Average Number of Persons Per Housing Unit - City of Staunton



Map 9-1 - Housing Units by Block Group



Map 9-2 - Occupied Housing Units by Block Group

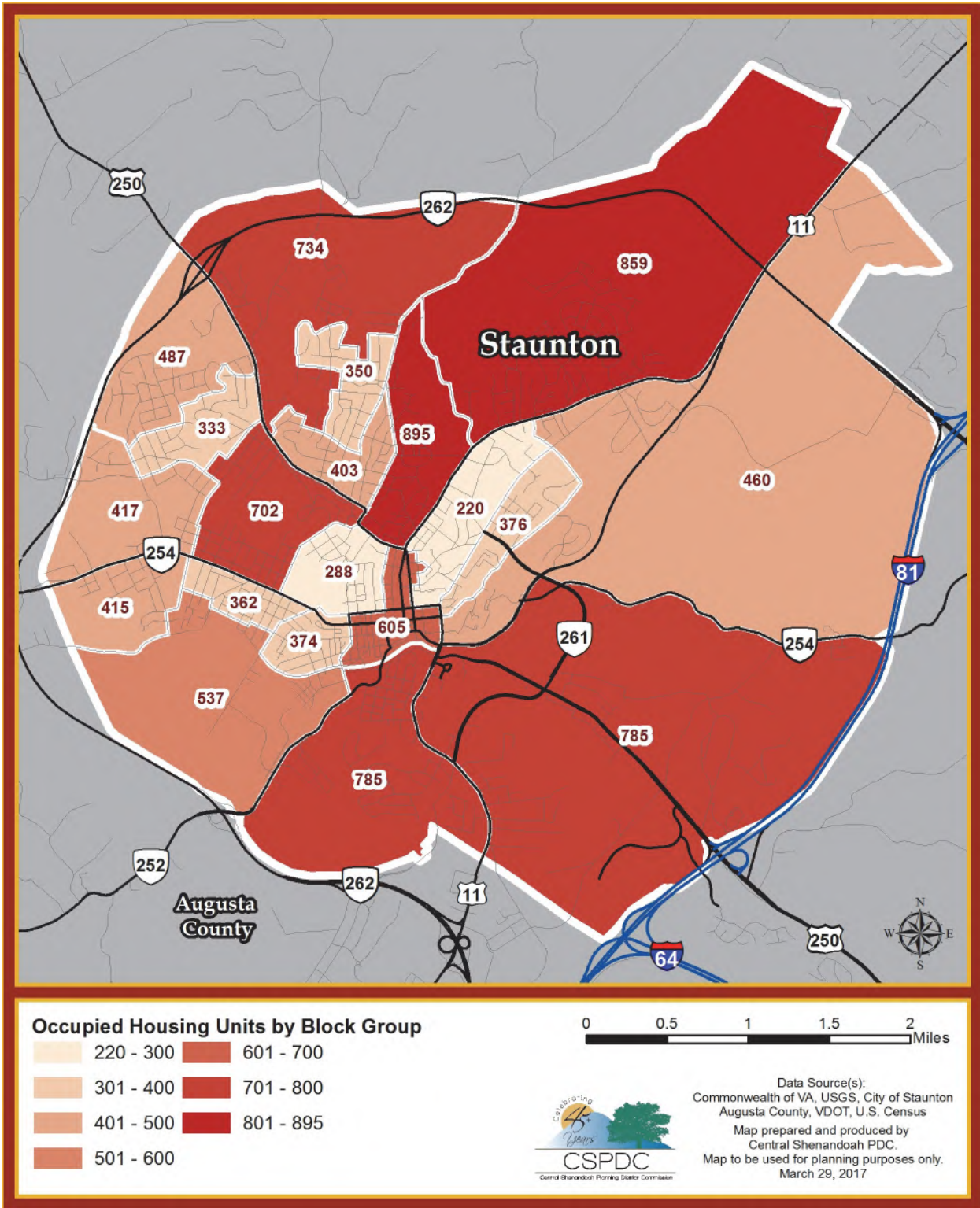




Figure 9-3 - Housing Supply 2000 - City of Staunton

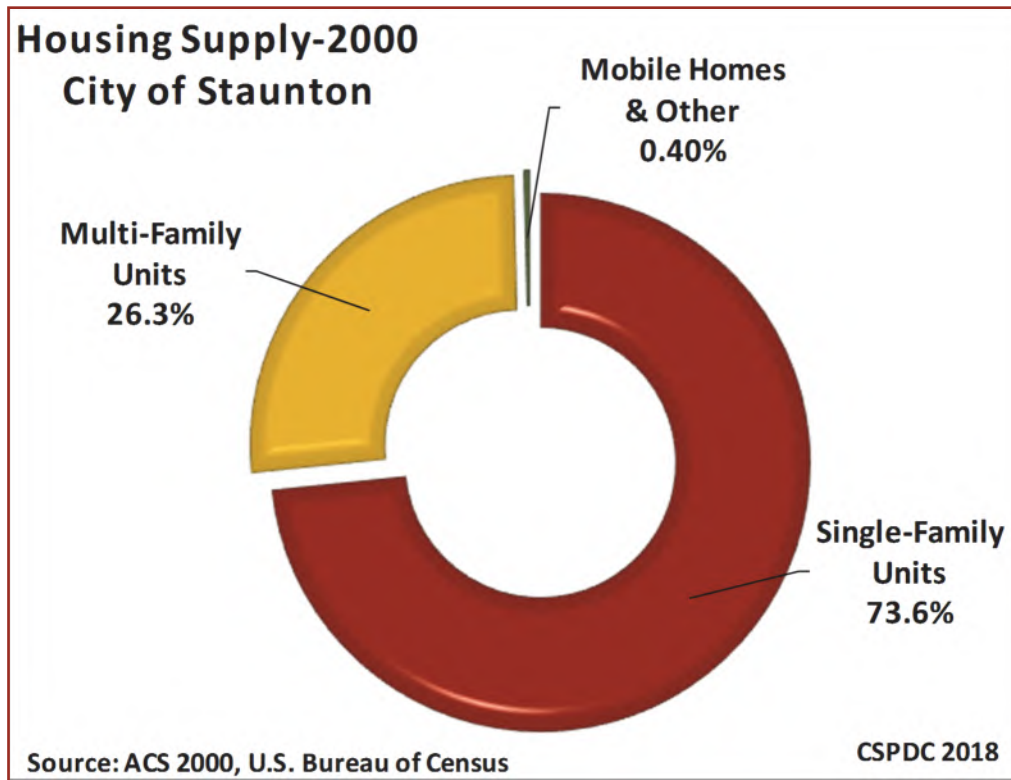
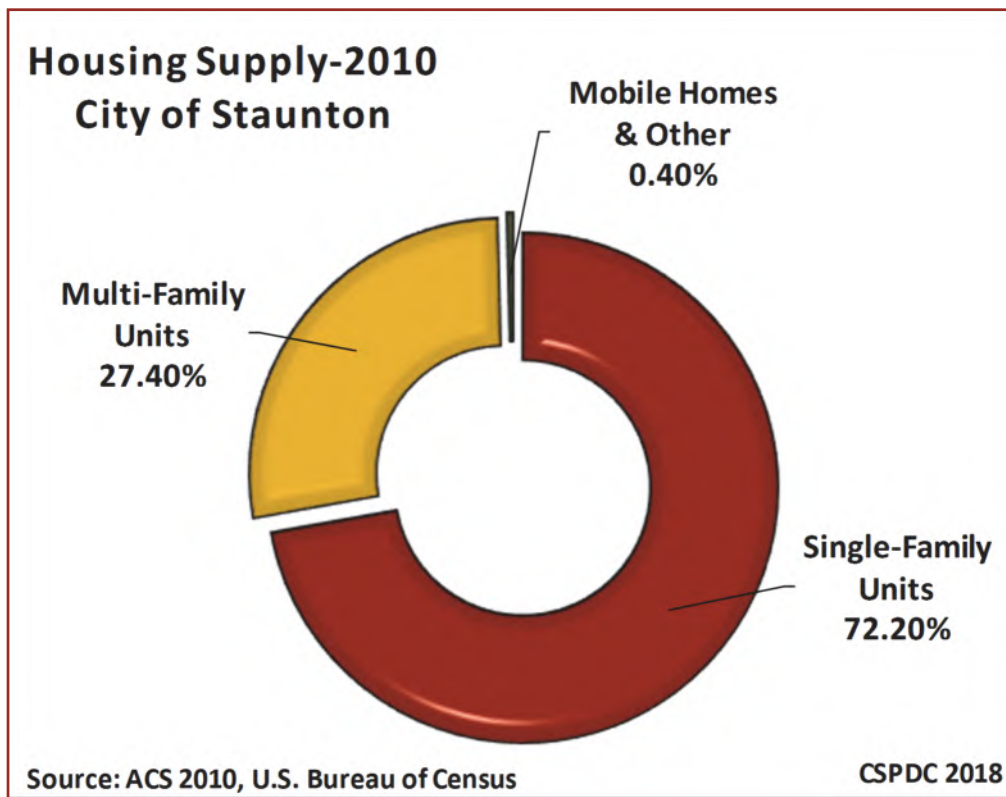


Figure 9-4 - Housing Supply 2010 - City of Staunton



### Age of Housing Stock

A large majority of houses in the City, 70.4% were built before 1979. This is similar to the age of housing stock in the City of Waynesboro as well. Over 1/5 of the housing stock in Staunton, 21% was built before 1939. Logically, the oldest housing stock in the City is found in the downtown area. The newest housing exists in large pockets in the southern part of the City. Staunton is identified by its commitment to community revitalization and historic preservation. The City’s numerous historic homes are an example of this commitment.

<b>Table 9-3 - Housing Supply - City of Staunton</b>	
<b>Total New Housing Units Authorized 2000 to 2010</b>	1356
<b>Single-Family</b>	691 or 51% of New Housing Units
<b>Multi-Family</b>	665 or 49% of New Housing Units
<b>Age of Housing Stock</b>	
<b>Built 2000 to 2015</b>	13.4%
<b>Built 1980 to 1999</b>	16.2%
<b>Built 1960 to 1979</b>	28.8%
<b>Built 1940 to 1959</b>	20.6%
<b>Built before 1939</b>	21%
<b>Sub-Regional Comparisons</b>	
<b>Built 2000 to 2015</b>	Waynesboro = 10.9% Augusta County = 17.2%
<b>Built 1980 to 1999</b>	Waynesboro = 19.7% Augusta County = 35%
<b>Built 1960 to 1979</b>	Waynesboro = 29.9% Augusta County = 22.8%
<b>Built 1940 to 1959</b>	Waynesboro = 24.5% Augusta County = 12.5%
<b>Built before 1939</b>	Waynesboro = 15% Augusta County = 12.5%

Source Data: ACS 2010, U.S. Bureau of Census

Map 9-4 - Median Year Structure Built by Block Group

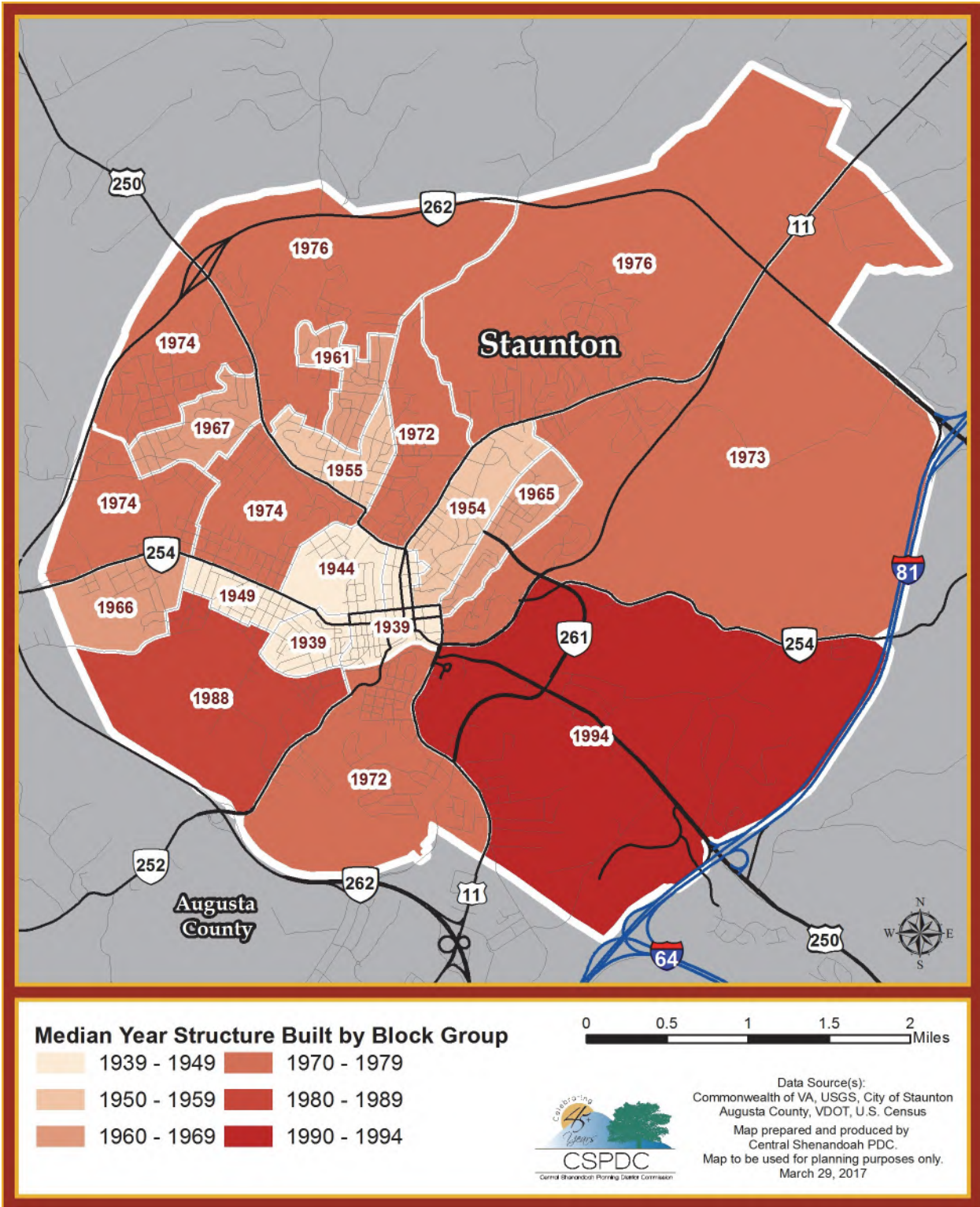


Figure 9-5 - New Housing Units Authorized - City of Staunton

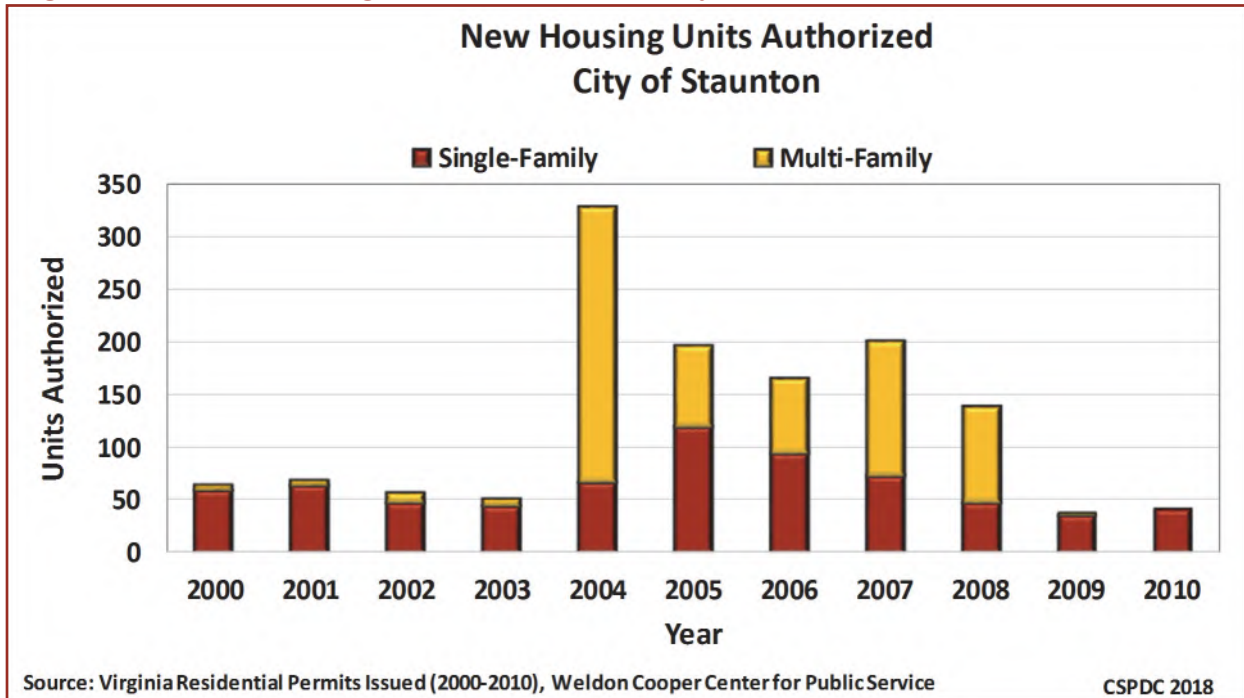


Figure 9-6 - Age of Housing Stock - Years Structures Built - City of Staunton

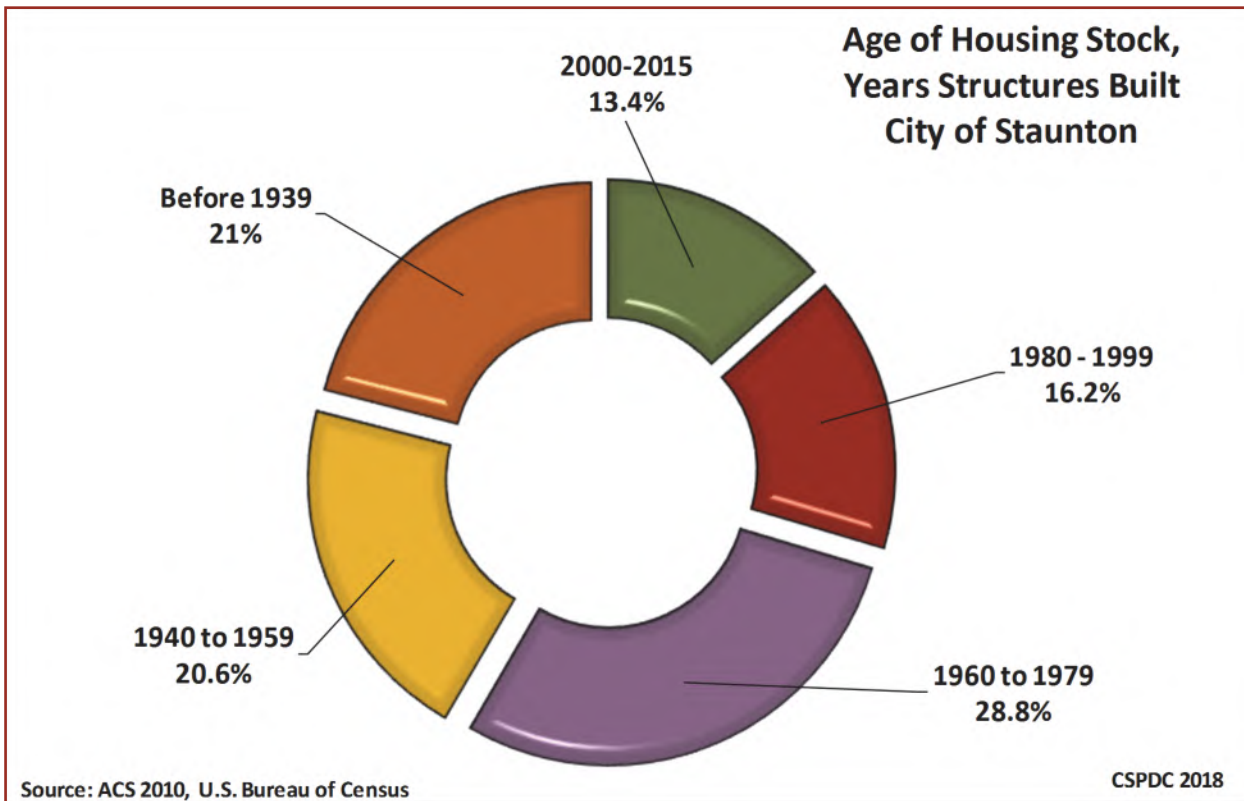


Figure 9-7 - Age of Housing Stock - Years Structures Built - Augusta County

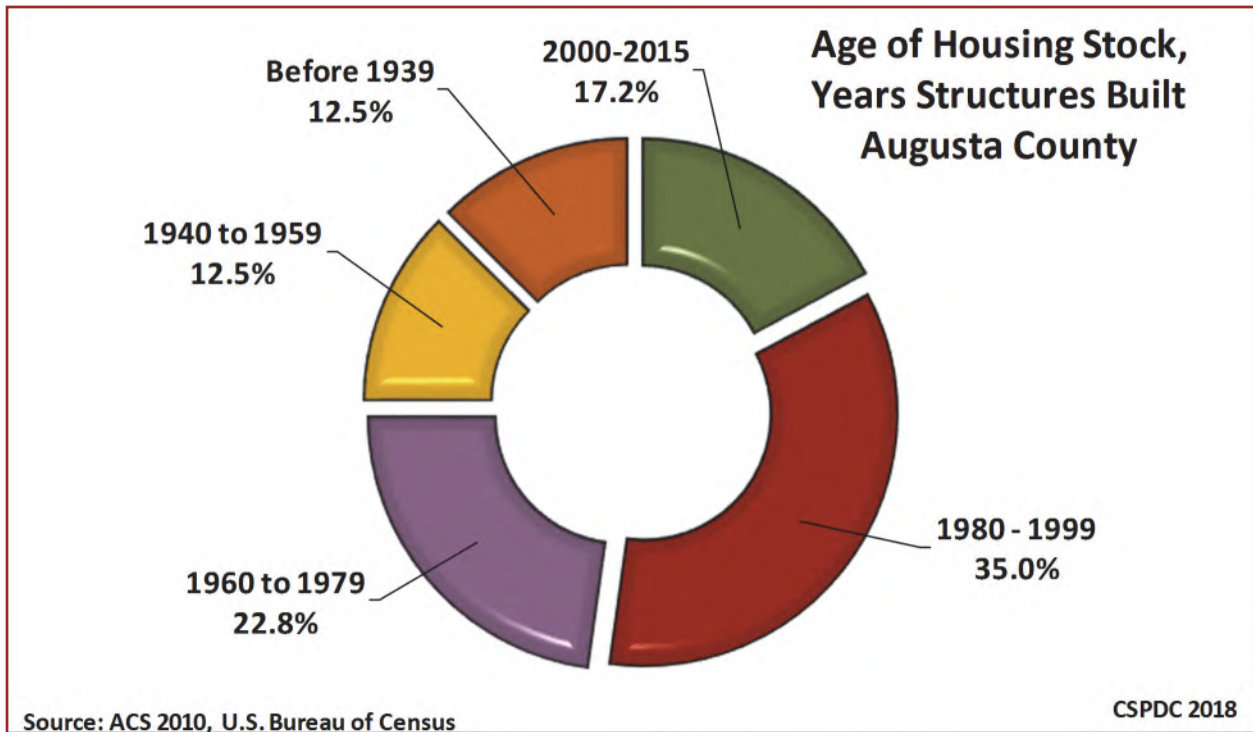
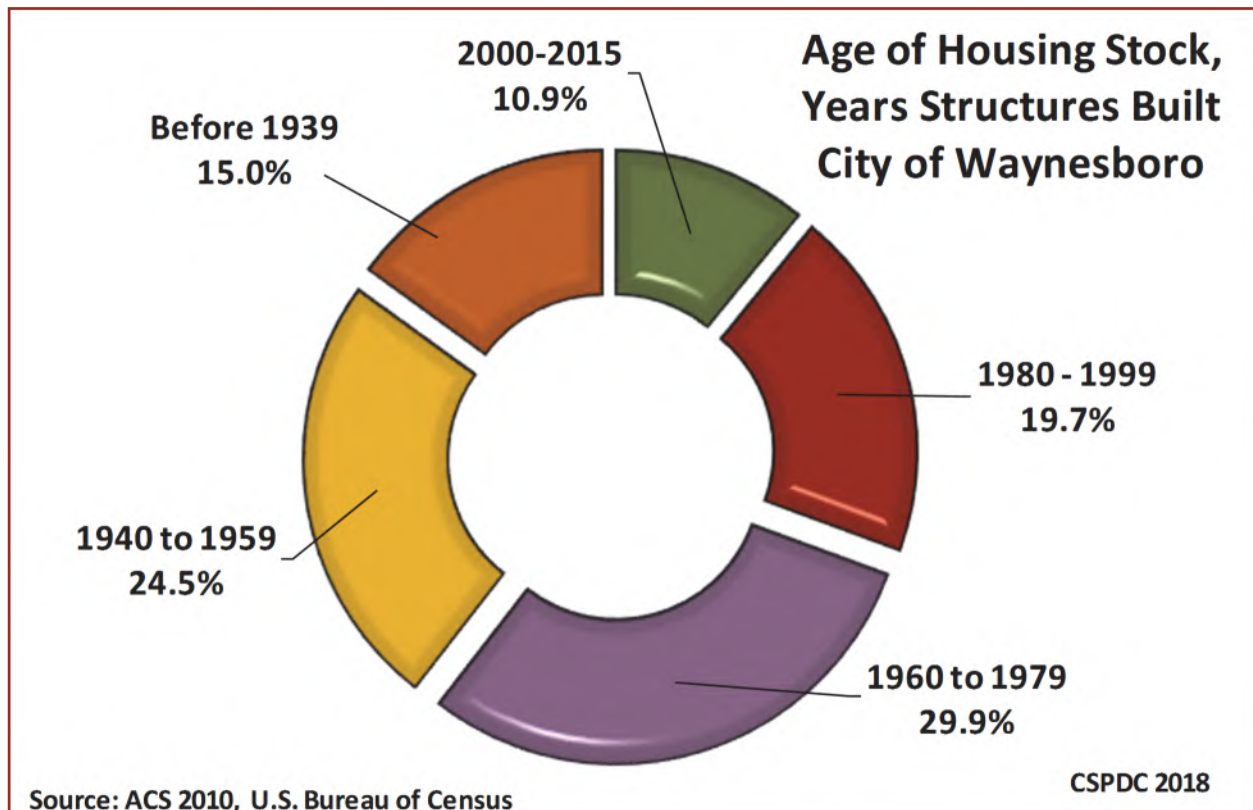


Figure 9-8 - Age of Housing Stock - Years Structures Built - City of Waynesboro



## HOUSING AFFORDABILITY

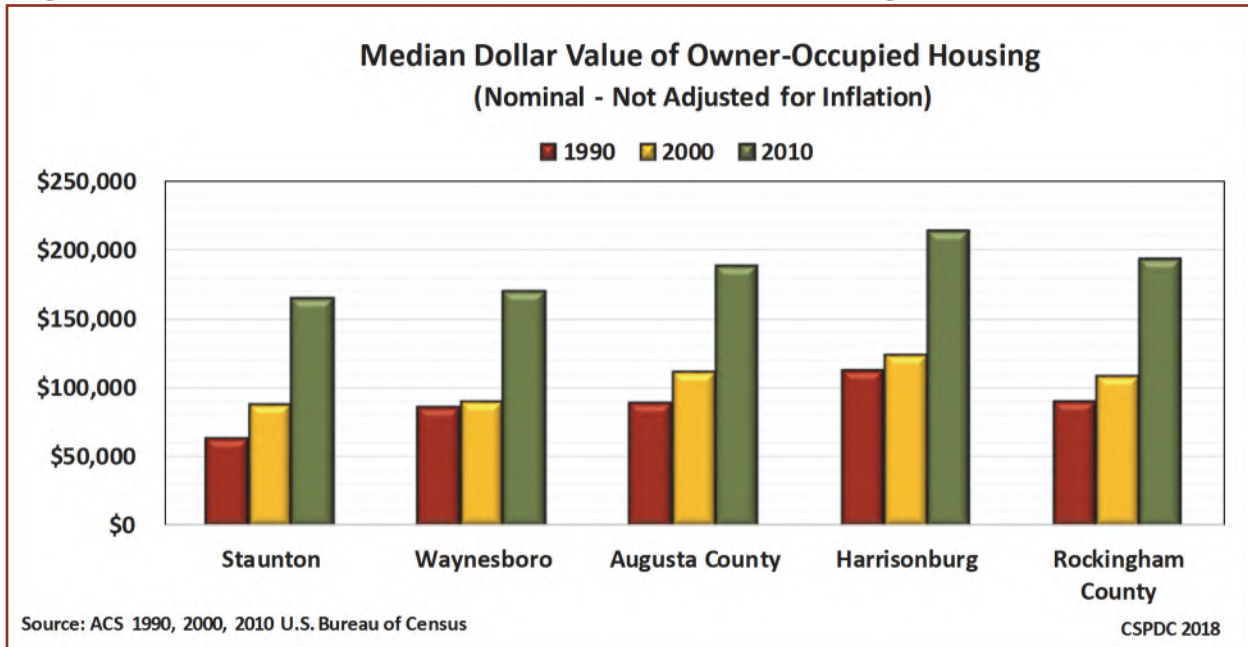
### Owned-Occupied Housing

Housing value is the estimate of how much a property would sell for if it were for sale. Between 2000 and 2010, housing values made a significant increase of 88%. Over the twenty-year period of 1990 until 2010, the increase was even greater at 162%.

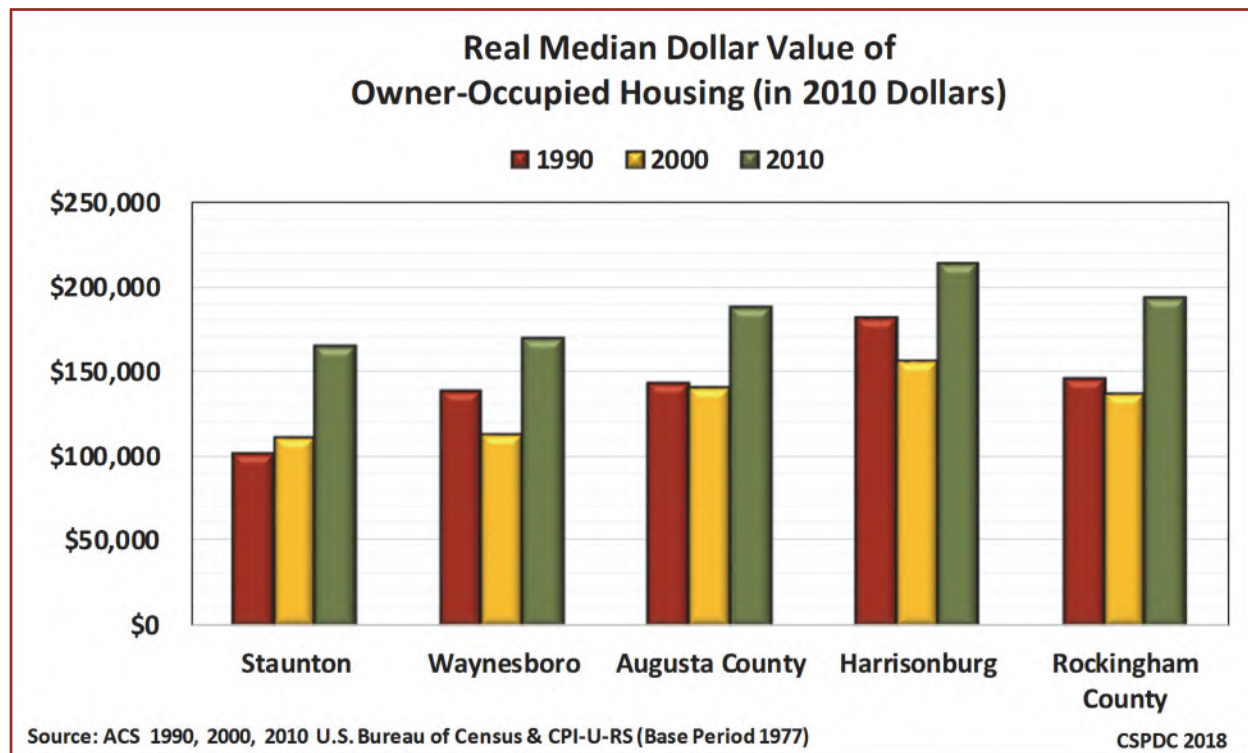
<b>Table 9-4 – Housing Value</b>	
<p><b>Median Value of Owner-Occupied Housing - 2010</b></p> <p style="text-align: right;"><b>Nominal Increase</b></p> <p style="text-align: right;"><b>Real Increase After Inflation (Adjusted to 2010 Dollars)</b></p>	<p>\$164,400</p> <p>Up 88% from \$87,500 in 2000 Up 162% from \$62,700 in 1990</p> <p>Up 27% from 2000 Up 62% from 1990</p>
<p><b>Sub-Regional Comparisons - 2010 Median Owner-Occupied Housing</b></p> <p style="text-align: right;"><b>Waynesboro</b></p> <p style="text-align: right;"><b>Augusta County</b></p> <p style="text-align: right;"><b>Harrisonburg</b></p> <p style="text-align: right;"><b>Rockingham County</b></p>	<p>\$169,700</p> <p>\$187,800</p> <p>\$213,400</p> <p>\$192,900</p>
<p><b>Largest Change in Median Value</b></p> <p style="text-align: right;"><b>2000 to 2010</b></p> <p style="text-align: right;"><b>1990 to 2000</b></p>	<p>Waynesboro</p> <p>Nominal Increase = Up \$80,400 or 90% Real Increase = Up 50% when inflation adjusted (Adjusted to 2010 Dollars)</p> <p>Augusta County</p> <p>Nominal Increase = Up \$22,485 or 25% Real Decrease = Down 2% when inflation adjusted (Adjusted to 2010 Dollars)</p>
<p><b>Smallest Change in Median Value</b></p> <p style="text-align: right;"><b>2000 to 2010</b></p> <p style="text-align: right;"><b>1990 to 2000</b></p>	<p>Augusta County</p> <p>Nominal Increase = Up \$76,900 or 69% Real Increase = Up 34% when inflation adjusted (Adjusted to 2010 Dollars)</p> <p>Harrisonburg</p> <p>Nominal Increase = Up \$3,895 or 5% Real Decrease = Down 18% when inflation adjusted (Adjusted to 2010 Dollars)</p>

Source Data: ACS 1990, 2000, 2010 U.S. Bureau of Census & CPI-U-RS (Base Period 1977)

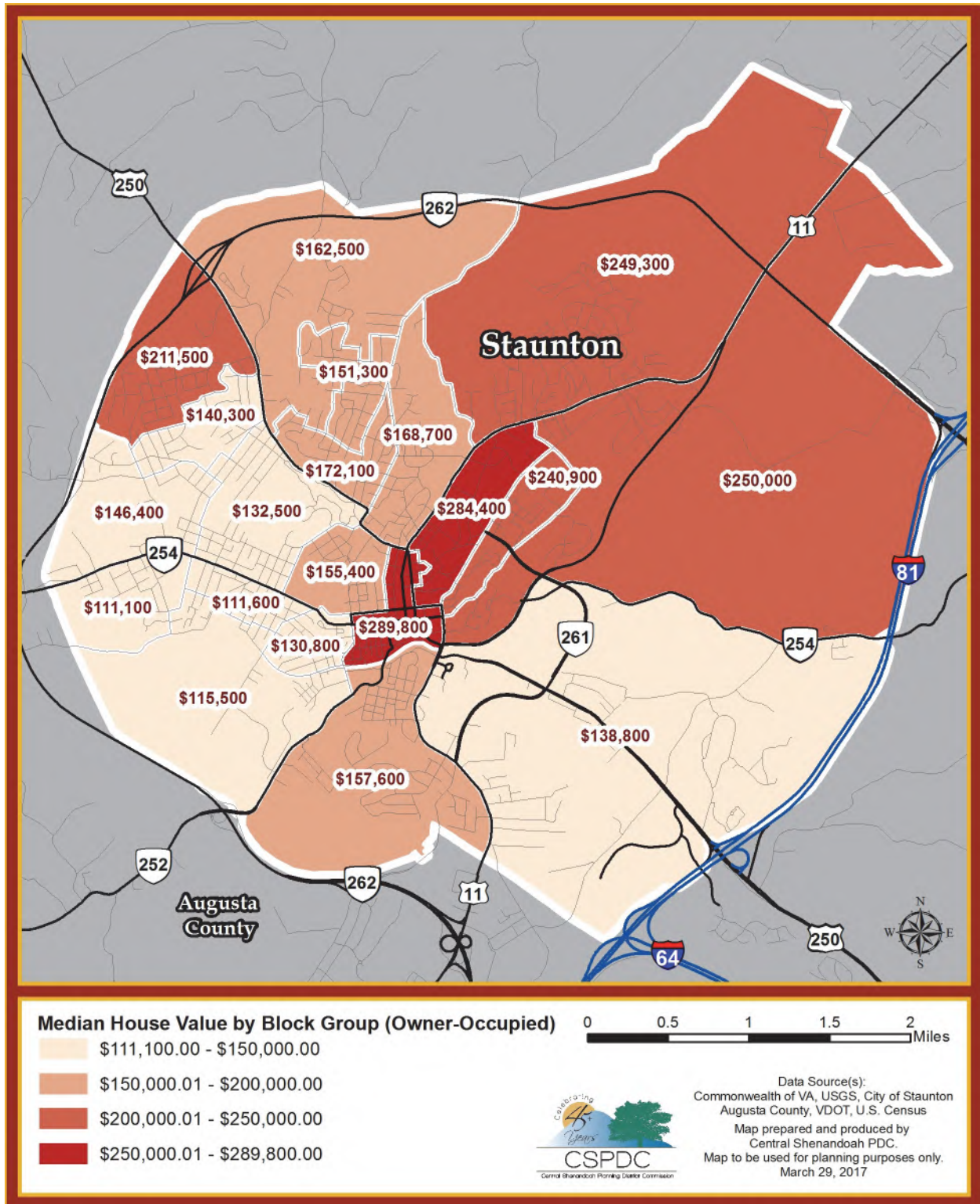
**Figure 9-9 - Median Dollar Value of Owner-Occupied Housing**



**Figure 9-10 - Real Median Dollar Value of Owner-Occupied Housing**



Map 9-5 - Median House Value by Block Group (Owner-Occupied)

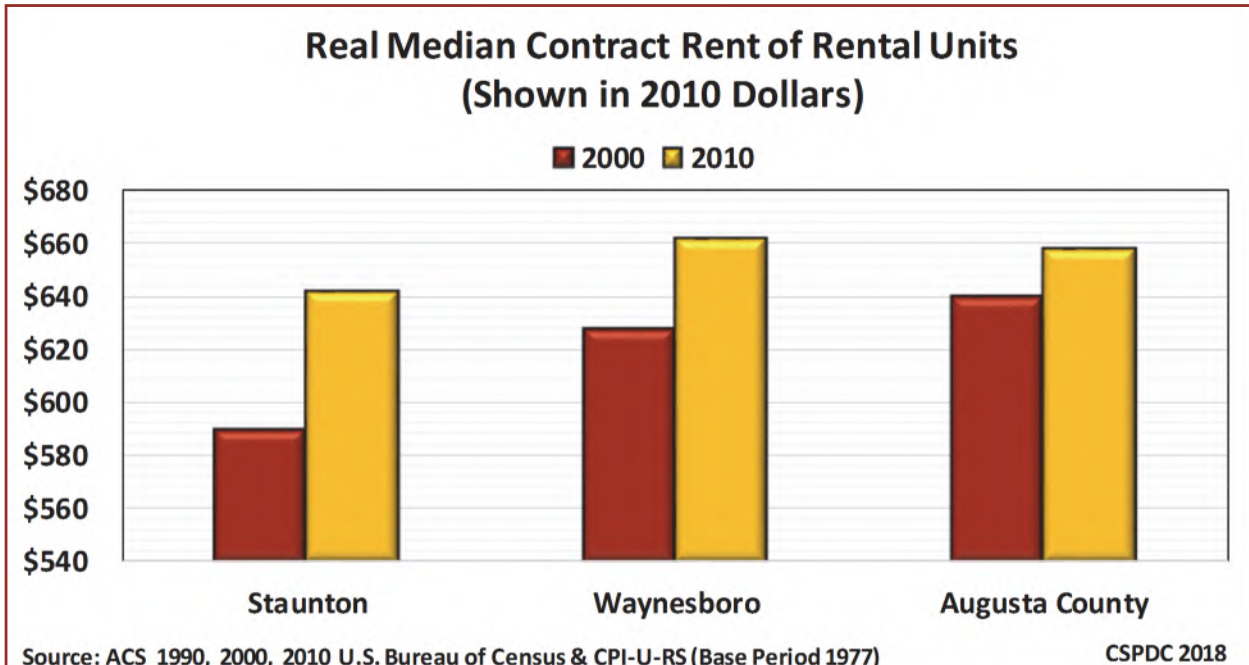


**Rental Housing**

<b>Table 9-5 - Contract Rents</b>	
<b>Median Contract Rent for Rental Units (2010)</b>	\$642
<b>Nominal Increase</b>	Up \$176 or 38% from 2000
<b>Real Increase After Inflation (Adjusted to 2000 Dollars)</b>	Up 9% from 2000
<b>Sub-Regional Comparisons</b>	
<b>Median Contract Rent for Rental Units (2010)</b>	<p style="text-align: center;"><b>Waynesboro</b> \$662</p> <p style="text-align: center;"><b>Augusta County</b> \$658</p>
<b>Largest Increase in Median Rent– 2000 to 2010</b>	<p>Waynesboro</p> <p>Nominal Increase = Up \$166 or 33%</p> <p>Real Increase = Up 5% when inflation adjusted (Adjusted to 2010 Dollars)</p>
<b>Smallest Increase in Median Rent– 2000 to 2010</b>	<p>Augusta County</p> <p>Nominal Increase = Up \$152 or 30%</p> <p>Real Increase = Up 3% when inflation adjusted (Adjusted to 2010 Dollars)</p>

Source Data: ACS 1990, 2000, 2010 U.S. Bureau of Census & CPI-U-RS (Base Period 1977)

**Figure 9-11 - Real Median Contract Rent of Rental Units**



## HOUSING DEFINITIONS

**Housing Unit:** A housing unit is a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants do not live and eat with other persons in the structure and which have direct access from the outside of the building or through a common hall.

**Occupied Housing Units:** A housing unit is occupied if a person or group of persons is living in it at the time of the interview or if the occupants are only temporarily absent, as for example, on vacation. The persons living in the unit must consider it their usual place of residence or have no usual place of residence elsewhere.

**Householder:** The householder refers to the person (or one of the persons) in whose name the housing unit is owned or rented or, if there is no such person, any adult member, excluding roomers, boarders, or paid employees.

**Vacant Housing Units:** A housing unit is vacant if no one is living in it at the time of the interview, unless its occupants are only temporarily absent. In addition, a vacant unit may be one which is entirely occupied by persons who have a usual residence elsewhere. New units not yet occupied are classified as vacant housing units if construction has reached a point where all exterior windows and doors are installed and final usable floors are in place.

**Year Structure Built:** Refers to the date the original construction of the structure was completed, and not to any later remodeling, addition, or conversion.

## SUMMARY OF TRENDS

This housing analysis has identified the following trends:

- The City of Staunton experienced a modest increase of housing units from 2000—2010.
- Homeownership has seen a slight decline while renter-occupied housing has made a slight increase.
- Single-family housing units comprise the majority of housing stock in the City of Staunton.
- The vast majority of Staunton’s housing stock is approximately 40 years old or older. 70.4% of the housing stock was built before 1979.
- Housing values have experienced dramatic increases from 2000—2010.

## Chapter 10 – Transportation

### INTRODUCTION

The City of Staunton’s transportation network connects people and places to provide access and facilitate the efficient movement of goods and services. Factors influencing the City’s transportation network include the land use patterns, terrain, and transportation facilities adjacent to the City. Transportation issues facing the City of Staunton concern maintaining the existing roadway network in a state of good repair, adding non-motorized facilities, and making improvements to address safety issues. Additionally, the City’s population is aging. As the senior population segment grows, the demand for transportation alternatives will increase, and expanding services to support the senior population segment will be needed.

Addressing Staunton’s transportation needs will require the City to continue to partner with the Virginia Department of Transportation (VDOT) and the Staunton-Waynesboro-Augusta Metropolitan Planning Organization (SAWMPO) to identify and examine transportation issues and pursue funding opportunities through the Commonwealth’s transportation funding programs.

This chapter addresses the City’s transportation network in the following sections:

- Regional Transportation Planning
- System Inventory
- Transportation Network Analysis
- Planning Assumptions
- Transportation System Needs Assessment
- Project Recommendations
- Transportation Goals and Objectives

### REGIONAL TRANSPORTATION PLANNING

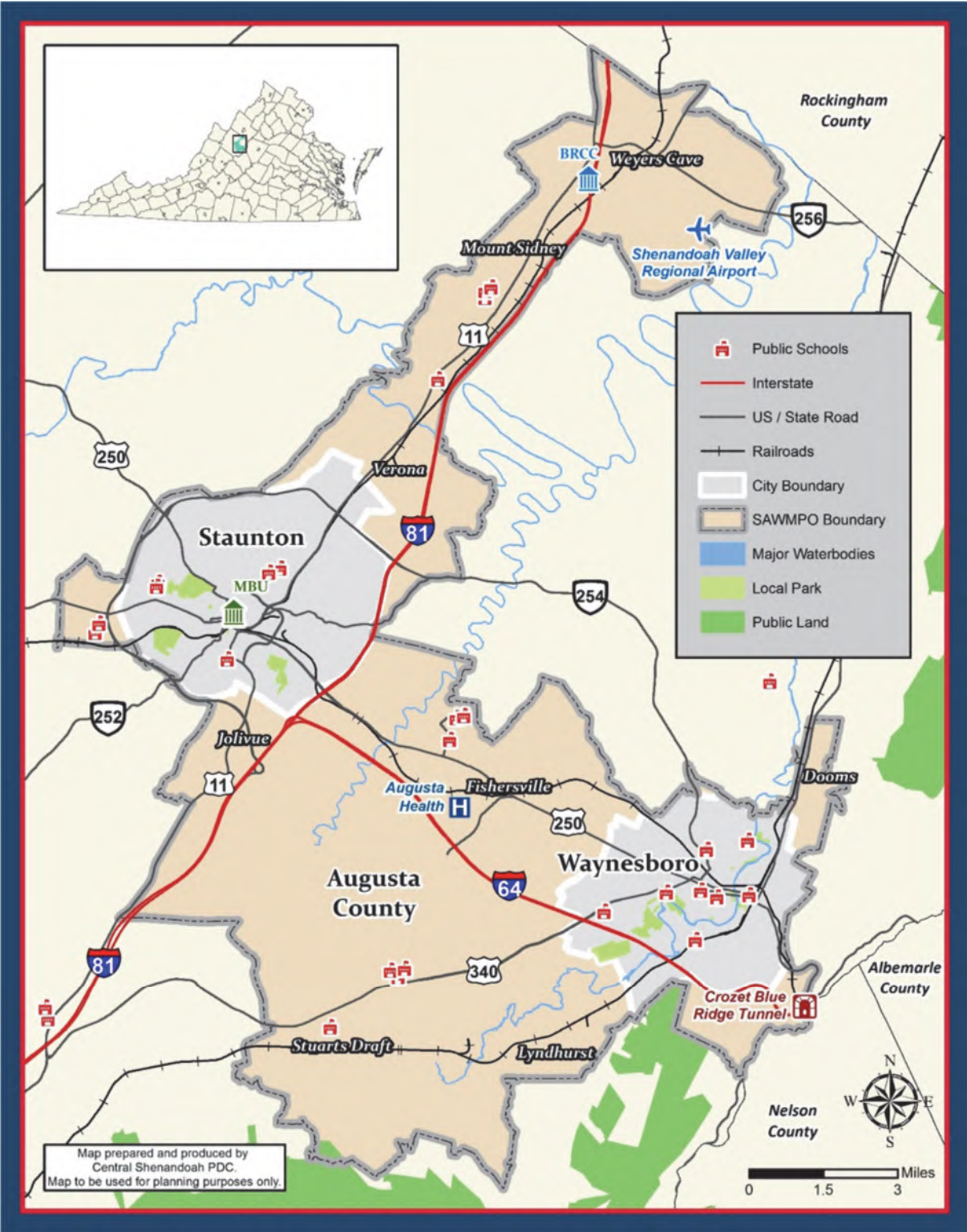
Following the 2010 Census, the City of Staunton was designated as an Urbanized Area along with the City of Waynesboro, and the urbanized portion of Augusta County between the two cities. An Urbanized Area is defined as a geographic entity which consists of a central core and adjacent densely settled area that together contain a minimum population of 50,000 with an overall population density of at least 1,000 people per square mile.

In 2012, the Cities of Staunton and Waynesboro and Augusta County formed the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO). Metropolitan Planning Organization's (MPO) are federally designated and responsible for regional transportation planning and coordination. Membership in the SAWMPO provides the City with a voice in regional transportation issues; a resource of transportation professionals; a means to communicate with state and federal officials; grant writing assistance; transportation study assistance; and an information resource regarding federal, state, and regional transportation issues.

The SAWMPO is responsible for developing and maintaining the region's federally mandated long-range transportation plan (LRTP). Adopted in 2015, the SAWMPO LRTP is a 20-year horizon planning document that provides the foundation for the region's transportation decision-making process by establishing regional transportation goals, evaluating the transportation network, and identifying plan implementation strategies. It also provides local decision-makers with the opportunity to understand the broader social, economic, and environmental impacts of transportation and land-use decisions.

The LRTP is developed in partnership with MPO members, VDOT, and stakeholders to identify local and regionally significant transportation projects that improve system performance and address transportation and transit needs. Projects selected for the LRTP are identified through a comprehensive examination of the region's growth, demands, needs, and demonstrate the best use of public funds. The SAWMPO LRTP is scheduled to be updated in 2020. Map 10-1 shows the SAWMPO boundary.

Map 10-1 - Staunton-Augusta-Waynesboro MPO Boundary



## SYSTEM INVENTORY

This section inventories the City's existing transportation network. This inventory includes a list of roads, bridges and culverts, sidewalks, parking facilities, public transit, and passenger and freight rail. There are 182.21 miles of roadways in Staunton, and the City covers an area of 19.98 square miles. A tabular inventory of the City's roadways is provided in Table A-1 in Appendix A.

### Roads

The City of Staunton is bounded by I-81 to the east and VA 262 to the north, south and west. The key corridors providing access in and out of the City are US 11, US 250, and VA 262. These corridors serve as the City's main thoroughfares and provide access to I-81 and I-64.

VA 262 is a bypass around the City connecting to I-81 in the south at Exit 220, and to the north at Exit 225. This bypass routes traffic west of the city and provides an alternative route for truck traffic to access I-81 and I-64 to the east and US 250 to the west, enabling large trucks to bypass the narrow city streets of the Downtown Business District, and decreasing truck movements through Staunton.

US 250 (Richmond Road) and US 11 serve as gateway corridors for the City. US 250 is a 4-lane divided road with center turn locations that provides direct access to I-81 at the Exit 222 interchange. US 11 (Greenville Avenue) is a 4-lane roadway with a center turn lane and serves as a commercial corridor in the southern part of the City from US 250 to VA 262. US 11 (Commerce Road) in the center city area serves as a bypass for vehicles around the downtown area. This section of US 11 is a four-lane divided road. US 11 (Commerce Road) in the northern part of the City is a two-lane roadway that connects to VA 262.

The Downtown Business District is a gridded road network bounded by Churchville Avenue to the north, Coalter Street to the east, Middlebrook Avenue to the south, and Jefferson Street to the west. The CSX rail line operated by Buckingham Branch Rail Road also provides a geographical limit for the southern boundary of the downtown area. Roads in the downtown area are two-lane, and several streets only support one-way traffic movement. Streets in the downtown area are narrow, and many intersections are difficult to navigate for heavy vehicles due to the narrowness of the roads and tight turning angles. On-street parking is present on most streets in the downtown area. The speed limit in the downtown area is 25 miles per hour.

Citywide traffic volumes and congestion are moderate and are within acceptable levels with

no road demonstrating a Level of Service rating below D. Non-motorized facilities are limited with poor connectivity between the existing sidewalk network, and no dedicated bicycle facilities. The limited pedestrian network and lack of bicycle facilities can be partly attributed to older narrow roads and geometric issues that make expanding the City's non-motorized infrastructure difficult.

### **Functional Classification**

A roadway's functional classification is based on mobility and accessibility. Mobility is measured in respect to the ability of traffic to pass through a defined area in a reasonable amount of time. Accessibility is measured in terms of the road system's capability to provide access to, and between land uses within a defined area. Functional class is used to determine Federal-aid funding eligibility, establish design standards, and quantify funding for locally maintained roads.

There are several roadway functional classifications found in the City of Staunton. The following provides a description for each roadway functional classification type found in Staunton's roadway network. Table 10-1 summarizes Staunton's roadways by functional class and total miles. Map 10-2 illustrates Staunton's roadway functional classifications. Additional roadway details can be found in Table A-1 in Appendix A.

#### ***Primary Roads***

Staunton's primary roads are US 250, US 11, State Routes 262, 252, 254 and Statler Boulevard. These facilities are two-lane undivided, four-lane divided roads, or freeway/expressways. They have higher traffic capacities, carry a greater proportion of through traffic, and have higher posted speeds.

#### ***Principal Arterials***

Principal Arterials are the highest road classification in the City. These facilities serve longer travel distances, have greater vehicle capacities, higher posted speeds (45 mph and above), and limited access. Arterials typically connect to one another, and to collector roads, and less frequently to local streets. Principal Arterials include US 250 (Richmond Road) and US 11 (Greenville Avenue), and VA 262 (Woodrow Wilson Parkway).

#### ***Minor Arterials***

Minor Arterials serve trips of moderate length, have more closely spaced intersections, more driveways, lower posted speeds, and distribute traffic to smaller areas. Minor Arterials located include segments of West Beverley Street (VA 254), Statler Boulevard (VA 261), and Commerce Road (US 11), and North Augusta Street.

**Collectors**

Major Collectors move traffic from local streets to their ultimate destination by collecting traffic from local streets and feeding it to larger arterial roads. Major Collectors have lower posted speeds (45 mph and below) and are shorter in length than arterials. Major Collectors in the City include Churchville Avenue (US 250), and Coalter Street.

Minor Collectors provide traffic circulation and greater access to lower density residential and commercial/industrial areas. Operating characteristics of Minor Collectors include lower posted speeds, and fewer signalized intersections. Minor Collector roads in the City include segments of Straith Street, New Street and Johnson Street.

**Local Roads**

Local roads provide access in and between developments, provide mobility access for in-town short distance travel, and have lower posted speed limits. Local roads typically connect to one another, to Collector Streets, and less frequently to arterials. Local roads are not identified in the VDOT Roadway Inventory.

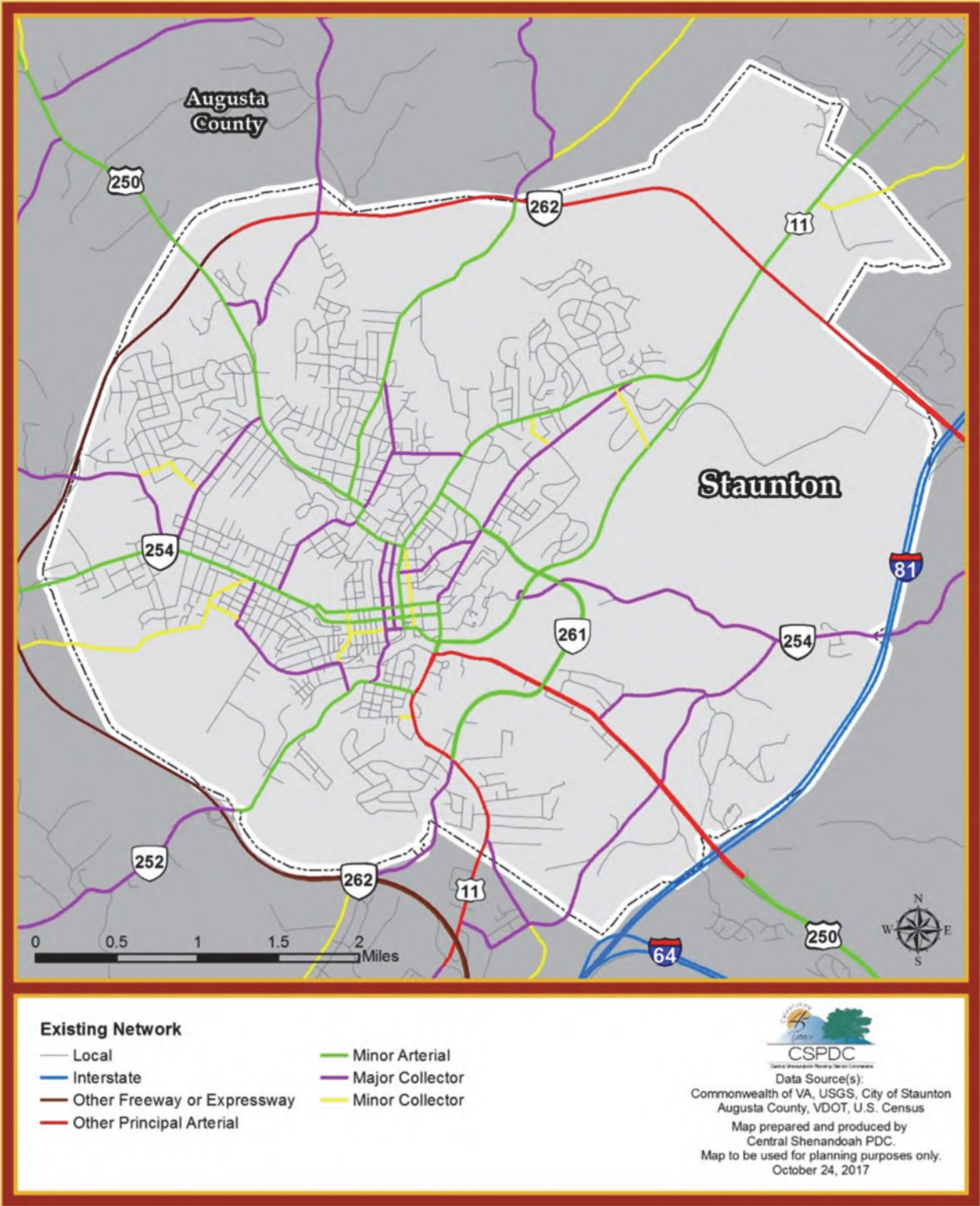
The City maintains 286.6 moving lane miles of streets and 134.8 linear miles of streets, 18 bridges and culverts, more than 680 acres of right-of-way, 50 miles of storm drain, and 48 traffic signals. Local roadway management include maintenance for local streets, traffic signals, street signs, and snow removal.

**Table 10-1 - Road Miles by Functional Class - City of Staunton**

Functional Class	Total Miles
Freeways & Expressways	1.02
Principal Arterial	7.67
Minor Arterial	19.90
Major Collector	16.60
Minor Collector	3.02
Local	134.00
Total	182.21

Source: VDOT – 2017 Statewide Planning System Data

Map 10-2 - Roadway Functional Classification - City of Staunton



## Bridges & Culverts

Bridge and culvert sufficiency is rated on a scale of 0 – 9. Structures with a sufficiency rating of 0-4 are considered to be in poor condition, 5-6 are considered to be in fair condition, and structures with a rating of 7-9 are considered to be in good condition.

10 bridges and 8 culverts are maintained in the City. These structures, identified on the VDOT Bridge and Culvert List and shown in Table 10-2, are inspected biannually by VDOT to assess structure, surface, and sub-surface sufficiency. None of the bridges or culverts identified have a sufficiency rating below 6, indicating that these facilities are in acceptable condition.

**Table 10-2 - Bridges and Culverts, City of Staunton - 2017**

Route Name	Type	Year Built	Sufficiency Rating	Road System
<b>Bridges</b>				
Greenville Road	Bridge	1936	7	Primary
WBL Rt 250	Bridge	1969	7	Primary
EBL Rt 250	Bridge	1994	7	Primary
Pump Street	Bridge	1900	7	Urban
Mill Street	Bridge	2001	6	Urban
N. Frontier Drive	Bridge	2001	7	Urban
Rt 11	Bridge	1950	7	Primary
Statler Blvd.	Bridge	1979	7	Primary
Rt. 11	Bridge	1950	6	Primary
Lewis Street	Bridge	1989	7	Urban
<b>Culverts</b>				
North Service Rd	Culvert	1997	7	Urban
Rt 11	Culvert	1960	6	Primary
Lacy B King Way	Culvert	1997	7	Urban
Rt 252 SE Access Rd.	Culvert	1997	7	Urban
Middlebrook Ave.	Culvert	1997	7	Primary
Church Street	Culvert	1993	7	Urban
Rt 250	Culvert	1979	6	Primary
Statler Blvd.	Culvert	1979	7	Primary

Source: VDOT Bridge and Culvert Inventory

## **Parking, Commuter Services, & Non-motorized Facilities**

### ***Parking***

The City has 949 off-street and approximately 917 on-street parking spaces in the downtown district. Parking facilities include surface lots, 2 parking garages, and on-street parking. City-operated parking garages are located on Johnson Street at the corner of South New Street behind the Stonewall Jackson Hotel, and on Johnson Street between Lewis Street and Church Street behind City Hall. A DC Fast electric vehicle charging facility is available in the Greenville Avenue Parking Lot at the southeast corner of Johnson Street and New Street in the City's Downtown Business District.

### ***Park and Ride Facilities***

Currently the City does not have Park and Ride facilities; however, a park and ride lot at the Staunton Crossing development located off US 250 near the I-81 Exit 222 interchange is planned and funded through the City's Staunton Crossing extension project.

### ***RideShare***

The region's Rideshare program is managed by the Central Shenandoah Planning District Commission. This program offers ridesharing opportunities to residents and employers through the coordination of carpool, schoolpool, and vanpool programs in the Central Shenandoah Valley. The RideShare Program supports alternative transportation modes to reduce traffic congestion and increase mobility options. The RideShare program provides a Guaranteed Ride Home program to ensure that participants are provided a free ride home in the event of a personal emergency or other unforeseen event.

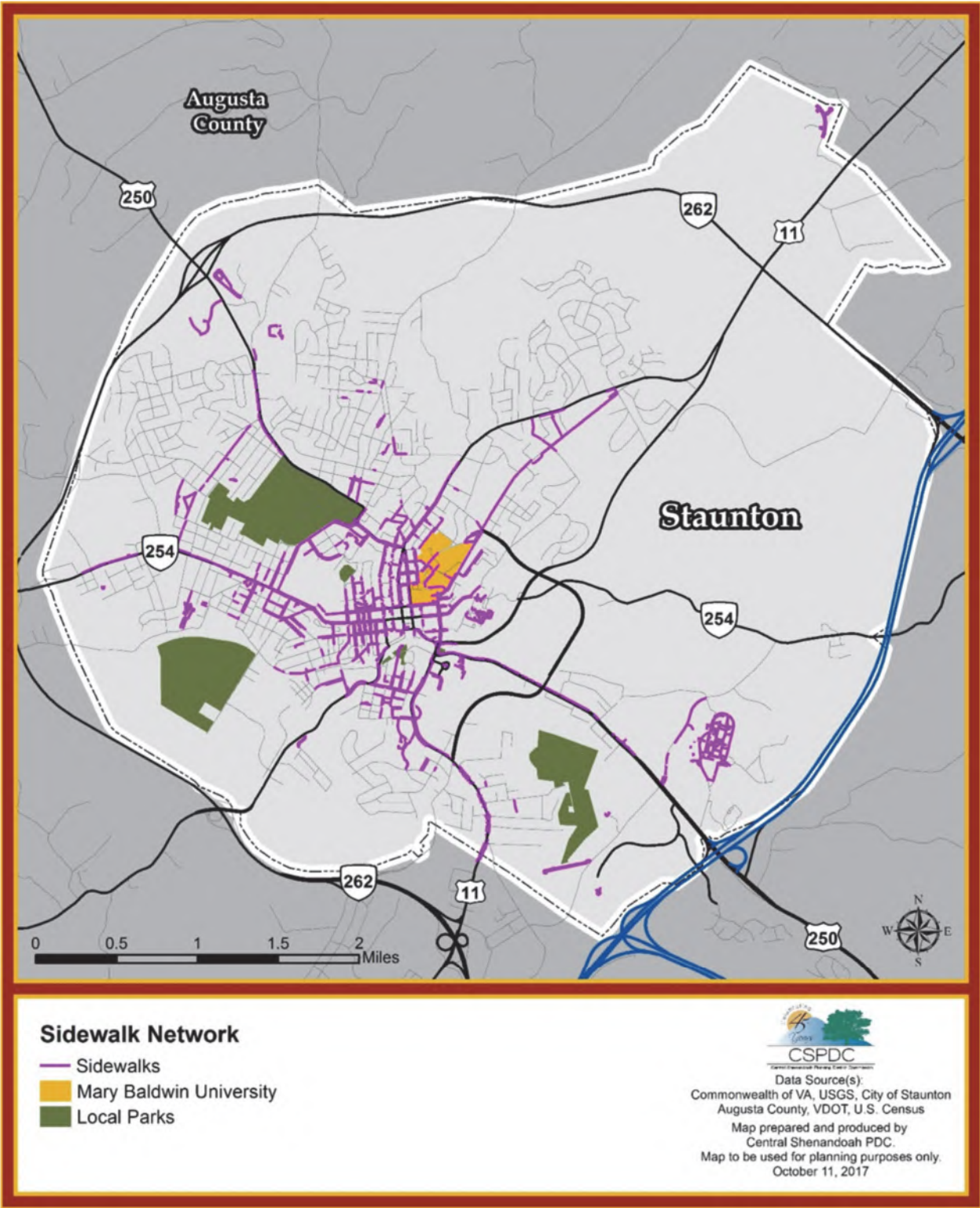
### ***Sidewalks & Bikeways***

Staunton's existing sidewalk network is largely concentrated in the downtown business district, and along major roadways. Map 10-3 illustrates the City's existing sidewalk network and shows the majority of the City's outlying neighborhoods do not have sidewalks, and neighborhoods with sidewalks lack connectivity to other sidewalks. These gaps in the City's sidewalk network create a challenging environment for pedestrians who often must walk along roadside shoulders and in travel lanes to reach their destination. Factors contributing to the City's lack of sidewalks include an older street network, narrow street widths, and minimal building set-backs.

There are no designated on- or off-road bicycle facilities within the City, increasing the risk for bicycle/vehicle conflicts as cyclists must ride in vehicle travel lanes. Challenges to developing a user-friendly bicycle network in the City include steep terrain, narrow roadways, on-street

parking, and limited building setbacks. The Staunton Bicycle & Pedestrian Plan has been developed and is included in Appendix B. This plan identifies new bicycle routes and improvements needed to improve non-motorized connectivity, expand mobility options, and promote access. Bicycle and pedestrian improvements will be made using Complete Streets principals that are appropriate to a facility's function and context to ensure that all transportation facilities in Staunton provide safe options for all users.

Map 10-3 - Sidewalk Network - City of Staunton



### *Public Transit*

Transit service is provided by the Blue Ridge Interregional Transit Express (BRITE). BRITE offers fixed-route and on-demand services providing intra- and inter-City connections; and a downtown trolley that provides service in and around the City's historic downtown district. BRITE's transit hub is located on Lewis Street in central Staunton. All BRITE vehicles are equipped with bicycle racks. Map 10-4 displays BRITE's routes and the Downtown Trolley operations.

BRITE's operations in Staunton consist of BRITE's North and West Loop routes, and the Downtown Trolley. The North and West Loop routes connect residents in outlying neighborhoods to the City's commercial and retail businesses, and to BRITE's regional transit operations. The North Loop route operates Monday through Friday. There is no weekend service.

The Downtown Trolley operates in Staunton's historic Downtown and operates on a summer and winter schedule. The summer schedule runs from May to October and operates Monday through Friday from 10:00 AM to 9:00 PM, and on Saturdays from 10:00 AM to 6:00 PM. A Saturday Night Trolley service also operates from 6:00 PM to 9:00 PM during the summer. The Downtown Trolley winter schedule runs from November through April, operating from 10:00 AM to 6:00 PM.

Regional transit service is also provided by BRITE with connections to City of Waynesboro and portions of Augusta County via BRITE's 250 Connector, and to the City of Harrisonburg via the Blue Ridge Community College (BRCC) Shuttle.

On-demand and deviated fixed-route service is also provided by BRITE. On-demand service provides boarding assistance for passengers with special boarding needs. Deviated fixed route bus service is defined as fixed bus route that operates at fixed times, but may deviate to pick up or drop off passengers who have requested the deviation. All of BRITE Transit's vehicles are handicapped accessible and equipped with wheelchair lifts. Passengers who request on-demand and deviated fixed-route service must meet eligibility criteria as defined by the American with Disabilities Act, and schedule service in advance.

Map 10-4 - BRITE Transit Routes



## **Rail Service**

### ***Passenger Rail***

Passenger rail is provided by Amtrak's Cardinal Line which runs from Chicago to Boston, and connects Staunton to in-state locations of Charlottesville, Culpepper, Manassas, and Alexandria to the east, and Clifton Forge to the west. Westbound and eastbound service is available three days a week. In 2016 there were 6,250 boardings and alightings at the Amtrak station in Staunton's Wharf Area Historic District, however there is no ticket office or passenger assistance available. Passenger rail share rail lines with CSX and Buckingham Branch freight rail operations.

### ***Freight Rail***

Two Class I railroads, Norfolk Southern Corporation and CSX Transportation, pass through the City of Staunton. Norfolk Southern operates on approximately 5-miles of track in the City. CSX operate approximately 5-miles of track that run in an east/west direction through the City.

In addition to the two Class I freight railroads, two short-line railroads, Buckingham Branch Railroad (BBRR) and the Shenandoah Valley Railroad (SVRR) maintain operations in and through the City. Primary commodities carried by these two short-line rail include agricultural, forest, industrial, stone aggregates, and food products. The BBRR Richmond and Alleghany Division operations share rail lines and operate on approximately 5-miles of tracks shared with CSX that run in an east/west direction. SVRR shares operations on a north/south section of track with Norfolk Southern from Staunton to Pleasant Valley running parallel to the I-81 corridor. The SVRR and BBRR interchange with each other in the City to connect to the primary north/south Norfolk Southern rail line. Map 10-5 illustrates the SVRR and BBRR rail lines in the City of Staunton.

**Map 10-5 - Rail Lines - City of Staunton**



## TRANSPORTATION NETWORK ANALYSIS

Identifying development patterns and trends and forecasting where future growth and development are likely to occur is essential to making sound transportation planning decisions and infrastructure investments. The following planning assumptions have been used to identify where the existing transportation network will need to be improved to meet demands generated by future growth and land uses.

### Population

Population projections help us to understand how a community is growing and changing. These projections are used to make informed decisions associated with land use, employment, public services and transportation facilities. Population growth in the City may place additional demands on existing roadway and transit networks. Roadway safety and congestion are addressed at greater length in the Transportation System Needs Assessment section of this Chapter. Table 10-3 provides the population growth estimates for the City.

Between 2010 and 2040, Staunton’s population is projected to grow by 7.14%, from 23,746 persons in 2010 to 25,442 persons in 2040. While the population of the City is projected to increase through 2040, growth will be modest, and is consistent with the City’s historical growth patterns.

**Table 10-3 - Population Projections 2020 -2040**

Years	Total Population	Total Growth	% Change
2010	23,746	-	-
2020	25,238	1,492	6.28%
2030	25,519	281	1.11%
2040	25,442	-77	-0.30%
Total Change		1,696	7.14%

Source: Weldon Cooper Center for Public Service - 2017

### Senior Population (65+)

As the senior population grows in the City, this population segment’s demand for transportation assistance to access everyday activities such as shopping and medical services will increase. In 2015, Staunton’s senior population was 4,849, or 20% of the City’s total population. The City’s senior population is projected to continue to grow through 2040 to 6,271 persons, or 24% of Staunton’s total population.

In addition to the growing senior population in the City, the 2015 American Community Survey shows that 44% (2,042 persons) of Staunton’s senior population claim a disability. This segment of the senior population typically requires additional assistance boarding and alighting transit vehicles. Providing personnel to assist with passengers with boarding and alighting vehicles will require additional training and specialized vehicles to accommodate their needs. As the senior population segment grows, the City will need to address this population segment’s transportation needs.

**Workforce & Commuting**

Commuting to and from work creates morning and evening peak hour demand on the transportation network and generates the need for operational and safety improvements to ensure the transportation network operates in a safe and efficient manner. Identifying commuting patterns and heavily used routes allows planners to develop strategies to improve safety and alleviate congestion and delays.

*Workforce*

The 2015 American Community Survey (ACS) shows 11,192 residents in Staunton are in the workforce, and that 73% of the City’s residents commute to work outside the City. Many of the City’s residents in the workforce commute to jobs within Augusta County or the City of Waynesboro. Other commuting destinations include Rockingham County, Harrisonburg, Albemarle County, and the City of Charlottesville. 27% of the City’s residents work within the City.

75% percent of people employed in the Staunton reside outside of the City. Many of these workers commute into the City from the City of Waynesboro and Augusta County, with US 250 serving a main corridor for many of these commuters. Table 10-4 shows the number of workers commuting in and out the City.

**Table 10-4 – 2015 City of Staunton – Workforce Commuter Data**

2015 – City of Staunton – Population Workforce	
Staunton Residents - Employed in Staunton	3,067
Staunton Residents – Employed outside of Staunton	8,125
Living Outside Staunton & Employed in Staunton	9,109

Source: 2015 American Community Survey - City of Staunton

### ***Commuting Characteristics***

Commuting characteristics from the 2015 ACS show that 83% (9,970 persons) of City residents commute to work by automobile, and that 83% (9,292 persons) drive alone. Carpools accounted for 6% of the commuting workforce, and less than 1% of commuters use transit. The remaining 10% either walked, worked from home or used other means to travel to work. The large share of single-occupant commuters may be attributed to factors such as low congestion on the City’s roadways, free parking for workers in most parts of the City, and limited transportation alternatives such as bike lanes and commuter transit service. The average travel time for commuters is 19 minutes. Table 10-5 shows commuting characteristics by travel mode.

**Table 10-5 - Staunton Commuter Mode Characteristics**

<b>City of Staunton – Commuting Mode Characteristics, 2015</b>		
Commuting to work (16 and over)	11,224	-
Automobile – single occupant	9,292	83%
Automobile – carpooled	678	6%
Public transportation (excluding taxicab)	51	1%
Walked	554	5%
Other means	237	2%
Worked at home	412	3%

Source: 2015 American Community Survey for the City of Staunton: US Census

### **Land Use**

Identifying and understanding the connections between transportation and land use are important to developing, operating and maintaining a safe and reliable transportation network. As growth occurs, investments by both the public and private sectors will be necessary to maintain and improve Staunton’s transportation network through spot and network wide improvements. Map 10-6 shows the City’s future land use designations.

### ***Residential Land Use***

As of 2018, approximately 2,813 acres of vacant land is zoned for residential use in Staunton.

Larger tracts of land designated for future residential use include property in the northern part of the City on VA 262 between US 11 and Spring Hill Road (VA 613) with assigned traditional neighborhood and planned residential uses. Low density residential use is located in the western section of the City off VA 262 between VA 613 and VA 254. In the southern section of the City, low density residential is assigned to property between VA 252 and US 11.

Multi-family development is currently occurring in the eastern part of the City on US 250 (Richmond Road Corridor). Development includes the recent expansion of the Big Sky Apartments at US 250 and Community Way, and The Villages located at the intersection of US 250 and Greenville Avenue. The Augusta Woods development, although not in the City's jurisdictional limits, should be considered as a factor contributing to traffic movement in the City due to its access of US 250 from Frontier Drive.

In the southern part of the City, new multi-family development is taking place along Middlebrook Road adjacent to VA 262. Thirty-two new multi-family units are currently approved for this area, and additional multi-family development is planned in the near future.

### *Commercial & Industrial Land Use*

New commercial development is currently concentrated on US 250 adjacent to I-81 at Staunton Crossing, and at Frontier Center.

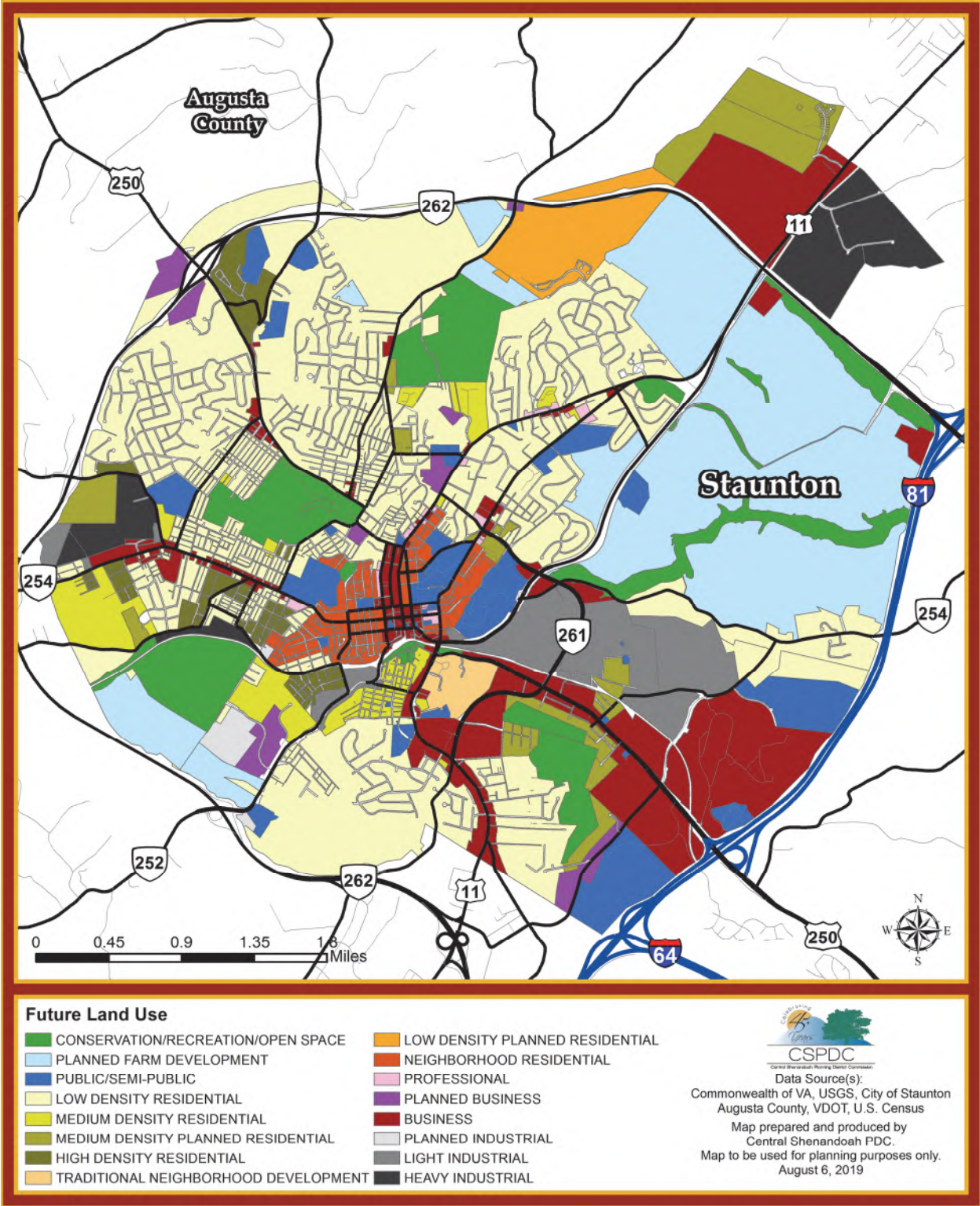
- Staunton Crossing is a 279-acre mixed commercial development that will include hotels, restaurants, and businesses on the northern side of US 250 across from the Frontier Center development. Staunton Crossing Way is currently being improved to support the development and provide a future second access via National Avenue to the north. Extending Staunton Crossing Way will provide relief to the Richmond Road corridor and provide a secondary access to Staunton Crossing. Currently 25 acres are under development at Staunton Crossing.
- Frontier Center is a 140-acre development site located on the southern side of the US 250, across from Staunton Crossing, and adjacent to the I-81 Exit 222 interchange. 11 acres are currently being developed (Phase 1). Development plans for the Frontier Center include a mix of commercial uses including a hotel, restaurants, and retail. A second access to the Frontier Center is listed as Project #4 in the Project Recommendation section.

### *Industrial Use*

Industrial use is concentrated in the Green Hills Industry and Technology Center located on US 11, just north of the US 11/VA 262 intersection; in the southwestern section of the City adjacent to VA 254 on Buttermilk Springs Road; and in the eastern part of the City between VA 254, Statler Boulevard (US 261), and National Avenue. This area includes stock yards, an auto yard, and mining operations. Traffic generated by these locations is not expected to impact general traffic movement in the City due to their locations and ease of access to primary roads. Improvements at the US 11 and VA 262 intersection may be necessary to accommodate future development at the Green Hills Industry and Technology Center.

The Greenville Avenue and Middlebrook Avenue corridors in the south and southwest portions of the City are zoned for planned business and planned industrial uses. While these corridors could redevelop and intensify in use, they are not expected to do so at this time.

Map 10-6 - Future Land Use



## **Autonomous Vehicles**

Advances in autonomous vehicle technology are rapidly being introduced in new consumer market vehicles. As this technology evolves, the City should begin to consider how autonomous vehicle technology will impact the City's existing transportation network, and how the City considers and prioritizes future transportation infrastructure investments. The City should continue to work with the SAWMPO and VDOT to monitor the development of federal and state autonomous vehicle policies and initiatives and consider developing transportation investment strategies, and policies in accord with federal and state policies to support the use of autonomous vehicles on public roads.

## **Roadway Capacity & Congestion**

Roadway capacity is the volume of traffic that can travel over a section of road under normal operating conditions. Congestion is a term used to describe the transportation network's condition that occurs when the number of vehicles using a section of road increases to a point that the volume of vehicles interferes with normal roadway operating conditions. Congestion is often characterized by slower speeds, longer travel times, and increased vehicle queueing. Congestion occurs when traffic demand is great enough that the interaction between vehicles slows the speed of the traffic stream. When capacity and congestion are combined, they describe a road's ease of movement and is referred to as Level of Service (LOS).

### ***Level-of-Service (LOS)***

LOS indicates the degree of service provided by a facility based on its operational characteristics. LOS refers to a measurement that reflects the level of traffic flow on a scale of A to F, with free-flow being rated LOS-A and heavily congested conditions rated as LOS-F. Map 10-7 illustrates the current LOS for roadways in the City of Staunton.

Citywide, roadway reliability and operating conditions are good, with 82% of the roads rated with a LOS of C or higher. Roads within the Downtown Business District do show a slightly higher rate of congestion; however, this is generally acknowledged to be an indicator of robust economic activity, and not a significant concern. Forecasted LOS shows that the majority of Staunton's roads will maintain a LOS C or higher through 2040. Map 10-8 illustrates forecasted 2040 LOS for the City.

Map 10-7 - Existing Level of Service - City of Staunton



Map 10-8 - 2040 Forecast Level of Service - City of Staunton



## Safety

Providing a safe transportation network is directly related to providing an efficient transportation network. Crashes cause congestion, economic loss, injuries and sometimes the loss of life. When analyzing crash data, it is important to note that there are usually multiple underlying reasons for each crash. These include roadway geometry, weather conditions, driver behavior, traffic operations, on-road or roadside hazards, and construction activity. A crash analysis was performed for the years 2012 through 2016 using recorded crash data from the VDOT Tableau Crash Tool database.

### *Crashes*

Crashes are identified by crash type, and by severity categories, including Property Damage Only (PDO), Injury, and Fatality. Crash data was reviewed to identify the total crashes for each category to determine the total percentage of crashes occurring along each corridor. Average annual crashes show the average number of crashes occurring on a specific segment of road.

There were 2,085 crashes citywide between 2012 and 2016. These crashes resulted in 747 recorded property damage only incidents, 1,338 recorded injuries, and 3 fatalities. There were 30 recorded crashes involving pedestrians with 31 recorded injuries and no fatalities. Crashes involving bicycles were not available from the VDOT Tableau Crash Tool database. The average annual number of crashes citywide is 417, and the crash rate is 348 crashes per 100-million VMT. Table 10-6 summarizes crashes citywide, and for key corridors in the City.

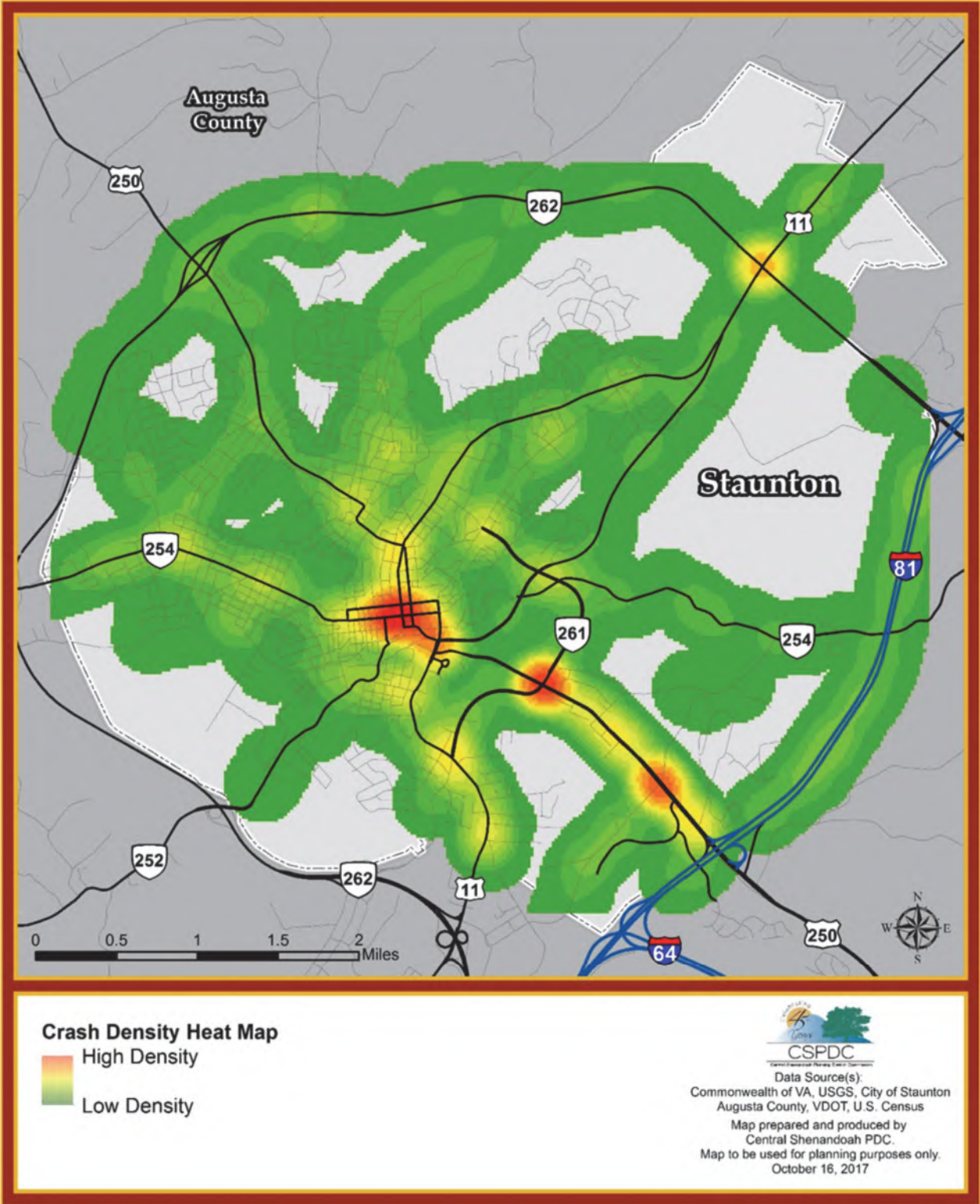
**Table 10-6 - Crash Summary - City of Staunton (2012-2016)**

	Property Damage Only	Injury	Fatality	Total	Percent of Total Crashes	Average Annual Crashes	Crash Rate (100-million VMT)
City of Staunton	747	1338	3	2085	100%	417	348
US 250 Corridor (Richmond Road) (I-81 to Greenville Road)	102	203	0	305	14.63%	61	135
US 11 Corridor Eastern City Limits to Richmond Road)	105	138	0	243	11.65%	49	16
Woodrow Wilson Parkway Corridor (VA 262) (I-81 to US 11)	28	60	1	89	4.27%	2	28
Downtown Business District	40	56	0	96	4.60%	19	15

Source: VDOT Tableau Crash Tool

Map 10-9 - Crashes - City of Staunton illustrates the crash intensity for roadways throughout the City. Red indicates the highest density of crashes, yellow indicates moderate crash density, and green represents the lowest density of crashes. Crashes tend to cluster around larger intersections in the City. The highest density of crashes occur on US 250 between I-81 and Greenville Avenue, and in the downtown area.

Map 10-9 - Crashes - City of Staunton



## Corridors

### *Richmond Road (US 250)*

Richmond Road (US 250) is a gateway corridor connecting I-81 at Exit 222 to the City’s downtown gateway at the intersection with US 11 (Greenville Avenue). Richmond Road is a four-lane divided roadway that is approximately 2.15-miles in length. Pedestrian access is incomplete and there are no bicycle facilities. The Richmond Road Corridor serves trucks, public transit, and commuters; and supports multi-family residential and retail uses including big-box retail, grocery, restaurant, gas stations. The speed limit on the Richmond Road corridor is 45 miles per hour from the eastern city limits to Crossing Way; from Crossing Way to Statler Boulevard is 35 miles per hour. The speed limit from Statler Boulevard to the entrance to The Villages is 35; the posted speed limit from The Villages entrance to Greenville Avenue is 25 miles per hour.

### Level of Service:

US 250 LOS is divided into three LOS segments 1) from the eastern City limits to Frontier Drive, 2) from Frontier Drive to Statler Boulevard, and 3) from Statler Boulevard to Greenville Avenue (US 11). Table 10-7 shows the existing and forecasted LOS for each of these segments.

**Table 10-7 - Richmond Road Corridor (US 250) - LOS**

Route	Road Name	Segment		Level of Service (LOS)	
		Beginning	End	2015	2040
00250	Richmond Road	ECL Staunton	Frontier Road	D	D
00250	Richmond Road	Frontier Road	Statler Boulevard	C	C
00250	Richmond Road	Statler Boulevard	Greenville Ave	C	C

Source: VDOT SPS Data\_08.30.17

While VDOT forecasts the Richmond Road Corridor to maintain its existing LOS through the 2040 horizon year, the LOS forecast does not reflect potential impacts the Staunton Crossing and Frontier Center developments will have on corridor operating conditions between the I-81 Exit 222 interchange and Frontier Drive, or on the interchange’s north- and southbound on- and off-ramps. The City will work with VDOT and the SAWMPO to monitor this corridor to ensure the existing LOS rating is maintained. Other improvements to the Richmond Road Corridor include recent SMART SCALE grants to make intersection and signal improvements at the Richmond Road/Statler Boulevard intersection, and a road diet from Statler Boulevard west to Greenville Avenue. The road diet will address needed non-motorized access and enhance user experience.

**Crash Analysis – Richmond Road Corridor (US 250):**

Between 2012 – 2016, 305 crashes were reported on the Richmond Road Corridor. 102 crashes were reported property damage only, 203 reported having an injury, and there were no reported fatalities. This corridor averaged 61 crashes annually, and the crash rate per 100-million VMT was 135. The crash map illustrates that crashes on the Richmond Road Corridor were concentrated at the Statler Boulevard and Frontier Road intersections. Map 10-9 illustrates the location and intensity of crashes on Richmond Road.

In 2017 the City was awarded SMART SCALE funds to make improvements to address safety and operational issues on Richmond Road at the following intersections; 1) Frontier Drive (through the extension of Crossing Way); 2) Statler Boulevard; and 3) Greenville Avenue. Improvements are programmed to begin during the current VDOT FY18-23 Six-Year Improvement Program.

***Downtown Business District***

The Downtown Business District is bounded by Churchville Avenue to the north, Coalter Street to the east, Middlebrook Avenue to the south, and Jefferson Street to the west. The Downtown Business District supports business, civic, and residential use. Roads are two-lane and have on-street parking. There are no designated bicycle facilities. The speed limit for this area is 25 miles per hour.

**Level of Service:**

LOS in the Downtown Business District is acceptable despite several streets having a LOS of D. Streets with the LOS D rating are Central Street, New Street, Coalter Street, and Johnson Street. A LOS of D in a busy central business district is an acceptable rating given the density of businesses, pedestrian activity, and concentration of buildings. The roadway network in the City’s business district is forecasted to maintain its LOS rating through the 2040 forecast horizon year. LOS for the Downtown Business District is illustrated on Maps 10-7 and 10-8.

**Crash Analysis:**

Between 2012 and 2016, 96 crashes were reported in the Downtown Business District. 40 crashes were reported as property damage only, 56 crashes reported as an injury. There were 12 crashes involving pedestrians, which accounts for 40% of pedestrian involved crashes in the City. There were no reported fatalities. This area averaged 19 crashes annually. The crash rate for the Downtown area per 100-million VMT is 15. Map 10-9 illustrates the intensity of crashes on the Downtown Corridor segment.

## PLANNING ASSUMPTIONS

Planning assumptions were developed by examining the City's existing transportation network against projected population, employment patterns and centers, future land use policies and the future land use map.

The City's population is projected to experience modest growth through the year 2040, however the senior population will increase 4% by the horizon year to become 24% of the City's total population. The City should consider expanding transportation facilities and transit options needed to support the projected growth in the senior population.

Given the City's modest projected population growth it is assumed that employment centers and residential areas will remain consistent with existing development patterns and that new residential development will be modest. Maintenance of, and improvements to existing transportation facilities are vital to ensuring the City continues to provide a safe and efficient transportation network. Improvements needed to maintain Staunton's existing transportation network include addressing periodic street flooding at specific locations and reducing impervious surface areas that create excessive run-off in an effort to prevent future damage to existing road surfaces and other transportation investments. Other improvements include expanding the City's non-motorized network to connect neighborhoods, provide transportation options, and to continue to provide a safe and comfortable environment for all users regardless of transportation mode or ability.

### Planning Assumptions Summary

#### *Population*

- Staunton's population is projected to experience modest growth through the year 2040.
- Staunton's senior population is growing. In 2040, the 65+ population will be 24% of the population.
- 44% of seniors in Staunton are reported as having a disability.

#### *Employment*

- As of 2015, the City of Staunton has 11,192 persons in the civilian labor force.
- 82% of workers commute in single-occupancy vehicles.
- 73% of the City's workforce commutes outside of the City for employment.
- Most workers commuting to the City come from the City of Waynesboro and Augusta County.

### *Land Use*

- Employment centers are concentrated in the Downtown Business District, the Richmond Road Corridor, the Greenville Avenue Corridor, and at Green Hills Industry and Technology Center.
- New commercial development is concentrated at the Frontier Center and Staunton Crossing.
- Multi-family development is concentrated on US 250 (Richmond Road) in the eastern part of the City, and on Middlebrook Road in the southern part of the City.
- New single-family residential development is slow.

### *Community Facilities*

- Roadway conditions, level of service, and reliability are good with no roads in the City rated with a LOS below D.
- The City lacks a fully connected sidewalk network.
- There is no bicycle network.
- Spot improvements are needed at select locations to address periodic flooding, improve roadway geometry, reduce impervious surface areas and improve safety.
- Adequate water and sewer service exists to accommodate future commercial and residential growth.
- School enrollment is not expected to increase.

## TRANSPORTATION SYSTEM NEEDS ASSESSMENT

Identifying needs is an important step to developing improvement recommendations to maintain the City's existing transportation network to ensure it operates safely and efficiently and supports future growth. City transportation needs were identified by reviewing the VTRANS 2040 UDA assessment, the list of planning assumptions, and examining existing safety and operational conditions, connectivity, mobility, and access.

### **The Comprehensive Plan and Urban Development Areas**

In 2007, the General Assembly added Section 15.2-2223.1 to the Code of Virginia which states high growth localities shall designate Urban Development Areas in their comprehensive plans. Urban Development Areas ("UDA") were defined as areas of reasonably compact development that can accommodate 10 to 20 years of projected growth. Localities with certain growth thresholds were required to designate a UDA within their boundary.

In 2010, the legislation was amended to establish density and design criteria for UDAs and to improve coordination between transportation and land use decision-making. In 2012, the legislation was amended again to make the UDA designation voluntary across all localities, and defined UDAs more broadly. Currently, a UDA is defined as "an area designated by a locality that is (i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development (Section 15.2-2223.1 to the Code of Virginia)."

UDAs shall also incorporate aspects of Traditional Neighborhood Development (TND). TND embodies classic characteristics of traditional communities such as:

- Walkable neighborhood centers
- Interconnected streets and blocks
- Diversity of land uses
- Easy access to jobs, housing and recreation by a variety of travel options (auto, bus, walk, bike, etc.)

Citywide transportation needs include spot and network wide improvements. Spot improvements identified in the recommendation section address operating and safety issues such as improving roadway and stormwater drainage at specific locations that experience periodic flooding, reducing excessive impervious surface areas, road geometry issues which

create safety issues such as poor sight-lines at intersections, and the need for traffic calming devices on residential streets. Network needs address expanding and/or the City's existing non-motorized transportation network, enhancing transit, and providing access to transportation networks beyond the City. These needs are in accord with needs identified for the City in the VTRANS 2040 Needs Assessment.

Staunton has experienced recent success in receiving transportation funding through the SMART SCALE grant program to address operational, safety, connectivity, and non-motorized issues. The following projects have been funded by the SMART SCALE program and programmed in the VDOT FY 18-23 Six-Year Improvement Program.

- **UPC 111047** - Signal and pedestrian improvements at the intersection of Statler Boulevard and Richmond Road (US 250).
- **UPC 111051** - A road diet and pedestrian enhancements on Richmond Road (US 250) from Statler Boulevard to the US 250/Greenville Avenue (US 11) intersection. A roundabout at the Richmond Road/Greenville Avenue intersection.
- **UPC 111048** - Staunton Crossing Street Extension to Valley Center Drive.

### **Bicycle and Pedestrian Needs**

Staunton is an older City with an incomplete sidewalk network and no designated bikeways. Many of the City's roads are narrow, and do not have adequate lane or shoulder width to accommodate sidewalks and/or bicycle lanes within public right-of-way. Walking trails, and on- and off-road cycling opportunities in the City exist at Betsy Bell Park, Gypsy Hill Park, and Montgomery Hall Park. Map 10-3 shows the City's existing sidewalk network.

The City has developed the Staunton Bicycle & Pedestrian Plan (Appendix B). This plan identifies bicycle and pedestrian needs and future pedestrian and on-road bicycle routes. Development of these facilities will use Complete Streets practices to ensure that the City provides a safe, visible, and connected bicycle and sidewalk network. Complete Streets is a transportation policy and design approach requiring streets to be planned, designed, operated, and maintained to their fullest extent to enable non-motorized users a safe, accessible, and comfortable environment which is accessible to persons of all ages and abilities regardless of their choice of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, or using public transportation. Existing policies that can advance the City's bicycle and pedestrian network are street acceptance regulations that require all new road projects to be built with bicycle and pedestrian accommodations where adequate space is available.

## Complete Streets

The City of Staunton is committed to creating a safe and sustainable transportation network for all of its residents, visitors and businesses regardless of the user's ability or choice of transportation mode. In doing so, the City of Staunton is committed to implementing transportation options that provide reasonable transportation options by supporting and implementing Complete Streets design.

Complete Streets promotes designing and improving streets to safely accommodate users of all ages and abilities regardless of transportation modes. Complete Streets design directs decision makers to consistently plan, design, and construct streets to accommodate all anticipated users including, but not limited to, pedestrians, bicyclists, transit, motorists, emergency vehicles, and commercial vehicles.”

Complete Streets design must respect the context of the existing transportation network and consider adjacent land uses, neighborhood densities, character and context, aesthetics and the existing transportation network to provide safe connectivity between destinations and travel modes. Implementing Complete Streets design will provide the City with an attractive connected multimodal network that balances the needs of all users, except where it is contextually not feasible.

Developing and implementing Complete Streets design concepts is a City priority. Therefore, all future transportation network and development projects, as well as the maintenance, operation, or improvement of the existing network, will be treated as an opportunity to incorporate Complete Streets design improvements that support and/or expand mobility options, improve connectivity and enhance critical linkages between activity centers and neighborhoods, and in areas used frequently by non-motorized and transit users.

Given the diversity of Staunton's natural topography, historic character, and built environment, design flexibility is necessary to incorporate Complete Streets concepts. Through the use of Complete Streets design concepts, the City will promote and encourage new and existing streets to be designed in a way that preserves and enhances the character of the project area, respects the context of the existing transportation network, and supports the values of the community and considers the needs of all users. Therefore, future transportation network and street design using Complete Streets concepts may not support all transportation modes in every environment.

Applicable design standards and best practices will be followed when undertaking construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in a City corridor. The planning, design and implementation process for all roadway corridors will:

- Be transparent and involve the community;
- Be coordinated between city, regional, and state agencies;
- Incorporate a review of existing transportation plans to identify Complete Streets opportunities;
- Consider street context and function;
- Utilize Best Management Practices to encourage innovative design and mobility options;
- Assess the current and future needs of corridor users.

### **Public Transit**

BRITE Transit, the City's transit provider, completed a Transit Development Plan in 2015. This plan is a short-range planning document that outlines improvements to the transit system for a six-year planning horizon and identifies funding opportunities to enhance the transit system.

Transit needs include:

- Inter-Regional Transit Connections;
- Improving rider safety by adding passenger waiting shelters at key locations;
- Expanding ticket service to include Transit Pass Program;
- Improve rider experience through the addition of intelligent transportation technologies to provide more efficient service;
- Improve social media connections to inform users of routes, service delays, route modifications, and fare changes;
- Expand on-demand and rider assistance services to meet the needs of the City's growing senior population.

## **PROJECT RECOMMENDATIONS**

Project recommendations include studies to examine specific locations and a list of projects intended to address more immediate needs to improve traffic safety and operations. The studies and project recommendations are not listed in any specific order. The following list of improvement recommendations address system needs identified in the Transportation System Needs Assessment and are consistent with the VTRANS 2040 Plan.

The following recommendations are intended to address the most important transportation needs identified by the City. The list below does not reflect any order of priority. Locations for the projects listed below are illustrated in Map 10-10.

### **1. Downtown Staunton Business District**

**Deficiency:**

There are multiple signalized intersections in the City's Downtown Business District that are not synchronized, creating congestion and delayed travel times for motorists and safety issues for pedestrians. The existing downtown roadway network consists of narrow streets, narrow sidewalks or sidewalks that contain obstacles such as telephone/power poles, mail boxes and on street parking that make walking and bicycling difficult.

**Recommendation:**

Conduct a downtown multimodal operation, access, and safety study to assess existing transportation network to develop recommendations that improves access and safety for all users within the downtown core, improve connectivity with surrounding neighborhoods, and provide gateway treatments.

**Cost: \$100,000 - \$150,000**

### **2. West Beverley Street Streetscape**

**Deficiency:**

West Beverley Street has narrow driving lanes, lacks ADA compliant sidewalks and street crossings, has no bicycle facilities, and experiences periodic flooding issues.

**Recommendation:**

Conduct a corridor study to reconstruct West Beverley Street between the western City limits and Thornrose Avenue (1.5 miles). Reconstruction to include adding sidewalks and shared use path or bike lane, and stormwater drainage improvements using best management practices.

**Cost Estimate: \$17,000,000**

### **3. US 250 (Richmond Road) from Frontier Drive to Statler Boulevard (VA 261)**

Deficiency:

Deficiencies in this segment of the corridor include inadequate sidewalk widths, a lack of high visibility crosswalks or pedestrian refuges at major intersections, and no bicycle lanes or sharrows.

Recommendations:

- Implement recommendations from 2009 Corridor Plan.
- Improve access management, add pedestrian facilities, improve existing pedestrian street crossings, add bicycle lanes/sharrows/shared use path, and address stormwater runoff issues using best management practices.

**Cost: \$8,000,000**

### **4. Frontier Drive Connector (George Cochran Parkway)**

Need:

To mitigate future traffic volumes on Frontier Drive generated by the Frontier Center, construct new connector road from Richmond Road through the Frontier Culture Museum to Frontier Drive to provide an alternative access to the Frontier Center and the Augusta Woods Subdivision to the south to reduce congestion on the 250 (Richmond Road corridor).

Recommendation:

Construct a 3-lane roadway on new alignment with sidewalk on one side of the road, providing the 4<sup>th</sup> leg to the new roundabout in the Frontier Center that extends through the existing DeJarnette property up to Frontier Drive, approximately 0.4-mile. Demolition of the DeJarnette buildings to be done by others.

**Cost: \$4,500,000**

## 5. Neighborhood Streets

**Deficiency:**

Ritchie Street, Hillcrest Street, and Baldwin Drive are located in residential neighborhoods that lack sidewalks and experience periodic flooding.

**Recommendation:**

Reduce impervious area where necessary, install traffic calming devices, add sidewalks on both sides of street, and curb and gutter to improve stormwater drainage and address periodic flooding.

**Cost:**

- a. Ritchie Street – \$1,300,000
- b. Hillcrest Street – \$2,600,000
- c. Baldwin Drive – \$2,700,000

## 6. VA 262 at US 11 (Green Hills Industry and Technology Center)

**Deficiency:**

The VA 262/US 11 intersection has inadequate intersection geometry to accommodate trucks turning north onto US 11 from westbound VA 262, and inadequate queuing for traffic traveling southbound and turning east onto VA 262. Turning movements for trucks are high at this location due to its proximity to the Green Hills Industry and Technology Center.

**Recommendation:**

Coordinate with VDOT to extend the right turn lane onto northbound US 11. Install additional southbound US 11 left turn lane.

**Study Cost: \$25,000 - \$50,000**

**Project Cost: \$1,300,000**

## 7. Englewood Drive

**Deficiency:**

This segment has limited non-motorized access, poor sight distances, and poor stormwater drainage.

Recommendation:

Reconstruct intersection to improve non-motorized access, improve sight distances and intersection alignment, and improve stormwater drainage using best management practices.

**Cost: \$2,000,000**

## **8. Intersection of Statler Boulevard & Coalter Street**

Deficiency:

This intersection has a mixture of retail and business uses, is close to schools, and is adjacent to residential neighborhoods. The intersection lacks high visibility pedestrian crosswalks and has inadequate pedestrian crossing signals.

Recommendation:

Due to the surrounding retail uses and residential neighborhoods, and nearby schools, ADA compliant crosswalk improvements should be made to improve safety. Improvements include enhancing crosswalks, installing ADA compliant curb cuts, and upgrading existing crosswalk signals.

**Cost: \$400,000**

## **9. VA 613 (Old Greenville Road)**

Deficiency:

Old Greenville Road is an older county road that was annexed into the City. This road has poor stormwater drainage and alignment, and no sidewalks or bike lanes.

Recommendation:

Reconstruct road to current urban 2-lane standards from the southern City limits to US 11 (Greenville Avenue). Improve stormwater drainage using best management practices and add sidewalks to both sides of the street.

**Cost: \$4,700,000**

## **10. Springhill Road**

**Deficiency:**

Springhill Road is an older county road annexed into the City. This road has poor stormwater drainage, and no sidewalks or bike lanes.

**Recommendation:**

Reconstruct road to current urban 2-lane standards, add sidewalks and curb and gutter on both sides of street from Donaghe Street to northern City limits (1.4 miles).

**Cost: \$12,600,000**

## **11. VA 703 (Buttermilk Spring Road)**

**Deficiency:**

Buttermilk Spring Road is an older county road annexed into the City. This road has a large impervious surface area, poor stormwater drainage, and no sidewalks or bike lanes.

**Recommendation:**

Reconstruct road to current urban 2-lane standards from western City limits to Pierce Street (1.0 mile), add sidewalks and curb and gutter to both sides of the street.

**Cost: \$9,100,000**

## **12. City Sidewalk Improvement Program**

**Deficiency:**

The City's sidewalk network is incomplete and lacks connectivity and ADA compliance.

**Recommendations:**

Continue to fund the City's annual sidewalk improvement program: \$100,000 annually

Sidewalk Projects: (Project Costs provided by the City's CIP)

a) Augusta Street from Lambert Street to Baldwin Avenue	\$	1,026,000
b) Montgomery Avenue between W. Beverley Street and Stuart Street	\$	290,000
c) Donaghe Street between Churchville Avenue and Baylor Street	\$	590,000
d) Springhill Road from Churchville Avenue to Donaghe Street	\$	750,000
e) Edgewood Road between North Coalter Street to North Augusta Road	\$	500,000
f) Statler Blvd at Coalter Street – ADA compliant signals and crosswalk	\$	60,000
g) Coalter at Beverley Street – Add ADA compliant pedestrian signals	\$	200,000

**The following projects are funded in the 2018 – 2023 VDOT Six-Year Improvement Plan:**

- a. UPC 111048** - Staunton Crossing Street Extension: \$8,765,000. Funds are programmed for FYs 2019 – 2022.

Project provides 3-lane roadway on new location from the existing termini of Crossing Way to Valley Center Drive.

- b. UPC 111047** - Richmond Avenue at the Statler Boulevard Intersection: \$573,000. Funds are programmed for FY 2020.

Project location is the intersection of Richmond Road at Statler Boulevard to improve intersection and add capacity.

- c. UPC 111051** - Richmond Road Diet and roundabout: \$2,246,00. Funds are programmed for FYs 2022 – 2023.

Project location is the intersection of Richmond Road and Greenville Avenue and 0.3 miles east of the intersection.

- d. UPC 80485** – Central Avenue Streetscape Improvements: \$1,783,349

- e. UPC 109024** – Bessie Weller Safe Routes to School: \$378,798

Map 10-10 - Project Recommendations and Programmed Improvements



## TRANSPORTATION GOALS AND OBJECTIVES

### Goal 1: Local Transportation Network

The City of Staunton will maintain a safe and efficient transportation network that accommodates the needs of its residents, businesses, and visitors.

Recommendations to achieve Goal 1:

1. Maintain existing public investments in the transportation network.
2. Integrate transportation and land use planning.
3. Maintain existing roadways and non-motorized facilities to serve the traveling public and provide access for all modes of transportation.
4. Make improvements to address identified transportation needs to improve transportation network safety and operations.

Methods to achieve Transportation Network goals:

- a. Protect existing transportation network by performing maintenance and implementing improvements that provide access to all transportation modes.
- b. Identify and monitor locations identified with safety and operational issues.
- c. Implement traffic calming measures where appropriate.
- d. Establish attractive gateway/entrance features along major transportation corridors.
- e. Improve way-finding signage to safely direct traffic throughout the City.
- f. Increase safety awareness for all transportation modes.
- g. Coordinate planning and development with VDOT, DRPT, and SAWMPO to ensure improvements are in accord with state and federal development requirements.
- h. Adopt and implement VDOT access management guidelines on corridors and roadways to control access and improve corridor safety and operations for future development and redevelopment.
- i. Encourage impact studies for major development proposals that identify short- and long-range improvements associated with the development to maintain and improve the existing transportation network.
- j. Encourage development of employment centers to be located in close proximity to transportation corridors.
- k. Encourage building setbacks for new development that accommodate sidewalks and bicycle facilities and other transportation modes to provide a complete transportation network.

## Goal 2: Transportation Options

The City of Staunton will provide a variety of transportation options for residents, businesses, and visitors to improve safety, operations, connectivity, access, and mobility.

Recommendations to achieve Goal 2:

1. Encourage and support alternative transportation options such as non-motorized uses and public transit.
2. Improve connectivity by expanding the City's sidewalk network and installing bicycle facilities on existing roads.
3. Connect neighborhoods to destinations such as schools, job centers, retail and entertainment centers, community facilities, and parks.
4. Encourage connectivity for all modes of transportation to support a safe and efficient transportation network for the movement of people and freight.

Methods to achieve Transportation Options:

- a. Require new development to design and construct transportation improvements to connect with existing and planned roads and public transit.
- b. Continue to develop new sidewalks through the City's sidewalk improvement program
- c. Require all new development to include sidewalks along property frontage to establish pedestrian routes between business entrances and the public sidewalk.
- d. Adopt and implement the development of bicycle routes throughout the City as proposed in the Staunton Bicycle & Pedestrian Plan.
- e. Work with the SAWMPO and VDOT to identify funding opportunities to enhance the City's sidewalks and to implement improvements recommended in the Staunton Bicycle & Pedestrian Plan.
- f. Improve the downtown business district sidewalk network.
- g. Require non-motorized access and circulation in new development areas.
- h. Work with BRITE Transit to expand operations and enhance accessibility to meet the needs of Staunton's transit dependent community such as the elderly, low-income and youth populations.
- i. Encourage freight movement to be directed to transportation corridors, and away from the local network of neighborhood streets.

### **Goal 3: Regional Transportation**

The City of Staunton will work with local, regional, state, and federal agencies to improve its existing transportation network, and enhance mobility options that support all modes of transportation.

Recommendations to achieve Goal 3:

1. Maintain existing transportation investments.
2. Develop a comprehensive funding strategy for maintenance and improvements to its transportation network.
3. Provide a transportation network that accommodates all transportation modes in a safe and efficient manner.
4. Provide transportation options that include non-motorized and public transit.
5. Support the City's economic vitality by providing multimodal access to employment hubs such as commercial/light industrial, offices, education, retail, recreation and tourism, retail, and medical services

Methods to achieve Regional Transportation goals:

- a. Annually pursue state and federal funding programs to implement transportation improvements identified in the City's Capital Improvement Program, the SAWMPO Long-range Transportation Program, and the VTRANS 2040 Plan.
- b. Support regional transportation planning, investments, and projects to support new and/or existing economic development opportunities.
- c. Encourage projects that support all modes of transportation and improve regional transportation.
- d. Coordinate with neighboring jurisdictions to support transportation planning efforts and network improvements.
- e. Work with neighboring jurisdictions and transit operator to enhance public transit opportunities.
- f. Support public and private transit initiatives to enhance and expand public transit alternatives.
- g. Work with neighboring jurisdictions, regional bodies, state, and federal agencies to support transportation projects and improvements that enhance the regional transportation network.

## Chapter 11- Existing Land Use

### INTRODUCTION

Land use generally refers to the manner in which parcels of land or the structures on them are used. Land use planning focuses on making good choices about how growth occurs in the community over a period of time. Managing land use is a means to achieve the visions and goals of the community. This includes managing the type, quantity, and quality of development and/or redevelopment that occurs. The type is generally expressed in broad land use categories like residential or commercial.

This chapter focuses on existing land use within the City. Data was provided by the City Assessor's Office. Please refer to Chapter 2, Land Use and Development Guide for future land use recommendations including the Land Use and Development Guide, Future Land Use maps, Urban Development Area and Phased Growth Plan.

### RELATIONSHIP TO OTHER PLAN ELEMENTS

#### Physical Features

The quality of the environment is directly affected by land uses and patterns.

#### Housing

Housing should be connected to jobs, schools, parks and services and should meet the needs of people and families.

#### Economy

Land use patterns affect business access to markets and customers, and planning can help reduce conflicting land uses.

#### Transportation

Transportation, transit, and pedestrian and bicycle facilities connect people and businesses to the community. Transportation resources need to be located in a way that makes key connections between land uses while preserving and protecting the City's amenities.

#### Community Services and Infrastructure

The location of a community's facilities should take into consideration the services to be provided, proximity to residents and accessibility to those locations.

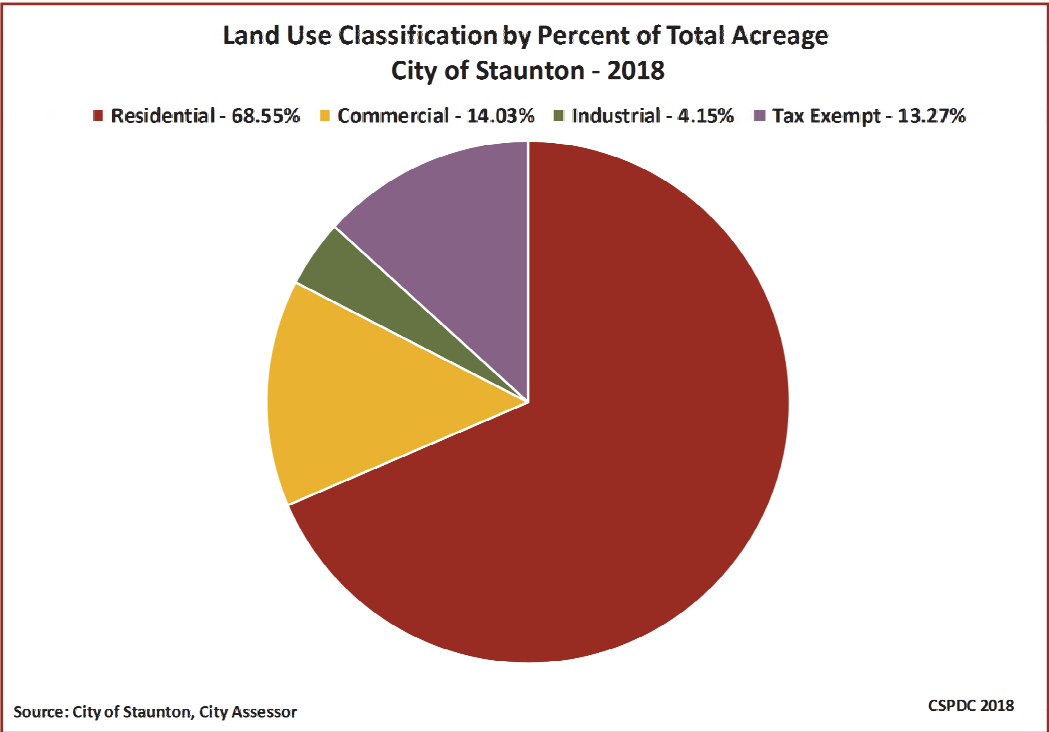
## EXISTING LAND USE

<b>Table 11-1 - Land Area and Land Classifications - City of Staunton - 2018</b>		
Land Area	Total Acres	10,828
	Total Parcels	11,585
Land Use Classification by % of Total Acreage	Residential	68.55%
	Commercial	14.03%
	Industrial	4.15%
	Tax Exempt	13.27%
Land Use Classification by % of Total Parcels	Residential	88.17%
	Commercial	7.94%
	Industrial	0.70%
	Tax Exempt	3.19%
Land Classification by % of Total Assessment Values	Residential	65.24%
	Commercial	13.97%
	Industrial	2.84%
	Tax Exempt	17.96%
Land Classification as a % of Total Taxable Assessments	Residential	79.52%
	Commercial	17.03%
	Industrial	3.46%
	Tax Exempt	N/A

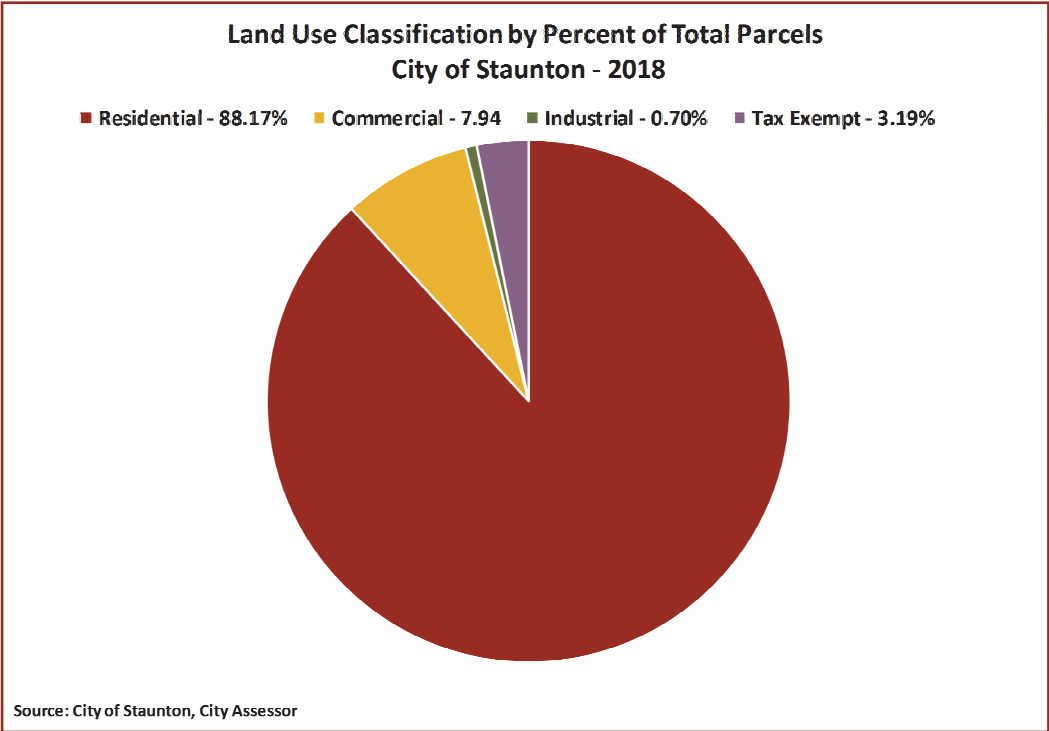
Note: Land classification categories also include vacant lands.

Source: City of Staunton, City Assessor

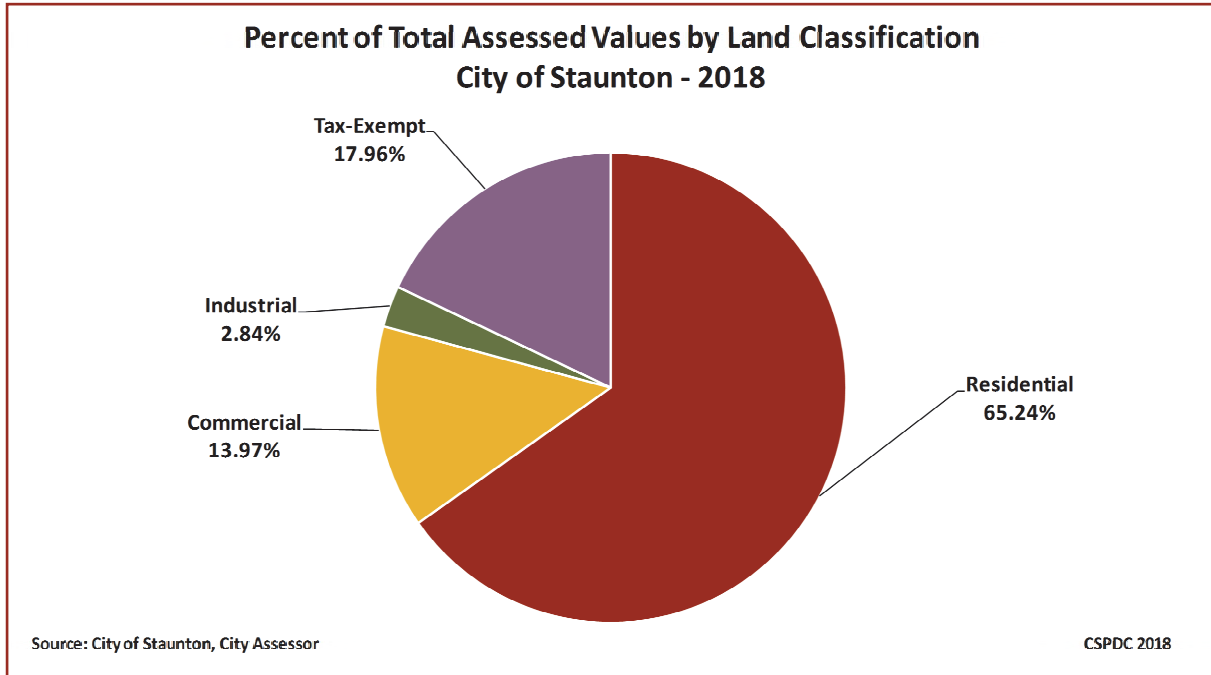
**Figure 11-1 - Land Use Classification by Percent of Total Acreage – City of Staunton - 2018**



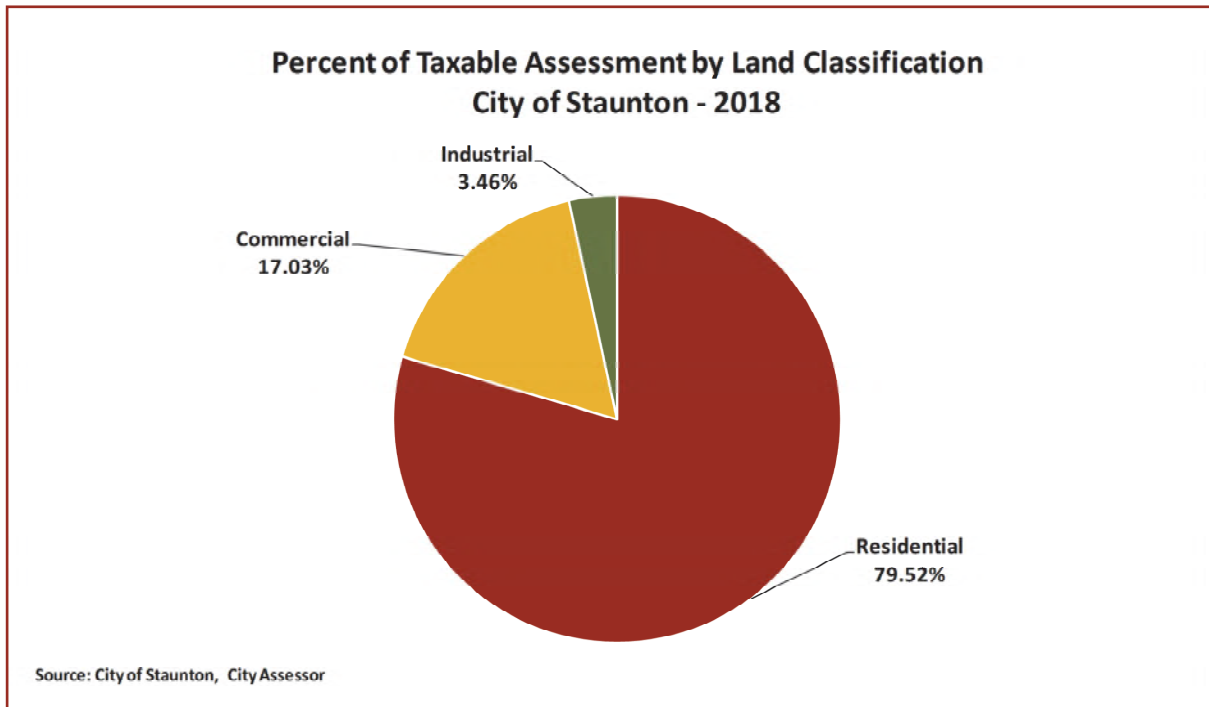
**Figure 11-2 - Land Use Classification by Percent of Total Parcels – City of Staunton - 2018**



**Figure 11-3 - Percent of Total Assessed Values by Land Classification –  
City of Staunton - 2018**



**Figure 11-4 - Percent of Taxable Assessment by Land Classification –  
City of Staunton - 2018**



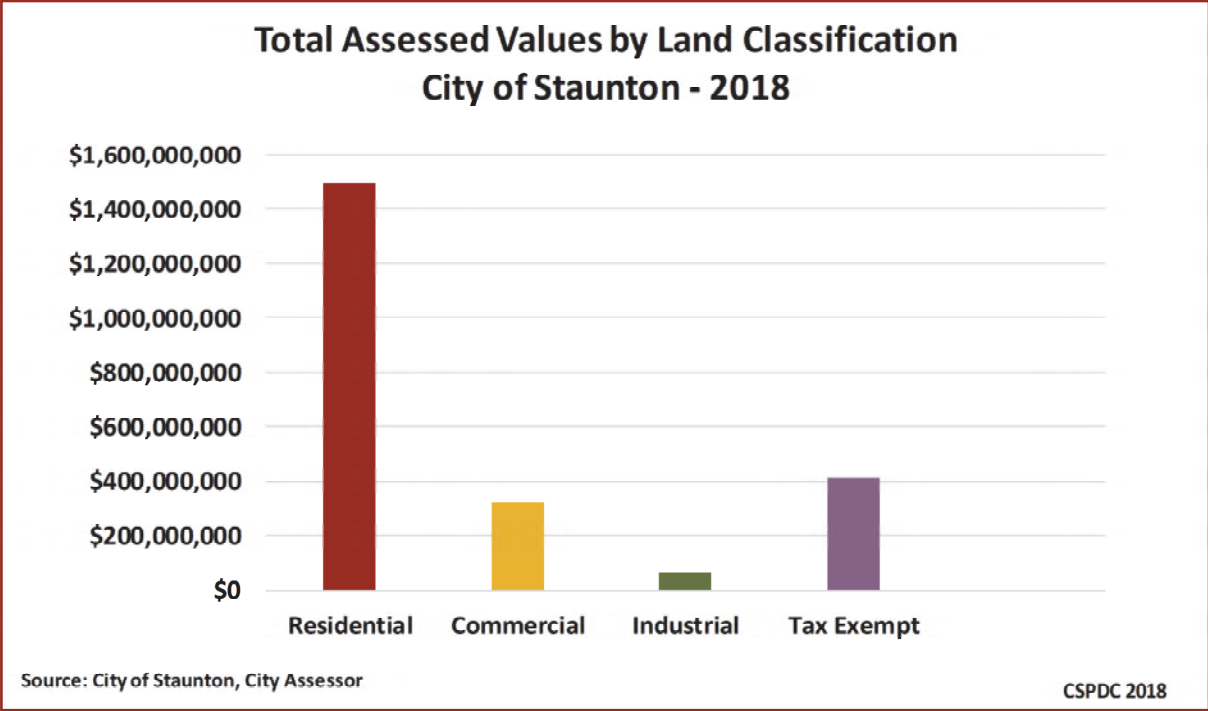
**Table 11-2 - Assessment Values - City of Staunton - 2018**

Total Assessment Values	\$2,289,965,393
Residential	\$1,493,901,744
Commercial	\$319,896,729
Industrial	\$64,934,593
Tax Exempt	\$411,232,327
Average Assessed Value - Residential	
Per Acre	\$43,687
Per Lot	\$31,747
Per Building	\$114,499
Total	\$146,246
Average Assessed Value - Commercial	
Per Acre	\$58,529
Per Lot	\$96,638
Per Building	\$251,076
Total	\$347,714
Average Assessed Value - Industrial	
Per Acre	\$26,864
Per Lot	\$148,873
Per Building	\$652,788
Total	\$801,662
Average Assessed Value - Tax Exempt	
Per Acre	\$32,774
Per Lot	\$127,670
Per Building	\$986,781
Total	\$1,114,451

Note: Land classification categories also include vacant lands.

Source: City of Staunton, City Assessor

**Figure 11-5- Total Assessed Values by Land Classification –  
City of Staunton - 2018**



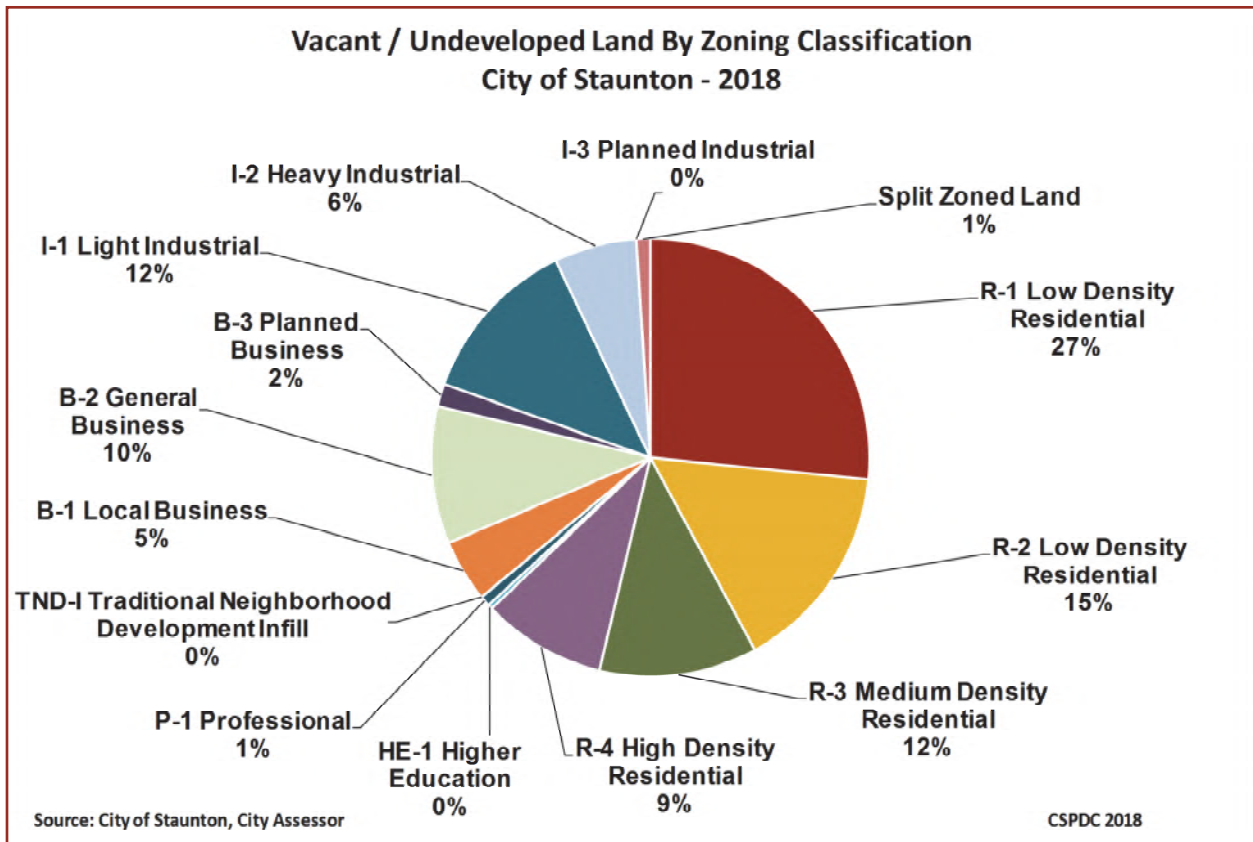
**Table 11-3- Vacant / Undeveloped Land By Zoning Classification**

**City of Staunton - 2018**

<b>Zoning District and Description</b>	<b>Acres of Vacant/ Undeveloped Land</b>	<b>Percentage of Total Vacant/ Undeveloped Land</b>
R-1 Low Density Residential	946.4	27%
R-2 Low Density Residential	550.6	15%
R-3 Medium Density Residential	415	12%
R-4 High Density Residential	325.8	9%
HE-1 Higher Education	12	0%
P-1 Professional	27.6	1%
TND-I Traditional Neighborhood Development Infill	0	0%
B-1 Local Business	164.7	5%
B-2 General Business	361	10%
B-3 Planned Business	59.7	2%
I-1 Light Industrial	441.3	12%
I-2 Heavy Industrial	216.3	6%
I-3 Planned Industrial	0.4	0%
Split Zoned Land	36.5	1%
<b>Total</b>	<b>3557.3</b>	<b>100%</b>

Source: City of Staunton, City Assessor

**Figure 11-6- Vacant/Undeveloped Land by Zoning Classification –  
City of Staunton - 2018**



## SUMMARY OF TRENDS

- The City currently has 11,585 parcels comprising 10,828 acres.
- Residential uses represent the largest percentages of total acreage, the number of total parcels, and total assessment values when compared to other land use classifications in the City. Commercial and tax exempt lands represent the second and third largest percentages in these categories, while industrial lands represented the smallest percentages in the City.
- Total assessment values in the City are \$2,289,965,393 for residential, commercial, industrial and tax exempt lands.
- The majority of vacant or undeveloped land in the City is currently zoned for residential uses. R-1 Low Density Residential comprises the largest percentage, at 27% or 949.4 acres.

## **Appendix A**

### **City of Staunton – 2017 Roadway Inventory**

Roadway characteristics included in the inventory are:

1. Route Number
2. Roadway Name
3. Roadway segment termini – starting and end for each roadway segment
4. Segment Length – segment measurement is provided in feet
5. Functional Classification
6. Adjacent Land Use
7. General Terrain – the terrain type of the area either rolling or level
8. Access Control – the presence and type of access control provided on the road
9. Operation Type – one or two-way travel
10. Number of Through Lanes – the number of travel lanes available for through traffic in both directions of permitted travel
11. Pavement Width – width of pavement from curb to curb measured in feet
12. Median Type – the type of median on the roadway (none, raised, depressed, flush, or center turn lane)
13. Median Width – the width of the median from edge to edge
14. Left and right Shoulder Width – measured from the travel lane edge to the ditch line
15. Number of Traffic Signals – the number of traffic signals located on the road segment, including the beginning and ending of the road segment
16. Posted Speed – the posted speed limit for the road segment
17. Sidewalks – the presence of sidewalks along the roadway segment (none, both sides of the roadway, or left or right side only)

Table A-1 - City of Staunton - 2017 Roadway Inventory (page 1 of 6)

Route	Segment Name	Segment From	Segment To	Segment Length	Functional Classification	Land Use	Terrain	Access Control	Operation Type	# of Through Lanes	Pavement Width	Median Type	Median Width	Left Shoulder Width	Right Shoulder Width	Number of Signals	Posted Speed Limit	Sidewalk
00011	AUGUSTA ST	LAMBERT ST	COALTER ST	1.14	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	2	25	None	0	2	4	2	35	N
00011	GREENVILLE AVE	STATLER BOULEVARD	RICHMOND RD	0.82	Other Principal Arterial	Suburban High Density	Rolling	N	Two-way	4	52	Center turn lane	12	0	0	3	25	B
00011	COMMERCE RD	COALTER ST	STATLER BOULEVARD	0.83	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	4	48	Raised	2	0	6	2	35	N
00011	AUGUSTA ST	EDGEWOOD RD	LAMBERT ST	0.28	Minor Arterial	Residential	Rolling	N	Two-way	2	25	None	0	0	1	2	35	L
00011	GREENVILLE AVE	RICHMOND RD	COALTER ST	0.07	Minor Arterial	Suburban High Density	Rolling	N	Two-way	4	52	Raised	12	0	0	2	25	B
00011	GREENVILLE AVE	SCL STAUNTON	STATLER BOULEVARD	0.68	Other Principal Arterial	Suburban High Density	Rolling	N	Two-way	4	52	Center turn lane	12	0	0	2	35	B
00011	AUGUSTA ST	CHURCHVILLE AVE	EDGEWOOD RD	0.41	Minor Arterial	Central Business District	Rolling	N	Two-way	2	30	None	0	0	0	2	25	B
00011	AUGUSTA ST	COALTER ST	COMMERCE RD	0.71	Minor Arterial	Rural	Rolling	N	Two-way	2	29	None	0	3	4	1	35	N
00011	COMMERCE RD	STATLER BOULEVARD	AUGUSTA ST NORTH	1.92	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	2	24	None	0	4	4	2	45	N
00011	COMMERCE RD	AUGUSTA ST NORTH	RTE 262	0.49	Minor Arterial	Rural	Rolling	N	Two-way	3	36	None	0	5	5	2	45	N
00011	COMMERCE RD	RTE 275	NCL STAUNTON	0.88	Minor Arterial	Rural	Rolling	N	Two-way	4	60	Center turn lane	12	0	0	1	35	N

Source: VDOT SPS Database - 08.30.17

Table A-1 - City of Staunton - 2017 Roadway Inventory (page 2 of 6)

Route	Segment Name	Segment From	Segment To	Segment Length	Functional Classification	Land Use	Terrain	Access Control	Operation Type	# of Through Lanes	Pavement Width	Median Type	Median Width	Left Shoulder Width	Right Shoulder Width	Number of Signals	Posted Speed Limit	Sidewalk
00250	AUGUSTA ST	BEVERLEY ST	JOHNSON ST	0.07	Minor Arterial	Central Business District	Rolling	N	One-way	2	28	None	0	0	0	2	25	B
00250	CHURCHVILLE AVE	WOODROW WILSON PKWY	ENGLEWOOD DRIVE	0.79	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	2	22	None	0	3	6		45	N
00250	CHURCHVILLE AVE	ENGLEWOOD DRIVE	GRUBERT AVE	0.4	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	2	22	None	0	3	6		35	N
00250	SUNNYSIDE ST	AUGUSTA ST	NEW ST	0.01	Minor Collector	Central Business District	Rolling	N	Two-way	2	28	None	0	0	0		25	B
00250	RICHMOND RD	GREENVILLE AVE	STATLER BOULEVARD	0.75	Other Principal Arterial	Suburban High Density	Rolling	N	Two-way	4	54	Raised	10	0	0	1	35	R
00250	RICHMOND RD	STATLER BOULEVARD	FRONTIER RD	0.96	Other Principal Arterial		Rolling	N	Two-way	4	52	Raised		0	0	2	45	
00250	RICHMOND RD	FRONTIER RD	ECL STAUNTON	0.44	Other Principal Arterial	Suburban Low Density	Rolling	N	Two-way	4	52	Depressed	20	3	4	2	45	N
00250	AUGUSTA ST	FREDERICK ST	BEVERLEY ST	0.08	Minor Arterial	Central Business District	Rolling	N	One-way	2	28	None	0	0	0	2	25	B
00250	CHURCHVILLE AVE	THORNROSE AVE	AUGUSTA ST	0.32	Minor Arterial	Central Business District	Rolling	N	Two-way	2	33	None	0	0	0	4	25	B
00250	AUGUSTA ST	CHURCHVILLE AVE	FREDERICK ST	0.37	Minor Arterial	Outlying Business District	Rolling	N	One-way	2	29	None	0	0	0	1	25	B
00250	JOHNSON ST	AUGUSTA ST	NEW ST	0.06	Minor Arterial	Central Business District	Rolling	N	Two-way	2	31	None	0	0	0	2	25	B
00250	GREENVILLE AVE	NEW ST	COMMERCE RD	0.18	Minor Arterial	Suburban High Density	Rolling	N	Two-way	2	34	None	0	0	0	2	25	B

Source: VDOT SPS Database - 08.30.17

Table A-1 - City of Staunton - 2017 Roadway Inventory (page 3 of 6)

Route	Segment Name	Segment From	Segment To	Segment Length	Functional Classification	Land Use	Terrain	Access Control	Operation Type	# of Through Lanes	Pavement Width	Median Type	Median Width	Left Shoulder Width	Right Shoulder Width	Number of Signals	Posted Speed Limit	Sidewalk
00250	NEW ST	BEVERLEY ST	JOHNSON ST	0.09	Minor Collector	Central Business District	Rolling	N	One-way	2	28	None	0	0	0	2	25	B
00250	NEW ST	FREDERICK ST	BEVERLEY ST	0.08	Minor Collector	Central Business District	Rolling	N	One-way	2	28	None	0	0	0	2	25	B
00250	NEW ST	PROSPECT ST	FREDERICK ST	0.2	Minor Collector	Central Business District	Rolling	N	One-way	1	28	None	0	0	0	2	25	B
00250	NEW ST	SUNNYSIDE ST	PROSPECT ST	0.15	Minor Collector	Central Business District	Rolling	N	One-way	1	28	None	0	0	0	2	25	B
00250	CHURCHVILLE AVE	WCL STAUNTON	WOODROW WILSON PKWY	0.04	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	2	22	None	0	3	6	1	45	N
00250	CHURCHVILLE AVE	GRUBERT AVE	THORNROSE AVE	0.99	Minor Arterial	Suburban High Density	Rolling	N	Two-way	2	40	None	0	0	0	3	25	N
00252	MIDDLEBROOK AVE	W. HAMPTON ST	LEWIS ST	0.28	Major Collector	Outlying Business District	Rolling	N	Two-way	4	52	None	0	0	0		25	R
00252	MIDDLEBROOK AVE	BRIDGE ST	W. HAMPTON ST	0.15	Minor Arterial	Outlying Business District	Rolling	N	Two-way	4	52	None	0	0	0	1	25	R
00252	LEWIS ST	MIDDLEBROOK AVE	BEVERLEY ST	0.17	Major Collector	Outlying Business District	Rolling	N	Two-way	2	28	None	0	0	0	2	25	B
00254	COALTER ST	BEVERLEY ST	COMMERCE ST	0.16	Minor Arterial	Outlying Business District	Rolling	N	Two-way	2	28	None	0	0	0		25	B
00254	COALTER ST	FREDERICK ST	BEVERLEY ST	0.07	Minor Arterial	Outlying Business District	Rolling	N	Two-way	2	28	None	0	0	0	1	25	B
00254	JEFFERSON ST	BEVERLEY ST	FREDERICK ST	0.07	Minor Collector	Central Business District	Rolling	N	Two-way	2	28	None	0	0	0	2	25	B

Source: VDOT SPS Database - 08.30.17

Table A-1 - City of Staunton - 2017 Roadway Inventory (page 4 of 6)

Route	Segment Name	Segment From	Segment To	Segment Length	Functional Classification	Land Use	Terrain	Access Control	Operation Type	# of Through Lanes	Pavement Width	Median Type	Median Width	Left Shoulder Width	Right Shoulder Width	Number of Signals	Posted Speed Limit	Sidewalk
00254	W BEVERLEY ST	THORNROSE AVE	JEFFERSON ST	0.5	Minor Arterial	Central Business District	Rolling	N	Two-way	2	28	None	0	0	0	2	25	B
00254	BEVERLEY ST	LEWIS ST	NEW ST	0.17	Minor Arterial	Central Business District	Rolling	N	One-way	2	28	None	0	0	0	3	25	B
00254	W BEVERLEY ST	WCL STAUNTON	GRUBERT ST	0.82	Minor Arterial	Suburban High Density	Rolling	N	Two-way	2	32	Center turn lane	10	0	5	1	25	L
00254	W BEVERLEY ST	GRUBERT ST	THORNROSE AVE	0.69	Minor Arterial	Suburban High Density	Rolling	N	Two-way	2	34	None	0	1	0	3	25	B
00254	FREDERICK ST	JEFFERSON ST	CENTRAL ST	0.28	Minor Arterial	Central Business District	Rolling	N	One-way	1	29	None	0	0	0	3	25	B
00254	FREDERICK ST	CENTRAL ST	NEW ST	0.11	Minor Arterial	Central Business District	Rolling	N	One-way	2	31	None	0	0	0	3	25	B
00254	FREDERICK ST	NEW ST	COALTER ST	0.17	Minor Arterial	Central Business District	Rolling	N	One-way	2	30	None	0	0	0	2	25	B
00254	W BEVERLEY ST	JEFFERSON ST	LEWIS ST	0.23	Minor Arterial	Central Business District	Rolling	N	One-way	2	28	None	0	0	0	1	25	B
00254	BEVERLEY ST	NEW ST	COALTER ST	0.16	Minor Arterial	Central Business District	Rolling	N	One-way	2	31	None	0	0	0	3	25	B
00261	STATLER BOULEVARD	COALTER ST	COMMERCE RD	0.84	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	4	54	Raised	10	0	0	2	35	N
00261	STATLER BOULEVARD	COMMERCE RD	RICHMOND RD	0.92	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	4	54	Raised	10	0	0	2	45	N
00261	STATLER BOULEVARD	RICHMOND RD	GREENVILE AVE	0.45	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	4	50	Raised	10	0	0	3	45	N

Source: VDOT SPS Database - 08.30.17

Table A-1 - City of Staunton - 2017 Roadway Inventory (page 5 of 6)

Route	Segment Name	Segment From	Segment To	Segment Length	Functional Classification	Land Use	Terrain	Access Control	Operation Type	# of Through Lanes	Pavement Width	Median Type	Median Width	Left Shoulder Width	Right Shoulder Width	Number of Signals	Posted Speed Limit	Sidewalk
00262	WOODROW WILSON PARKWAY	COUNTRY CLUB ROAD (COUNTRY CLUB ROAD (F-224))	ECL STAUNTON	0.29	Other Principal Arterial	Rural	Rolling	N	Two-way	4	44	Depressed	25	4	4	0	55	N
00901	BARTERBROOK RD	SCL STAUNTON	GREENVILLE AVE	0.17	Major Collector	Residential	Rolling	N	Two-way	2	30	None	0	0	0	1	35	N
00902	BRIDGE ST	MIDDLEBROOK AVE	STUART ST	0.19	Major Collector	Suburban Low Density	Rolling	N	Two-way	2	28	None	0	0	0	1	25	B
00903	STRAITH ST	PIERCE ST	W BEVERLEY ST	0.3	Minor Collector	Suburban Low Density	Rolling	N	Two-way	2	16	None	0	2	1		25	N
00904	CENTRAL ST	W FREDERICK ST	CHURCHVILLE AVE	0.38	Major Collector	Outlying Business District	Rolling	N	One-way	2	30	None	0	0	0		25	B
00904	CENTRAL ST	W FREDERICK ST	BEVERLEY ST	0.07	Major Collector	Outlying Business District	Rolling	N	One-way	2	30	None	0	0	0	3	25	B
00907	COALTER ST	FREDERICK ST	EDGEWOOD RD	0.54	Major Collector	Central Business District	Rolling	N	Two-way	2	28	None	0	0	0	1	35	B
00907	COALTER ST	EDGEWOOD RD	TAYLOR ST	0.67	Major Collector	Suburban Low Density	Rolling	N	Two-way	2	33	None	0	1	0	1	35	L
00909	EDGEWOOD RD	AUGUSTA AVE	COALTER ST	0.34	Minor Arterial	Residential	Rolling	N	Two-way	2	22	None	0	2	4	2	25	N
00911	FREDERICK ST	BEVERLEY ST W	JEFFERSON ST	0.24	Minor Arterial	Residential	Rolling	N	One-way	2	21	None	0	0	0	1	25	L

Source: VDOT SPS Database - 08.30.17

Table A-1 - City of Staunton - 2017 Roadway Inventory (page 6 of 6)

Route	Segment Name	Segment From	Segment To	Segment Length	Functional Classification	Land Use	Terrain	Access Control	Operation Type	# of Through Lanes	Pavement Width	Median Type	Median Width	Left Shoulder Width	Right Shoulder Width	Number of Signals	Posted Speed Limit	Sidewalk
00912	FRONTIER DR	SCL STAUNTON	JEFFERSON HWY	1	Major Collector	Rural	Rolling	N	Two-way	2	19	None	0	2	3	1	35	N
00914	GRUBERT ST	BEVERLEY ST W	CHURCHVILLE AVE	0.99	Major Collector	Residential	Rolling	N	Two-way	2	25	None	0	2	0	2	25	R
00915	HAMPTON ST	MIDDLEBROOK AVE	GREENVILLE AVE	0.28	Minor Arterial	Suburban Low Density	Rolling	N	Two-way	2	29	None	0	0	0	2	25	B
00916	HAYS AVE	CHRYSLER ST	BEVERLEY ST WEST	0.31	Major Collector	Residential	Rolling	N	Two-way	2	33	None	0	0	0	1	25	B
00917	JEFFERSON ST	GREEN ST	BEVERLEY ST	0.11	Minor Collector	Outlying Business District	Rolling	N	Two-way	2	26	None	0	2	0	1	25	R
00918	JOHNSON ST	JEFFERSON ST	LEWIS ST	0.23	Minor Collector	Central Business District	Rolling	N	Two-way	2	35	None	0	0	0	1	25	B
00918	JOHNSON ST	LEWIS ST	AUGUSTA ST	0.11	Major Collector	Central Business District	Rolling	N	Two-way	2	29	None	0	0	0	2	25	B
00919	LAMBERT ST	AUGUSTA ST	LYNNHAVEN DRIVE	0.2	Major Collector	Residential	Rolling	N	Two-way	2	35	None	0	1	0	1	25	N
00920	LEWIS ST	BEVERLEY ST	CHURCHVILLE AVE	0.48	Major Collector	Outlying Business District	Rolling	N	Two-way	2	28	None	0	0	0	4	25	B
00925	OLD GREENVILLE AVE	SCL STAUNTON	GREENVILLE AVE	0.47	Major Collector	Residential	Rolling	N	Two-way	2	25	None	0	1	1	1	25	N

Source: VDOT SPS Database - 08.30.17

# **Appendix B**

## **Staunton Bicycle & Pedestrian Plan**



# STAUNTON BICYCLE & PEDESTRIAN PLAN

City of Staunton, Virginia



RHODESIDE & HARWELL

November 2017

# ACKNOWLEDGEMENTS

## PROJECT STEERING COMMITTEE

---

- > Brad Arrowood (Planning Commission)
- > Travis Cason (Recreation Commission)
- > Michael Keatts (Recreation Commission)
- > Sophie Lambert (Staunton Bicycle Pedestrian Advisory Committee (BPAC))
- > Jessica Robinson (Planning Commission)
- > Mark Russell (BPAC)

## STAUNTON CITY COUNCIL

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## CITY OF STAUNTON PROJECT STAFF

---

- > Rodney Rhodes (Senior Planner)
- > Timothy Hartless (City Planner)

## CONSULTANT

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- > Rhodeside & Harwell, Inc.



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# INTRODUCTION



# INTRODUCTION

The City of Staunton is a desirable place to live, work, and visit, attracting entrepreneurs and families with its quality schools, beautiful parks and recreation amenities, low cost of living, low crime rates, and high quality of life. The Staunton Comprehensive Plan and Zoning Code reflect Staunton's commitment to maintaining its unique historic setting with Traditional Neighborhood Design and Historic Overlay zoning districts.

To meet the principles of traditional neighborhood design, as well as providing safe, convenient, attractive facilities for residents and visitors is the creation of a plan for future bicycle and pedestrian connectivity in the City. At present, the City has a complete sidewalk network in its historic Downtown and adjacent residential neighborhoods, yet some pedestrian infrastructure in Downtown needs safety improvements, such as crosswalks and signalized pedestrian crossings. Further, pedestrian connectivity quickly deteriorates outside of this roughly 0.75-mile Downtown radius. Staunton has not installed any bicycle facilities yet, but has formed the Bicycle and Pedestrian Advisory Committee (BPAC), whose members are collaborating with City staff to begin this process. City staff and the BPAC have agreed that a plan should be in place before existing streetscapes are altered to add new non-motorized facilities.

The City supports the development of multimodal infrastructure generally in its Comprehensive Plan and unadopted Greenways Master Plan, but this is the City's first Pedestrian and Bicycle Plan. The City recognizes the need to integrate walking and bicycling facilities into the Comprehensive Plan to support the preservation of existing traditional neighborhoods, as well as the development of new ones. Complete streets will make Staunton even more attractive to visitors and the "creative class" that the City seeks to attract to grow its economy and workforce. This plan will also supplement the City's existing Greenways Master Plan.

Completion of this bicycle and pedestrian plan was made possible through an Urban Development Area technical assistance grant provided by the Office of Intermodal Planning and Investment. In accordance with § 15.2-2223.1 of the Code of Virginia, this Plan promotes the development of urban development areas in a way that is consistent with Traditional Neighborhood Design. In 2015, Staunton City Council voted to designate the entire City as a UDA for



*Staunton's Urban Development Area encompasses the entire City limits*

the purposes of coordinating land use and transportation Citywide. The City of Staunton received the grant in the form of a direct on-call consultant services contract with Rhodeside and Harwell, Inc.

## PROCESS

The master planning process began with an understanding of needs and opportunities based on data analysis, observation, and public input meetings and a survey. It evolved into a set of goals, and a draft network of important corridors to facilitate walking and bicycling in the City- "the strategic corridors". A Toolkit was provided to compile a range of strategies for providing facilities, routes, and other amenities. Once the Toolkit was developed, preliminary recommendations were made to each identified corridor within the City.

## THE PLAN

The overall plan is developed into the following chapters:

### 1. INTRODUCTION

- Project overview, goals, and benefits for improving facilities for pedestrians and bicyclists in Staunton.

### 2. EXISTING CONDITIONS

- Review of existing challenges and opportunities related to pedestrian and bicycle connectivity.

### 3. COMMUNITY VISIONING

- Overview of community outreach methods and feedback employed in this planning process, including a summary of community survey results.

### 4. PEDESTRIAN INFRASTRUCTURE

- Identification of corridors that address needs and/or opportunities to improve and expand the City's pedestrian network.

### 5. BICYCLE INFRASTRUCTURE

- Identification of corridors that address needs and/or opportunities to improve and expand the City's bicycle network.

### 6. IMPLEMENTATION

- Overview of considerations and strategies for implementing master plan recommendations.

## BENEFITS OF FOSTERING A MORE WALKABLE, BIKEABLE STAUNTON

Between 2000 and 2013, the percentage of commutes made by bicycle in the United States increased by 62% (League of American Bicyclists, 2015). Many communities are making significant investments in infrastructure to support bicycling and walking: adding bicycle lanes, improving sidewalks, installing

## PROJECT GOALS

The following goals were developed based on existing plans and policies (e.g., from the Comprehensive Plan), input from City staff and Committee members, and input received during the first community meeting. The goals that guided the overall vision for the plan include:

- 1 Ensure that key corridors are able to **accommodate** a variety of transportation modes (driving, walking, biking, transit).
- 2 **Support a range of users** by considering variations in physical abilities, perceptions of safety, trip types, and trip purposes of different users.
- 3 Explore opportunities to **connect parks, open spaces, shopping destinations, and cultural amenities**. Consider both existing and future neighborhoods and districts.
- 4 Create **safe and convenient** bicycle and pedestrian networks that connect people to neighborhoods, destinations, and transit.
- 5 Explore opportunities to **mediate steep topography** for easier bicycling and walking



Steering Committee walking tour

shared use paths, and providing related amenities. There are many benefits to fostering a multimodal City:

### HEALTH BENEFITS

Increasing active transportation options can have an enormous positive impact on the physical health of a community. Regular physical activity (such as walking and biking) reduces depression, and helps prevent heart disease, obesity, diabetes, and other ailments (U.S. Department of Health and Human Services, 2015). Integrating physical activity, such as walking or riding a bicycle, into the lifestyle of a sedentary adult is three to four times less expensive than enrolling into a structured exercise program (Sevick, 2000).

### ECONOMIC BENEFITS

#### Property Values

Investing in non-motorized infrastructure encourages economic development, improves property values, and helps create new jobs and businesses. After the City of San Francisco made a street more conducive to pedestrian and bicycle travel, nearly 40% of the local merchants reported increased sales and 60% reported more area residents shopping locally. Two-thirds of merchants believed business improved with increased levels of bicycling and walking (Drennan, 2003).

#### Transportation Savings

Bicycling and walking are affordable forms of transportation, which is particularly important for low-income or no-car communities. In 2015, the American Automobile Association found that the average sedan costs about \$8,698 to own and operate per year (Stepp, 2015). By comparison, the Sierra Club estimates that the average cost to operate a bicycle is about \$308 per year (Sierra Club, n.d.).

### TOURISM BENEFITS

Trails don't only draw local users. Bicycle tourism has been shown to create significant positive impacts on local economies. For example, in the Central Shenandoah Valley region, bicycle tourism is estimated to have generated \$8.6 million in sales activity in 2015 (Central Shenandoah Planning District Commission, 2016). By providing connections to other regional pedestrian

and bicycle networks, the City could see more day or overnight tourists, all of whom are likely to shop, eat, and/or sleep in Staunton.

### ENVIRONMENTAL BENEFITS

A City's air quality can be improved through increased bicycling and walking: according to Transportation Alternatives, if 5% of New Yorker City residents commuting by private car or taxi switched to commuting by bicycle to work, 150 million pounds of CO<sub>2</sub> emissions per year could be reduced. This is equivalent to the amount reduced by planting a forest 1.3 times the size of Manhattan (Transportation Alternatives, 2008).



*Virginia School for the Deaf and the Blind*



*The Historic Newtown Neighborhood*



# 2

## EXISTING CONDITIONS

# EXISTING CONDITIONS

In order to better understand existing pedestrian and bicycle infrastructure conditions within Staunton, the design team toured the City, spoke with City staff and residents to build more on-the-ground knowledge, reviewed existing plans and policies to understand the current framework for development, and

analyzed available data. This base of understanding was enhanced by a community review at the first public meeting. The following are issues and challenges identified.



## HIGH TRAFFIC ROADWAYS

There are several high-capacity, high-traffic roadways throughout the City. While they provide access to key destinations for people driving vehicles, they generally present a barrier to other modes of travel, particularly if there is a lack of designated crosswalks, sidewalks, bike lanes or sidepaths.



## LACK OF NETWORK

Currently, there are no bike lanes within the City and there are major gaps regarding crosswalks, signalized pedestrian crossings, and sidewalk connectivity between key destinations.



## NARROW ROADS

Overall, Staunton has a good grid network of streets particularly in its historic core. However, most streets are narrow with limited rights-of-ways to safely accommodate pedestrian and bicycle infrastructure.



## PHYSICAL HAZARDS

Objects such as improperly located above-ground utilities and site furnishings can create hazards and obstructions for pedestrians and bicyclists.



## LACK OF ADA COMPLIANCE

Some areas of the City include pedestrian infrastructure, but it may be in disrepair, lack adequate safety features, or may not be ADA accessible.

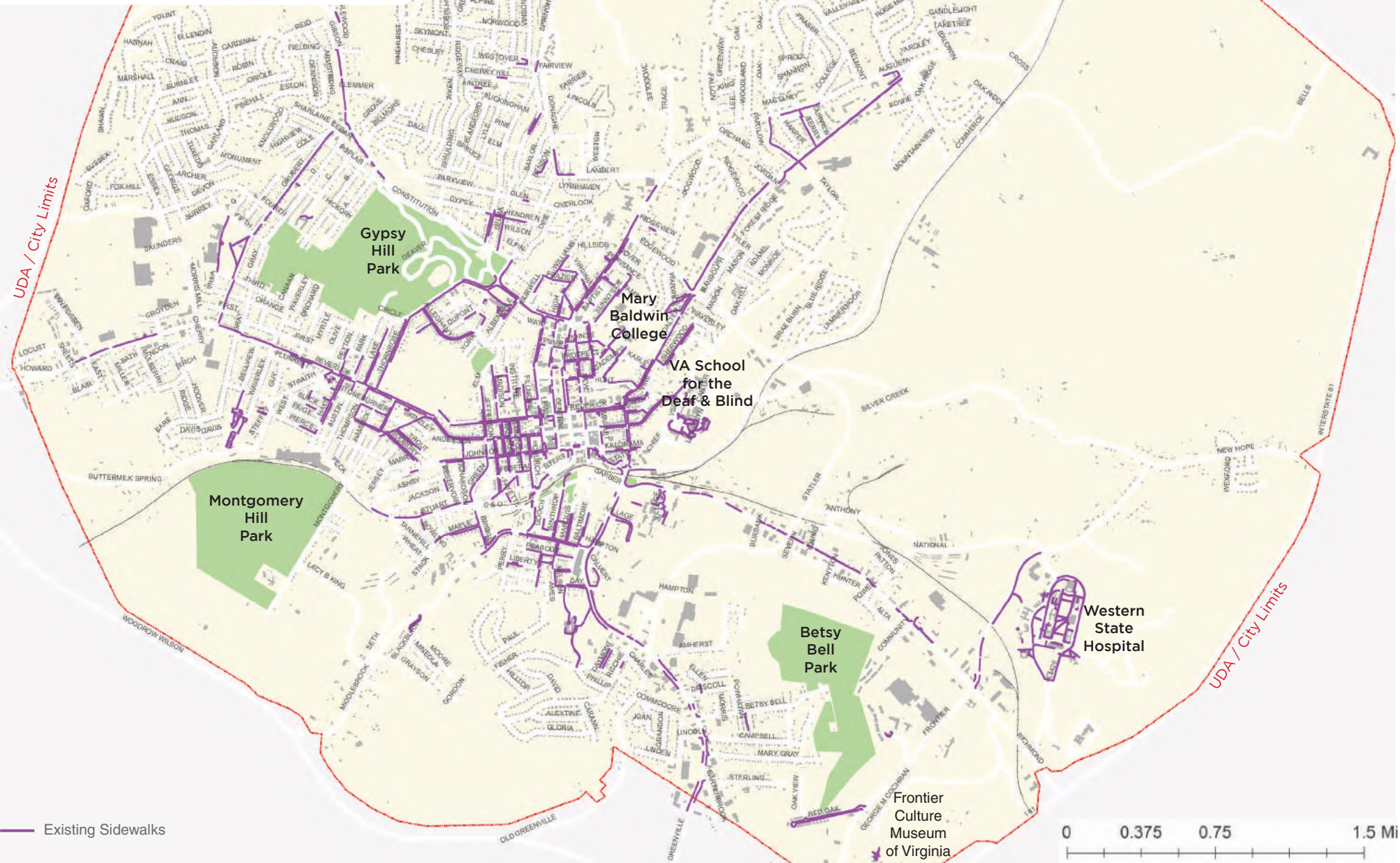


## LACK OF AMENITIES

Currently, the City generally lacks bike racks, benches, wayfinding systems and street trees that could encourage the use of pedestrian and bicycle transportation options.

## EXISTING FACILITIES

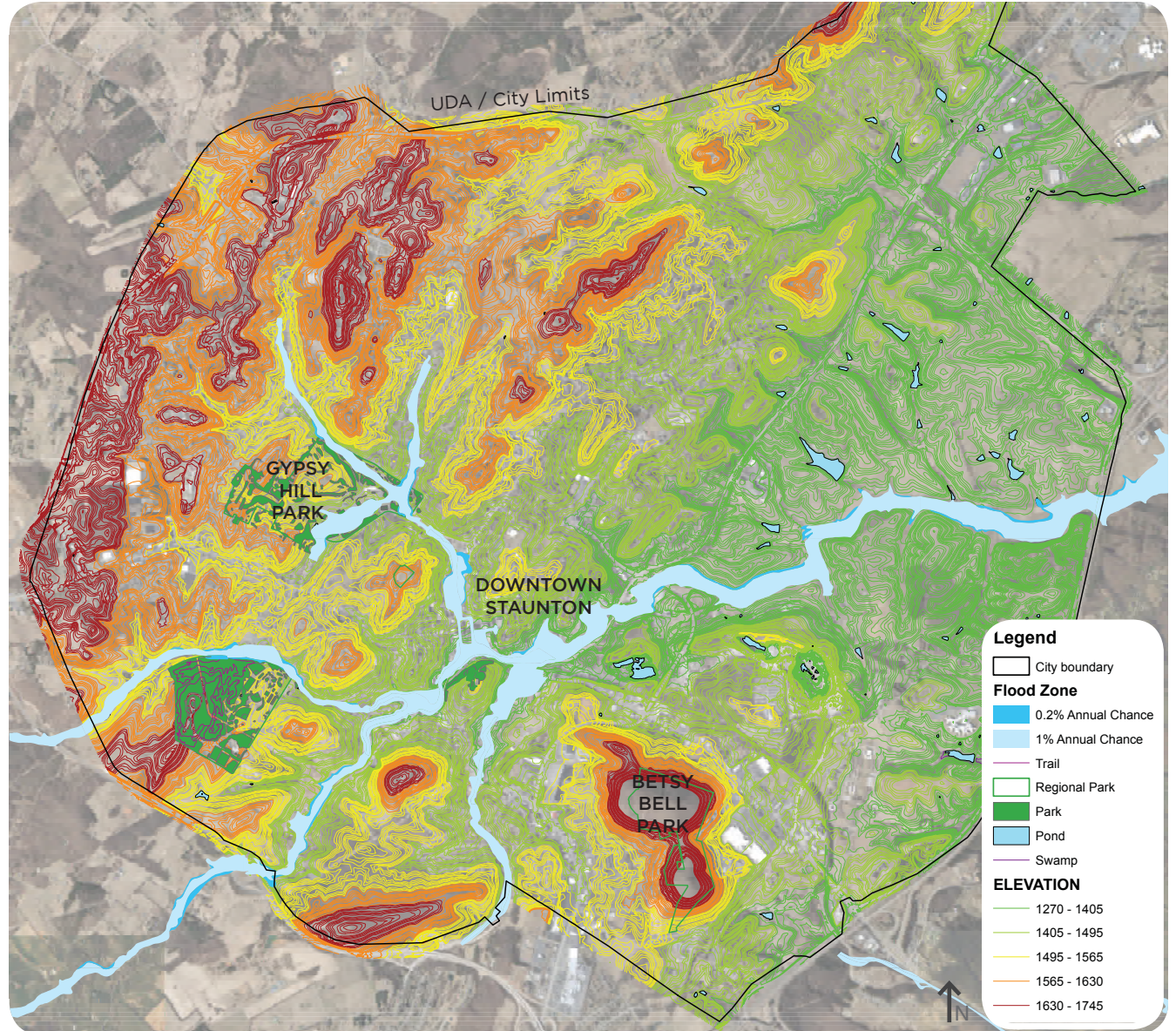
The City has a complete sidewalk network in its historic Downtown and adjacent residential neighborhoods, but pedestrian connectivity quickly deteriorates outside of this roughly 0.75-mile radius. Staunton has not installed any bicycle facilities to date.



# EXISTING CONDITIONS



TOPOGRAPHY



Staunton lies within the mountainous Shenandoah Valley Region of Virginia. Due to its location, there are many areas of the City that are defined by rolling topography. Dramatic changes in topographical elevations can make it difficult

for pedestrians and bicyclists to navigate steep hills. Wintry conditions can be particularly challenging with snow and ice accumulations creating hazardous conditions.

## OPPORTUNITIES

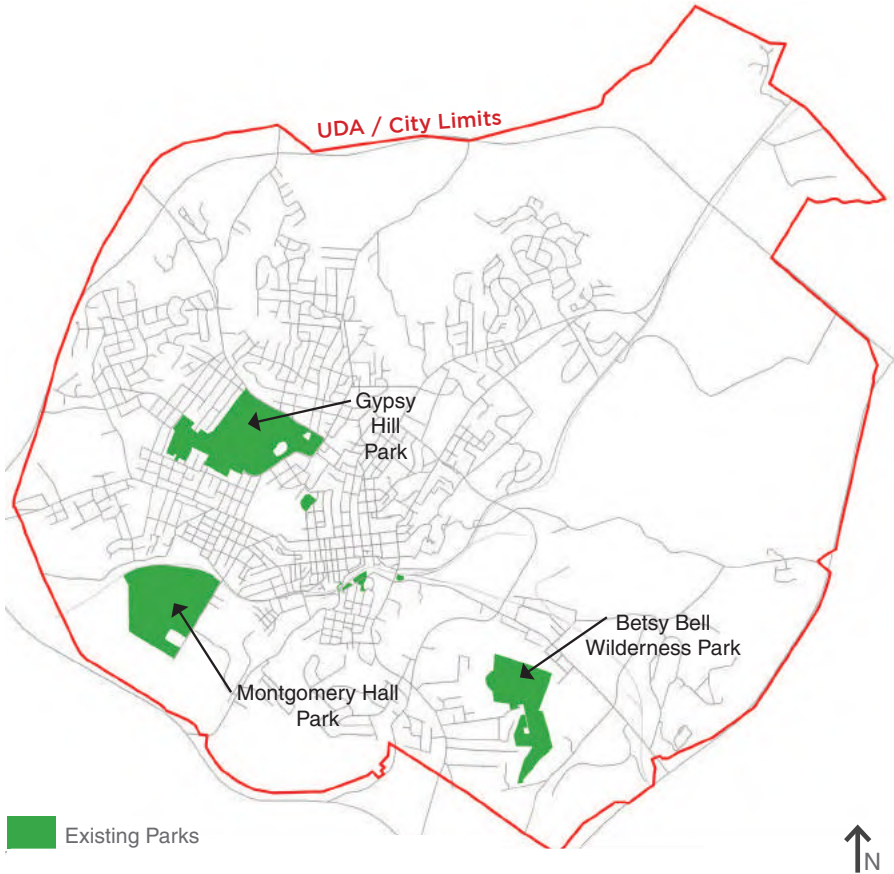
The City’s master plan areas include a wide variety of cultural, recreational, natural, and economic resources. Maximizing active transportation connections to all of the City’s resources will encourage visitors to explore destinations such as parks and open spaces, cultural and historic resources, and neighborhoods.



Mary Baldwin University



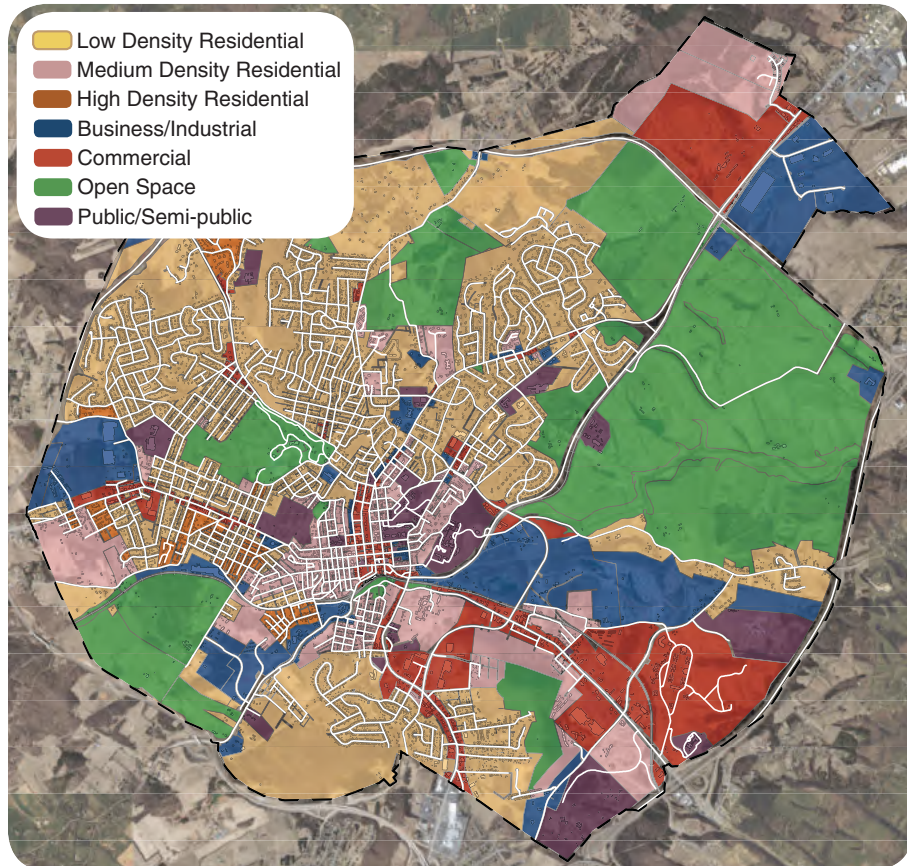
Gypsy Hill Park



## PARKS & OPEN SPACE CONNECTIVITY

An essential component of any community’s quality of life is the opportunity for recreation and experiencing the outdoors. Staunton has several public parks and open spaces that provide opportunities for outdoor enjoyment. These public spaces range in size from pocket parks to larger community parks such as Montgomery Hall Park, Betsy Bell Wilderness Park, and Gypsy Hill Park. Parks should be well connected to adjacent neighborhoods and community destinations through safe and continuous pedestrian and bicycle connections.

# EXISTING CONDITIONS

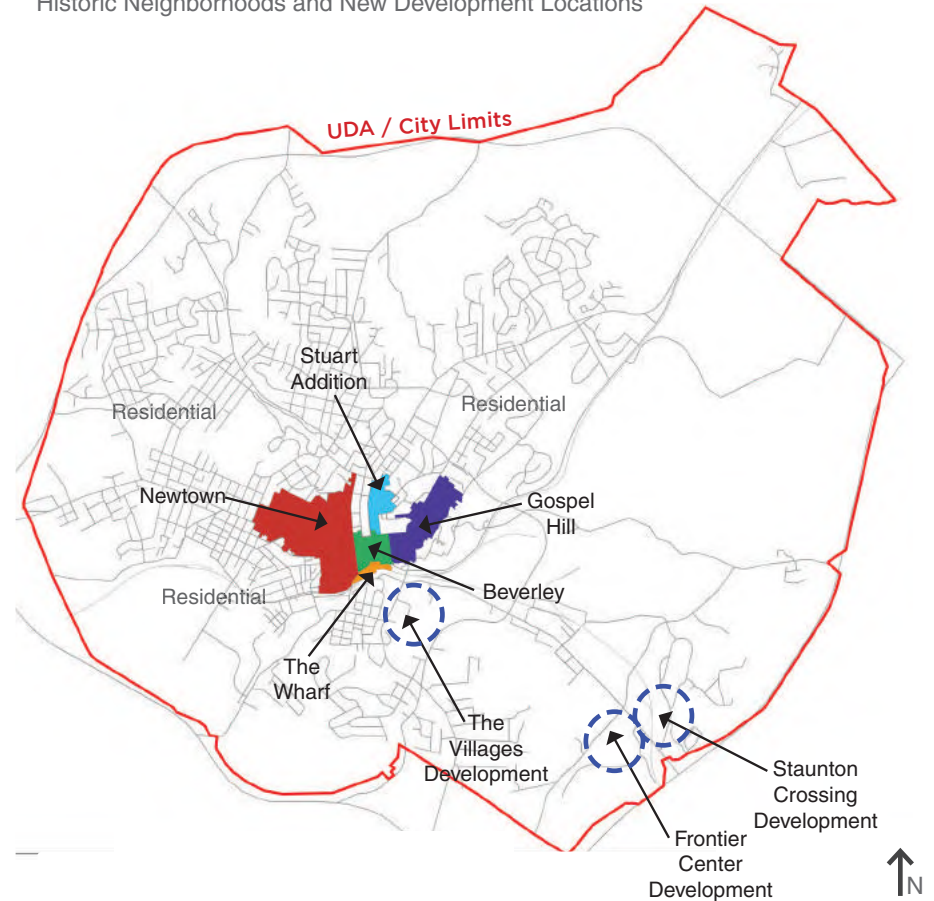


Existing land uses

## LAND USE CONNECTIVITY

Land use patterns are a key factor in determining where to recommend bike and pedestrian facilities to best serve the community. The strategic corridors defined in Sections 4 & 5 of this plan aim to link mixed-use and commercial activity areas, residential neighborhoods, historic/cultural resources, employment centers, schools and other community assets.

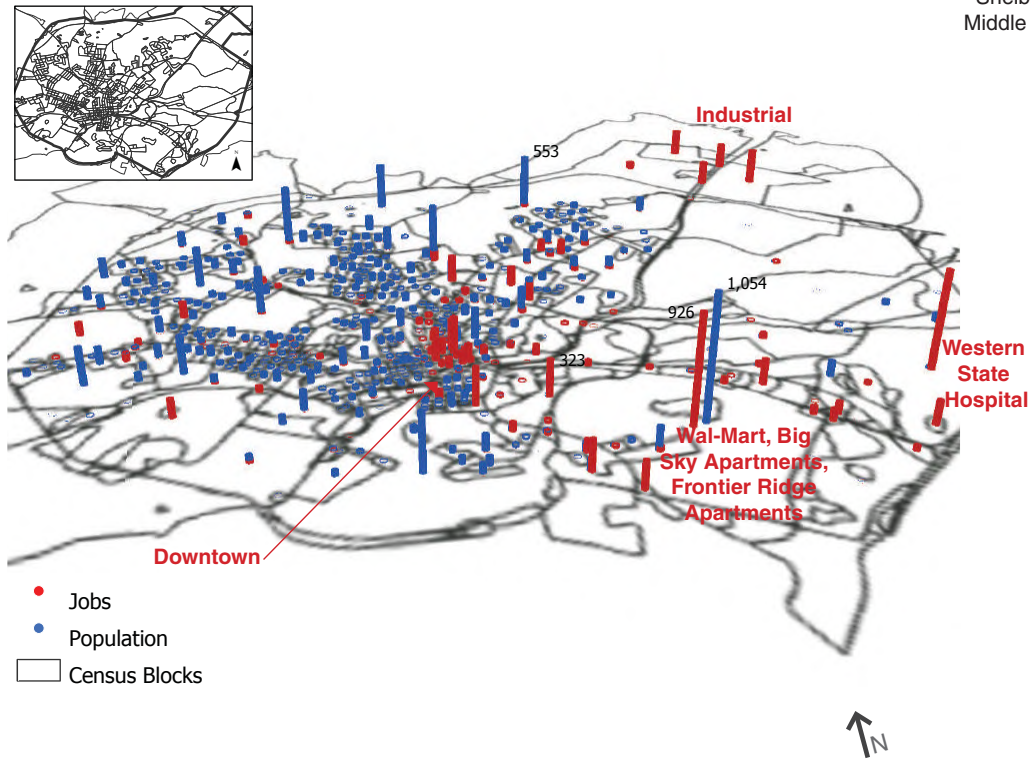
Historic Neighborhoods and New Development Locations



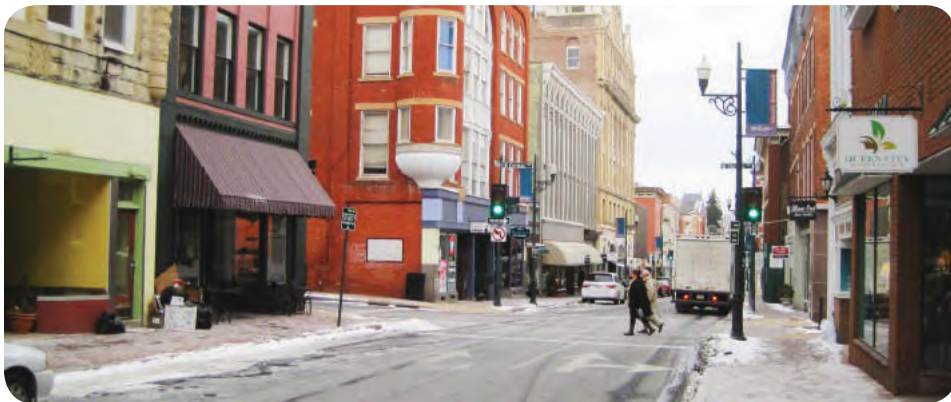
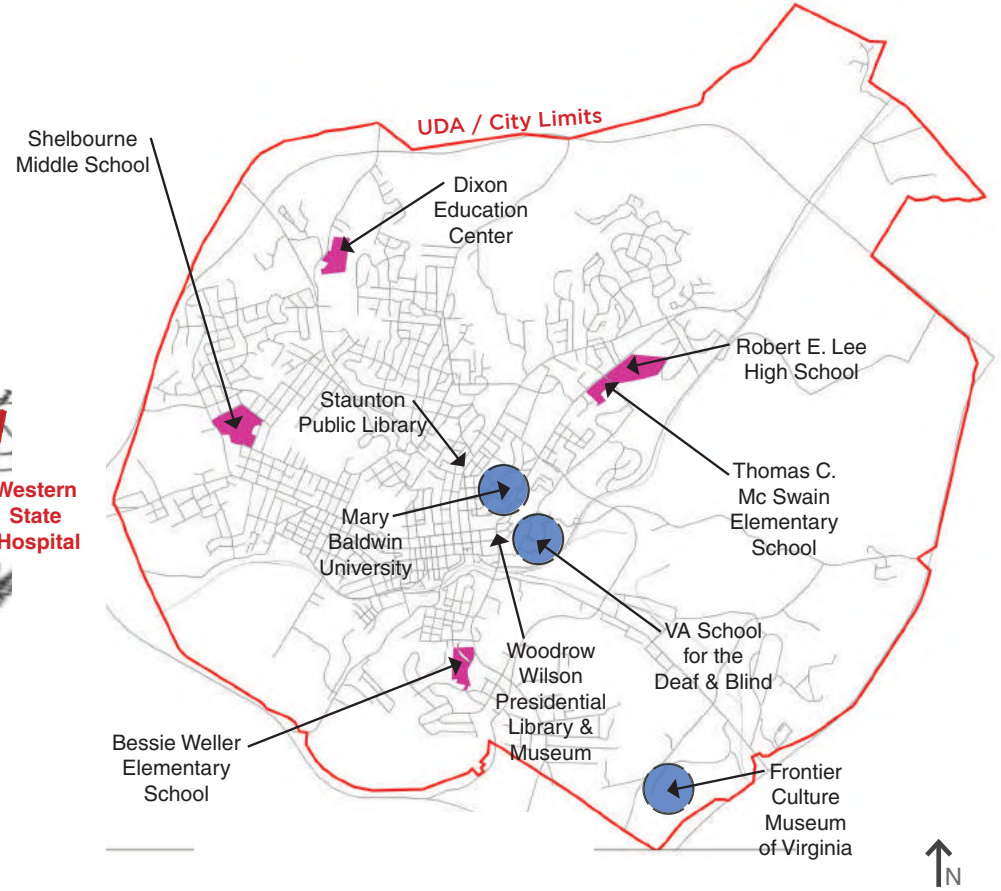
Gospel Hill

# EXISTING CONDITIONS

Major employment centers & populated areas



Education facilities



Downtown Staunton



Staunton Public Library

# EXISTING CONDITIONS

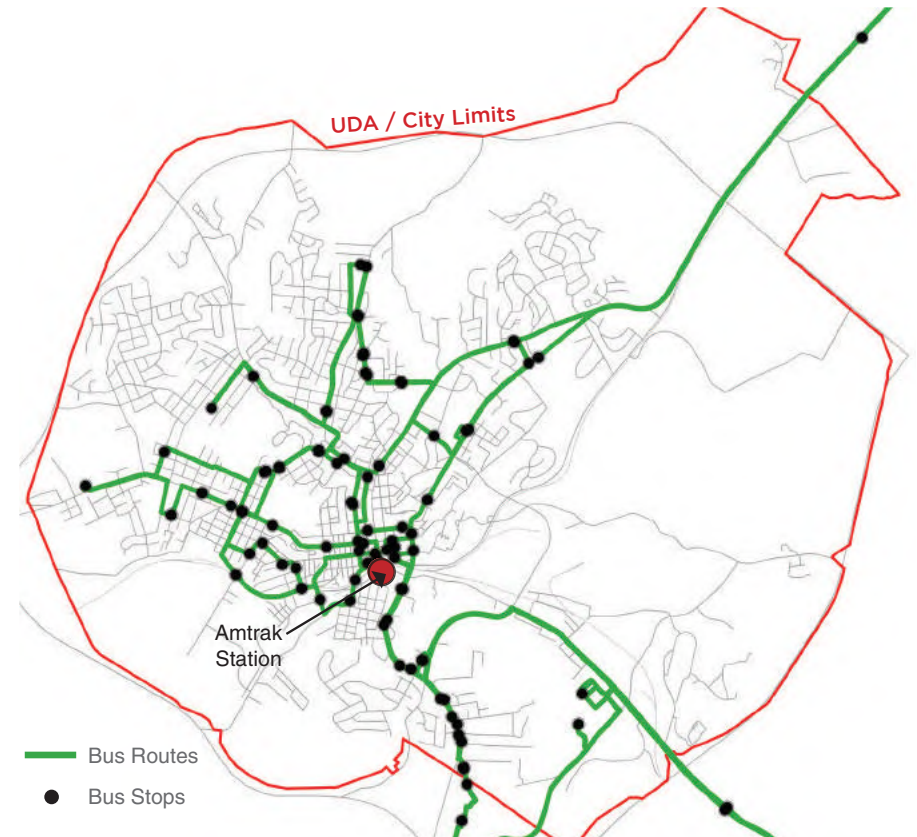


Street network

## STREET NETWORK

Many roadways that provide direct access to destinations within Staunton are often vehicle-oriented, have limited right-of-way and are unsafe for pedestrian and bicycle uses. Improving bicycle and pedestrian infrastructure along major corridors, or providing accessible alternative routes along neighborhood-scale streets, will increase and encourage non-vehicular transportation options.

Higher capacity roadways such as Interstate 81 and Woodrow Wilson Parkway, together form a 'loop' around Staunton that creates physical and visual barriers between the City and the surrounding Augusta County.



Existing transit routes

## TRANSIT

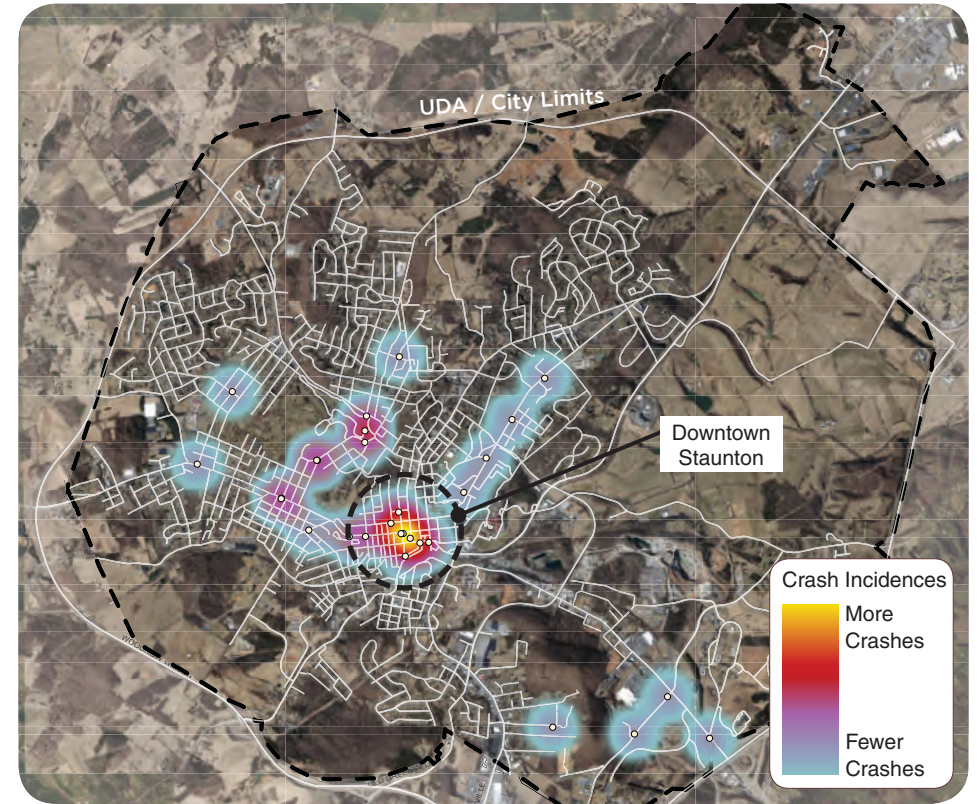
There are several bus routes in Staunton, including a central transfer point in Downtown, where people can switch between local and regional routes. Currently, safe crosswalks are missing near most bus stops. People who use public transportation need to get to and from transit access points. Sidewalks and bike facilities provide a way for passengers to get from origin points to the stops at the beginning of their trip, and from bus stops to destinations at the end. Safe and convenient connections make the overall transit system more usable.



Central Shenandoah Valley Bicycle Plan for Augusta County

## REGIONAL CONNECTIVITY

The Central Shenandoah Valley Bicycle Plan provides a coordinated and strategic approach to the development of a regional transportation system that accommodates and encourages bicycling throughout the Central Shenandoah Valley. The Plan meets the goals of the region to create a comprehensive network of cycling facilities connecting neighborhoods, communities, and key destination points. Staunton has an opportunity to connect residents and draw in visitors from other areas, by providing extensions or links to the future regional network.



Pedestrian and bicycle crashes in Staunton (2013-2016)

## SAFETY

Available crash data (2013-2016) was analyzed to determine trends in bicycle and pedestrian-related crashes. Crashes were mapped to evaluate geographic trends and concentrations. The highest concentration of crashes has occurred in Downtown, near major thoroughfares and in higher traffic areas of the City.

Bicycle, pedestrian and driver awareness programs should be considered to reduce conflicts between these transportation modes. Along with programs, the provision of adequate facilities such as intersection enhancements, driveway improvements, and marked/ designated facilities should be implemented.

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# 3 | COMMUNITY VISIONING

# COMMUNITY VISIONING

Public engagement was essential in the development of this Master Plan. To ensure that the voices of City residents were heard, the following community engagement strategies were employed:

- **Formation of a project Steering Committee.** Four Steering Committee meetings were held throughout the master planning process.
- **Initiation of public meetings**, including two public open houses held at critical thresholds as the plan was developed.
- **An online community survey** was available through the City's **project website** to provide a convenient method for all residents to provide input to the plan.

## PROJECT STEERING COMMITTEE

A Steering Committee comprised of Staunton citizens and representatives of its institutions and civic groups met four times throughout the planning process. The purpose of the Committee was to identify project goals and framework, discuss existing conditions, identify potential bicycle corridors and destinations, review recommendations, and identify project priorities. The Steering Committee was comprised of representatives from the following stakeholder groups:

- Planning Commission
- Recreation Advisory Commission
- Bicycle and Pedestrian Advisory Commission
- City of Staunton Planning, Engineering, Public Works, and Recreation Departments
- Central Shenandoah Planning District Commission

## PUBLIC MEETINGS

### PUBLIC MEETING #1

The first Public Open House was held on March 22, 2017, at the Staunton

Public Library. During the first open house, participants were provided the opportunity to review existing conditions, identify project goals and to express needs and concerns that could be addressed through the Plan. This meeting allowed participants to identify cycling and walking destinations, as well as challenging areas, and to share local knowledge about routes.

### PUBLIC MEETING #2

A second Public Open House was held on August 9, 2017, at the Staunton Public Library. During the second Open House, participants reviewed draft project recommendations to engage the project team and provide additional project ideas.



Public Meeting #1



Public Meeting #2

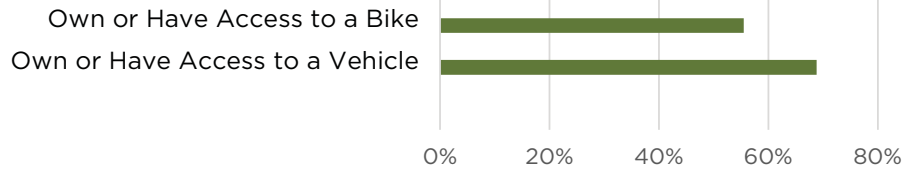
## COMMUNITY SURVEY

A survey was open on the City of Staunton website from May 17, 2017 through June 17, 2017. The goal of the survey was to:

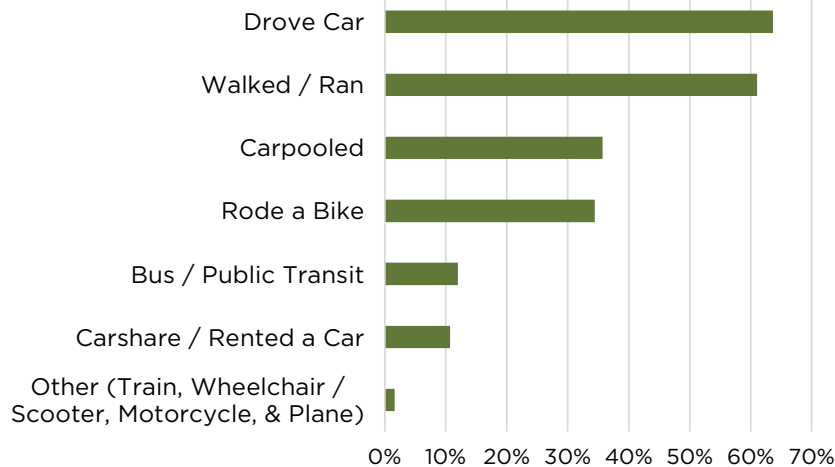
1. Gain insight into current bicycle and pedestrian **conditions**
2. Understand current **perceptions** of bicycle and pedestrian access for users
3. Understand what **improvements** can help facilitate more biking and walking

There were 307 responses to the survey. The following graphs illustrate the key findings:

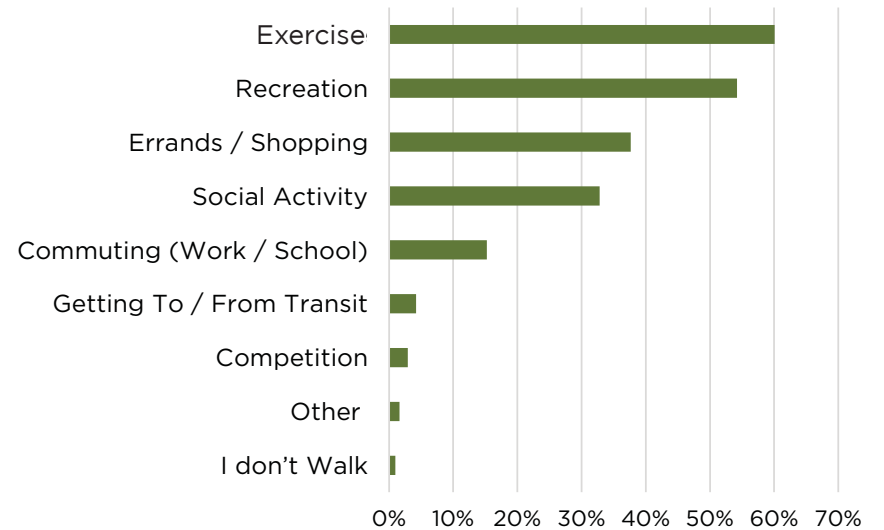
## ACCESS TO TRANSPORTATION



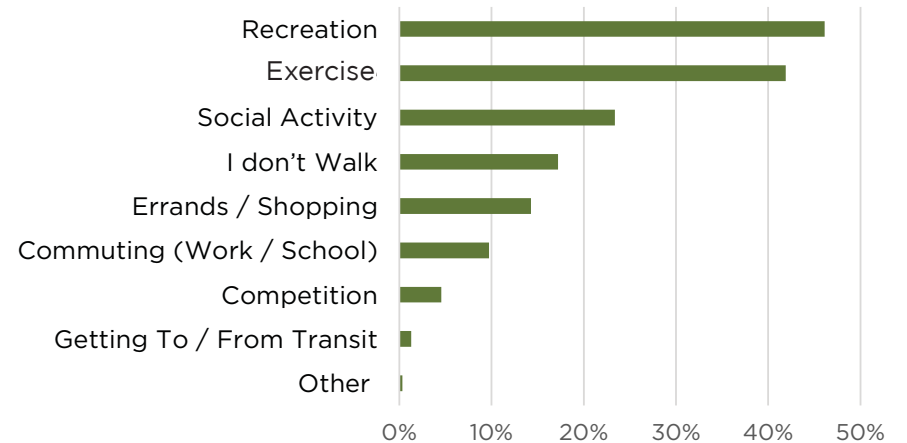
## WHAT TRANSPORTATION MODES HAVE YOU USED IN THE PAST YEAR?



## WHY DO YOU WALK?

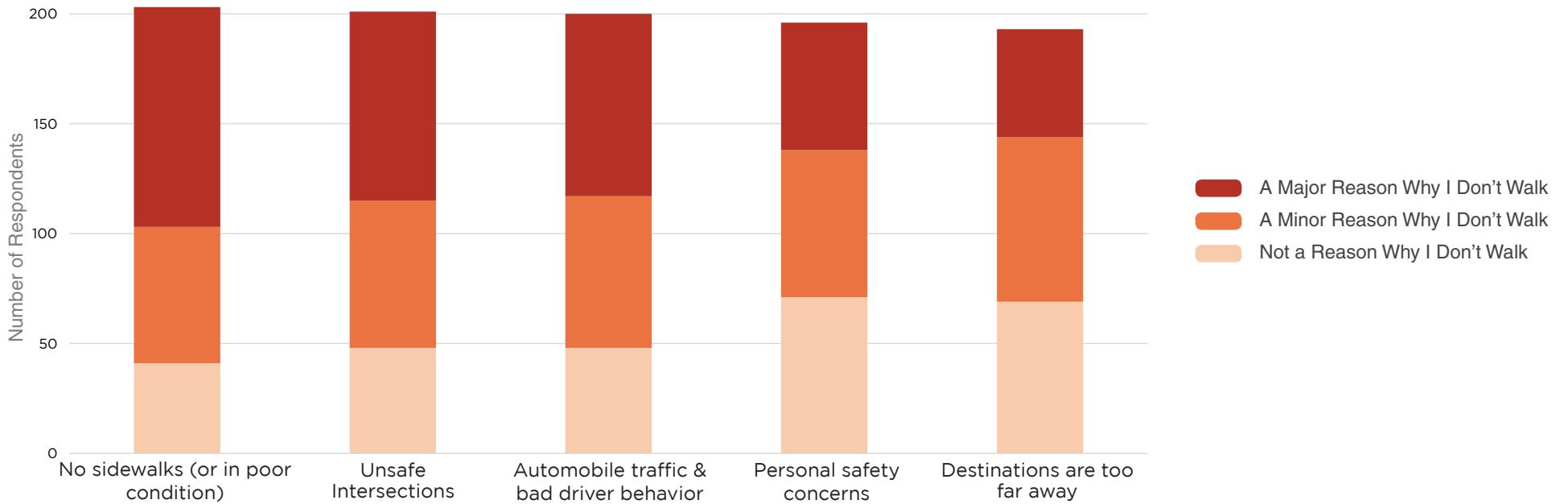


## WHY DO YOU RIDE A BIKE?

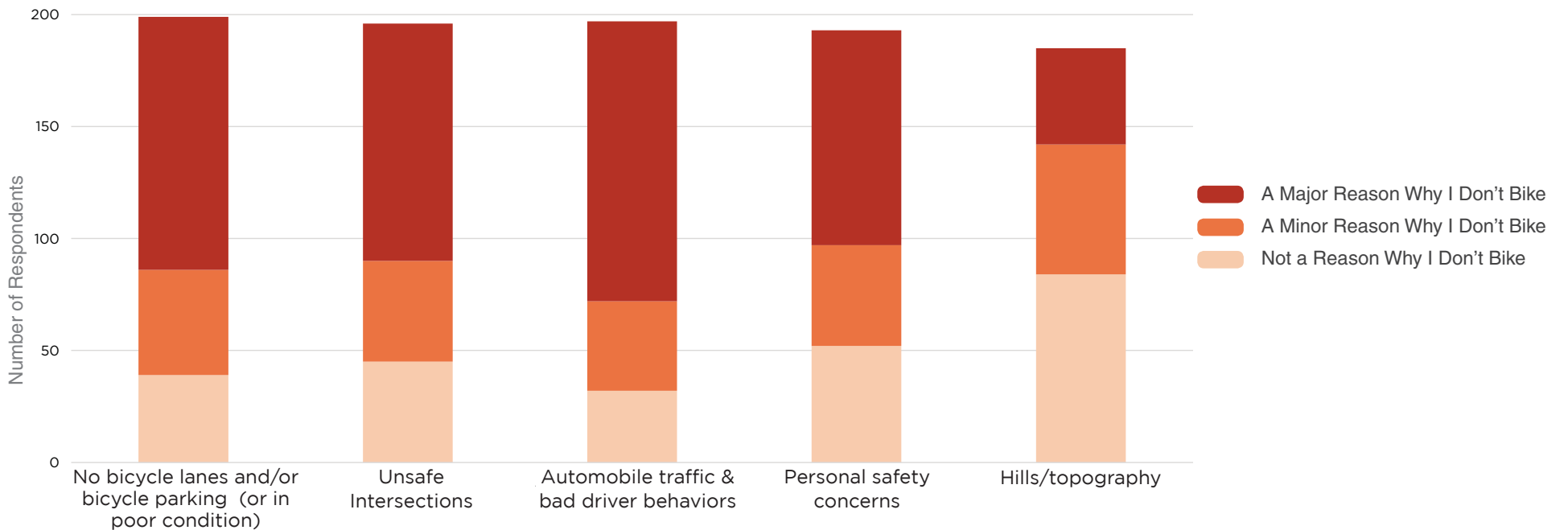


# COMMUNITY VISIONING

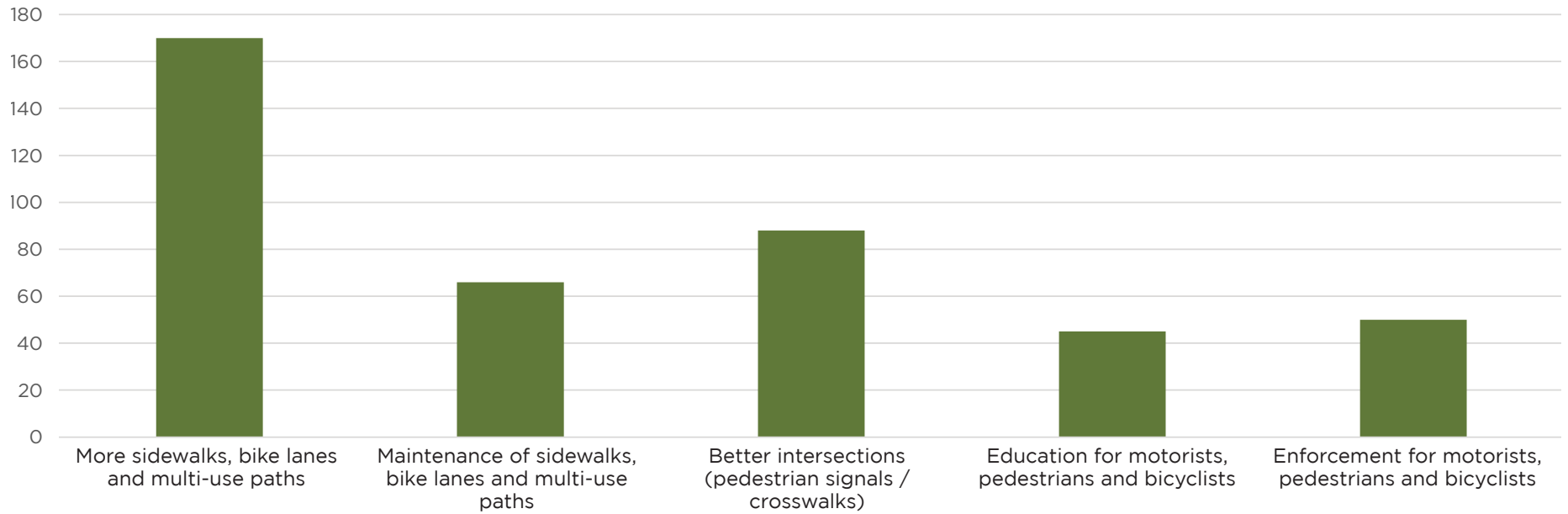
## TOP 5 FACTORS THAT MOST DISCOURAGE CITIZENS FROM WALKING:



## TOP 5 FACTORS THAT MOST DISCOURAGE CITIZENS FROM BIKING:



## TOP 5 IMPROVEMENTS SUPPORTIVE TO IMPROVING BICYCLING AND WALKING IN STAUNTON:



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# 4 | PEDESTRIAN INFRASTRUCTURE

# WALKING IN STAUNTON

## PEDESTRIAN INFRASTRUCTURE OPPORTUNITIES

The City of Staunton Bicycle and Pedestrian Plan creates a framework for the future of non-motorized travel. The Plan guides the City toward a multimodal future and begins the process of creating a network of paths that provide community members and visitors alike with better reasons and opportunities to walk for pleasure and purpose within the City.

## IMPROVING WALKING OPPORTUNITIES IN STAUNTON

Unlike the bicycle network in Staunton, the City has a well-established network of pedestrian sidewalks. However, the quality and effectiveness of the existing sidewalk infrastructure is not ideal. Based on results from an existing conditions analysis and detailed input from City staff, the project Steering Committee and community members, this plan recommends focusing on pedestrian projects that promote sidewalk network improvement, infill, repair and maintenance.

### INFILL THE SIDEWALK NETWORK

Staunton's sidewalk network should be continuous, well maintained, and wide enough for anticipated users. All sidewalks should meet the Americans With Disabilities Act (ADA) standards of width, slope, and



### REPAIR & MAINTAIN EXISTING SIDEWALKS

Existing pedestrian facilities should be inventoried further in order to assess current conditions. Inventory information should be utilized to prioritize repairs to existing pedestrian facilities, as well as to define locations for new sidewalks, crosswalks, signalized crossings and shared use paths.



# PEDESTRIAN TOOLKIT INTRODUCTION

## TOOLKIT OVERVIEW

This “Toolkit” provides **examples of pedestrian best practices** that can be used to create a multimodal network in Staunton and to address the goals of this plan. The Toolkit takes into account the Virginia Department of Transportation (VDOT) Road Design Manual, as well as design guidelines developed by the American Association of State Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), the National Cooperative Highway Research Program (NCHRP), and the Federal Highway Administration (FHWA), to suggest potential facilities.

## APPLYING THE TOOLKIT TO STAUNTON

The Toolkit provides a suite of options for addressing needs and opportunities. When planning for pedestrian infrastructure in Staunton, the tools in this section should be considered for implementation. These

toolkit facilities are considered to supplement the existing pedestrian circulation network and showcase some of the primary routes that could benefit from enhanced pedestrian and infrastructure in Staunton. Other routes may also emerge over time. This plan’s routes define where facilities should be located, roadway conditions, and usage levels. These factors help to generally determine which type of facility is most appropriate along each route. Right-of-way and/or easement availability are key. Pedestrian-focused or shared facilities should be ADA compliant.

The table of **Design Considerations** in this section contains information about the factors that need to be taken into account when planning for pedestrian facilities. These are high-level, summarized design guidelines. Actual facility placement and design depend on the context and conditions of the street or available space, including available right-of-way.

TOOL TYPE	POSTED SPEED LIMITS*	ANNUAL AVERAGE DAILY TRAFFIC (AADT)*	FACILITY WIDTH
OFF-ROAD FACILITIES - PEDESTRIAN			
<b>Sidewalk</b>	Any	Any	8’ minimum for VDOT roads (5’ sidewalk and 3’ buffer or 8’ sidewalk)
OFF-ROAD FACILITIES - SHARED BICYCLE AND PEDESTRIAN			
<b>Shared-use Path</b> <i>Shared bicycle/pedestrian path <u>not</u> adjacent to a roadway.</i>	High (45 mph+) or where on-road facilities are not feasible	Any	14’ minimum (10’ path, with 2’ buffer on both sides). 8’ minimum path for constrained corridors.
<b>Sidepath</b> <i>Shared bicycle/pedestrian path adjacent to a roadway.</i>	High (45 mph+) or where on-road facilities are not feasible	Any	15-18’ (10’ path with 3-6’ buffer on street side and 2’ buffer on inside). 8’ minimum for constrained corridors.
OTHER MARKINGS OR DESIGNATIONS (NOT FACILITIES)			
<b>Yield Roadway / Shared Street</b>	Low ( $\leq 25$ mph)	Low ( $\leq 2,000$ )	12’-20’ of total travel width

# PEDESTRIAN TOOLKIT | DESIGN CONSIDERATIONS

TOOL TYPE	POSTED SPEED LIMITS*	ANNUAL AVERAGE DAILY TRAFFIC (AADT)*	FACILITY WIDTH	USERS WHO MAY PREFER THIS FACILITY (BICYCLE CLASSIFICATION ON PREV. PAGE)
OFF-ROAD FACILITIES - SHARED BICYCLE AND PEDESTRIAN				
<b>Shared-use Path</b> <i>Shared bicycle/pedestrian path <u>not</u> adjacent to a roadway.</i>	High (45 mph+) or where on-road facilities are not feasible	Any	14' minimum (10' path, with 2' buffer on both sides). 8' minimum path for constrained corridors.	Pedestrians A / B / C Bicyclists
<b>Sidepath</b> <i>Shared bicycle/pedestrian path adjacent to a roadway.</i>	High (45 mph+) or where on-road facilities are not feasible	Any	15-18' (10' path with 3-6' buffer on street side and 2' buffer on inside). 8' minimum for constrained corridors.	Pedestrians A / B / C Bicyclists

# PEDESTRIAN TOOLKIT | DESIGN CONSIDERATIONS

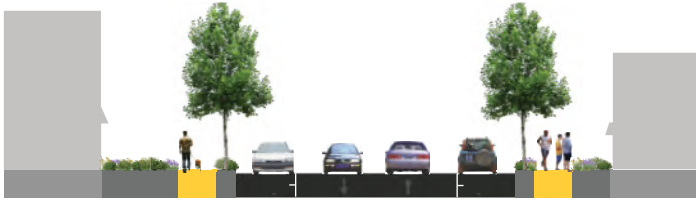
TOOL TYPE	POSTED SPEED LIMITS*	ANNUAL AVERAGE DAILY TRAFFIC (AADT)*	FACILITY WIDTH	USERS WHO MAY PREFER THIS FACILITY (BICYCLE CLASSIFICATION ON PREV. PAGE)
OTHER MARKINGS OR DESIGNATIONS (NOT FACILITIES)				
<b>Paved Shoulders</b>	Medium-high (30-45 mph)	Moderate-high (>2,000)	6.5' minimum each side of the road (5' lane with 1.5' buffer); more space where speeds or AADT are higher	All users
<b>Yield Roadway / Shared Street</b>	Low ( $\leq$ 25 mph)	Low ( $\leq$ 2,000)	12'-20' of total travel width	All can use; likely most comfortable for A / B Bicyclists

# PEDESTRIAN TOOLKIT | PATHS & CROSSINGS

## CONTINUOUS SIDEWALKS



- > Sidewalks should be well-maintained and wide enough for anticipated use
- > Should meet American Disability Act standards of width, slope, and surface condition



**Sidewalk**      **Roadway**

- > Include street trees between sidewalk and roadway where possible

## MARKED CROSSWALKS



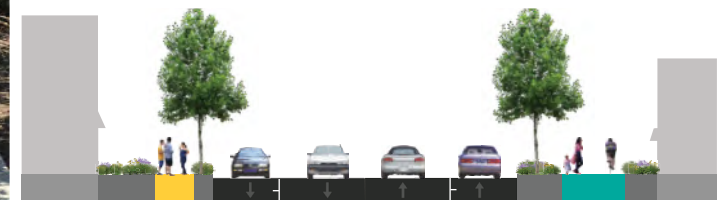
- > Include High-visibility striped or textured crosswalks to increase visibility for motorists
- > Enhance existing brick sidewalks with high-visibility markings



## SIDEPATHS



- > Road-adjacent path shared by people walking and riding bicycles
- > Path is separated from the road by a curb and ideally includes a planted buffer strip between the path and the roadway
- > Center line may be used to divide users by their direction of travel
- > Signage should be used to warn users of constrained conditions, obstacles, or other conflict zones



**Sidewalk**      **Roadway**      **Sidepath**  
**Buffer**

## ACCESSIBLE PEDESTRIAN SIGNALS AND SIGNALIZED CROSSINGS



- > Include non-visual components (tactile and audible signals) to provide access for visually impaired users in key areas such as downtown & along high traffic thoroughfares.
- > Signalized crossings should be prioritized at high traffic roadway intersections in Downtown, near parks and around new development projects.
- > New signage and lighting needs to be designed and scaled for pedestrians.

# PEDESTRIAN TOOLKIT | PATHS & CROSSINGS

## MEDIAN REFUGES



- > Provide waiting areas in medians to reduce crossing distances for pedestrians
- > Appropriate for multi-lane roadways with higher traffic volumes

## CURB BUMP-OUTS



- > Extend sidewalks at intersections to reduce crossing distances and to make pedestrians more visible to drivers
- > Appropriate for higher-density, lower-speed areas with on-street parking lanes

## CURB RAMPS



- > Place at driveway and roadway crossings to allow for safe and convenient wheelchair access
- > Curb ramps should be placed along all sidewalk segments

## CROSSING SIGNAGE AND/OR RAPID-FLASHING BEACONS



- > The Code of Virginia states that people driving vehicles must stop for any pedestrian at a crosswalk, regular crossing (including ends of sidewalks), or intersection where the legal maximum speed doesn't exceed 35 mph
- > Pedestrian crossing warning signs alert drivers to the potential presence of people walking (and riding bicycles) at crossings
- > Rapid-flashing beacons may be used for increased visibility

## ADVANCED STOP OR YIELD MARKINGS



- > Advanced yield or stop lines (places 20-50 feet ahead of a crossing) increase pedestrian visibility and reduce the likelihood of pedestrian/vehicle crashes at unsignalized mid-block crossings
- > Crossings for trails/shared-use paths may warrant higher-visibility treatments - for example, VDOT has piloted programs that use zigzag striping to give advanced warning to motorists

# PEDESTRIAN TOOLKIT | FURNISHINGS

Furnishings along pathways can encourage use by a wide range of travellers. By providing amenities such as trash bins and pet stations, users are also encouraged to share in the task of keeping the paths clean.

## SEATING



- > Furnishings such as benches and/or picnic tables may be appropriate for higher-use areas, and/or longer stretches of pathways

## WATER FOUNTAINS



- > Drinking fountains keep people - and pets - hydrated

## TRAIL HEADS



- > Amenities such as parking, route maps, and rest rooms are all valued at trailheads

## SHADE TREES



- > Trees can provide shade along sidewalks, paths, and bicycle lanes, but care needs to be taken to ensure that they do not impede sight lines

## PET STATIONS AND TRASH BINS



- > These amenities encourage pet walkers to keep the pedestrian ways clean.

# PEDESTRIAN TOOLKIT | LIGHTING AND WAYFINDING

Lighting improves visibility and should be considered in the design of all facilities. Where facilities are on-road or road-adjacent, pedestrian-scale lighting could be considered to supplement vehicle-scale lighting. As appropriate, off-road facilities may also be lit for safety and visibility. Signs help to clarify pedestrian and bicycle movements, and can serve important cultural/historic education and economic development functions.

## PATH LIGHTING



- > In areas where lighting is appropriate and desired, human-scale, directed lighting should be used to illuminate bicycle facilities, shared use paths, and sidewalks

## UNDERPASS LIGHTING



- > Lighting at underpass routes should be used to ensure safety and visibility

## TRAIL SIGNAGE



## WAYFINDING



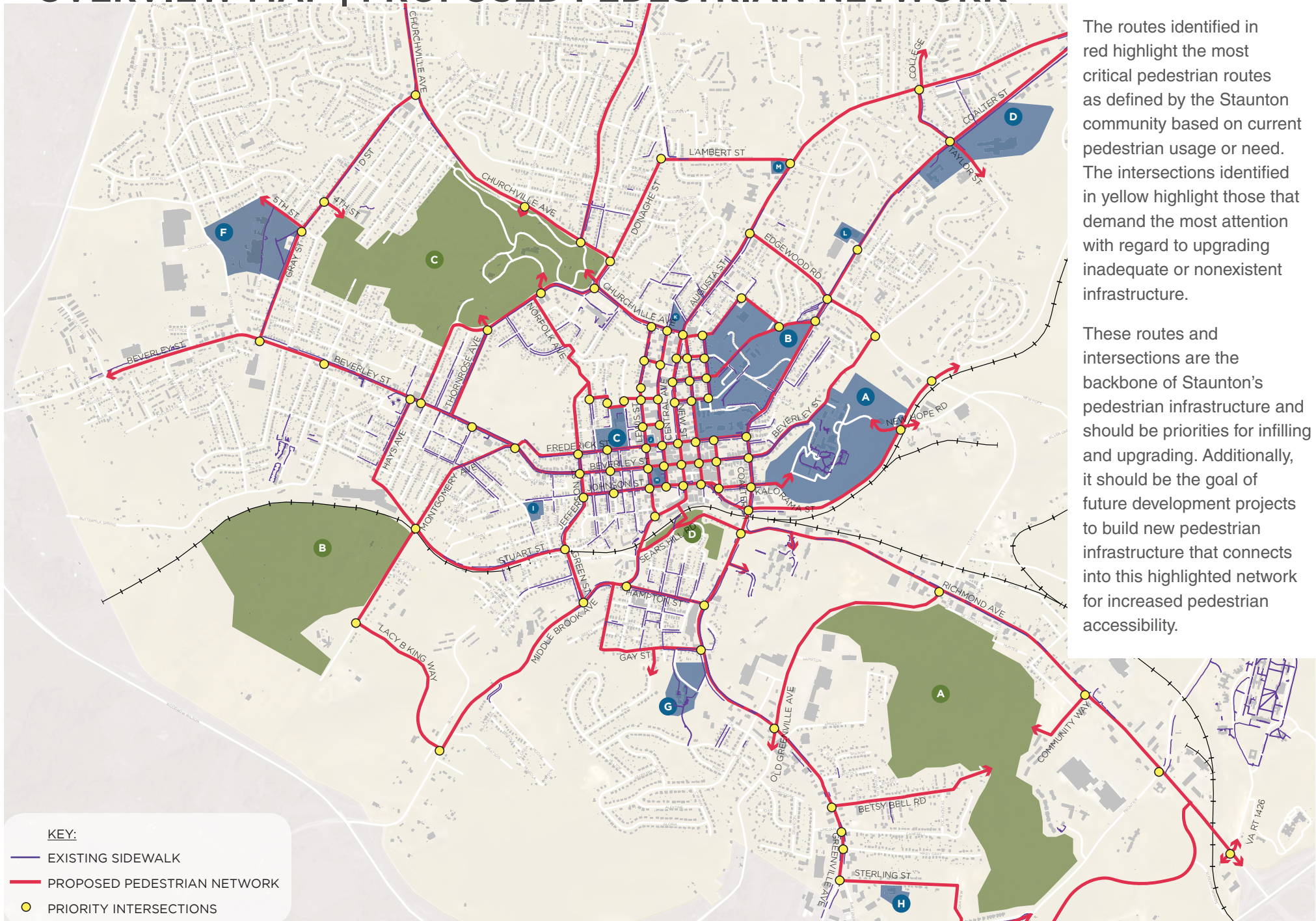
- > Wayfinding signage can direct both non-motorized and motorized travelers
- > Displaying distance information may encourage people to leave their car parked and walk to selected destinations



- > Signs can clarify when and how paths are meant to be shared, and provide information about path obstacles, opening hours, etc.



# OVERVIEW MAP | PROPOSED PEDESTRIAN NETWORK



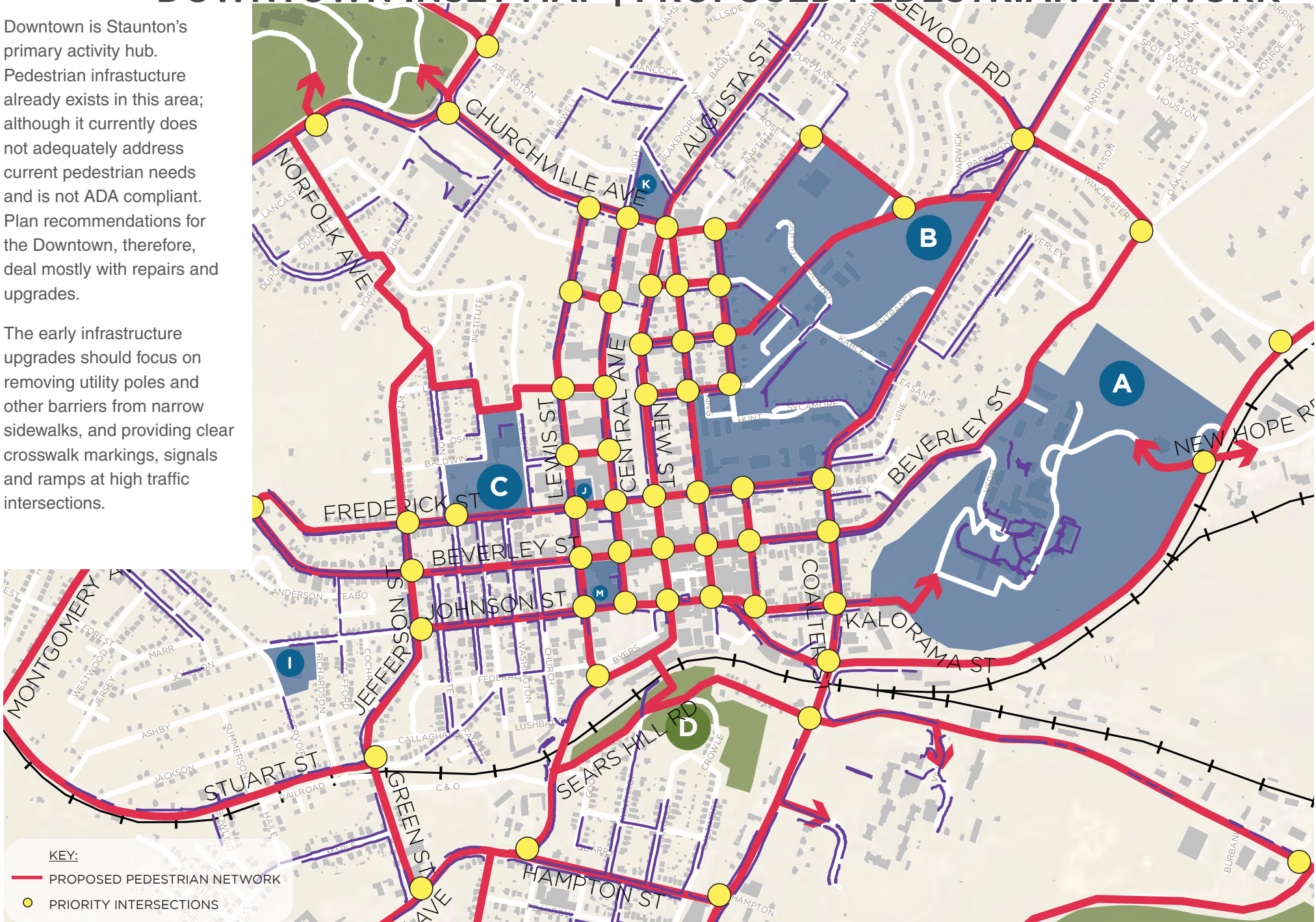
The routes identified in red highlight the most critical pedestrian routes as defined by the Staunton community based on current pedestrian usage or need. The intersections identified in yellow highlight those that demand the most attention with regard to upgrading inadequate or nonexistent infrastructure.

These routes and intersections are the backbone of Staunton's pedestrian infrastructure and should be priorities for infilling and upgrading. Additionally, it should be the goal of future development projects to build new pedestrian infrastructure that connects into this highlighted network for increased pedestrian accessibility.

# DOWNTOWN INSET MAP | PROPOSED PEDESTRIAN NETWORK

Downtown is Staunton's primary activity hub. Pedestrian infrastructure already exists in this area; although it currently does not adequately address current pedestrian needs and is not ADA compliant. Plan recommendations for the Downtown, therefore, deal mostly with repairs and upgrades.

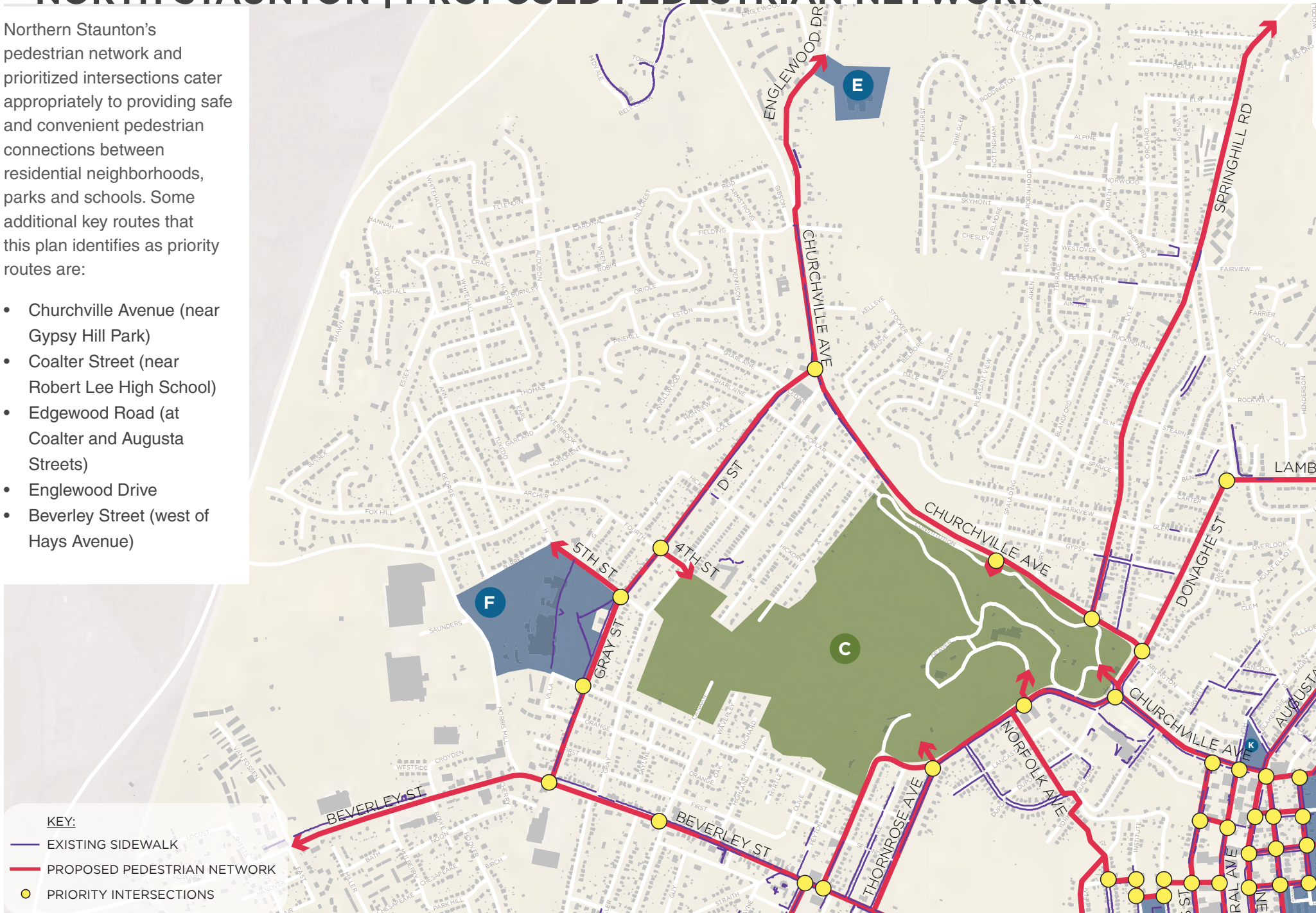
The early infrastructure upgrades should focus on removing utility poles and other barriers from narrow sidewalks, and providing clear crosswalk markings, signals and ramps at high traffic intersections.



# NORTH STAUNTON | PROPOSED PEDESTRIAN NETWORK

Northern Staunton's pedestrian network and prioritized intersections cater appropriately to providing safe and convenient pedestrian connections between residential neighborhoods, parks and schools. Some additional key routes that this plan identifies as priority routes are:

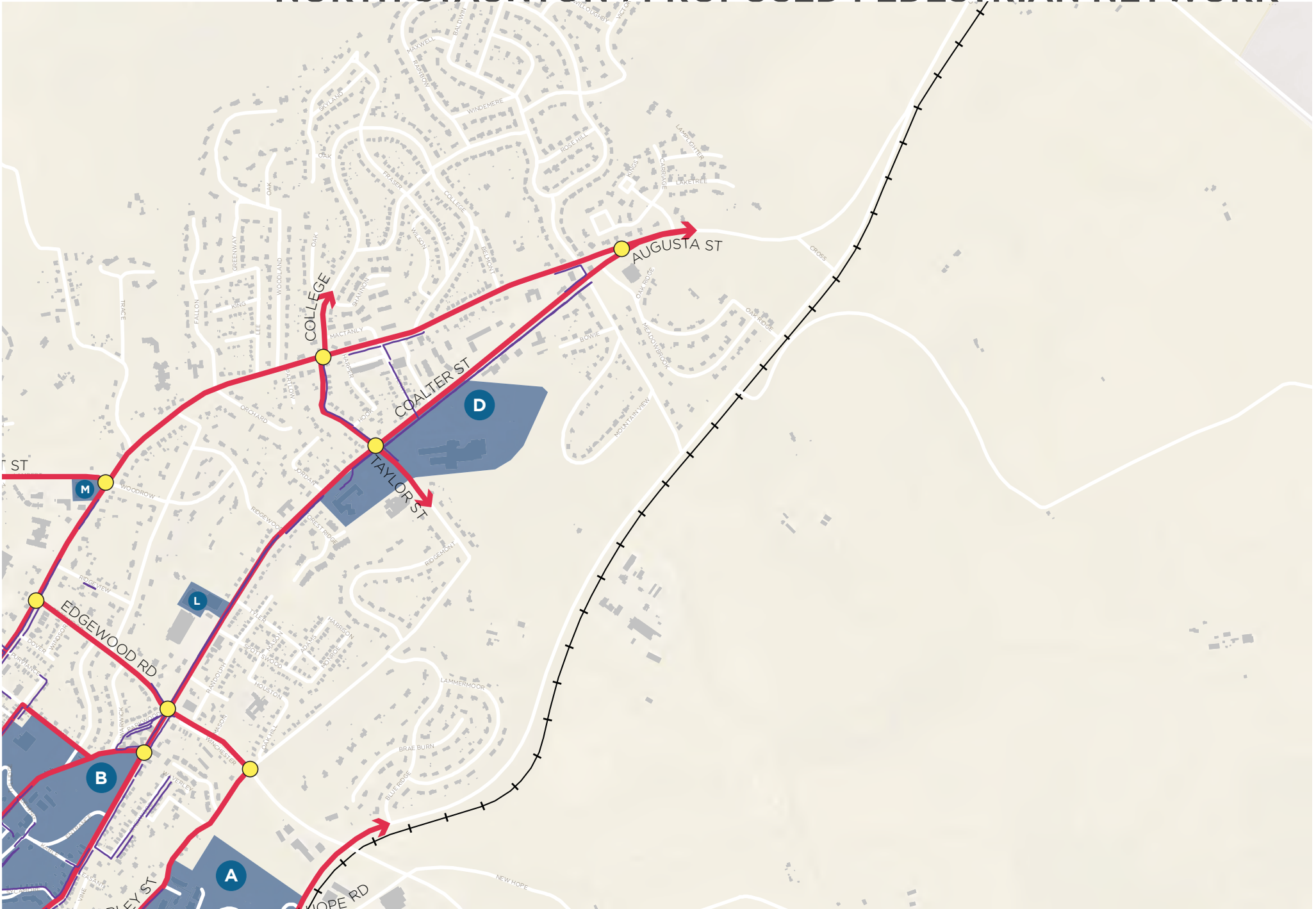
- Churchville Avenue (near Gypsy Hill Park)
- Coalter Street (near Robert Lee High School)
- Edgewood Road (at Coalter and Augusta Streets)
- Englewood Drive
- Beverley Street (west of Hays Avenue)



**KEY:**

- EXISTING SIDEWALK
- PROPOSED PEDESTRIAN NETWORK
- PRIORITY INTERSECTIONS

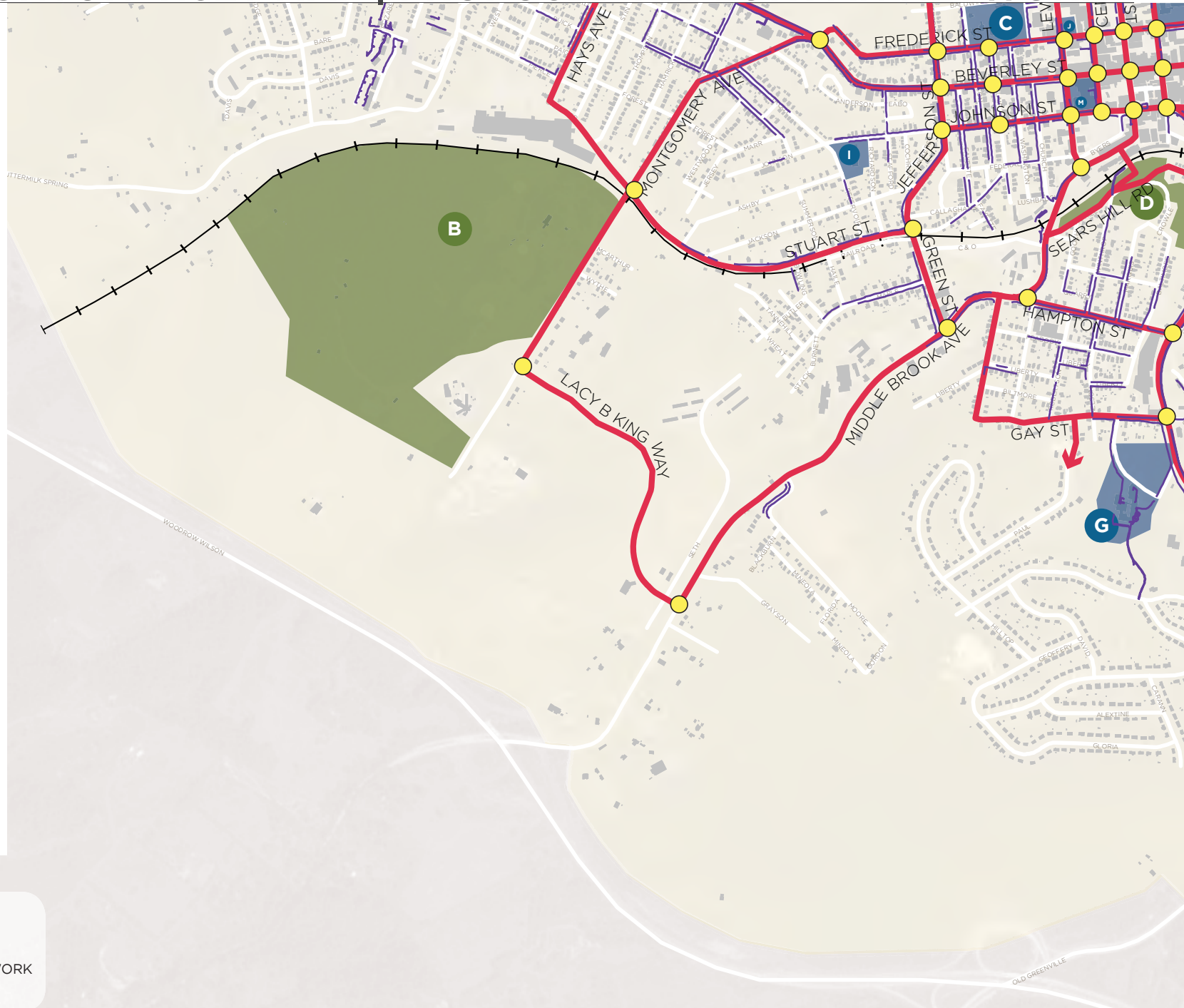
# NORTH STAUNTON | PROPOSED PEDESTRIAN NETWORK



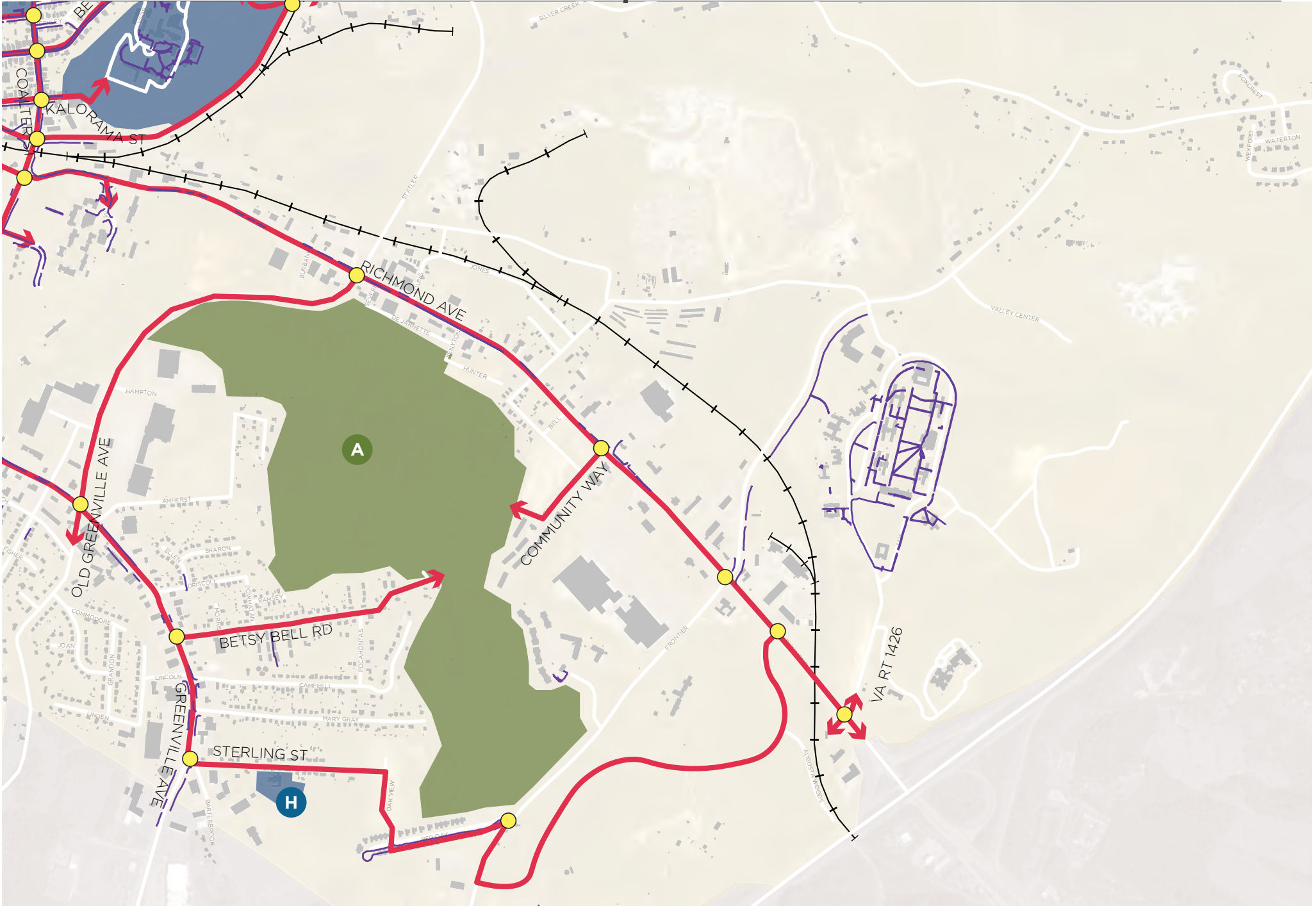
# SOUTH STAUNTON INSET MAP | PROPOSED PEDESTRIAN NETWORK

South Staunton's pedestrian network and prioritized intersections also cater to providing safe and convenient pedestrian connections between residential neighborhoods, parks and schools. However, this part of Staunton is also home to large retail centers and large vehicular roadways. Enhancing pedestrian infrastructure here is key to providing safer routes for existing and new walkers. Some key routes that this plan identifies as priorities are:

- Richmond Avenue (from Greenville Avenue to Frontier Drive)
- Greenville Avenue (from Richmond Avenue to Sterling Street)
- Middlebrook Avenue (from Hampton Street to Lacy B King Way)
- Montgomery Avenue (from Beverley Street to Montgomery Hall Park)



# SOUTH STAUNTON | PROPOSED PEDESTRIAN NETWORK



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5

BICYCLE  
INFRASTRUCTURE

# CYCLING IN STAUNTON

## BICYCLE USERS

People ride bicycles for a variety of reasons, including recreational and transportation needs. A connected network of bicycle infrastructure will facilitate movement for all purposes. Different types of cyclists have different levels of experience and comfort when riding. One way of looking at different types of bicycle users is to separate them into four categories based on experience, interest, and level of comfort with riding bicycles. By better understanding these user groups, and their presence in Staunton, facilities can be designed to meet their needs and allow riders to feel safe and comfortable across a range of road conditions.

Unlike Staunton’s existing pedestrian network of sidewalks and trails, the City has yet to develop any dedicated bicycle infrastructure. This forces all cyclists, regardless of experience, to ride exclusively within vehicular lanes and rights of way. While much of the pedestrian

infrastructure recommendations in the Plan focus on infilling and upgrading, the recommendations for bicycle infrastructure is more extensive in order to encourage the development of a bicycle network that can begin to match its pedestrian equivalent.



### TRANSPORTATION

- > Alternate Mode of Transportation
- > Primary Mode of Transportation
- > Environmental Stewardship



### RECREATION

- > Enjoyment
- > Health

## BICYCLE USER CLASSIFICATION



*A. Strong & Fearless (Advanced experience)*

- > Willing to ride a bicycle in most conditions, whether or not a bicycle facility is present



*B. Enthused & Confident (Moderately experienced)*

- > Confident riding on streets with vehicular traffic but prefers riding in dedicated bicycle lanes



*C. Interested but Concerned / Children (Beginner)*

- > Curious but concerned about riding near vehicular traffic
- > Prefers riding on trails separated from the roadway



*D. No Way, No How! (Not at all interested in riding a bicycle)*

- > Not interested, not able to ride a bicycle, or not comfortable riding a bicycle in any condition

# BICYCLE TOOLKIT | DESIGN CONSIDERATIONS

TOOL TYPE	POSTED SPEED LIMITS*	AADT*	FACILITY WIDTH	USERS WHO MAY PREFER THIS FACILITY
<b>OFF-ROAD FACILITIES - SHARED BICYCLE AND PEDESTRIAN</b>				
<b>Shared-use Path</b> <i>Shared bicycle/pedestrian path <u>not</u> adjacent to a roadway.</i>	High (45 mph+) or where on-road facilities are not feasible	Any	14' minimum (10' path, with 2' buffer on both sides). 8' minimum path for constrained corridors.	Pedestrians A / B / C Bicyclists
<b>Sidepath</b> <i>Shared bicycle/pedestrian path adjacent to a roadway.</i>	High (45 mph+) or where on-road facilities are not feasible	Any	15-18' (10' path with 3-6' buffer on street side and 2' buffer on inside). 8' minimum for constrained corridors.	Pedestrians A / B / C Bicyclists
<b>ON-ROAD FACILITIES - BICYCLE</b>				
<b>Separated Bicycle Lane</b> <i>Bicycle lane with vertical, physical buffer between bicycle and motor vehicles.</i>	High (35+ mph)	Moderate-high (>2,000)	One-way: 7' minimum each side of the road (5' lane with 2' buffer) Two-way: 15' (two 6' lanes with 3' buffer)	A / B / C Bicyclists
<b>Buffered Bicycle Lane</b> <i>Bicycle lane with buffer between bicycle and motor vehicles.</i>	Medium-high (30-45 mph)	High (>10,000)	7' minimum each side (5' lane with 2' buffer)	A / B / C Bicyclists
<b>OTHER MARKINGS OR DESIGNATIONS (NOT FACILITIES)</b>				
<b>Shared Lane Marking (Sharrows)</b>	Low (≤25 mph)	Low (≤2,000)	0' additional	A / B Bicyclists
<b>Signed Bicycle Route</b> <i>Designated by bicycle route signs, and sometimes including a paved shoulder. Serve either to provide continuity to other bicycle facilities or designate preferred routes through high-demand corridors.</i>	Wide range depending on roadway characteristics	Low (≤2,000)	4' paved shoulder where space allows	A / B Bicyclists
<b>Paved Shoulders</b>	Medium-high (30-45 mph)	Moderate-high (>2,000)	6.5' minimum each side of the road (5' lane with 1.5' buffer); more space where speeds or AADT are higher	All users
<b>Yield Roadway / Shared Street</b>	Low (≤25 mph)	Low (≤2,000)	12'-20' of total travel width	All can use; likely most comfortable for A / B Bicyclists
<b>Bicycle Lane</b> <i>Intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each.</i>	Low-medium (25-35 mph)	Low-moderate (≤10,000)	5' minimum each side	A / B Bicyclists

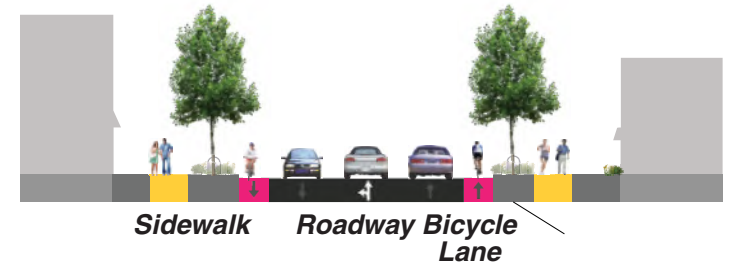
# BICYCLE TOOLKIT | ON-ROAD FACILITIES

On-road facilities provide varying levels of separation between bicycles and vehicles. The faster the traffic is moving, and the higher the volume, the more separation that should be considered.

## BICYCLE LANES



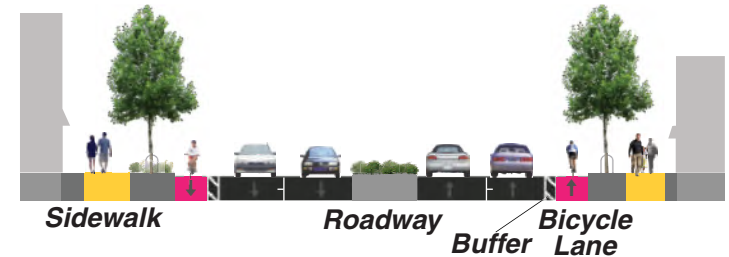
- > Striping separates marked bicycle lane from vehicular traffic
- > Appropriate for streets with posted traffic speeds of 25-35 mph



## BUFFERED BICYCLE LANES



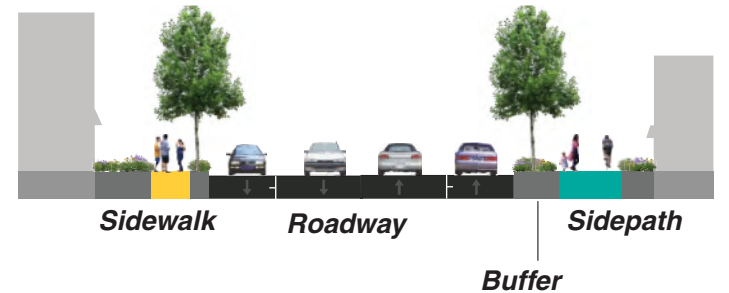
- > Striped buffer zone separates bicycle lane from vehicular traffic
- > Appropriate for streets with high-speed or high-volume traffic



## SIDEPATHS



- > Road-adjacent path shared by people walking and riding bicycles
- > Path is separated from the road by a curb and ideally includes a planted buffer strip between the path and the roadway
- > Center line may be used to divide users by their direction of travel
- > Signage should be used to warn users of constrained conditions, obstacles, or other conflict zones



# BICYCLE TOOLKIT | SHARED FACILITIES

## PAVED SHOULDERS



- > On-road markings designate that the roadway is shared by people riding bicycles and driving
- > Appropriate for streets with low-speed and low-volume traffic
- > Can be used where limited road width cannot accommodate other bicycle facilities



## YIELD ROADWAYS / SHARED STREETS



- > Serves people driving, walking, and riding bicycles in the same area
- > There are no lane markings
- > There may be signage indicating that the space is shared
- > Appropriate for streets with very low-speed and low-volume traffic
- > Used for local residential streets, not for areas with through traffic



## SHARED LANE MARKINGS (“SHARROWS”)



- > On-road markings reinforce that the roadway is shared by people riding bicycles and driving
- > Can be used to advise people riding bicycles on the best place to ride in the road (e.g., central for more narrow roads, or further to the outside on wider roads)
- > Appropriate for streets with low-speed and low-volume traffic
- > Utilizing a bicycle boulevard or greenway concept with sharrows creates a more pleasant riding experience

## SIGNED BICYCLE ROUTES



- > Serve either to provide continuity between bicycle facilities or to designate preferred routes through high-demand corridors
- > Can be used with bike lanes, sharrows, or with no on-road bicycle markings
- > Bike route signs can be used to caution drivers that bikes are “sharing the road” particularly along routes with blind spots

# BICYCLE TOOLKIT | INTERSECTIONS

## COLORED/FILLED BICYCLE LANES



- > Bicycle lanes can be painted for higher visibility at potential conflict points (such as driveways and intersections)
- > Solid paint indicates bicycle-only spaces, while hatched paint indicates shared bicycle/vehicle spaces
- > On-ramps, turn lanes, and driveways are a few example of high-conflict points
- > Combined bicycle/turn lanes can also be used

## INTERSECTION FACILITIES FOR RAISED BICYCLE LANES



- > Where a raised bicycle lane crosses an intersection, one way to make the bicyclist more visible is to move the bike lane toward the travel lanes just before the intersection
- > Protected intersection designs provide an extra barrier for bicyclists and pedestrians at intersections

## BIKE BOXES



- > Bicycle boxes provide safe areas for riders to stop and make turns at intersections

## SIGNAL TIMING / PEDESTRIAN AND BICYCLE SIGNAL HEADS



- > Signal timing may be adjusted to allow all users to safely cross roadways
- > Pedestrian countdown signals help to ensure that people know when they have enough time to cross before the light changes
- > Bicycle signals are timed to prevent conflicts with vehicles at road intersections - for example, a bicycle may have the signal before a vehicle is given a turn signal, rather than giving both vehicle and bicycle a green light simultaneously

# BICYCLE TOOLKIT | STORAGE

## BICYCLE RACKS



- > Bicycle racks may be simple or decorative, but should accommodate a range of bicycle designs and sizes. The City standard bike rack should be an inverted 'U' with flat top.
- > Should be provided at recreation areas and near building entrances in retail zones and medium- and high-density residential buildings
- > Users should be able to intuitively secure their frame and one wheel using a U-lock.

## SHELTERS



- > Sheltered bicycle racks protect parked bicycles in inclement weather
- > Should be placed near areas with high bicycle traffic

## BICYCLE CORRALS



- > If sidewalk space is limited, a bicycle corral (which takes the place of one vehicle street parking space) could be used to hold up to 12 bicycles

## BICYCLE SHARING STATIONS



- > Stations can be located strategically at transit points or key destinations
- > Programs can be large or small, and are often completed as public-private partnerships
- > Some cities have provided reduced cost memberships for low income populations, enhancing access

## ROUTE MAPS & BRANDING

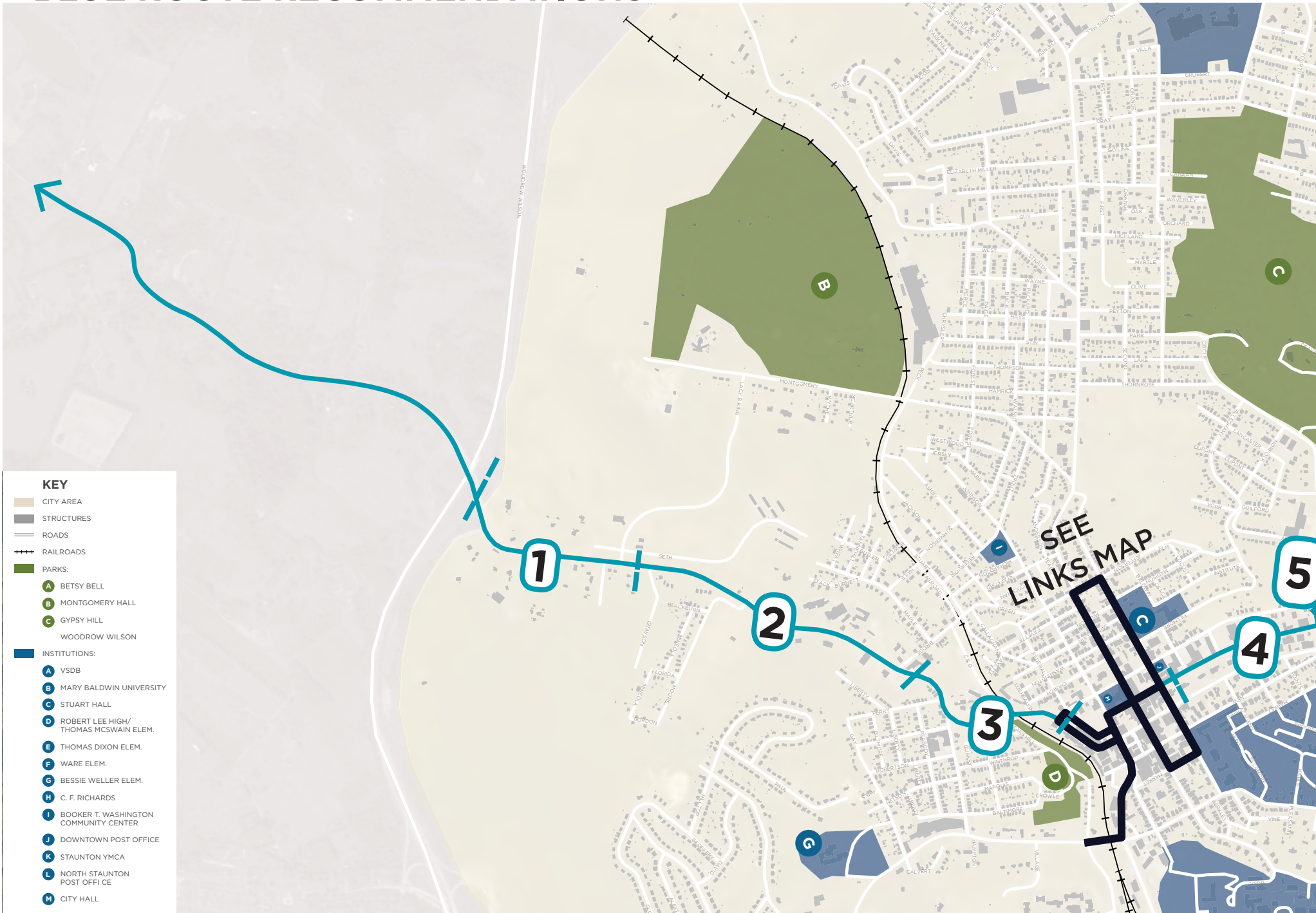


- > The bicycle network identified in this plan is color-coded for legibility and as a method to establish a hierarchy of routes through the City. These color-coded routes can be used to develop supplemental bike route maps which can be available via hardcopy or integrate technology that will allow interactive features.

## BUS BICYCLE RACKS



# BLUE ROUTE RECOMMENDATIONS



**KEY**

- CITY AREA
- STRUCTURES
- ROADS
- RAILROADS
- PARKS:**
  - A BETSY BELL
  - B MONTGOMERY HALL
  - C GYPSY HILL
  - D WOODROW WILSON
- INSTITUTIONS:**
  - A VSDB
  - B MARY BALDWIN UNIVERSITY
  - C STUART HALL
  - D ROBERT LEE HIGH/ THOMAS MCSWAIN ELEM.
  - E THOMAS DIXON ELEM.
  - F WARE ELEM.
  - G BESSIE WELLER ELEM.
  - H C. F. RICHARDS
  - I BOOKER T. WASHINGTON COMMUNITY CENTER
  - J DOWNTOWN POST OFFICE
  - K STAUNTON YMCA
  - L NORTH STAUNTON POST OFFICE
  - M CITY HALL

# BLUE ROUTE RECOMMENDATIONS

ROUTE SIGNAGE



SHARROWS



BIKE LANES



BUFFERED BIKE LANES



CLIMBING LANES



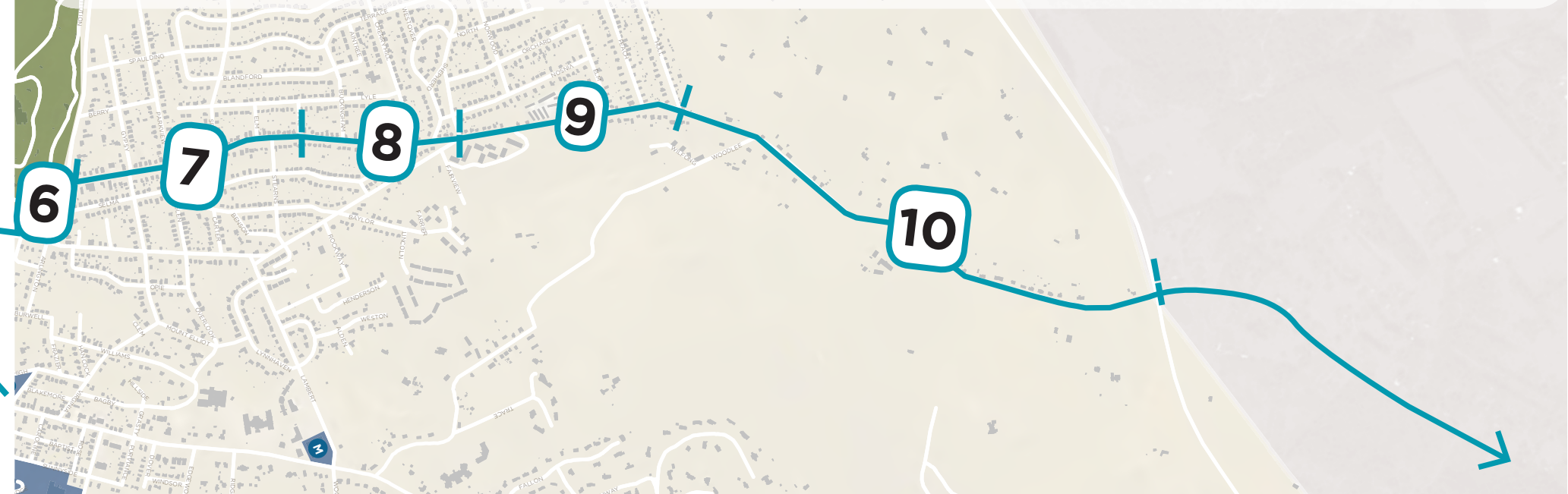
SEGMENTS: 9, 10

4, 5, 7

2, 3, 6

3

8



Nearly all labeled bicycle routes are designed collectively as “spoke-hub networks”. A spoke-hub bicycle network consists of routes (spokes) that traverse Staunton through its Downtown (hub). The **blue route** is a **north-south route**. Its path runs north along Middlebrook Avenue into Downtown via Central Avenue. From Downtown, the route continues north along Central Avenue, Churchville Avenue and Springhill Road before it reaching the City limits at Woodrow Wilson Parkway. Along its path, it unites southern and northern residential communities with Downtown, the Staunton Library, and Gypsy Hill Park.

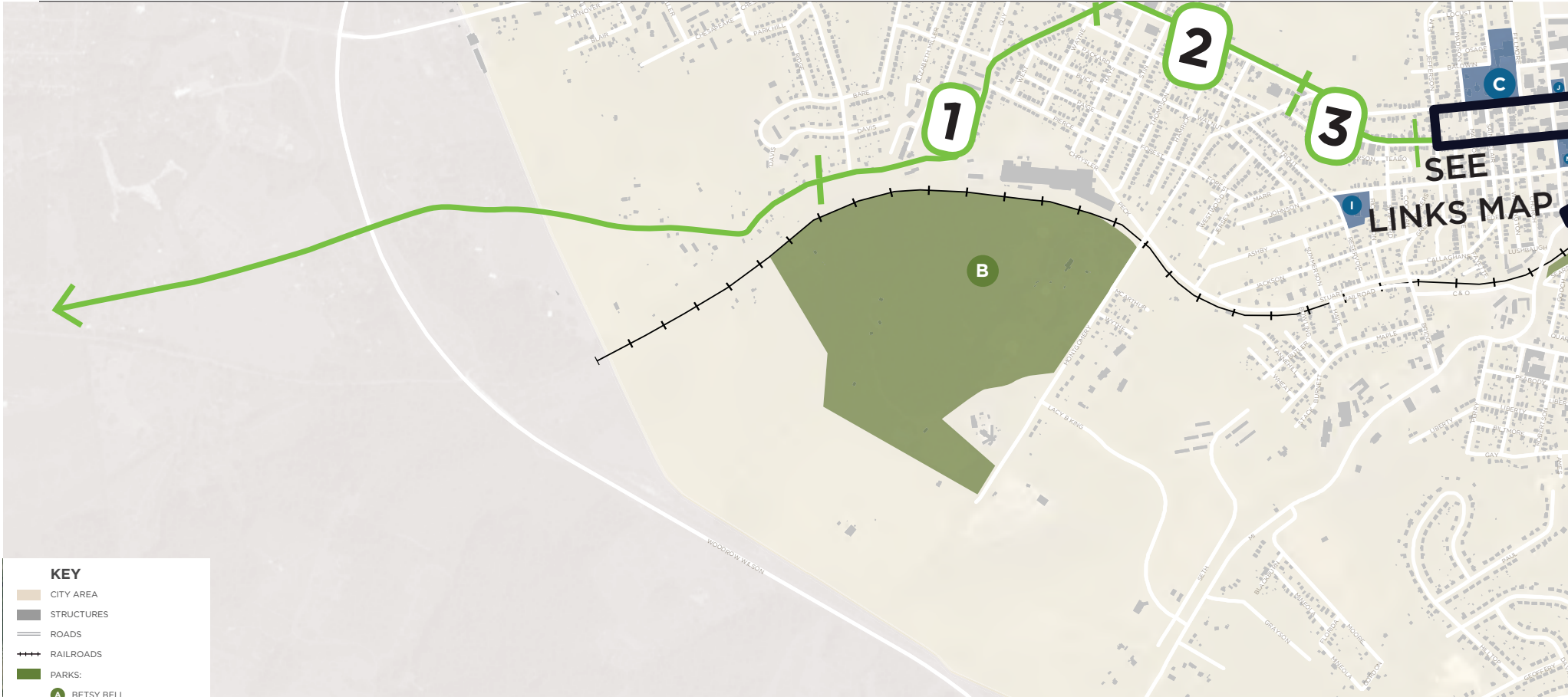
# BLUE ROUTE RECOMMENDATIONS

STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
<b>1 Middlebrook Ave.</b>	Woodrow Wilson Pkwy. to Lacy B. King Wy.	30' - 84'	- 30' min - three 11'-6" travel lanes + 7' shoulder - 84' max - six 11'-6" travel lanes + 14-15' median	35 - 45 mph
<b>2 Middlebrook Ave.</b>	Lacy B. King Wy. to Bridge St.	30' - 50'	- 30' min - two 11'-6" travel lanes + 7' shoulder - 50' max - four 12'-6" travel lanes	35 mph
<b>3 Middlebrook Ave</b>	Bridge St. to Lewis St.	30' - 50'	- 25' min - two 12'-6" travel lanes - 50' max - four 12'-6" travel lanes	25 - 35 mph
<b>4 Central Ave.</b>	Frederick St. to Churchville Ave.	30' - 35'	- See streetscape project dimensions	25 mph
<b>5 Churchville Ave.</b>	Central Ave. to Albemarle Ave.	38' - 46'	- 38' min - three 12'-6" travel lanes - 46' max - four 11'-6" travel lanes	25 mph
<b>6 Churchville Ave.</b>	Albemarle Ave. to Springhill Rd.	32' - 52'	- 32' min - two 16' travel lanes - 38' - three 12'-6" travel lanes - 52' max - three 17' travel lanes	25 mph
<b>7 Springhill Rd.</b>	Churchville Ave. to Pine St.	32' - 40'	- 32' min - two 16' travel lanes - 46' max - two 16' travel lanes + on street parking on both sides of the street	25 mph
<b>8 Springhill Rd.</b>	Pine st. to Donaghe St.	25' - 30'	- 25' min - two 12'-6" travel lanes - 30' max - two 12'-6" travel lanes + parking on west side of the street	25 mph
<b>9 Springhill Rd.</b>	Donaghe St. to Hull St.	20' - 30'	- 20' - two 10' travel lanes + parking on west side of the street	25 mph
<b>10 Springhill Rd.</b>	Hull St. to City limits	20'	- 20' - two 10' travel lanes	35 mph

# BLUE ROUTE RECOMMENDATIONS

AVERAGE DAILY TRAFFIC	CURRENT BIKE FACILITIES	PLANNED BIKE FACILITIES	MAJOR CHALLENGES	RECOMMENDATIONS
3,000 vpd	None	None	- Higher speeds - Highway interchange	- <b>Widen roadway and reduce median width to accommodate bike lanes</b>
3,000 vpd	None	None	- Blind hills - Intersection at Bridge St.	- <b>Widen shoulder to accommodate bike lanes</b> - <b>A road diet to reduce the number of travel lanes to accommodate buffered bike lanes (at 4 lane cross section)</b>
2,600 vpd	None	None	- Roadway overpass	- <b>A road diet to reduce the number of travel lanes to accommodate buffered bike lanes (at 4 lane cross section)</b> - <b>Sharrows (at two lane cross section)</b>
2,600 vpd	Streetscape underway	None	- On street parking / limited row - Multiple commercial driveway curb cuts	- <b>Sharrows</b>
9,800 vpd	None	None	- Blind spots / curved roadway - Lane configuration changes - Turn lanes	- <b>Sharrows</b>
8,300 vpd	None	None	- Retaining walls along street - Sequential intersections - Unclear paving markings - Blind turns / obstructed sight lines	- <b>A road diet to accommodate bike lanes</b>
2,300 vpd	None	None	- Hilly - Multiple residential driveways - Several residential parcels do not have driveway street access	- <b>Sharrows on both sides of the street</b> - <b>Narrow travel lanes and add bike lanes at uphill slopes (climbing lanes) &amp; sharrows downhill in constrained areas</b>
2,300 vpd	None	None	- Hilly - Narrow roadway - Retaining walls along roadway	- <b>Sharrows on both sides</b>
2,400 vpd	None	None	- Narrow roadway - Multiple curb cuts - Increasing vehicle travel speeds	- <b>Narrow travel lanes to accommodate bike lanes uphill</b>
2,400 vpd	None	None	- Narrow roadway - Hilly topography adjacent roadway - Increasing vehicle speed limits	- <b>Bike route signage</b>

# GREEN ROUTE RECOMMENDATIONS



**KEY**

- CITY AREA
- STRUCTURES
- ROADS
- RAILROADS
- PARKS:**
- A BETSY BELL
- B MONTGOMERY HALL
- C GYPSY HILL
- WOODROW WILSON
- INSTITUTIONS:**
- A VSDB
- B MARY BALDWIN UNIVERSITY
- C STUART HALL
- D ROBERT LEE HIGH/ THOMAS MCSWAIN ELEM.
- E THOMAS DIXON ELEM.
- F WARE ELEM.
- G BESSIE WELLER ELEM.
- H C. F. RICHARDS
- I BOOKER T. WASHINGTON COMMUNITY CENTER
- J DOWNTOWN POST OFFICE
- K STAUNTON YMCA
- L NORTH STAUNTON POST OFFICE
- M CITY HALL

ADVISORY SHOULDER



6

SHARROWS



4, 5

BUFFERED BIKE LANES



5

SIDE PATH



1, 2, 3

# GREEN ROUTE RECOMMENDATIONS



The **green route** is an **east-west route** that runs along Buttermilk Springs Road, Straith Street and Beverley Street into Downtown. It then connects Downtown via Richmond Avenue to new eastern developments near Interstate 81. This route connects more established residential areas in the west to Downtown and new mixed-use developments in the east.

# GREEN ROUTE RECOMMENDATIONS

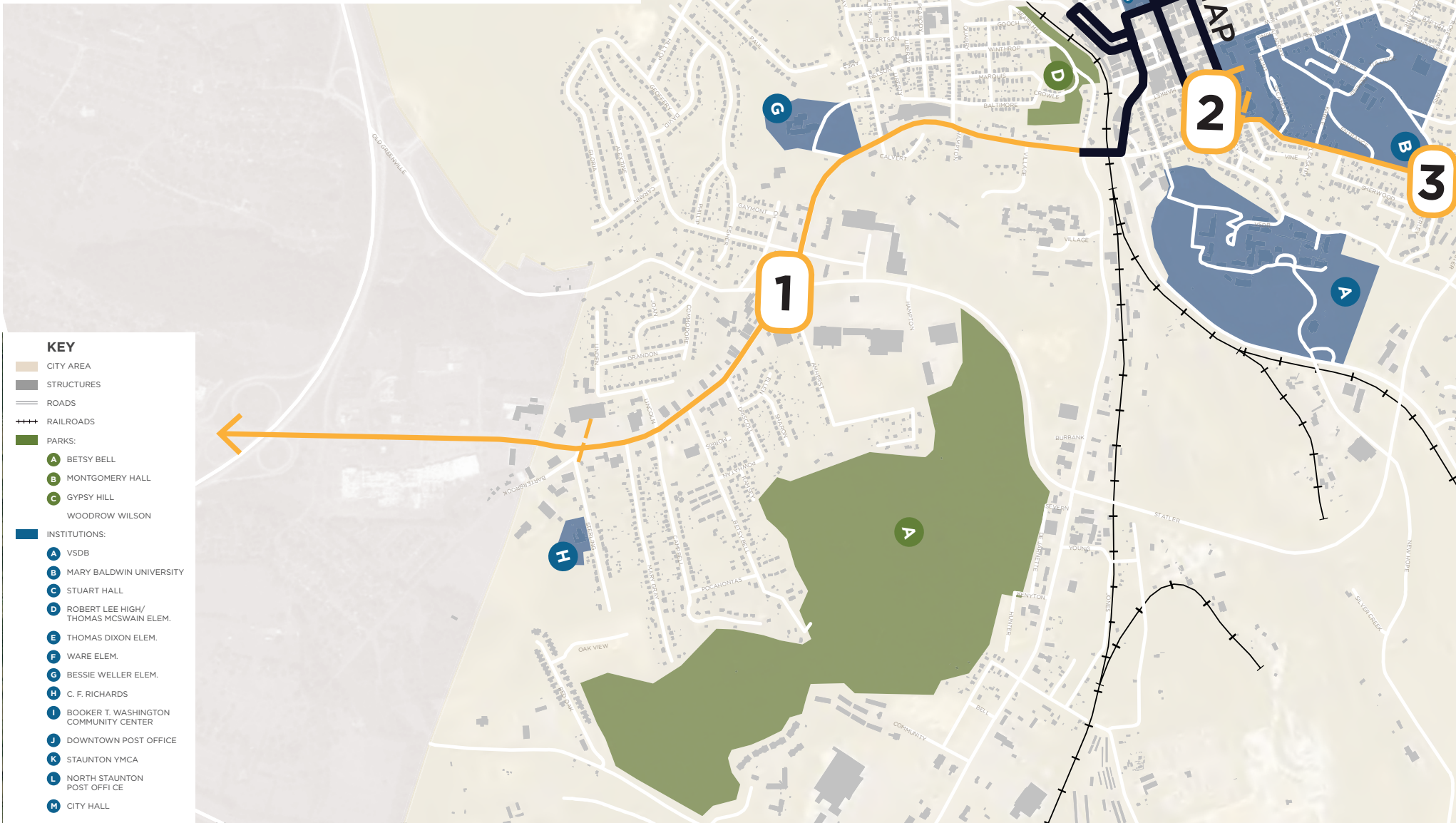
STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
<b>1 Straith St.</b>	Hoover St. to Beverley St.	25' - 30'	- 25' min - two 12'-6" travel lanes - 30' max - two 15' travel lanes	25 mph
<b>2 Beverley St.</b>	Straith St. to Montgomery Ave.	28' - 40'	- 28' min - two 9' travel lanes & one 9' turn lane - 40' max - four 10' travel lanes	25 mph
<b>3 Beverley St.</b>	Montgomery Ave. to Jefferson St.	30' - 40'	- 30' min - two 11' travel lanes + one parking lane - 40' max - two 16' travel lanes + one parking lane	25 mph
<b>4 Richmond Ave.</b>	Greenville Ave. Statler Blvd.	56' - 67'	- 56' min - four 11' travel lanes + 12' median /turn lane	25 - 35 mph
<b>5 Richmond Ave.</b>	Statler Blvd. to Frontier Dr.	65' - 105'	- 65' min - four 12' travel lanes; one 12' turn lane + 4' median - 105' max - four 13'-6" travel lanes, two 13'-6" turn lanes + 24' median	35 mph
<b>6 Richmond Ave.</b>	Frontier Dr. to I-81	105' - 130'	- 105' min - four 12'-6" travel lanes; two 12'6 turn lanes + 30' median - 130' max - four 12'6 travel lanes; two 12'6 turn lanes; 4' median + paved shoulders	45 mph

# GREEN ROUTE RECOMMENDATIONS

AVERAGE DAILY TRAFFIC	CURRENT BIKE FACILITIES	PLANNED BIKE FACILITIES	MAJOR CHALLENGES	RECOMMENDATIONS
830 vpd	None	None	- Narrow travel lane	- <b>Advisory shoulder</b>
5,400 - 7,900 vpd	None	None	- Narrow travel lanes - Steep slopes adjacent to roadway	- <b>Buffered bike lanes (Montgomery Ave. to Thornrose Ave.)</b> - <b>sharrows (Thornrose Ave. to Straith St.)</b>
4,900 vpd	None	None	- Narrow travel lanes in areas - Buildings close to street - Utility poles at edge of right-of-way - Retaining walls along the roadway - Intersections (Montgomery Ave.)	- <b>Sharrows</b>
10,000 vpd	None	A road diet & roundabout is planned at the Richmond Rd. + Greenville Ave. intersection along with a shared use path on the north side of Richmond Rd.	- Steep topography adjacent to roadway - Narrow travel lanes - Intersections - Utility poles close to roadway	- <b>Sidepath on the north side of the street</b>
24,000 vpd	None	None	- Narrow lanes - Curb cuts - Utility poles close to roadway	- <b>Sidepath on the north side of the street</b>
27,000 - 35,000 vpd	None	None	- Higher vehicle speeds - Interstate interchange - Higher traffic volumes - Multiple curb cuts	- <b>Connect future side path side paths at Frontier Crossing &amp; Staunton Crossing</b> - <b>Consider future regional connection with bike route signage &amp; widened shoulder along Richmond Rd.</b>

# ORANGE ROUTE RECOMMENDATIONS

The **orange route** is another **north-south route** that runs along Greenville Avenue, Johnson Street, Frederick Street, Coalter Street, Taylor Street, Augusta Street, Woodlee Road and Springhill Road. This route connects residential areas to Betsy Weller Elementary School, Downtown, Mary Baldwin University, the YMCA, Robert Lee High School and Thomas McSwain Elementary School.



# ORANGE ROUTE RECOMMENDATIONS



# ORANGE ROUTE RECOMMENDATIONS

STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
<b>1 Greenville Ave.</b>	Barterbrook Rd. to Statler Blvd.	65'	- 65' - four 13' travel lanes + one 13' turn lane	35 mph
<b>2 Frederick St.</b>	Market St. to Coalter St.	30'	- 30' - two 11' travel lanes + parking on one side of the street	25 mph
<b>3 Coalter St.</b>	Frederick St. to Statler Blvd.	30' - 40'	- 30' min - two 11' travel lanes with intermittent on-street parking - 40' max - two 13' travel lanes + one 13' turn lane	25 mph
<b>4 Coalter St.</b>	Statler Blvd. to Taylor St.	35' - 50'	- 35' min - 2 lanes, 1 turn lanes - 50' max - two 12'-6" travel lanes + two 12'-6" turn lanes	25 mph
<b>5 Taylor St.</b>	Coalter St. to Augusta St.	24'	- 24' - two 12' travel lanes	25 mph
<b>6 Augusta St.</b>	Taylor St. to Woodlee Rd.	35'	- 35' - two 11'-6" travel lanes + one 11'-6" turn lanes - 35' - two 11' travel lanes + two 6'-6" (+/-) shoulders on each side of the street (shoulder width fluctuates)	35 mph
<b>7 Woodlee Rd.</b>	Augusta St. to Springhill Rd.	20' - 25'	- 20' min - two 10' travel lanes - 25' max - two 12'-6" travel lanes	25 mph
<b>8 Springhill Rd.</b>	Bike route signage; refer to blue route- segment 10			

# ORANGE ROUTE RECOMMENDATIONS

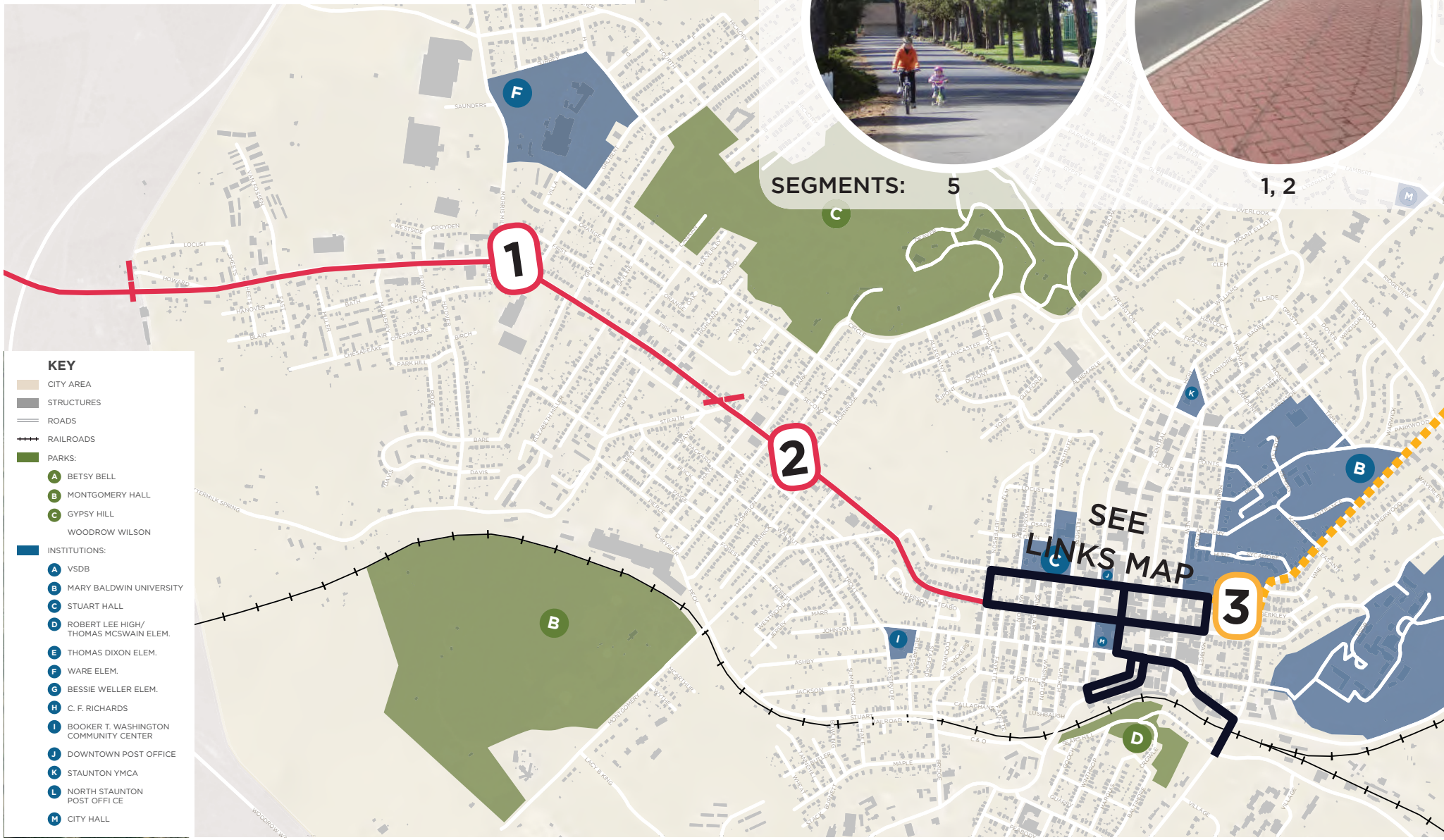
AVERAGE DAILY TRAFFIC	CURRENT BIKE FACILITIES	PLANNED BIKE FACILITIES	MAJOR CHALLENGES	RECOMMENDATIONS
11,000 - 16,000 vpd	None	None	<ul style="list-style-type: none"> <li>- Frequent curb cuts</li> <li>- Few signalized intersections</li> <li>- Several unsignalized intersections</li> </ul>	<b>- A road diet to reduce travel lanes widths. add bike lanes.</b>
2,700 vpd	None	None	<ul style="list-style-type: none"> <li>- Hilly</li> <li>- Utility poles close to roadway</li> </ul>	<b>- Sharrows</b>
3,700 vpd	None	None	<ul style="list-style-type: none"> <li>- Hilly</li> </ul>	<b>- Sharrows</b>
3,400 vpd	None	None	<ul style="list-style-type: none"> <li>- Limited right-of-way</li> <li>- Commercial area (higher traffic)</li> <li>- Vehicular turning movements</li> </ul>	<b>- Side path: west side from Statler Blvd. to Jordan/Mason St.; east side from Jordan/Mason St.</b>
n/a	None	None	<ul style="list-style-type: none"> <li>- Topography adjacent to roadway</li> <li>- Blind spots / curving roadway</li> </ul>	<b>- Sharrows</b>
5,000 vpd	None	None	<ul style="list-style-type: none"> <li>- Higher vehicle speeds</li> <li>- Utilities close to the road</li> <li>- Narrow shoulder in areas</li> <li>- Narrow travel lanes</li> <li>- Challenging topography</li> <li>- Blind spots</li> </ul>	<ul style="list-style-type: none"> <li><b>- Paved shoulder (widen)</b></li> <li><b>- Study signalization of the Augusta Rd. &amp; Woodlee Rd. intersection</b></li> <li><b>- Study reducing speed limit to 25 mph.</b></li> </ul>
n/a	None	None	<ul style="list-style-type: none"> <li>- Blind spots / tight turns</li> </ul>	<b>- bike route signage + traffic calming</b>

# RED ROUTE RECOMMENDATIONS

The **red route** runs **west to northeast** along Beverley Street, Taylor Street and Augusta Street. Along its path, the route connects residential communities to Downtown, the Virginia School for the Deaf and the Blind, Robert Lee High School, Thomas McSwain Elementary School and employment areas to the north in Verona.



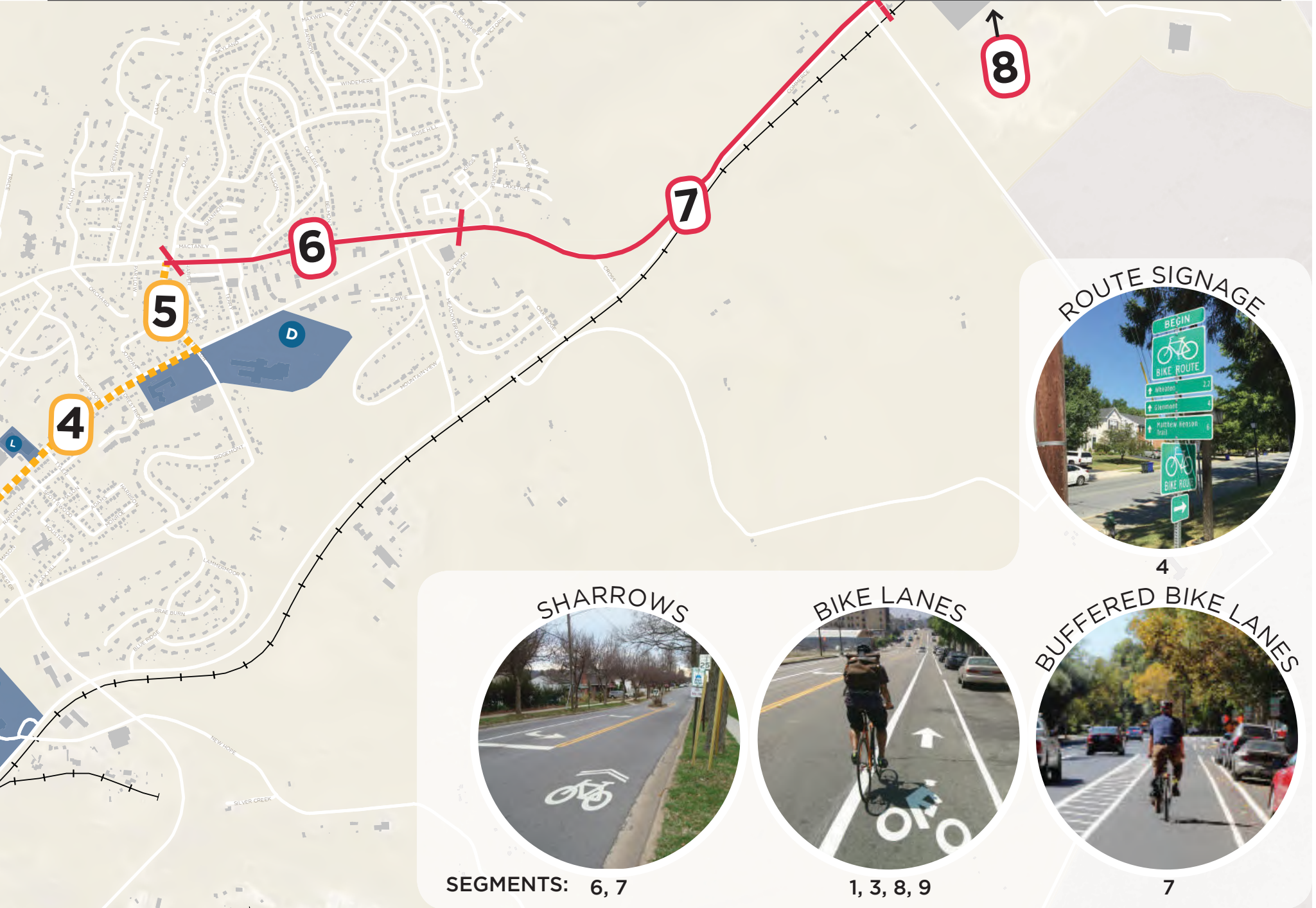
SEGMENTS: 5 1, 2



## KEY

- CITY AREA
- STRUCTURES
- ROADS
- RAILROADS
- PARKS:
- A BETSY BELL
- B MONTGOMERY HALL
- C GYPSY HILL
- D WOODROW WILSON
- INSTITUTIONS:
- A VSDB
- B MARY BALDWIN UNIVERSITY
- C STUART HALL
- D ROBERT LEE HIGH/ THOMAS MCSWAIN ELEM.
- E THOMAS DIXON ELEM.
- F WARE ELEM.
- G BESSIE WELLER ELEM.
- H C. F. RICHARDS
- I BOOKER T. WASHINGTON COMMUNITY CENTER
- J DOWNTOWN POST OFFICE
- K STAUNTON YMCA
- L NORTH STAUNTON POST OFFICE
- M CITY HALL

# RED ROUTE RECOMMENDATIONS



SEGMENTS: 6, 7



1, 3, 8, 9



7

# RED ROUTE RECOMMENDATIONS

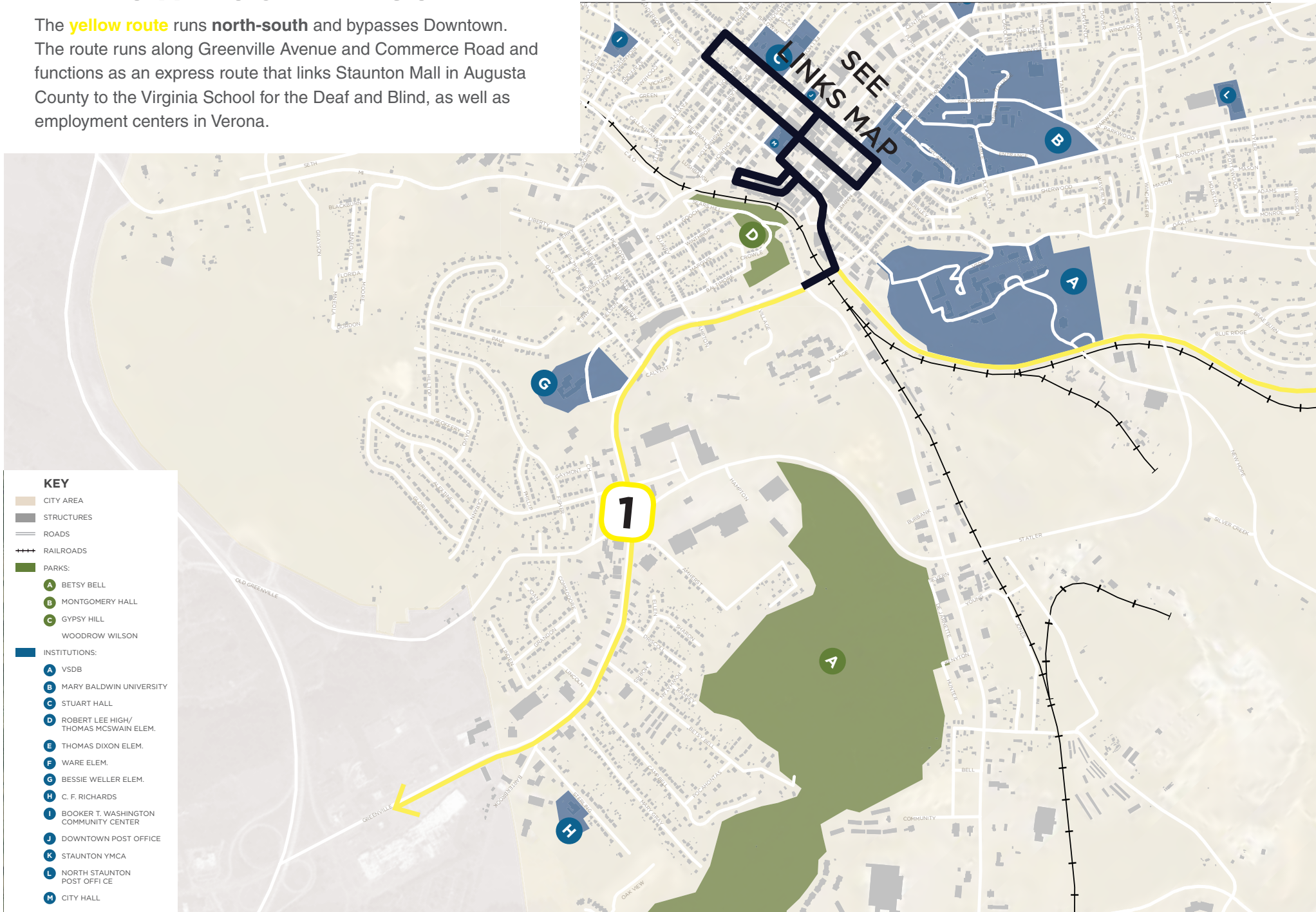
STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
1 <b>Beverley St.</b>	Sheets St. to Straith St.	32' - 40'	- 32' min. - two 16' travel lanes - 40' max. - three 13' travel lanes	25 mph
2 <b>Beverley St.</b>	<b>Sharrows &amp; buffered bike lanes; refer to green route segments 4 &amp; 5</b>			
3 <b>Frederick St.</b>	<b>Sharrows; refer to orange route segment 2</b>			
4 <b>Coalter St.</b>	<b>Side path; refer to orange route segment 6</b>			
5 <b>Taylor St.</b>	<b>Sharrows; refer to orange route segment 5</b>			
6 <b>Augusta St.</b>	Taylor St. Coalter St.	25' - 45'	- 25' min. - two 12'-6" travel lanes - 45' max. - four 11' travel lanes	35 mph
7 <b>Commerce St./Augusta St.</b>	Coalter St. to Woodrow Wilson Pkwy.	30' - 87'	- 30' min - two 11' travel lanes + shoulder - 45' - four 11' travel lanes - 87' max. - four 14'-6" travel lanes + two 14'-6" turn lanes	35 mph
8 <b>Commerce St.</b>	Woodrow Wilson Pkwy. to Green Hills Dr.	45' - 87'	- 45' min. - four 11' travel lanes - 87' max - four 14'-6" travel lanes + two 14'-6" turn lanes	35 mph

# RED ROUTE RECOMMENDATIONS

AVERAGE DAILY TRAFFIC	CURRENT BIKE FACILITIES	PLANNED BIKE FACILITIES	MAJOR CHALLENGES	RECOMMENDATIONS
7,900 - 8000 vpd	None	None	<ul style="list-style-type: none"> <li>- Multiple curb cuts</li> <li>- Speed limit signs needed</li> <li>- Not many signalized intersections</li> <li>- Utilities close to the right-of-way</li> <li>- Lane configuration changes often</li> <li>- Interchange at woodrow wilson parkway</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Bike lanes</b></li> <li>- <b>Paved shoulder at narrow cross section</b></li> </ul>
5,000 - 7,200 vpd	None	None	<ul style="list-style-type: none"> <li>- Narrow road</li> <li>- Narrow vehicle lanes</li> </ul>	<ul style="list-style-type: none"> <li>- <b>A road diet to reduce the number of travel lanes to accommodate bike lanes</b></li> <li>- <b>Widen paved shoulder at two-lane cross section</b></li> </ul>
2,600 - 12,000 vpd	None	None	<ul style="list-style-type: none"> <li>- Intersection at Augusta St.</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Paved shoulder</b></li> </ul>
14,000 vpd	None	None	<ul style="list-style-type: none"> <li>- Primarily industrial land uses</li> <li>- Major intersection at woodrow wilson pkwy.</li> <li>- Narrow travel lanes</li> <li>- Frequent curb cuts</li> </ul>	<ul style="list-style-type: none"> <li>- <b>A road diet to reduce the number of travel lanes to Accommodate bike lanes</b></li> <li>- <b>Widen paved shoulder at two-lane cross section</b></li> </ul>

# YELLOW ROUTE RECOMMENDATIONS

The **yellow route** runs **north-south** and bypasses Downtown. The route runs along Greenville Avenue and Commerce Road and functions as an express route that links Staunton Mall in Augusta County to the Virginia School for the Deaf and Blind, as well as employment centers in Verona.



# YELLOW ROUTE RECOMMENDATIONS



PAVED SHOULDER



SEGMENTS: 1

BIKE LANES



1, 3

SIDE PATH



2

# YELLOW ROUTE RECOMMENDATIONS

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STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
1	Add bike lanes; refer to orange route- segment 1			
2	Add sidepath along east side of roadway; refer to pink route- segment 2			
3	Widen paved shoulder and add bike lanes; refer to red route- segments 1 & 2			

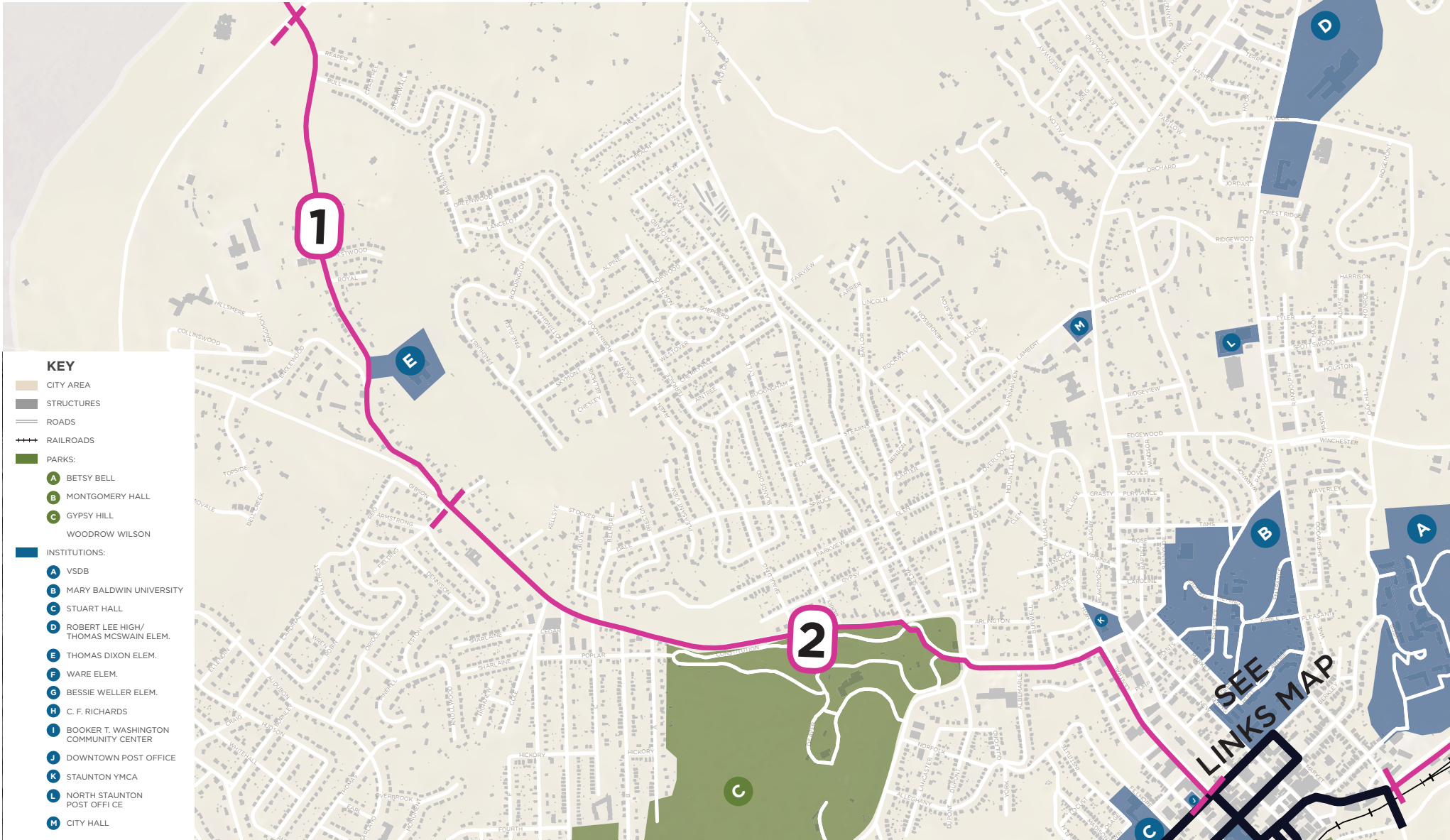
# YELLOW ROUTE RECOMMENDATIONS

AVERAGE DAILY TRAFFIC	CURRENT BIKE FACILITIES	PLANNED BIKE FACILITIES	MAJOR CHALLENGES	RECOMMENDATIONS
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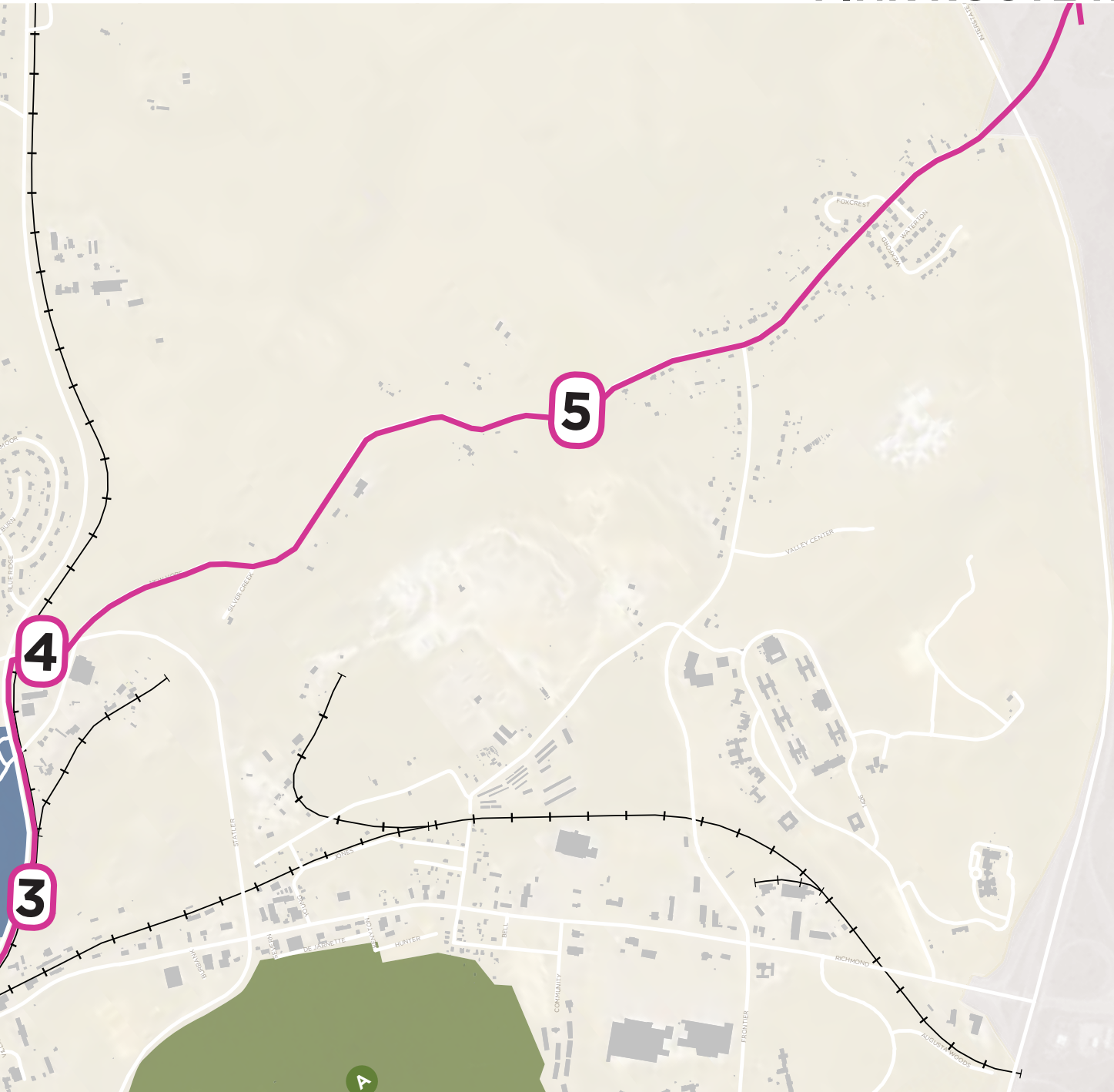


# PINK ROUTE RECOMMENDATIONS

The **pink route** runs **northwest to east** and functions primarily as a recreation route outside of Downtown. The route runs along Shutterlee Mill Road, Englewood Drive, Churchville Avenue, Central Avenue, Commerce Road and New Hope Road. This route connects Downtown to Gypsy Hill Park, Thomas Dixon Elementary School, the Virginia School for the Deaf and Blind, and preserved natural areas near National Avenue.



# PINK ROUTE RECOMMENDATIONS



SEGMENTS: 1

ROUTE SIGNAGE



4

BUFFERED BIKE LANES



2, 3

SIDE PATH



5

SHARROWS



# PINK ROUTE RECOMMENDATIONS

STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
<b>1 Englewood Dr. to Shutterlee Mill Rd.</b>	City limits to Churchville Ave.	25'	- 25' - two 12'-6" travel lanes	25 mph
<b>2 Churchville Ave.</b>	Englewood Dr. to Springhill Rd.	40' - 50'	- 40' min - four 10' travel lanes + one - 10' turn lane - 50' max - two 10' travel lanes + median / one-two 10' turn lanes	35 mph (25 at Gypsy Hill Park)
<b>3 Commerce Rd.</b>	Greenville Ave. to Slater Blvd.	55'	- 55' - four 13'-6" travel lanes	35 mph
<b>4 Statler Blvd.</b>	New Hope Rd. to Commerce Rd.	72'	- 72' - four 15' travel lanes + median/turn lane	35 mph
<b>5 New Hope Rd.</b>	Slater Blvd.. to City limits	23'	- 23' - two 11'-6" travel lanes	35 mph

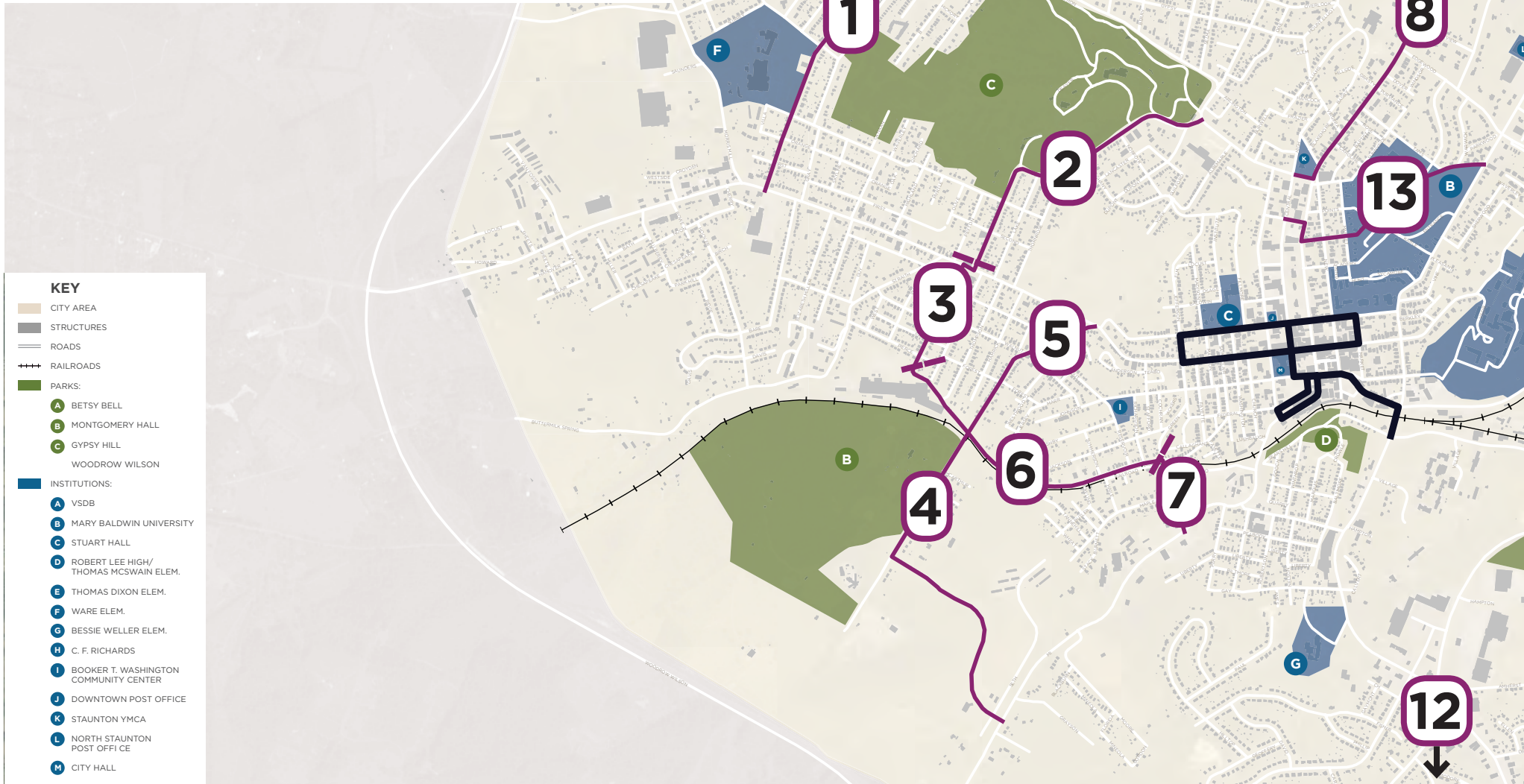
# PINK ROUTE RECOMMENDATIONS

AVERAGE DAILY TRAFFIC	CURRENT BIKE FACILITIES	PLANNED BIKE FACILITIES	MAJOR CHALLENGES	RECOMMENDATIONS
1,400 vpd	None	None	<ul style="list-style-type: none"> <li>- Narrow</li> <li>- Topography adjacent to roadway</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Sharrows</b></li> </ul>
8,300 vpd	None	None	<ul style="list-style-type: none"> <li>- Englewood dr. intersection</li> <li>- Retaining walls &amp; significant topography adjacent to roadway</li> </ul>	<ul style="list-style-type: none"> <li>- <b>A road diet along Churchville Rd. to reduce travel lanes. Add buffered bike lanes</b></li> </ul>
2,600 vpd	None	None	<ul style="list-style-type: none"> <li>- Wide thoroughfare</li> <li>- Blind spots</li> <li>- Topography adjacent to the roadway</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Sidepath along east side of Commerce Rd.</b></li> </ul>
13,000 vpd	None	None	<ul style="list-style-type: none"> <li>- Higher capacity / higher traffic thoroughfare</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Sidepath along south side of Statler Rd.</b></li> </ul>
1,200 vpd	None	None	<ul style="list-style-type: none"> <li>- Hilly</li> <li>- Blind spots</li> <li>- Speeding vehicles</li> <li>- Numerous driveway entrances</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Study speed reduction from 35 to 25 mph</b></li> <li>- <b>Bike route signage</b></li> </ul>

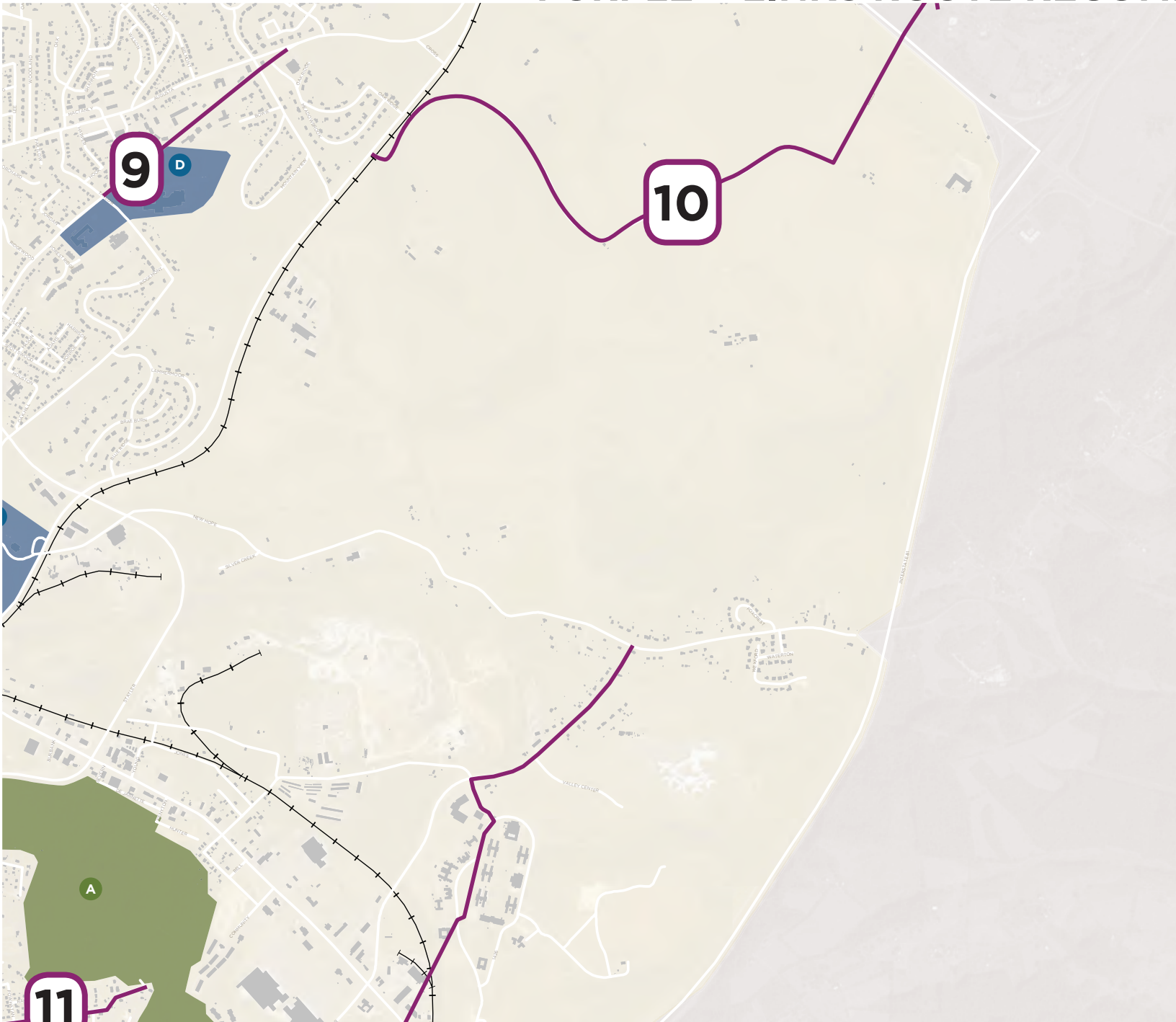
# PURPLE + LINK ROUTE RECOMMENDATIONS

The **purple route** functions primarily as a recreational bicycle access route from Commerce Road into preserved areas north of New Hope Road.

Complimenting the spoke-hub bicycle route network discussed above are numerous link routes that provide critical cross-town connections throughout Staunton. These link routes provide direct connections to parks, institutions and other destinations, while also providing many local inter-neighborhood connections.



# PURPLE + LINKS ROUTE RECOMMENDATIONS



SEGMENTS: 4



SHARROWS

1, 7



BIKE LANES

3



CLIMBING LANES

6, 8



# PURPLE + LINKS ROUTE RECOMMENDATIONS

STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
1 Grubert St.	Churchville Ave. to Beverley St.	40'	- 40' - two 13' travel lanes + one 13' turn lane - 40' - two 12' travel lanes + two parking lanes	25 mph
2 Thornrose Ave / Park Blvd. / Circle Dr.	Churchville Ave. to Beverley St.	30' 35' 42'	- 30' - two 15' travel lanes - 35' - two 13'-6" travel lanes + on-street parking (one side of street) - 42' - two 13' travel lanes + on street parking (both sides of street)	25 mph
3 Hays Ave.	Beverley St. to Stuart St.	35' 38'	- 35' - two 11'-6" travel lanes + one 11'-6" turn lanes - 38' - two 11' travel lanes + on-street parking (both sides of street)	25 mph
4 Montgomery Ave.	Stuart St. to Lacy B. King Wy.	30'	- 30' - two 11' travel lanes + on-street parking	25 mph
5 Montgomery Ave.	Stuart St. to Beverley St.	20' - 30'	- 20' - two 10' travel lanes - 30' - two 11' travel lanes + on-street parking	n/a
6 Stuart St.	Montgomery Ave. to Bridge St.	32'	- 30' - two 15' travel lanes	25 mph
7 Bridge St.	Middlebrook Ave. to Stuart St.	32'	- 32' - two 16' travel lanes	25 mph
8 Augusta St.	Edgewood St. to Churchville Ave.	32' - 48'	- 32' - two 12' travel lanes + on-street parking (one side of the street) - 48' - four 12' travel lanes	25-35 mph
9 Coalter St.	Taylor St. to Oakridge Cir.	30'-38'	- two 12' travel lanes + shoulder	35 mph
10 Bells Ln.	Commerce Rd. to City limits	20'	- two 10' travel lanes	25 mph
11 Betsy Bell Rd.	Greenville Ave. to Betsy Bell Park	23'	- two 11'-6" travel lanes	25 mph
12 Barterbrook Rd.	Greenville Ave. to Frontier Dr.	20'	- two 10' travel lanes	35 mph
13 Prospect St./ Tams St.	Augusta St., to Coalter St.	25'	- two 12'-6" travel lanes	25 mph

# PURPLE + LINKS ROUTE RECOMMENDATIONS

AVERAGE DAILY TRAFFIC	CURRENT BIKE FACILITIES	PLANNED BIKE FACILITIES	MAJOR CHALLENGES	RECOMMENDATIONS
4,600 vpd	None	Safe routes to school	- Hilly	- <b>Sharrows</b>
1,300-4,400 vpd (Thornrose ave)	None	None	- Residential street, multiple driveway curb cuts - On-street parking / blind spots	- <b>Bike lanes + parking on one side of the street (Thornrose Ave. / Circle Dr.)</b> - <b>Sharrows (Park Blvd.)</b> - <b>Study removing parking beside Thornrose Cemetery</b>
3,200 vpd	None	None	- Residential street, multiple driveway curb cuts	- <b>Bike lane (uphill) + sharrows (downhill)</b>
n/a	None	None	- On-street parking - Narrow travel lanes	- <b>Study removal of on-street parking</b> - <b>Add bike lanes</b>
n/a	None	None	- Multiple residential Driveway curb cuts	- <b>Sharrows</b>
4,000 vpd	None	None	- Curved roadway / blind spots	- <b>Sharrows + traffic calming</b>
5,400 vpd	None	None	- Railroad overpass - Multiple commercial/ Residential driveways	- <b>Narrow travel lanes</b> - <b>Sharrows</b>
8,100 vpd	None	None	- Higher traffic / speed thoroughfare - Multiple unsignalized street intersections	- <b>Study a road diet to reduce travel lanes</b> - <b>Sharrows downhill and climbing lane uphill</b>
3,400 vpd	None	None	- Open road / speeding vehicles - Hilly	- <b>Widen shoulder</b> - <b>Add bike lanes</b>
n/a	None	None	- Curved roadway / blind spots - Potential vehicular speeding	- <b>Bike route signage</b> - <b>Traffic calming</b>
n/a	None	None	- Multiple residential driveways	- <b>Sharrows</b>
3,200 - 3,400 vpd	None	None	- Open roadway / potential speeding traffic	- <b>Bike route signage</b> - <b>Greenway connection from frontier museum to frontier crossing</b>
740 vpd	None	None	- Narrow - Hilly - Blind spots	- <b>Sharrows + traffic calming</b>

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6

IMPLEMENTATION

# IMPLEMENTATION & “THE 5 E’S”

Implementing a successful bicycle and pedestrian plan will help Staunton become a more equitable and accessible City for both its residents and visitors. The majority of this plan’s recommendations for new and improved facilities are bold and are not expected to be constructed all at once. That being the case, the City must continue to work internally with the Department of Public Works and externally with community stakeholders like the Staunton Bicycle Pedestrian Advisory Committee (BPAC) to determine an appropriate phasing approach.

## THE 5 E’S

This plan does not recommend which facility installations should be implemented first. However, best practices advise that a work plan for project phasing and selection should be coordinated based on the League of American Bicyclists’ “5 E’s Program”:

### 1. ENGINEERING

- The City should focus on developing a well-connected bicycle and pedestrian network that creates a physical environment whose design facilitates walking and biking as an easy and safe alternative to driving an automobile. Working with stakeholders, the City should implement the projects that maximize this outcome while remaining financially viable.
- The City should adopt a ‘Complete Streets’ policy as part of its Comprehensive Plan. Complete Streets policies are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

### 2. EDUCATION

- As mentioned in previous sections of this plan, a wide range of bikers and walkers have varying comfort and ability levels in terms of the ways they utilize the City’s bike/ped infrastructure. Additionally, there are many people whose transportation preference will continue to be driving. Optimizing a safe environment for Staunton’s transportation network and its varying users requires holistic education to inform all users of local and national driving laws and best practices.

- > Educational programs can increase safety for all travelers - people driving, walking, running, riding bicycles, using mobility devices, etc.
- > They can also provide education about proper use of facilities
- > The City of Staunton could adopt police-led, bicycle-focused education programs in schools
- > Other programs could focus on adult bicycle user awareness, driver awareness, pedestrian safety, or other issues



- Complimenting locally developed and managed education programs are state and federal education programs:
  - > Safe Routes to School (SRTS) is a federal program that is administered at the state-level
  - > Its purpose is to ensure that children have safe, non-motorized routes to schools
  - > VDOT provides several types of grants to help communities develop programs and infrastructure related to SRTS



# IMPLEMENTATION & “THE 5 E’S”

## 3. ENCOURAGEMENT

- Staunton is home to a wide array of small businesses and institutions that help emphasize the City’s unique character and essence. Additionally, these businesses and institutions play a critical role in encourage more biking and walking among Staunton’s residents and visitors. Continuing to promote events like National Bike Month, Bike to Work Day, and local events such as weekly farmers markets located near high quality bicycle and pedestrian facilities or incentive programs for employees who bike and walk, can help to increase biking and walking in Staunton.

## 4. ENFORCEMENT

- Developing high quality bicycle and pedestrian facilities, educating the public about best practices, and encouraging people to bike and walk rather than drive are fundamental to creating true Bicycle Friendly Communities. However, the safety and equitable treatment of all travelers in Staunton can only be secured by enforcing strong laws and regulations. The City must commit to working in tandem with local police and other related agencies to enforce new laws and regulations once new bicycle and pedestrian infrastructure is constructed.

## 5. EVALUATION & PLANNING

- Understanding that implementing new bicycle and pedestrian infrastructure will occur incrementally, the City and its stakeholders must be dedicated to utilizing metrics and providing adequate funding to programs in the development of effective and well-maintained infrastructure. Additionally, some new projects might work best as pilot projects that can be evaluated and assessed over time. The BPAC and the community play a critical role in working with the City to realize the goals of this plan, and we encourage their continued commitment to the long-term program

## FUNDING & PRIORITIZATION

- This Plan represents a comprehensive vision for Staunton’s pedestrian and bicycle network that includes several recommended projects that range in scale and cost. As a result, first phase projects should be prioritized to maximize available funding resources. As BPAC begin to take steps toward project implementation, the following criteria should be considered-
- **Cost and available funding-** identify other planned projects in the City (such as streetscapes, roadway repaving/reconstruction, utility projects, and private development/redevelopment projects) that can incorporate bicycle and pedestrian facilities. Identify opportunities to supplement the City’s Capital Improvement Projects (CIP) budget budget by seeking other funding resources such as-
  - > **SMART Scales-** a VDOT/Federally funded program that utilizes enhanced, region-specific criteria to rank projects against one another across the state for funding
  - > **Revenue Sharing** - a Virginia program that provides additional funding for use by a county, City, or town to construct or improve highway systems. As part of this program, locality funds are matched with state funds for qualifying projects.
  - > **Transportation Alternatives Program (TAP)-** a federal funding resource that includes the former Safe Routes to School program.
  - > **Community Development Block Grant (CDBG)-** can provide funding to the City through the Department of Housing and Urban Development
- **Safety-** consider improvements to corridors that are unsafe for pedestrians and bicyclists particularly those that have higher crash rates.
- **Connecting existing facilities-** currently, Staunton has no bicycle lanes or paths within the City. However, it does have a network of sidewalks that can be infilled, extended and enhanced.
- **Connect destinations-** provide pedestrian and bicycle facilities that link critical destinations such as transit stops, schools, parks and commercial destinations.



# **Appendix C**

## **Uniontown Neighborhood Action Plan**



UNIONTOWN  
NEIGHBORHOOD  
ACTION PLAN



# Acknowledgements

A Uniontown Steering Committee met six times throughout the planning process. These meetings occurred in City Hall but offered a call-in option for those that could not attend in-person. There was no formal process for identifying membership, which consisted primarily of property owners and long-term residents. Other stakeholders and partners attended, based on the meeting agendas. The groups scope included:

- Defining goals for Uniontown,
- Overseeing the development of community actions and recommendations,
- Helping the consultant team identify and reach important stakeholders, and
- Reviewing and editing the Uniontown Neighborhood Action Plan.

While there was no formal membership of the Steering Committee, all attendees were welcome to participate. The following were core members that contributed to the process.

- Cynthia Easterling
- Abraham Crawford
- Ophie Kier
- Kenneth Venable
- Amy Tillerson-Brown
- Barbara Lee
- Robert Stuart
- Cynthia Crawford
- Mabel C. Wilson
- Saint Crawford III
- Stuart Gaines
- James Crawford
- Clinton Davis
- Elaine Crawford Jordan
- Joe Crawford
- Jessica Crawford
- Latricia Crawford
- Trasonya Crawford
- Sharon Crawford
- Nathaniel Burress
- John Stuart
- Torri Wilson
- Millicent Stuart
- Edward Jordan
- Carolyn Wallace
- Claudia Gaines
- Zach Lewis
- Julius Jones



# EXECUTIVE SUMMARY

In the eastern portion of Staunton, Virginia, the Uniontown neighborhood lies hidden behind the commercial properties along Richmond Avenue (US 250). Most locals are unaware of its story, encompassing over 150 years of African American history in the Shenandoah Valley. The community was once a thriving place for families that found support in times of great struggle. However, numerous factors contributed to its long, steady decline. Today, the current version of Uniontown is the product of decades of disinvestment, mismatched land use regulations, and other variables that created its current condition.

In recent years, the City of Staunton began to refocus on Uniontown, listing it as one of its priority areas. Using ARPA (American Rescue Plan Act) funding, City Council commissioned this Uniontown Neighborhood Action Plan process in 2022. The City, working with consultants from EPR, P.C., partnered with a Steering Committee of residents and property owners to create this document and its 19 recommended actions. This effort was the first holistic planning process for the neighborhood. The plan details community goals and specific actions that are Strategic, Measurable, Achievable, Relevant, and Time-bound (SMART). The Uniontown Steering Committee guided this community-driven process, and:

- Guided the overall planning process,
- Organized a dialogue with neighborhood residents and property owners,
- Developed community goals and actions, and
- Reviewed planning materials.

The study area encompasses approximately 80 acres, north of Richmond Avenue. Rather than being a forgotten neighborhood hidden behind Richmond Avenue's commercial strip, this plan envisions a renewed Uniontown that will help set a new example for this eastern entrance corridor into the City of Staunton.

The Community's vision, goals, actions include the following:

**Vision:** Create a thriving and resilient Uniontown that embodies its historic sense of community, provides families with a healthy place to call home, and honors its proud past.

**Goal A. Reinvestment:** Pursue efforts to spur public and private reinvestments that help Uniontown thrive and grow while preserving its past.

- Action A.1: Extend water and sewer infrastructure into Uniontown.
- Action A.2: Improve the internal roadway network conditions and provide streetlights.
- Action A.3: Develop a property owner education program to inform Uniontown's owners of their rights and opportunities.
- Action A.4: Survey lots to improve property boundaries and records.

**Goal B. Sense of Community:** Reintroduce Uniontown's sense of community, where residents can raise a family and be part of a meaningful place.

- Action B.1: Update the Zoning Map to Reflect Uniontown's Vision for single-family residential.
- Action B.2: Partner with Housing Groups to construct new, quality, affordable homes on existing lots that are comparable in size and scale to what existed previously.
- Action B.3: Evaluate the condition of remaining vacant structures to determine what can be repaired and what might need to be removed.
- Action B.4: Organize Regular Community Clean-Up Events and Beautification Efforts.
- Action B.5: Preserve natural habitats to maintain the rural feel.



**Goal C. Preservation:** Document, promote, and effectively communicate Uniontown’s history to foster community pride and preserve the neighborhood’s remaining historic resources.

- Action C.1: Re-establish access to the Uniontown Chapel Cemetery.
- Action C.2: Develop a Pamphlet (or similar promotional material) to Communicate Uniontown’s History.
- Action C.3: Create an Online Presence that Documents Uniontown’s History.
- Action C.4: Install Historical Markers and Plaques that Communicate Uniontown’s History and the Stories of its People.
- Action C.5: Ensure every school library has a copy of “Old Uniontown Glances Backwards” and other books/references that document local history.

**Goal D. Reestablished Connections:** Reestablish Uniontown’s physical connections within the neighborhood and the Richmond Avenue Corridor, connecting to reinvestment in the larger area.

- Action D.1: Examine Options at the former National Avenue Bridge Site.
- Action D.2: Examine Gateway Treatments on National Avenue that Makes Uniontown Visible from Richmond Road.
- Action D.3: Update the City of Staunton’s Comprehensive Plan to Show Uniontown as an Essential part of the Richmond Road Corridor.
- Action D.4: Redesign Uniontown’s Commercial Properties on Richmond Road to Reflect the Neighborhood.



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# INTRODUCTION



The City of Staunton, working with consultants from EPR, P.C., partnered with a Steering Committee of residents and property owners to create a Neighborhood Action Plan for the historic community of Uniontown. This effort was the first holistic planning process for the neighborhood, whose recorded past began soon after the Civil War. The plan details community goals and specific actions that are Strategic, Measurable, Achievable, Relevant, and Time-bound (SMART). The Uniontown Steering Committee guided this community-driven process, and:

- Guided the overall planning process,
- Organized a dialogue with neighborhood residents and property owners,
- Developed community goals and actions, and
- Reviewed planning materials.

## Purpose

The Uniontown Neighborhood Action Plan aims to set a clear vision and path forward for this historic community. A core objective was to create consensus among residents, property owners, and local officials. This document should serve as an achievable list of actions that will accomplish neighborhood goals, highlight Uniontown's historic significance, and help strengthen Staunton one neighborhood at a time.

During the planning process, participants defined four main community goals. These statements guided the development of various actions listed under **Section 9**. Goals include:

- **Reinvestment:** Pursue efforts to spur public and private reinvestments that help Uniontown thrive and grow while preserving its past.
- **Sense of Community:** Reintroduce Uniontown's sense of community, where

## *History Call Out*

Staunton National Cemetery initially attracted African Americans to this location after the Civil War. An 1880 news article by the Staunton News Leader described a march, which functioned as a pilgrimage by local African Americans to the National Cemetery to honor those who fought and died for the Union cause.

residents can raise a family and be part of a meaningful place.

- **Preservation:** Document, promote, and effectively communicate Uniontown's history to foster community pride and preserve the neighborhood's remaining historic resources.
- **Reestablished Connections:** Reestablish Uniontown's physical connections within the neighborhood and the Richmond Avenue Corridor, connecting to reinvestment in the larger area.

## Location and Context

The Uniontown Neighborhood is an approximately 80-acre area in the City of Staunton's east end, along the Richmond Avenue (US 250) corridor. Most City and Shenandoah Valley residents are unaware of Uniontown or its historical significance, especially because a strip of commercial property shields the



neighborhood from the main thoroughfare. Rather than being a forgotten neighborhood hidden behind Richmond Avenue's commercial strip, this plan envisions a renewed Uniontown that will help set a new example for this eastern entrance corridor into the City of Staunton.

## Uniontown Study Area Boundaries

The Uniontown community never had official borders because it was never incorporated. However, historical records hint to how residents identified the neighborhood's limits. Staunton National Cemetery initially attracted African Americans to this location after the Civil War. An 1880 news article by the Staunton News Leader described a march, which functioned as a pilgrimage by local African Americans to the National Cemetery to honor those who fought and died for the Union cause. The old Smart and Byers tracts, south of the existing railroad, continually served as the core of Uniontown. Betsey Bell Mountain, just south of the existing Richmond Avenue (US 250) was the traditional southern limit to the neighborhood. North of the railroad track, built in 1854, Uniontown included the Union Church, named after a union of two congregations, that had to share

the building. While the church building burned sometime between 1912 and 1915, the cemetery remains but is overgrown. The northern portion of Uniontown also included a school, near the intersection of Anthony Street and National Avenue.

Today, there are practical boundaries to Uniontown. The area between Richmond Avenue and Betsey Bell Mountain is narrow and built out. Land east of Staunton National Cemetery is commercial, including a car dealership and big box grocer. North of the railroad tracks, once called "the cut," a rock quarry and associated operation sets a clear edge. A scrap yard further defines a clear northern boundary. A mini storage may have once been part of Uniontown but is no longer associated with the neighborhood. To the west, Statler Boulevard and Valley Building Supply close the loop that defines Uniontown for the purposes of this plan.

## Planning Process

This community-driven process officially began in February 2023. City staff and its consultants spent the next month recruiting a Steering Committee of residents, property owners, and



# Uniontown Study Area



## Legend

- |                      |           |
|----------------------|-----------|
| Uniontown Parcels    | Roads     |
| Uniontown Study Area | Railroads |
| Building Footprints  |           |



interested stakeholders. This group held its initial meeting in March 2023 and guided the process, which concluded in August 2023.

### ***Uniontown Steering Committee***

The Uniontown Neighborhood Action Plan was a community-driven process led by various residents, property owners, and other interested stakeholders. Several members represented historic Uniontown families, like the Crawford and Gaines family trees. Attendance steadily increased as the planning effort progressed. Later in the process, over 30 people participated in person or virtually. The group met six times between late March and July 2023. Refer to **Appendix A** for the Committee’s makeup and meeting schedule.

### ***April 29 Building Bridges Event***

Members of the Steering Committee, including Ophie Kier and Barbara Lee, manage a separate organization, called “Building Bridges for the Greater Good.” This group is “an anti-racist organization working to dismantle racism and all forms of oppression through education, dialogue, and action to make our community more inclusive and equitable.” On April 29, they held a public event at Booker T Washington Community Center to honor Uniontown’s past, a significant piece of the Shenandoah Valley’s African American story. At this event, past and present residents told their stories about the neighborhood and helped raise awareness of personal stories, discrimination, and ideas about the future. EPR staff were present to raise awareness of the planning effort, promote a public survey, and gather feedback from participants.

### ***Uniontown Survey***

At the Building Bridges event, the City’s consultants distributed a community survey that identified concerns, vetted goal statements, and asked for specific ideas for moving Uniontown forward. Hardcopy surveys were on-site, and a QR code helped participants access an online version. In addition, consultants mailed hard

copies to all property owners and residents within the project study area. The mailing included a link to the City’s website, which included the online version. The survey was open from April 29, 2023 – May 31, 2023. Refer to **Appendix B** for a full report of survey results.

### ***Adoption***

The City Council reviewed the plan at its August 2023 meeting, capping off an intensive seven-month schedule.

# BACKGROUND

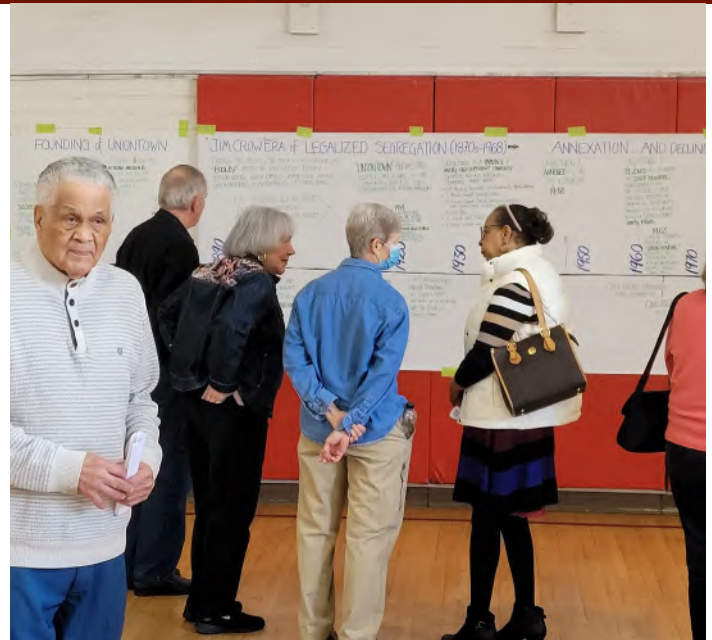
Uniontown's recorded history began shortly after the Civil War, when African Americans began to settle in this location to be near the National Cemetery, called the Yankee Cemetery by some at the time. This sacred site commemorates fallen soldiers that fought for the Union cause. At its height, Uniontown was a self-sufficient community with more than 60 homes. It included interconnected roads, two stores, a church, neighborhood cemetery, a school, and several industries. Dr. Julius Gaines, Jr., who grew up in Uniontown, recorded its early history in his publication, *Old Uniontown – Glances Backwards: Commentary and Oral History Through 1920*. While Dr. Gaines passed away since this 2005 publication, his work remains as the primary historical source for this neighborhood. The following timeline reflects his research and accounts. This process aims to honor his work. The following also pulls from the Building Bridges event, which occurred on April 29, 2023.

## Uniontown Timeline

Uniontown's story spans over 150 years and is an essential part of the Shenandoah Valley's African American history.

### *1854: The Railroad Cut*

Before the Civil War, builders cut a railroad line through the area. It would be the Virginia Central Railway, then the Chesapeake and Ohio Railway (C&O) by the 1880s, and later part of the CSX system. On the eastern part of what would become Uniontown, the rail created a 100-foot-wide ravine, called "the cut." The arrival of the railroad (and the telegraph) transformed Staunton into a center of communication and commerce, making it a vital transportation crossroads and Confederate headquarters for many generals during the Civil War.



### *1864: Union Occupation in Staunton*

On June 6, 1864, Union general David Hunter occupied Staunton for four days, destroying much of the town by setting fire to warehouses, mills, factories, workshops, stores, houses, and the railroad depot. Confederate soldiers were told to evacuate less than three months later by Confederate general Jubal A. Early, who was being forced from the Valley and could not come to its defense. Union General Alfred Torbet and his troops occupied Staunton again in September 1864. Union General Philip Sheridan and his men drove Confederate generals Fitzhugh Lee and Jubal Early out of their Staunton headquarters in March 1865.

### *1868: National Cemetery*

The federal government designated land approximately one mile east of Staunton for a National Cemetery, to commemorate Union soldiers that died during the Civil War. African Americans in Staunton and Augusta County would soon revere the site and take marches to this symbol of freedom and sacrifice.



### **1870: Settlement**

According to Amy Tillerson-Brown, the Black fore-parents of Uniontown established their homes near the “Union” cemetery partly as a form of resistance to the Confederate cause of the war and because this was a place where land ownership was an option. The budding community consisted of two primary properties, platted by land developers Smart and Byers, which they subdivided and sold to African Americans. The plat depicted streets and properties present today. This would later become Uniontown’s central core, with the highest density of homes.

In 1872, the federal government completed work on the stone wall that still surrounds the Staunton National Cemetery. This wall would become a major landmark in the community and would be the backdrop to countless family portraits.

### **1880: March to the Cemetery**

Just as African Americans started to settle into the Smart and Byers plats, the Staunton News Leader printed a story about local African Americans marching from Staunton to the National Cemetery. This was a one-mile

pilgrimage to commemorate their freedom and those that died for it. This march highlights the cultural importance of the cemetery and area that would later become Uniontown. It was part of the larger African American consciousness and an honored site of pilgrimage.

### **Circa 1906: The State Convict Camp**

In the early 1900s, there was a State Convict Camp somewhere north of the railway, within the Uniontown area. The camp site would later become the quarry, now called Rockydale – Staunton Lime and Belmont Quarry. The limestone operation started early in Uniontown’s history.

### **Circa 1910 to 1914: The Name Change to Uniontown**

People initially called this area Bodley, after a store in this vicinity. However, people started referring to the community as Uniontown sometime before World War I. No one knows for sure how the name came to be. It may have originated from the Union Cemetery, which African Americans so revered. However, the name could have arisen from the neighborhood church, called Union Church, because two



denominations had to share the same building. While the area had white and African American residents, the neighborhood shifted to predominately African American around this time.

### ***Circa 1912 to 1915: Union Church Burns Down***

Dr. Julius Gaines, Jr. indicated that the Union Church burned down sometime before World War I. However, the neighborhood cemetery continued until the 1940s. The neighborhood cemetery would be the final resting place for Uniontown's residents. The site is now overgrown.

### ***Circa 1920: A Community Arises***

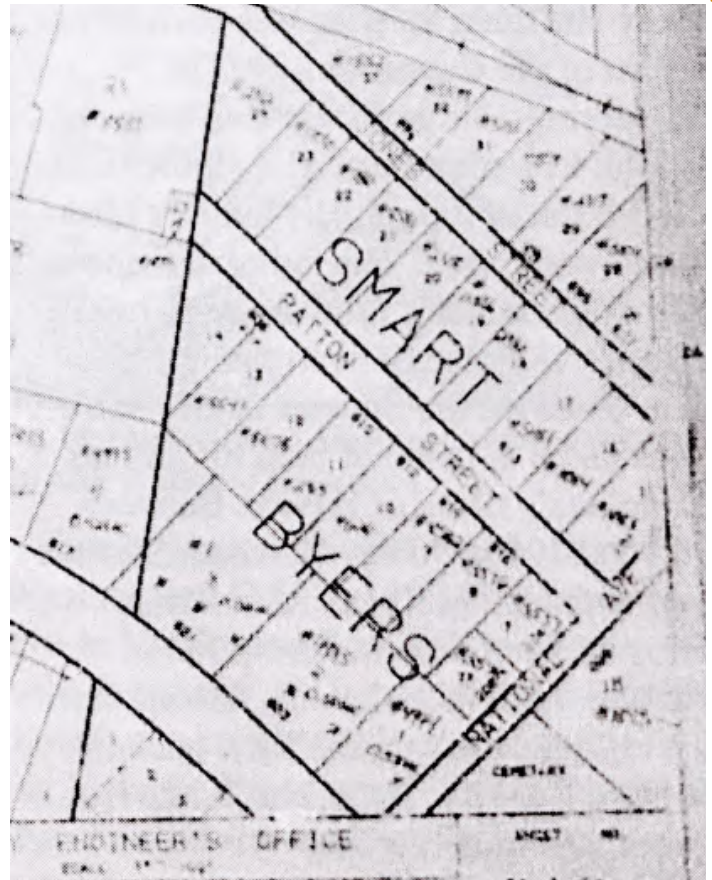
In the 1920s, there were at least 64 households, clustered mostly on the Smart and Byers plats, in Uniontown. There were local stores at the rail crossings. The neighborhood was a true community with prosperous homes.

### ***1948: The Annexation of Uniontown***

The City of Staunton slowly expanded its municipal boundaries outward. Its biggest annexation occurred in 1905, growing Staunton into a circular shape. In 1948, the city made its first significant annexation, widening its borders in all directions, including Uniontown. This small Augusta County village was now incorporated into a larger city and subject to new land use laws and local policies. A northern portion of Uniontown would remain in Augusta County until 1986.

### ***1960s: The Rezoning to Industrial***

In the 1960s, Staunton worked with out-of-town consultants to update the City's zoning map, which depicts zoning districts that regulate land use. Seeing the Richmond Avenue corridor as a commercial and industrial corridor, the city adopted industrial zoning for the Uniontown area. The industrial designation prohibited new residential construction and limited renovations to existing homes. This lack of residential zoning



contributed to the slow but steady decline of Uniontown ending with the current dilapidated condition.

### ***1986: The Second Annexation of Uniontown***

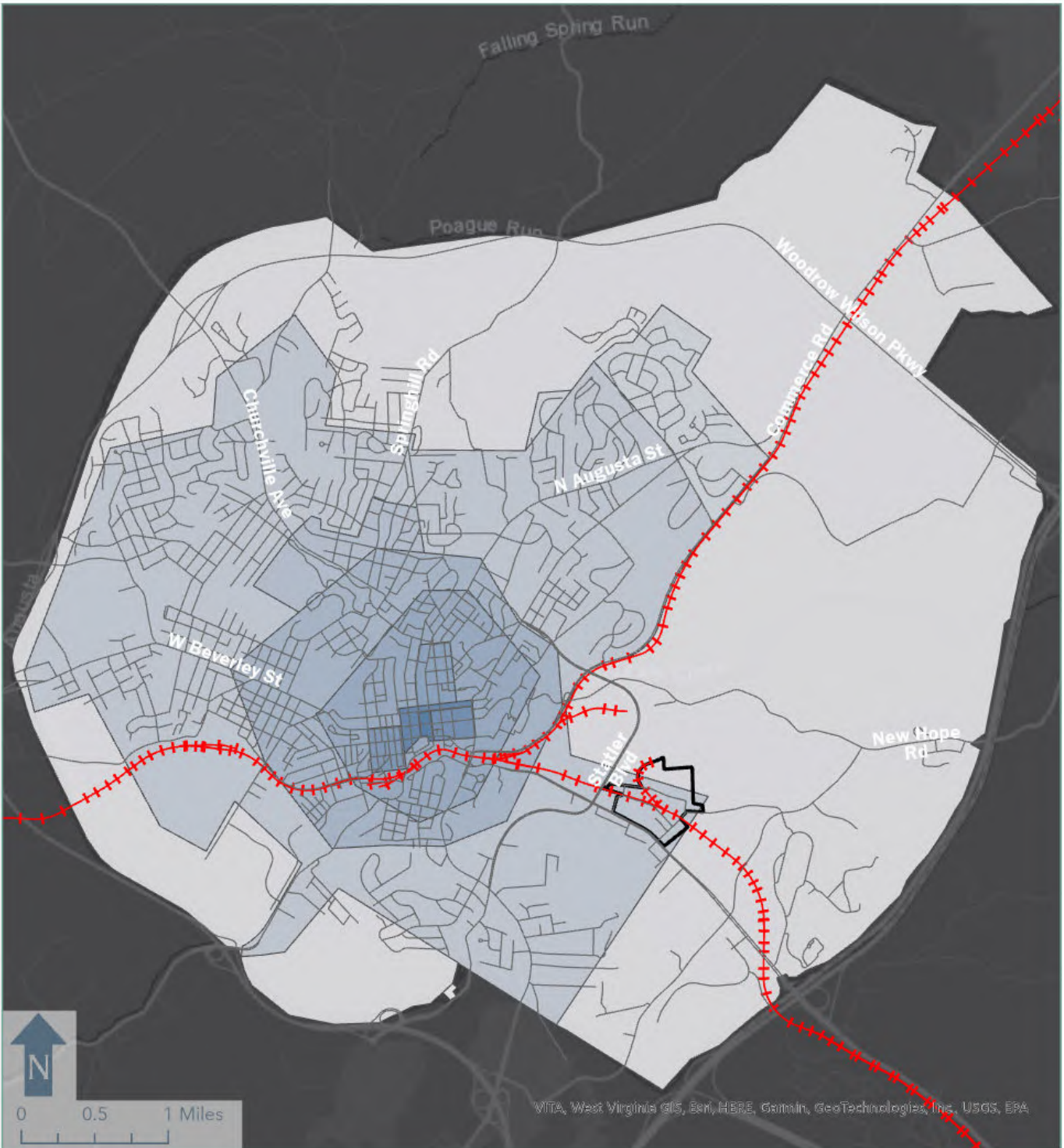
Nearly forty years after the initial annexation of Uniontown, Staunton adopted another massive expansion, which primarily affected the City's northern and eastern borders. The north portion of Uniontown that had remained in Augusta County would be included in Staunton's municipal boundaries.

### ***2001: The Bridge Came Down***

The National Avenue bridge had spanned "the cut" over the railroad since the late 1800s, until its removal in 2001. While there were discussions about converting the structure into a pedestrian bridge, those plans never came to fruition. Many residents in the community saw this event as the final death nail, as the railroad suddenly became a physical barrier through



# Staunton Annexation



## Legend

Staunton  
Annexation

1786  
1788  
1784  
1860

1905  
1935  
1948  
1956

1986  
2008

Uniontown Study Area  
Roads  
Railroads



the neighborhood’s center. Without the bridge, the neighborhood’s decline continued or even accelerated.

**Additional Research**

This Neighborhood Plan recommends more research and analysis into Uniontown’s history to bring greater context to Uniontown’s future. Refer to Part 9 and the actions under Goal C.

**National Avenue Bridge**

During the Neighborhood Planning work, the Uniontown community frequently discussed the National Avenue Bridge, its importance, and how its absence physically divided the neighborhood. In addition, Department of Public Works staff expressed the challenges of providing water service once the bridge came down (a water pipe was previously attached to the bridge to provide circulation of the water system). For additional information, City staff pulled records to document the issue. The following is a brief timeline of events leading up to the bridge demolition.

- CSX Railway owned the National Avenue Bridge at the time of demolition.
- Staff found a reference to a 1942 letter

that discussed a maintenance agreement between C&O (now CSX) and the Virginia Department of Transportation (VDOT). City staff could not locate the letter but could assume that the bridge was likely reconstructed about that time (1942).

- CSX first paved the bridge in 1979 to respond to a City complaint.
- In 1983, CSX documented structural problems. They temporarily closed the bridge for repairs, and then applied a 7-ton weight limit. CSX’s position was that they would only maintain the bridge up to that threshold, rather than construct a more robust bridge.
- After setting the new weight limit, police had difficulties with enforcement, which would have required 24/7 surveillance. CSX requested that new truck routes be established to eliminate overloaded vehicles from using the bridge.
- There were documented concerns about school buses using the bridge. Another apparent concern involved the intersection at National and Richmond Avenues. There were higher counts of traffic accidents and



no means of addressing the issue because of the lack of right-of-way at the National Cemetery.

- In 1993, a VDOT report described the structure as “a 1-lane substandard bridge over railroad”. The City and VDOT conducted discussions that year about potential options to replace the bridge, including two alternate locations.
- The City and VDOT selected an alternative location for a new bridge at Frontier Drive. Part of this decision involved geometric issues, as a new vehicular bridge (built to modern standards) at National Avenue would likely require the condemnation of private properties and impacts at the Richmond Avenue intersection.

### *Past Efforts and Resources that Reference*

#### *Uniontown*

While there had been various community discussions related to Uniontown, this Neighborhood Action Plan is the first comprehensive effort to assess and plan the community’s future. However, this process draws from past efforts, including the Dr. Julius Gaines, Jr. book. Members of the Uniontown Steering Committee referenced other past efforts but there were no known records or documentation.

Past efforts included:

- 2021: Uniontown Water and Sewer Extension Study
- 2015: Uniontown Cultural Landscape Report – This effort included a community tour. The Neighborhood Action Plan includes photos, historic sites, and other information that arose from that dialogue. However, documentation from 2015 was limited.
- 2005: The Dr. Julius W. Gaines, Jr. Publication – The Uniontown Neighborhood Action Plan draws heavily from this publication.

# GENERAL SITE CONDITIONS



Site conditions influenced Uniontown's development and continue to affect its options for moving beyond decades of disinvestment. First, topography fundamentally shapes Uniontown's identity and opportunities for redevelopment. The railroad line is part of this landscape and is a permanent fixture that physically divides the community. There are three cemeteries that are critical cultural considerations. Historic resources are also essential to Uniontown's identity and its story.

## Topography

On the southside of Uniontown, the highest point is along Richmond Avenue, as the topography slopes up to Betsy Bell Hill and Wilderness Park, located across US 250. Elevation decreases towards the rail line – hiding Uniontown from the main thoroughfare. On the northside, topography slopes up again. The eastern end of Anthony Street and the Crawford house are high points in this area. These elevations create a V cross section, with the rail at the bottom point. For the proposed sewer improvements, this topography would present challenges to gravity flow systems. Refer to Action A.1, in **Part 9**. The lowest elevations on the west end of the study area, at the end of Summerson Row.

## Buckingham Branch Railroad

This rail line functions as a boundary in Uniontown, physically dividing the neighborhood in half. It also limits development potential, restricting the space allowable for new construction. CSX owned the National Avenue Bridge and demolished it, due to structural issues that threatened safety to rail traffic. Newer standards require 23 feet of clearance above the rail, which would require any new bridge to be constructed higher than the old structure. This requirement makes a vehicular span at this site unlikely, as it would result in condemnation of several properties to meet the properties elevation.

This rail segment is one of nine “shortline” (Class III) tracks crisscrossing Virginia. Its technical name is the Shenandoah Valley Railroad, now owned and operated by Buckingham Branch. The Virginia Statewide Rail Plan states that “shortline railroads are local railroads that primarily engage in freight haulage or line haul services or terminal switching services. The shortline railroads in Virginia typically operate on lines once owned and operated by the Class I railroads; when the Class I railroads decided to discontinue service on the line, the shortline railroad assumed ownership and/or operation of the route.” Trains on this line carry freight, including corn, soybeans, fertilizers, propane, food and beverage products, industrial commodities, and other goods. Amtrak and CSX have rights to use the line. To the east, it connects with Waynesboro, Charlottesville, and the Town of Gordonsville. To the west, it curves south and eventually connects with Clifton Forge.

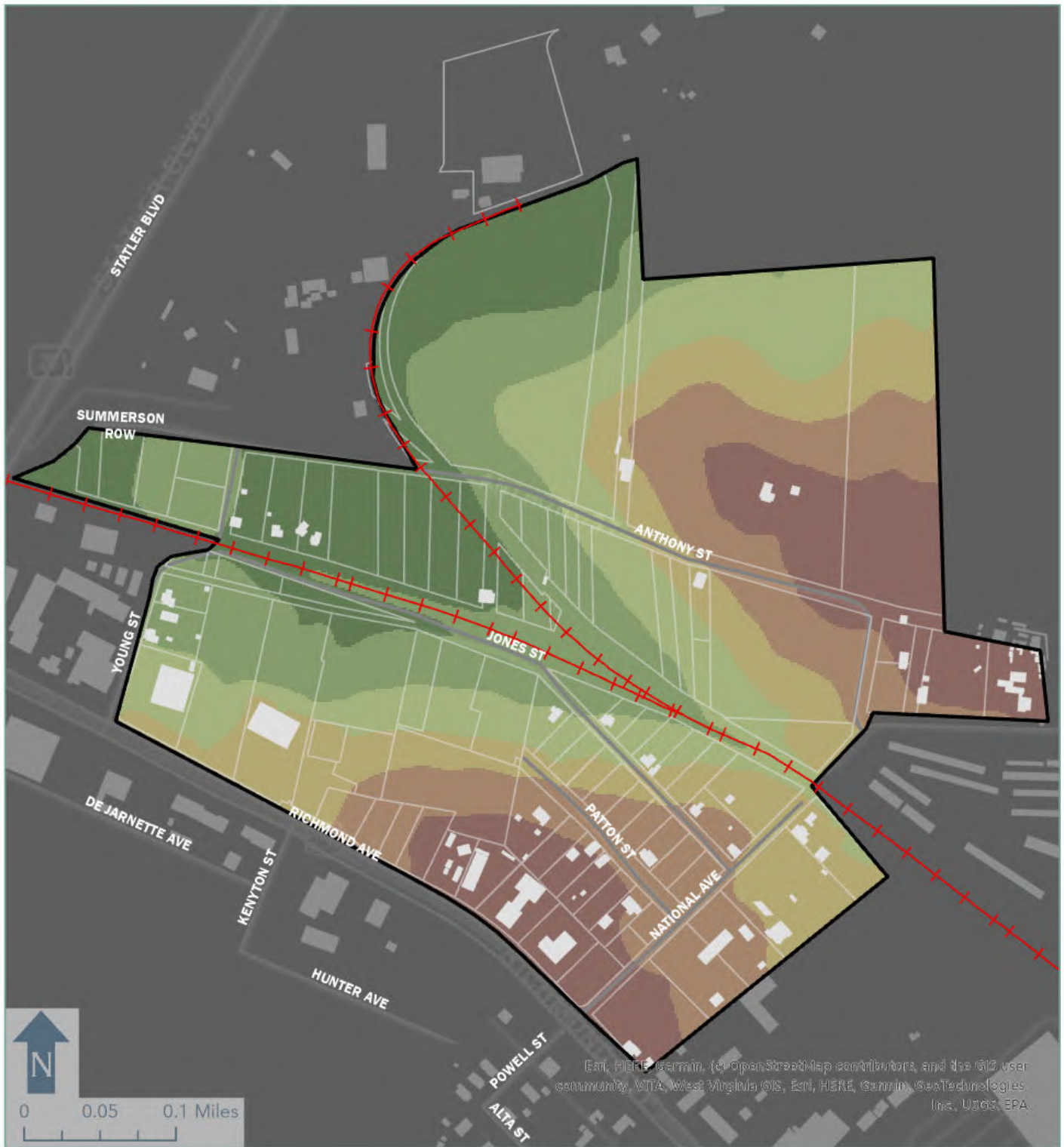
There is a rail spur on the northern side that accesses the limestone operation. Buckingham Branch owns this line, which traverses less than half a mile. This spur creates additional challenges with redevelopment on the northern side of Uniontown.

## Cemeteries

There are three cemeteries in the Uniontown area that are permanent fixtures. The Staunton National Cemetery is the most visible, at the corner of Richmond and National Avenue. It is the resting place for nearly 1,000 Union veterans from the American Civil War. Many of these buried soldiers died in 1862 during General “Stonewall” Jackson’s Valley Campaign. In the post-war era, the federal government established this national cemetery in 1866. As stated, local African Americans revered the site and moved to this area, forming what we call Uniontown.



# Elevation in Uniontown



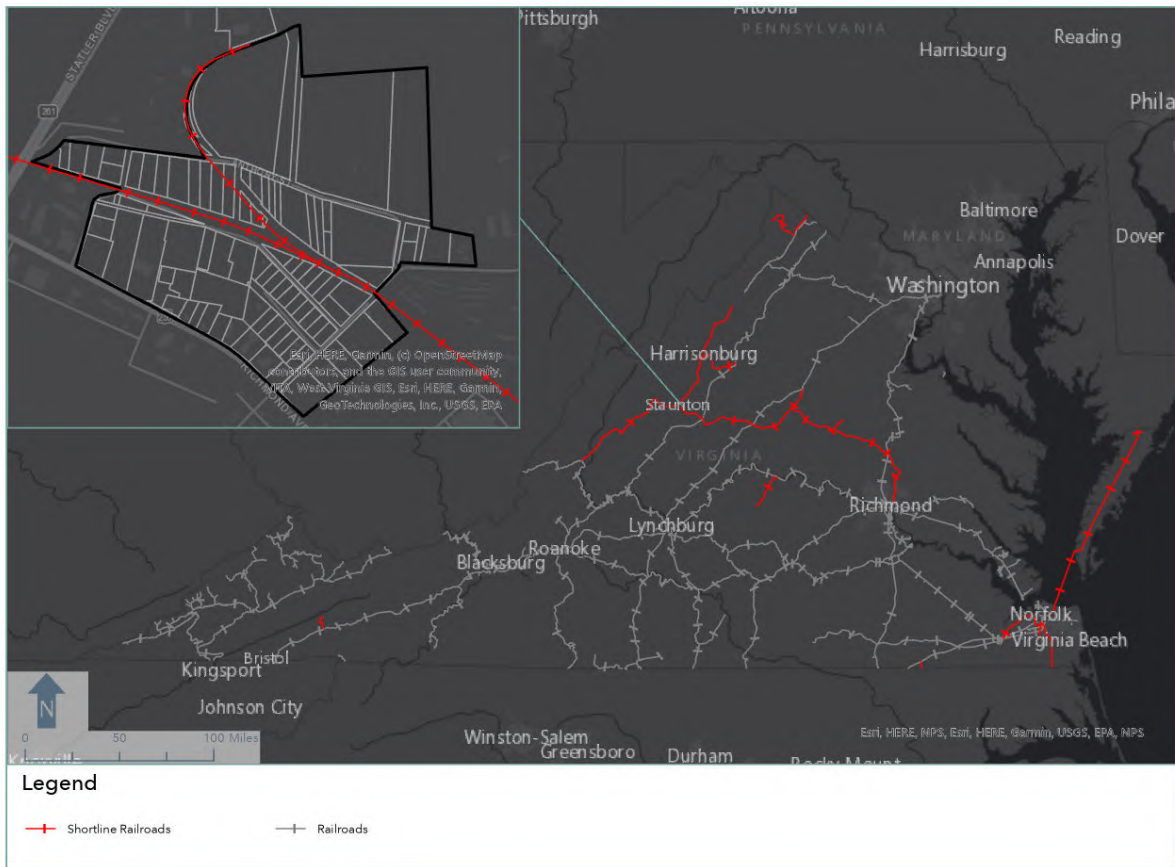
Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, VTA, West Virginia GIS, Esri, HERE, Garmin, GeoTechnologies, Inc., UAGS, EPA

## Legend

Elevation (Feet)	1,468.824 - 1,483.475	Uniontown Parcels	+ Railroads
1,409.801 - 1,432.363	1,483.476 - 1,500.395	Uniontown Study Area	
1,432.364 - 1,451.902	1,500.396 - 1,519.935	Building Footprints	
1,451.903 - 1,468.823		Roads	



## Virginia Shortline Railways



Less well-known is the Uniontown Neighborhood Cemetery. It was once part of a 100-acre farm, purchased by Catherine Crawford sometime after the Civil War. The Crawford family recorded a one-acre property for the Union Chapel. This small lot was the neighborhood's cemetery and is the final resting place for many Uniontown residents and family members. Unfortunately, residents identified burial sites with impermanent markers due to a lack of resources. The cemetery is now within a larger property owned by the quarry. Long-time residents report that there was an access road to the cemetery, but debris from the quarry now blocks the path. The cemetery is overgrown, and maintenance is difficult with no way to access it. There are no records of the exact number of people buried on this site. Refer to **Part 9**, action C.1.

There is also a smallpox burial ground somewhere in the study area. This site was the final resting place for soldiers that contracted and died from smallpox. This plan does not

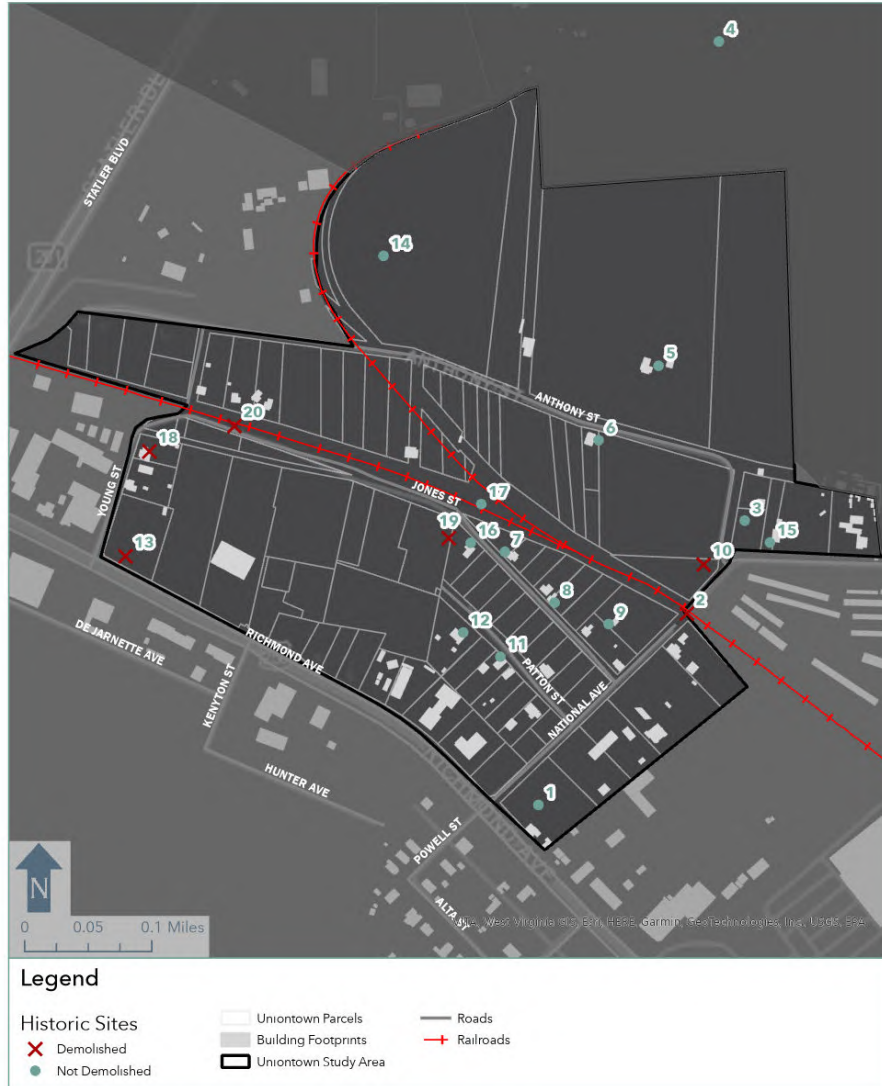
document the exact location of this site.

## Historic Resources

History is an essential part of Uniontown's identity. It was one of the Steering Committee's focus areas and one of the four community goals. In addition to the background information in Part 2, the following map documents historic resources, including old family homes of long-time residents. These records can feed into the historic markers action (C.4), located in **Part 9**.



## Historic Sites in Uniontown



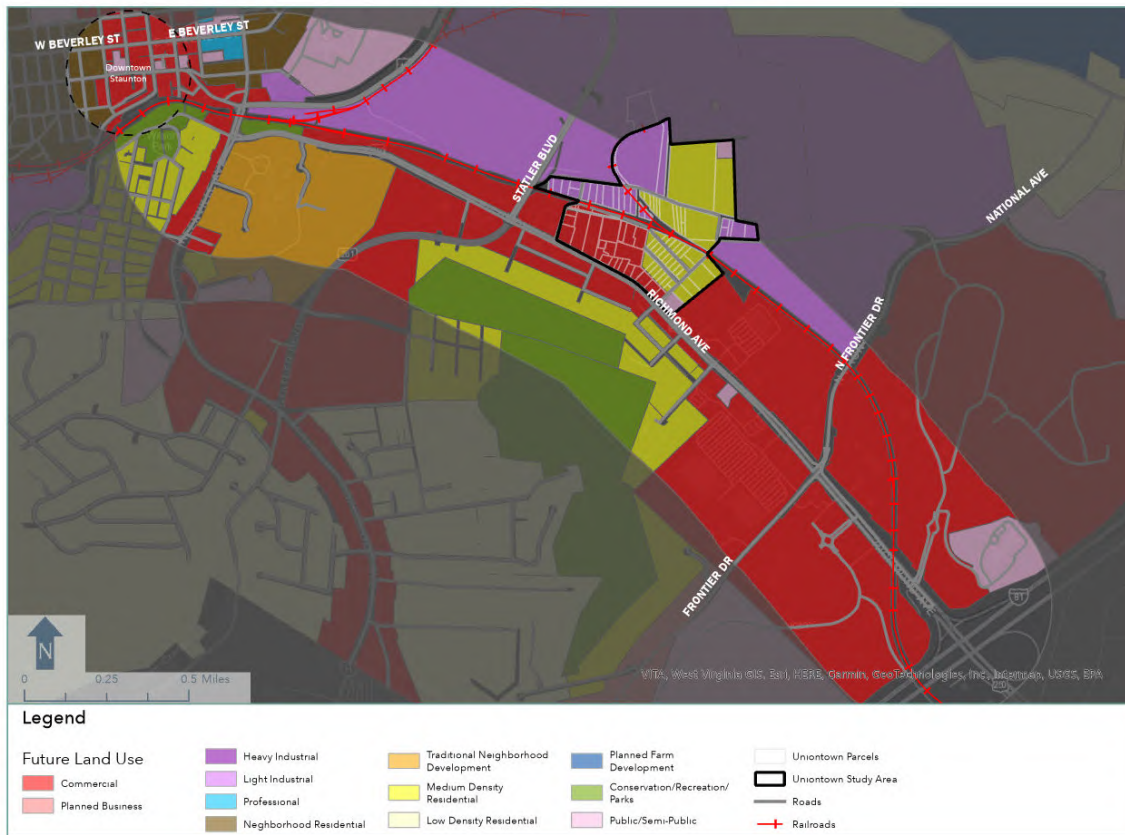
### Key:

- |   |   |
|---|---|
| 1. National Cemetery                              | 13. Paul Marshall Store (demolished)            |
| 2. The former National Avenue Bridge (demolished) | 14. Bodley Wagon Works                          |
| 3. The former Uniontown School                    | 15. Walter Smith House                          |
| 4. The Uniontown Neighborhood Cemetery            | 16. S.A. Crawford Store                         |
| 5. Saint A. Crawford House                        | 17. Uniontown Community Well                    |
| 6. Robert Brown House                             | 18. Higgs and Young Barrel Factory (demolished) |
| 7. Charley Jackson House                          | 19. James A. Gaines Truck Farm (demolished)     |
| 8. Edgar Dyer House                               | 20. R. H. Gaines Store (demolished)             |
| 9. Rose Argenbright House                         |   |
| 10. Watson Stuart House (demolished)              |   |
| 11. Robert H. Gaines House                        |   |
| 12. John Gundy House                              |   |

# LAND USE



Richmond Ave Future Land Use



Land use is a core consideration in neighborhood plans, as the use of land defines how the community looks and functions. It also constitutes a central function of local government because jurisdictions set growth policies in their comprehensive plans and adopt land development codes, such as zoning and subdivision ordinances. The following also considers existing uses within and around the Uniontown neighborhood as a baseline.

## Neighborhood Context

Along the Richmond Avenue corridor, the Uniontown neighborhood is the approximate midpoint between Interstate 81 and downtown Staunton. Uses adjacent to this principal arterial consists mostly of strip commercial businesses, such as chain restaurants, grocery stores, gas stations, banks, small retailers, big box retailers,

a self-storage, and hotels by the interstate exit. There is also an agricultural industry on the eastern end of the corridor, behind the August Co-op Bureau. There is precedent for residential, but that is mostly limited to the southern side of US 250, east of Betsy Bell Hill. This area consists of multiple family developments – Big Sky Apartments, Frontier Ridge Apartments, and Clarion Pointe.

## Limiting Factors

Several factors restricted past development in this area. On the south side of Richmond Avenue, Betsy Bell Hill is an imposing topographical feature allowing only about 700 feet of developable space from the road. Further east, a former institutional use (DeJarnette Sanitarium) dominated large land tracts. Consequently, the most intensive development is between the old Sanitarium and Betsy Bell Hill. On the north



## Other Plans

In 2009, the region commissioned a “Richmond Road Multimodal Corridor Study” in cooperation with Augusta County, the City of Staunton, and VDOT. This effort focused on transportation recommendations for Richmond Avenue, along with context-sensitive design guidelines. However, the 2008 recession limited growth over the ensuing years. In March 2019, consultants submitted updated corridor alternatives and recommendations for the areas closest to the interstate.

In 2018, the City adopted a Bicycle and Pedestrian Plan, which outlined proposed bicycle and pedestrian recommendations within the City. Near Uniontown, that plan envisioned sidewalks and a shared-use path along Richmond Avenue.

## Existing Land Uses

The Uniontown study area is approximately 80 acres, consisting of mostly vacant land, accounting for over 50 properties. There are approximately twenty dwelling units, predominately single-family detached homes. Most of those houses are on the southern side of the railroad line, around Patton Street and National Avenue. There are five properties with commercial uses along Richmond Avenue. Those operations include a military recruiting station, a fuel station, a pawn shop, a chain restaurant, and an auto parts store. In the southeastern corner, the Staunton National Cemetery remains a landmark. Within the study area, there are properties with single-family homes that may be offices or storage for industrial operators, shown in purple.

Immediately adjacent to the study area, there are intensive industrial uses. To the north, there is a limestone operation, the rock quarry, a scrap yard, and a ministorage. While not within study boundaries, these uses significantly affect those northern properties and limit development potential in those areas.

## Future Land Use

The Future Land Use Map reflects the community’s desires for the City’s future development pattern. Within the study area, the parcels fronting Richmond Avenue are envisioned as commercial, while the areas along Jones Street, Patton Street, and National Avenue are Medium Density Planned Residential. North of the railroad tracks and along Anthony Street and National Avenue, the City envisions a mix of residential and light-industrial uses. There are two parcels identified as Public/Semi-Public – National Cemetery and a smaller square located on the north side, thought to represent a historic neighborhood cemetery within Uniontown.

Below is a description of the Future Land Use Categories from the 2019 Comprehensive Plan:

### **Medium Density Planned Residential:**

This category is designated for the planned development of multi-family uses. These uses would include two-family (duplex) dwellings and single-family attached dwellings (townhouses and condominiums).

### **Business:**

Commercial uses include retail, wholesale, or service functions. These areas are found along the major travel corridors, in the Central Business District of the City, and in neighborhood-commercial service areas.

### **Light Industrial:**

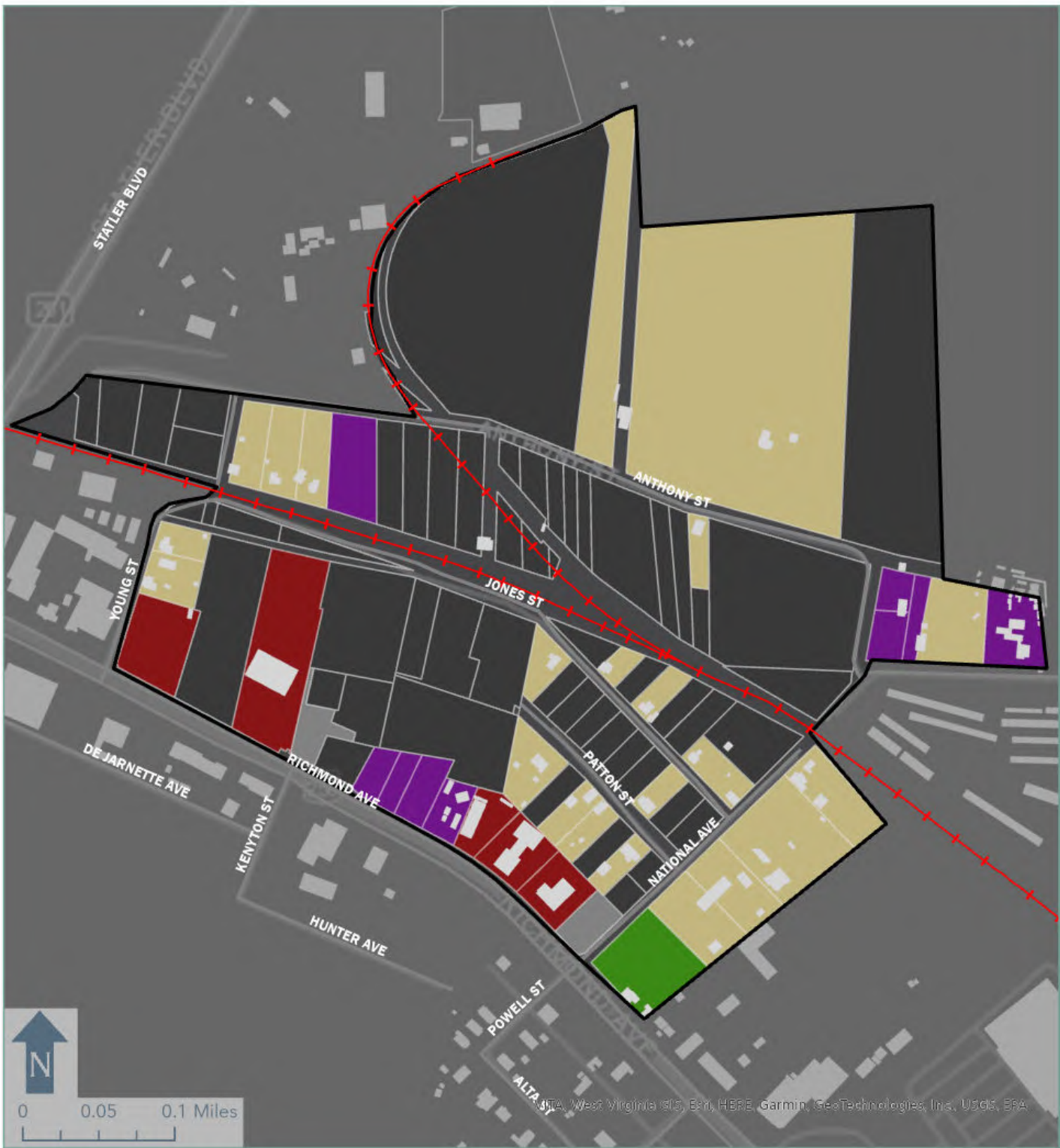
These areas include land and structures used for light manufacturing, wholesaling, warehousing, and other suitable uses where the use and its operation do not adversely affect adjacent uses.

### **Public/Semi-Public:**

These lands include educational uses and lands owned or leased by the Commonwealth of Virginia, the Federal government, the City of Staunton, other governmental organizations, and private educational institutions.



# Land Use in Uniontown



**Legend**

Land Use	Commercial	Parking Lot	Uniontown Parcels	Roads
LU_aerial	Industrial	Vacant	Building Footprints	Railroads
	Public Land		Uniontown Study Area	
	Single-Family Residential			



## Zoning

The comprehensive plan sets City policies, the zoning ordinance represents local land use laws. Under the current code, Uniontown is zoned primarily for industrial and commercial districts. Heavy Industrial is the study area's main zoning district (shown in light blue), while the parcels with frontage along Richmond Avenue and Young Street are zoned as commercial (shown in red). There are also some light industrial parcels along National Avenue and Patton Street. One lot is zoned as Low-Density Residential R-2. The City rezoned this lot at the property owners request in January 2016.

During the Uniontown Steering Committee meetings, the study team presented the allowed uses under the current laws, and participants expressed concern about the industrial districts, especially the I-2 Heavy Industrial zoning. Conversely, the Steering Committee expressed their support for residential zoning and requested that it apply to most properties. Below is a summary of each district depicted in the zoning map.

### ***B-2: General Business District***

The City Code lists the B-2 district under section 18.60.010. These districts are composed of land and structures that furnish a broader range of retail goods and services to satisfy all household and personal needs of residents of a group or community of neighborhoods. Usually located on a thoroughfare or near the intersection of two thoroughfares, these districts are large and are within convenient driving distance of the group of neighborhoods they will serve. The district regulations are designed to permit the development of the districts for their purpose in an open, spacious arrangement by requiring certain minimum yard and area standards to be met, standards that are comparable to those called for in residence districts. To protect the abutting and surrounding residential areas, certain restrictions are placed on uses. It is intended that additional general business districts will be created in accordance with

the amendment procedure set forth herein, as they are needed to serve groups of new neighborhoods. Allowable uses include:

- Retail Commercial,
- Commercial Services,
- Restaurants, and
- Similar operations

Refer to Code Section 18.60.020 "Uses permitted."

### ***I-1: Light Industrial District***

The Code states that these districts are composed of land and structures used for light manufacturing or wholesaling or suitable for such uses, where the use and its operation do not directly adversely affect nearby residential and business uses. These districts are usually separated from residential areas by business areas or by natural barriers. The district regulations allow a wide range of industrial activities subject to limitations designed to protect nearby residential and business districts. The Steering Committee expressed concerns about allowable uses, which include:

- Commercial Retail and Service from Industry,
- Lumber Yards,
- Freight or Trucking Yard,
- Outdoor Storage,
- Manufacturing,
- Foundry Casting,
- Adult Businesses,

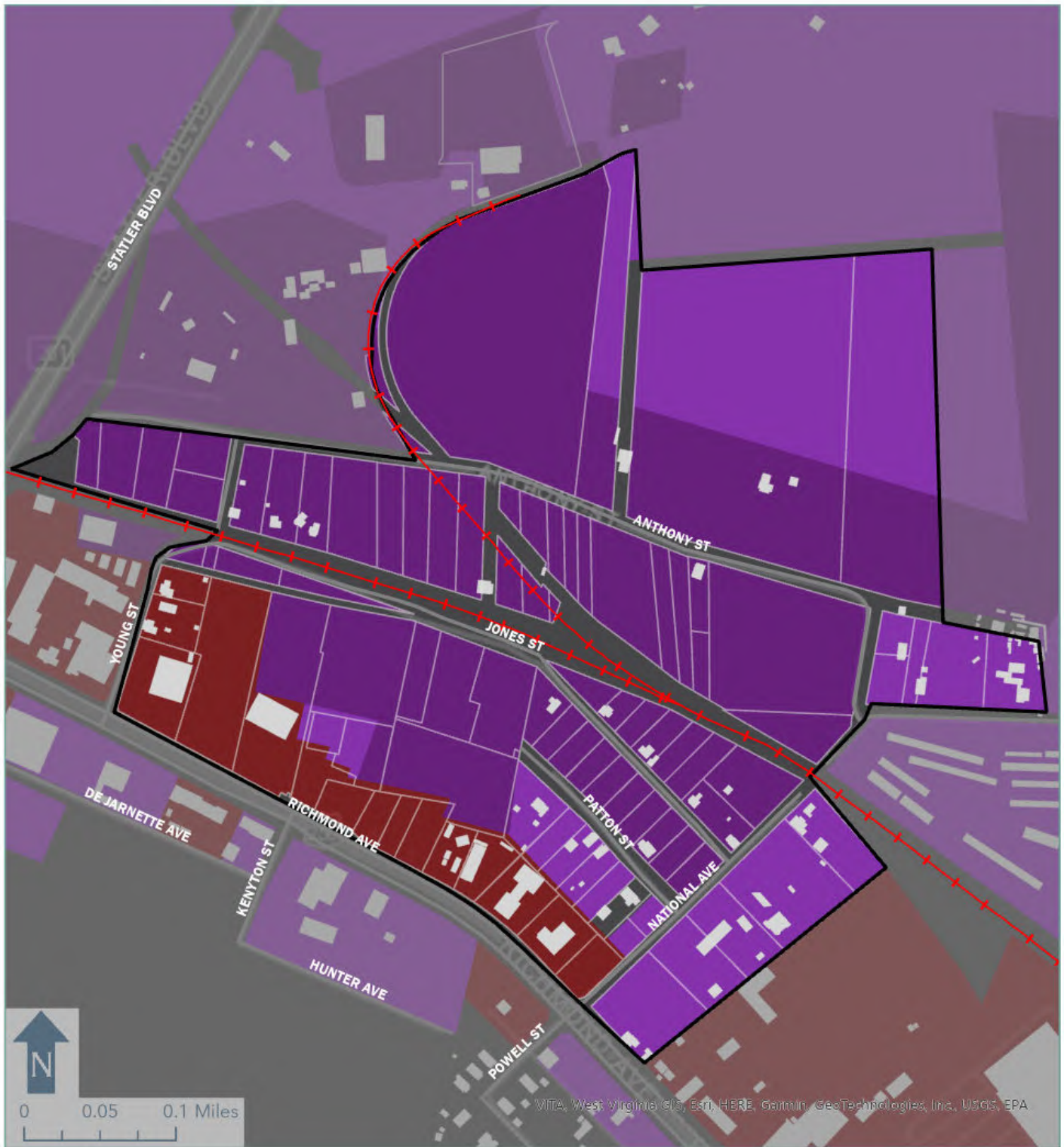
Refer to Code Section 18.75.020 "Uses permitted."

### ***I-2: Heavy Industrial District***

The code states that these districts are composed of land and structures used for heavy manufacturing and related activities or suitable for such uses. Located for convenient access from existing and future arterial thoroughfares and railway lines, these districts are in many instances, separated from industrial areas by business or light industrial areas or some artificial separation may be required. The district regulations are designed to permit the district's development for almost any industrial uses, subject to the minimum regulations necessary for the mutual protection of the uses. Allowable



# Zoning in Uniontown



WVGA, West Virginia GIS, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

## Legend

### Zoning

- General Business District
- Light Industrial District
- Heavy Industrial District

- Uniontown Parcels
- Building Footprints
- Uniontown Study Area
- Roads

- Railroads



uses include:

- Uses from I-1 Light Industrial,
- Gas (illuminating or heating) Manufacturing (power plant),
- Oiled Rubber or Leather Goods Manufacture,
- Petroleum Storage,
- Sausage Manufacturing,
- Soda Manufacture,
- Automobile Wrecking and Junk Yards, and
- Mining.

Refer to Code Section 18.80.020 “Uses permitted.”

### ***R-2: Low Density Residential***

These districts are intended to be used for single-family residential development with low to moderate population densities. Additional permitted uses, by review of the planning commission, include educational facilities normally required to provide the basic elements of a balanced and attractive residential area.

Allowable uses include:

- Single-Family Detached Homes,
- Limited Agriculture,
- Home Occupations, and
- Various civic uses after City review.

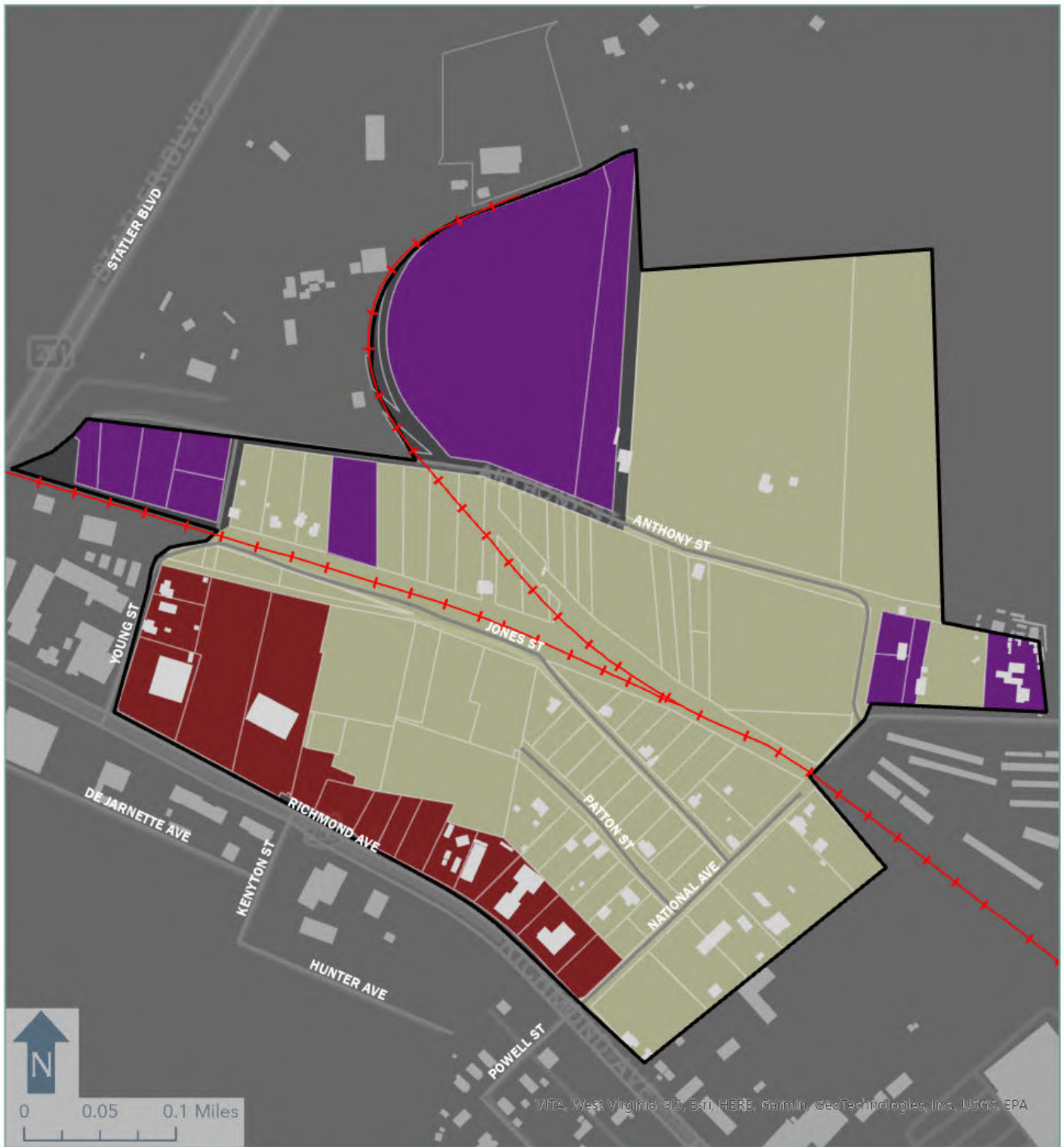
Refer to Code Section 18.25.020 “Uses permitted.”

## **Proposed Zoning**

Members of the Steering Committee and the public expressed a fervent desire to allow residential uses within the Uniontown study area consistent with the Comprehensive Plan. To enable that development, properties in Uniontown will need to be rezoned. At two steering committee meetings in May and June of 2023, participants discussed the boundaries of a future proposed rezoning to residential uses. The map below reflects that discussion. Refer to Action B.1 under Part 9.



# Proposed Residential Rezoning in Uniontown



## Legend

### Proposed Zoning

- Commercial
- Residential
- Industrial

- Uniontown Parcels
- Building Footprints
- Uniontown Study Area
- Roads

- Railroads



# EXISTING STRUCTURES AND DEVELOPMENT POTENTIAL



During the planning process, the Steering Committee set a vision for redeveloping Uniontown as a residential neighborhood, recalling its previous single-family layout of over 60 homes. The proposed residential zoning would help foster that vision. However, other conditions influence development potential and overall feasibility.

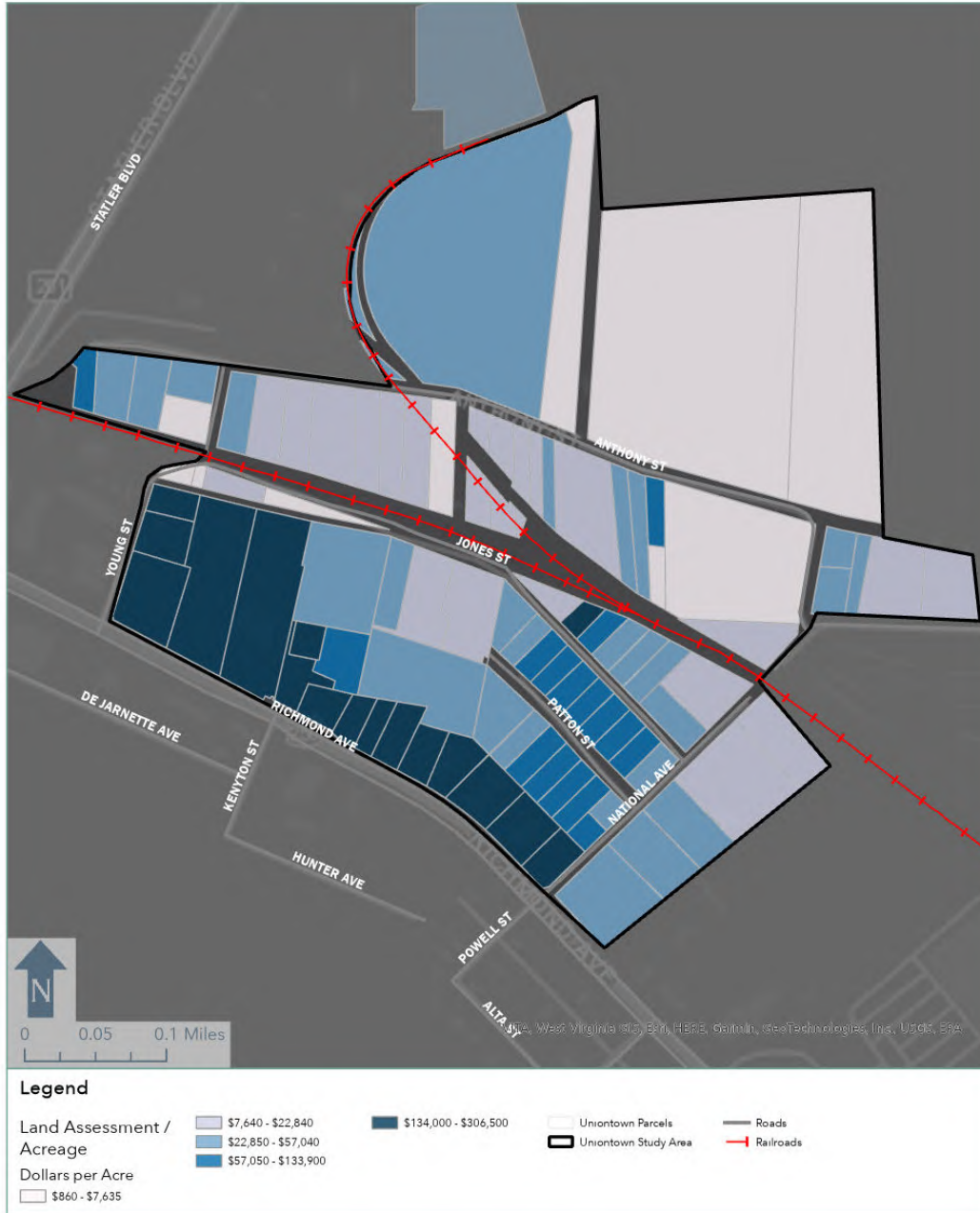
## Existing Structures

There are approximately 20 residential homes in the study area. However, two to three structures located on Jones Street appear to be blighted and vacant. Other houses may serve non-residential purposes because the property owner is associated with adjacent industrial operations. These may be offices or storage. Existing homes pre-date 1960 due to

the industrial zoning applied around that time that prohibited residential construction. With an aging housing stock and restrictions on home renovation, few homes remain in good condition. A quarter of the homes appear to be in good condition, according to observations from the public right-of-way. The remaining stock is in fair or approaching poor condition, requiring some level of property maintenance to avoid structural issues and blighted status. Uniontown's redevelopment should include reinvestment and renovation to roughly a dozen homes. Refer to Action A.5, under **Part 9**.



## Land Cost in Uniontown



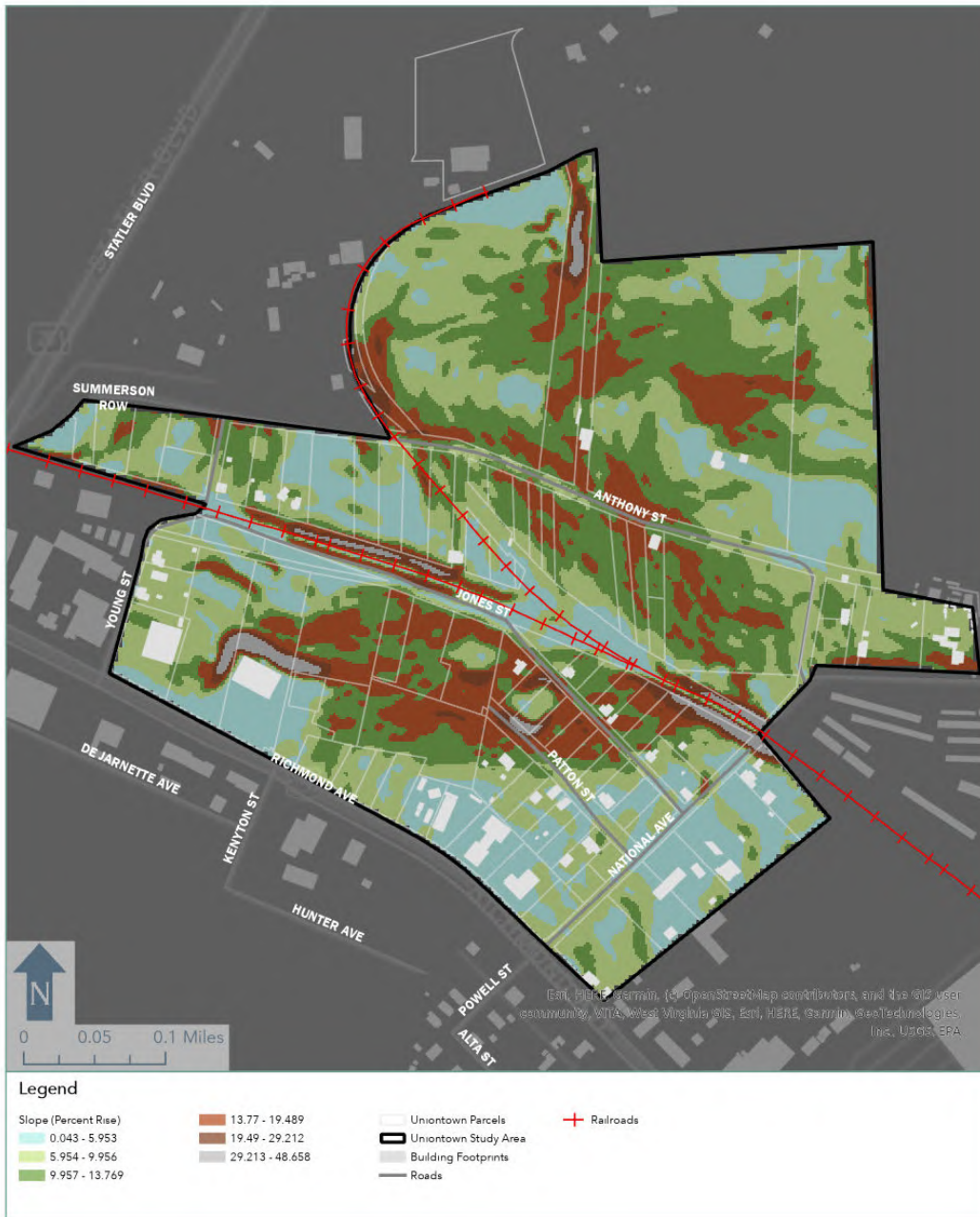
### Land Assessment

The City of Staunton's assessment records indicate land values for each property to determine property taxes. Examining assessed land values per acre (excluding structures) helps to determine development potential. The highest property values are the commercial areas along Richmond Avenue. Those assessments tend to decrease farther away from the main road due to several factors, such as access, existing zoning, lack of utilities, and likelihood of reinvestment. Those per acre values continue to decrease on the northern side, across the railroad tracks. Surrounding industrial uses likely contribute to these lower values.

Note that new zoning and utility improvements would influence these assessments. The most likely area for redevelopment is south of the Buckingham Branch line, around the original Smart and Byers Plats.



## Slope in Uniontown



### Percent Slope and Buildable Land

Slopes can significantly influence development potential and present obstacles for reinvestment. The Virginia Uniform Statewide Building Code has regulations for areas with steep slopes. The code requires structures to maintain minimum setbacks from both the bottom and top slopes of more than 33.3%. While Uniontown has variable topography, there are limited restrictions on possible development. Steep slopes generally occupy small areas, such as the dark red space behind the commercial strip (chain restaurant), refer to the map. There are minimal steep slopes in the Smart and Byers Plat area.



## Parcels Layout and Size

The community had requested (R-2) residential zoning earlier in the planning process. However, existing lot lines and layouts would create nonconformity issues on several parcels. Section 18.25.040 of the R-2 Zoning Ordinance states, “for each dwelling and building accessory thereto, there shall be a lot area of not less than 8,750 square feet.” Generally, most properties meet this requirement. However, others do not. The R-2 regulations also set lot frontage requirements. The code states that “for all dwellings there shall be a minimum lot width of 70 feet at the front building line, such lot shall abut on a public street for a distance of not less than 25 feet.” The City’s property records (from the Geographic Information Systems – GIS) indicate that most of the properties of the Smart and Byers Plat have just under 70-foot road frontages. Several lots on Anthony Street appear to have less than 70 feet. However, the City’s mapping (GIS) layers are not necessarily survey accurate. To accommodate the community’s request for R-2 zoning while complying with the code requirements, the recommendation under Part 9 is for the City to adopt a new residential zoning district, tailored to address these needs and ensure conformity.



# Parcels Under R-2 Minimum Lot Size



## Legend

- Area Under 0.2 Acres
- Uniontown Parcels
- Uniontown Study Area
- Roads
- Railroads

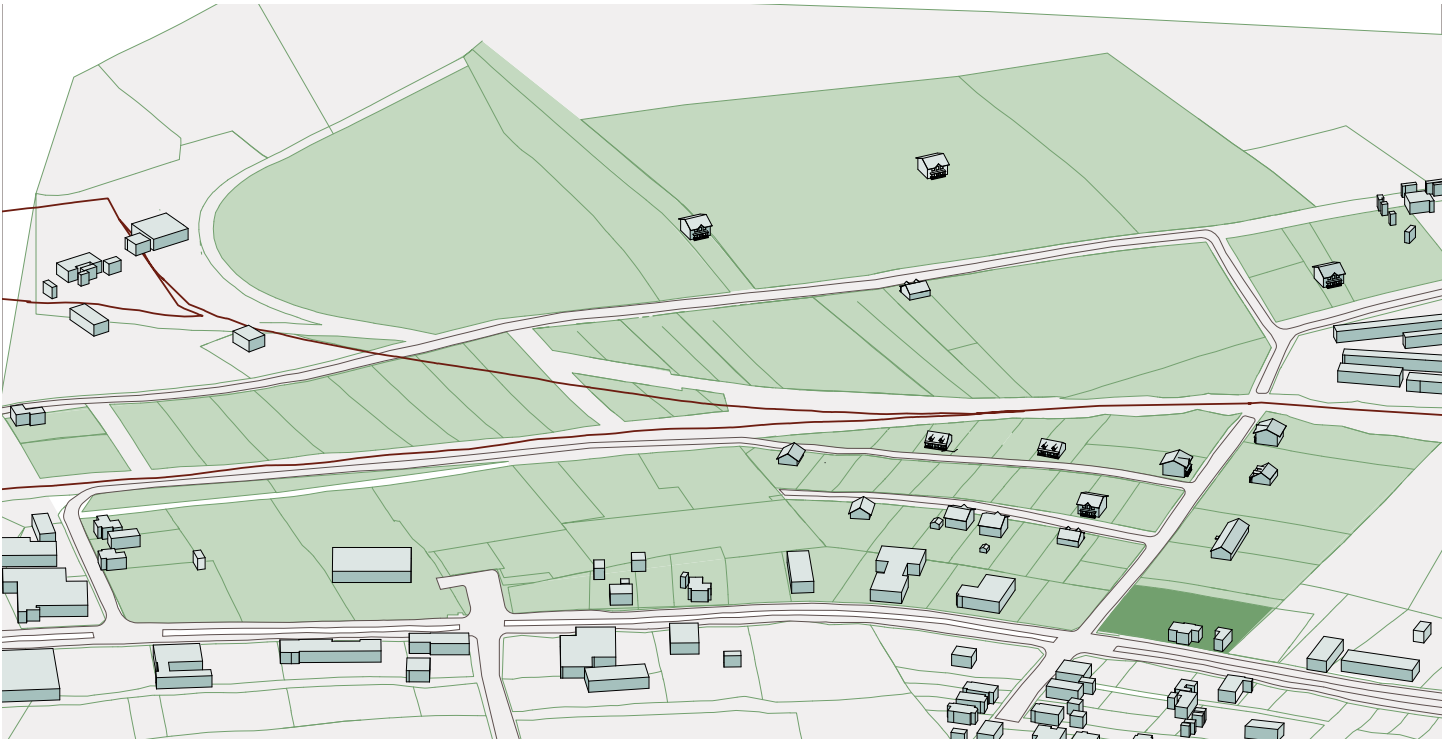


# Parcels Under R-2 Minimum Frontage Lot Width



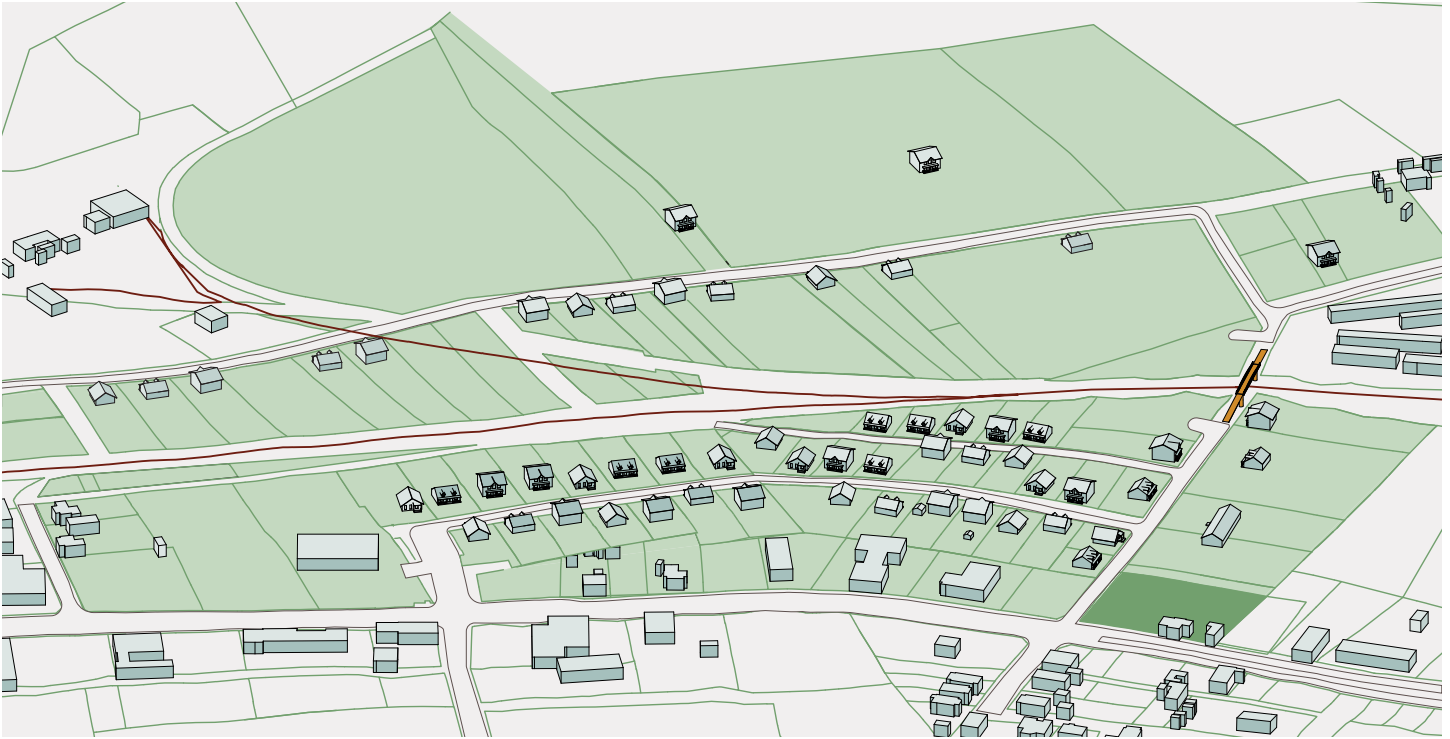
## Legend

- Frontage Width Under 65 Feet
- Uniontown Parcels
- Uniontown Study Area
- Roads
- Railroads



## Concepts for Redevelopment

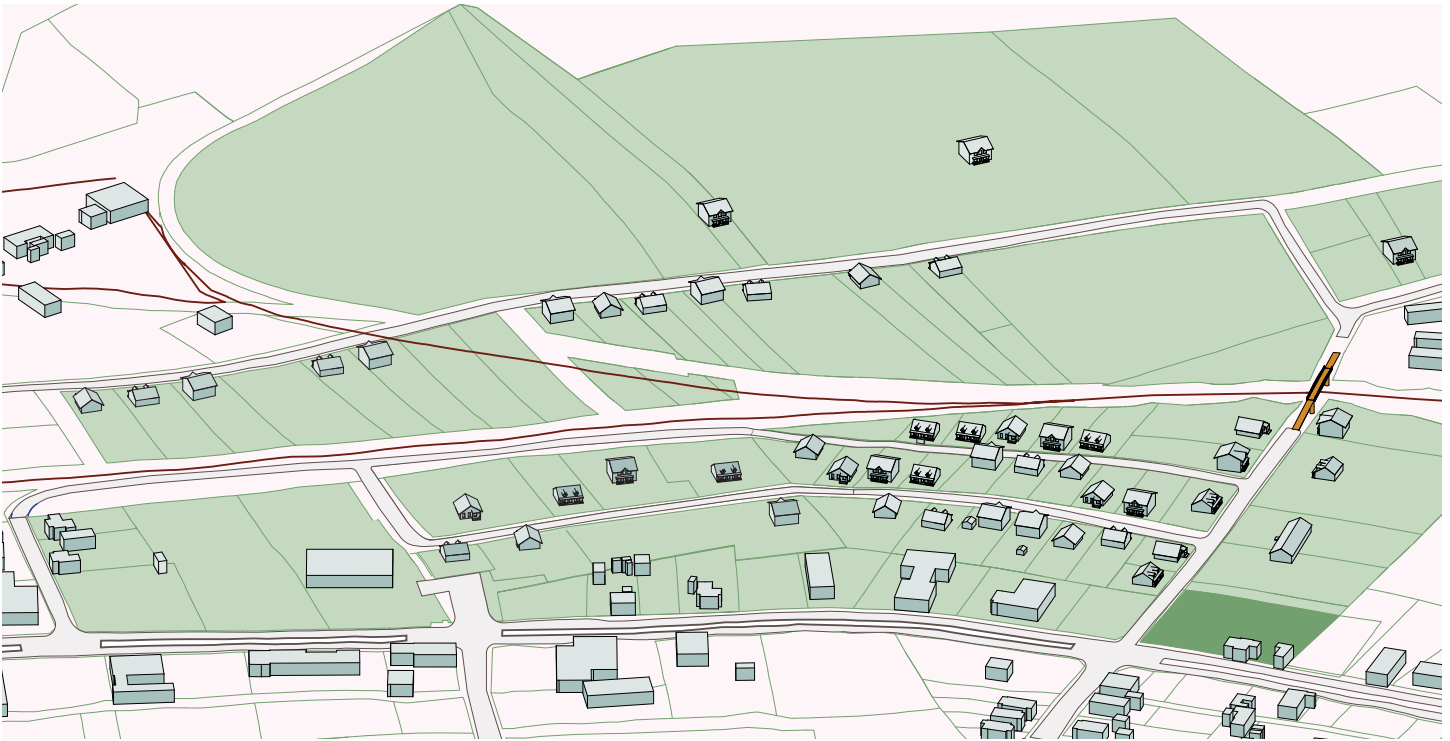
Three conceptual examples for redevelopment are visualized in the following section. All examples depict existing lots and structures, existing lots in the proposed R-2 zoning with street frontage with new residential buildings, and reconnection of National Avenue over the railroad. These examples provide only visualization and recommendations rather than what will happen within Uniontown. There are 16 existing housing units within Uniontown. If the existing lots with street frontage are developed with new homes, then 25 additional residential units may be added to Uniontown. The following examples focus on improvements on Patton and Jones Street. The examples are considered the first phase of potential redevelopment in the neighborhood and could lead to further investment throughout the rest of Uniontown.



## Example 1: Patton Street and Richmond Avenue Connection

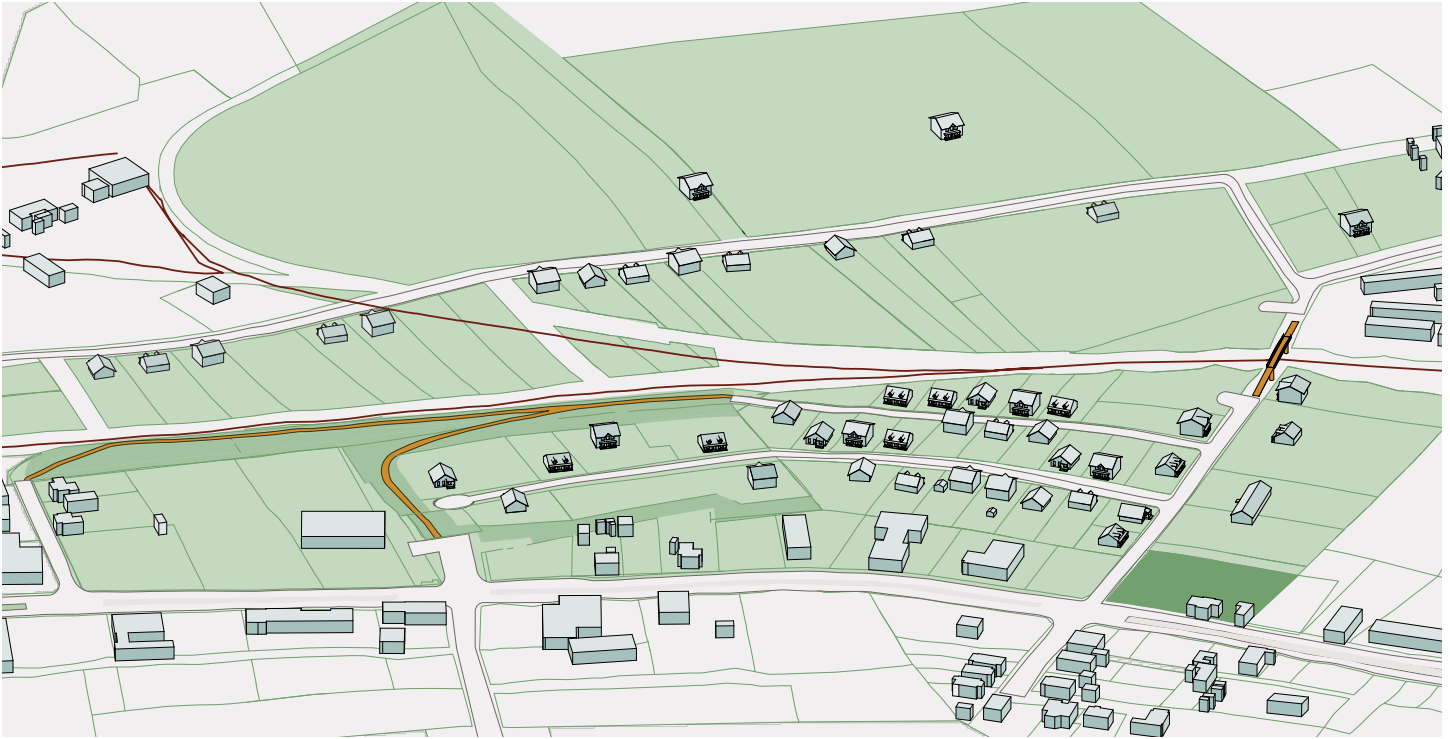
The first example visualizes Patton Street extending through the existing parcels to the left of Patton and Jones Street and connecting to an existing intersection at Richmond Avenue and Kenyton Street. The Patton Street connection increases neighborhood visibility creates more water and sewer connections for Patton Street, National Avenue, and Jones Street residents, and increases connectivity to the 250 corridor. Jones Street would not be a street frontage for newly subdivided lots.

Additionally, the existing parcels to the left of Patton and Jones Street are subdivided into smaller lots that correspond with the existing lot on Patton and Jones Street. The new lots have 70 feet of road frontage and range from 130 feet to 250 feet deep. The subdivision into R-2 lots will result in the development of 15 additional single-family detached units. This will create 56 total residential units within Uniontown.



## Example 2: Patton and Jones Street Connection

The second example visualizes connecting Patton Street and Jones Street. Patton Street is extended through existing parcels. Jones Street is realigned and extended to Young Street. This example creates a connection within Uniontown and provides street frontage to more existing parcels. The realignment of Jones Street would result in the loss of the parcels at the connection of Jones and Young Street. The existing parcels Patton Street extends through will accommodate the development of seven new single-family detached units. There would be 48 potential total residential units within Uniontown.



### Example 3: Buffer and Bike/Ped Path

The third example visualizes the extension of Patton Street into a cul-de-sac and a natural buffer accommodating a shared use path. The buffer is 50 feet wide on newly developed properties touching lots zones for commercial. The buffer is intended to protect the rural feel of the neighborhood by reducing noise and disrupted sightlines from the Route 250 corridor land uses. Within the buffer, a shared-use path extends from Jones Street and connects to Young Street and the Kenyton Street and Richmond Avenue signalized intersection. The shared-use path creates a connection to the proposed pedestrian bridge and a potential connection to the future bike and pedestrian trails in the area. The trail could also be extended to the Uniontown Chapel Cemetery if the proposed pedestrian bridge is developed.

If the existing parcels adjacent to the Patton Street cul-de-sac are developed, they will result in six new single-family detached units. The total potential residential units within Uniontown could be 47 units. The cul-de-sac has a radius of 30 feet compliant with VDOT regulations on a low-density street that is less than 0.25 miles.

# EXISTING INFRASTRUCTURE

In the community survey, nearly 90% of residents and property owners said a lack of infrastructure was a concern. This includes neighborhood streets and utilities, like centralized water and sewer service. Throughout the process, the Steering Committee discussed infrastructure and developed two goals (goals A and D) related to this topic.

## Transportation

Uniontown is generally bounded by Richmond Avenue to the south, National Avenue to the east and Young Street to the west with Anthony Street running along the northern portion of the study area. The railroad bisects the northern and southern sections of the neighborhood.

## Existing Streets

There are four main streets within Uniontown. They include:

- **National Avenue:** National Avenue is a local, two-lane roadway with a double-yellow centerline, no curb and gutter, and is approximately 20 feet wide. The National Avenue Bridge once connected both sides of the neighborhood over the railroad until around 2001, but CSX removed it due to structural deficiencies. On the south side of the railroad, the roadway serves low-volume residential uses. On the north side, the road connects residential and industrial services to Frontier Drive.
- **Patton Street:** Patton Street is a dead-end, low-volume, local street serving two-way traffic neighborhood traffic. The pavement width is 16-17 feet, and no curb or gutter exists.
- **Jones Street:** Jones Street is a local street that connects National Avenue to Young Street. It is the narrowest of Uniontown's streets at 10-11 feet and serves just one inhabited residential property. The actual roadway



follows its platted location as it parallels Patton Street but diverges from the platted right of way as it approaches Young Street. The western portion of the roadway appears to cross onto the railroad right of way.

- **Anthony Street:** Anthony Street is a local street that connects National Avenue to Summerson Row with an at-grade railroad crossing and serves both residential and industrial uses from Staunton Machine Works. There is no curb or gutter, and the pavement width varies from 15-20 feet.

## Street Improvements

The community repeatedly expressed a need for improved road conditions. Fieldwork revealed that the existing pavement conditions have patches, cracked asphalt, and overall wear and tear. However, improving streets to VDOT standards would require additional right-of-way to meet width requirements. Several structures are just within a few feet of the existing road pavements. Widening would require property condemnation, which the community wanted to avoid. There may be options to pave-in-place,



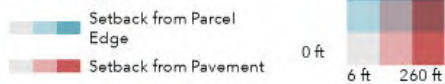
# Building Footprints Setback



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, VTA, West Virginia GIS, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

## Legend

### Buildings Setback

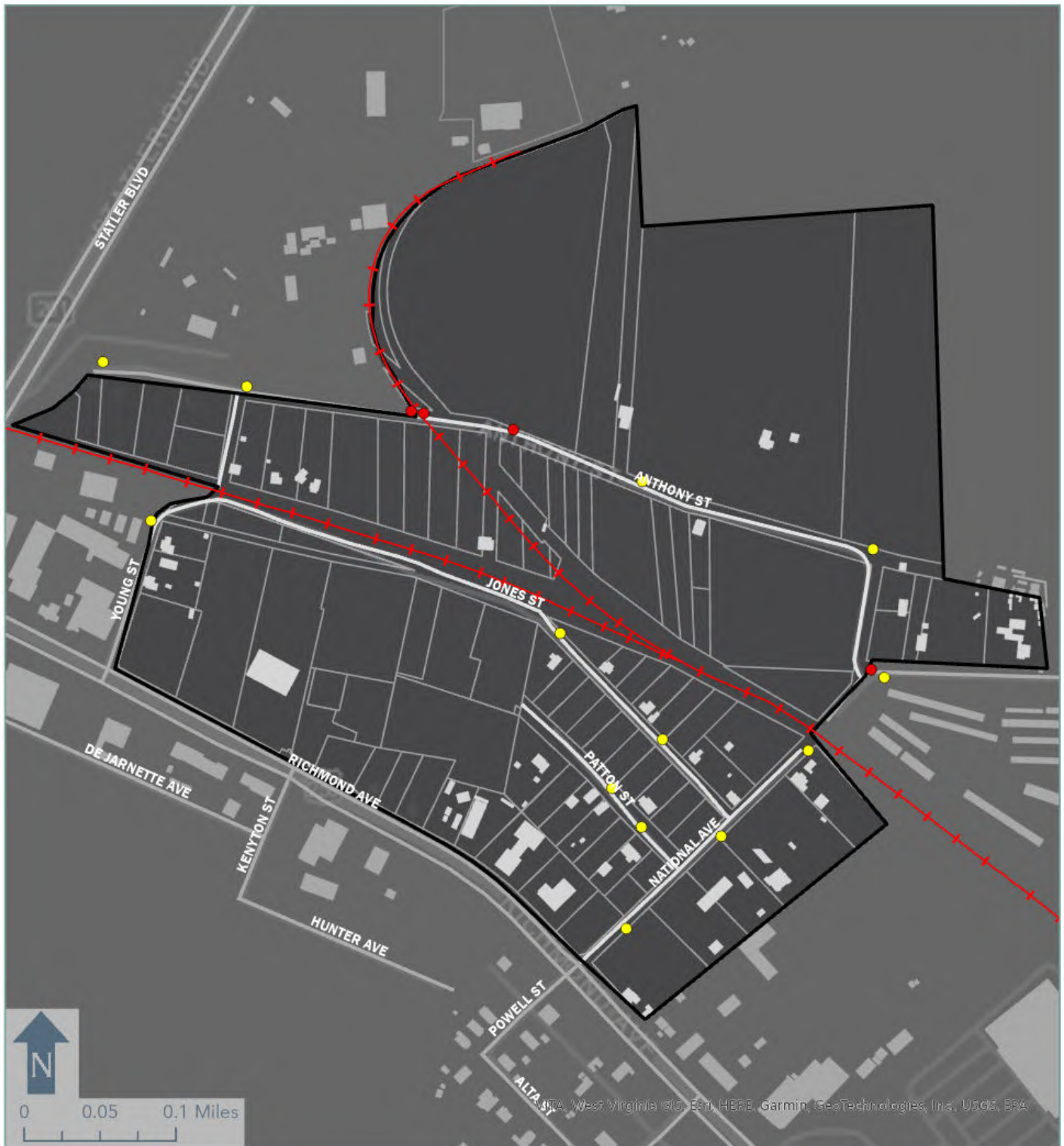


- Building Footprints
- Uniontown Parcels
- Uniontown Study Area

- Roads
- Railroads



# Public Resources in Uniontown



## Legend

### Public Resources

- Streetlight
- Signage

- ▭ Uniontown Parcels
- ▭ Building Footprints
- ▭ Uniontown Study Area

- Roads
- + Railroads



using rural standards. Refer to Part 9, Action A.2.

## Streetlights and Signs

The map below documents the location of streetlights and signs in the neighborhood. Throughout the planning process, Steering Committee members expressed concerns about the lack of streetlights in the neighborhood. This plan recommends improved streetlights to help safety and visibility.

## Water and Sewer

Water and sewer utilities currently exist near the study area but do not serve all properties within the neighborhood. The existing water distribution infrastructure includes a 6-inch water main along National Avenue, fed from the 6-inch water mains along Richmond Avenue (south side) and Frontier Drive (north side). Two-inch galvanized water mains exist along portions of Patton Street, Jones Street, and Anthony Street. In addition, a 6-inch water main along Young Street extends north to Anthony Street to serve the concrete plant. An automatic flushing valve is installed at the end of the water main on National Avenue to periodically flush water from the system and maintain adequate water quality.

During the Steering Committee meetings, multiple residents expressed that quality drinking water was a top priority. Removal of the National Avenue bridge severed a link in the waterline that would other help circulate water through the system. With that link broken, drinking water can sit in the pipes, creating a smell from the tap.

The existing sanitary sewage facilities near the project area include a 6-inch gravity sewer along Richmond Avenue and an 8-inch gravity sewer west of Statler Boulevard. Still, they do not extend into the study area. Privately owned septic systems primarily serve existing residences.

Under **Part 9**, a recommendation to include water and sewer service into Uniontown references the 2021 Water and Sewer Extension Study. This previous study includes a report on needs, alternatives for installation, cost estimates, and next steps. The Uniontown Steering Committee listed this recommendation as a top priority.



# Utilities in Uniontown

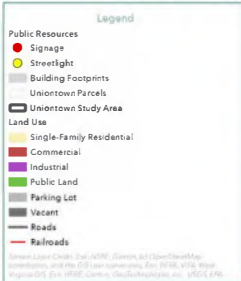
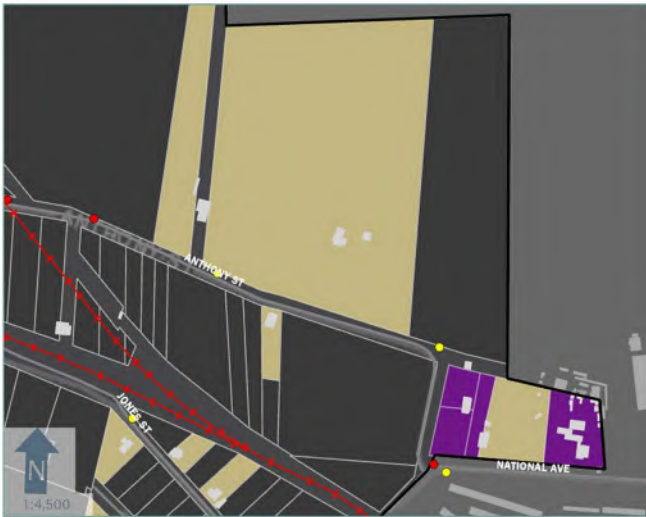


## Legend

- |                |                      |
|----------------|----------------------|
| Water Meters   | Uniontown Parcels    |
| Hydrants       | Building Footprints  |
| Sewer Pipes    | Uniontown Study Area |
| Water Lines    | Roads                |
| Septic Systems | Railroads            |

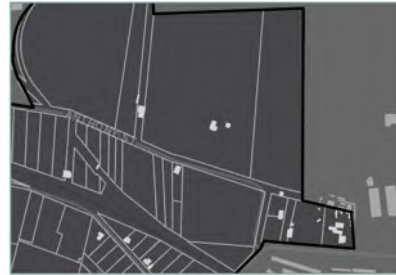


## Uniontown Neighborhood: Northeast Quadrant



The Northeast Quadrant of Uniontown contains three single-family homes and industrial parcels. Staunton Wrecking separates the quadrant from Rockydale Quarry. Roadways in the area are Anthony St and National Ave. The railroad separates this quadrant from the Southeastern portion of Uniontown. This quadrant does not have direct access to Richmond Ave, it connects to N Frontier Dr through National Ave.

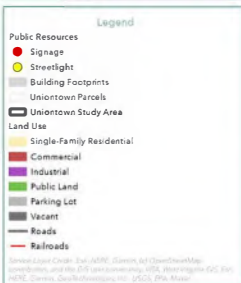
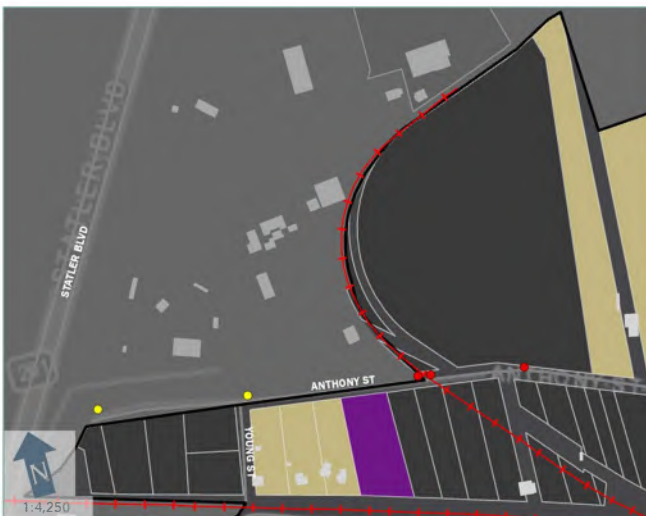
### Building Footprints



### Transportation Infrastructure

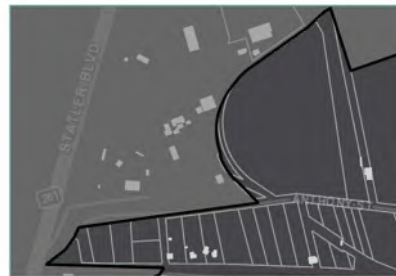


## Uniontown Neighborhood: Northwest Quadrant

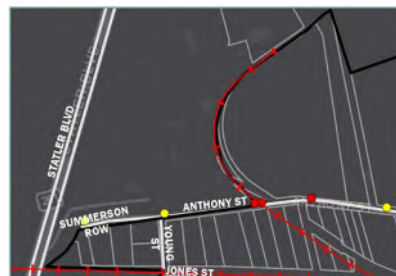


The Northwest Quadrant of Uniontown contains four single-family homes, an industrial parcel, and a vacant field. Roadways in the area are Anthony and Young St as well as Summerson Row. The railroad separates this quadrant from the Southwestern portion of Uniontown. This quadrant does not have direct access to Richmond Ave as the Young St bridge was torn down and Summerson Row was converted to a dead end.

### Building Footprints



### Transportation Infrastructure



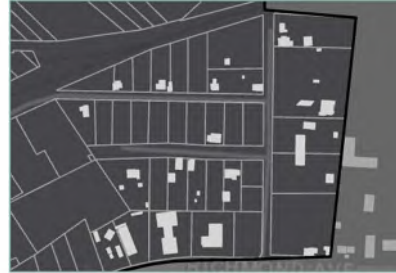


## Uniontown Neighborhood: Southeast Quadrant



The Southeast Quadrant of Uniontown contains the most homes, as well as commercial industry along Richmond Ave, and the National Cemetery. Roadways in the area are Patton and Jones St and Richmond and National Ave. The railroad separates this quadrant from the Northeastern portion of Uniontown. This quadrant has direct access to Richmond Ave as well as North Frontier Dr, both from National Ave.

### Building Footprints



### Transportation Infrastructure



## Uniontown Neighborhood: Southwest Quadrant



The Southwest Quadrant of Uniontown is mostly vacant, with two single-family homes and some commercial and industrial industry along Richmond Ave and Young St. Roadways in the area are Jones and Young St and Richmond Ave. The railroad separates this quadrant from the Northwestern portion of Uniontown. This quadrant has direct access to Richmond Ave from Young St.

### Building Footprints



### Transportation Infrastructure



# SWOT Analysis



The neighborhood planning process included an assessment of strengths, weaknesses, opportunities, and threats, also known as a SWOT analysis. These items arose from various sources, including consultant site visits, the City's mapping data, discussions with local officials, interviews with community stakeholders, work with the Uniontown Steering Committee, and the community survey. The following lists helped form the recommendations under **Part 9**.

The primary intent of a SWOT analysis is to help the community determine how to:

- Build on its existing strengths and assets,
- Overcome its existing weaknesses and obstacles,
- Take advantage of existing and future opportunities, and
- Mitigate against possible threats.

## Strengths

Despite its long and steady decline, the Uniontown neighborhood still maintains certain assets that the community could leverage. These are characteristics that make Uniontown a unique place.

### *Historical Significance*

Uniontown's historical significance is the most obvious strength. As discussed in Part 2, this location is essential to the area's African American history and Staunton's story. Unfortunately, many resources are lost as structures fell into disrepair over the decades. However, Uniontown has a compelling story that would help with accessing potential funding sources.

### *General Location*

Uniontown's proximity to Richmond Avenue provides easy access to downtown and the commercial amenities along the corridor.



Several redevelopment efforts and investments exist along this corridor between Interstate 81 and downtown Staunton. Richmond Avenue (US 250) is a Principal Arterial with high traffic volumes. The main road provides easy access to the southern portion of Uniontown – improving the market potential for new housing and commercial developments.

### *Housing Demand and Supply*

There continues to be a housing shortage in the Shenandoah Valley. With easy access to Interstates 81 and 64, there may be market demand for new housing in this vicinity, as opposed to industrial space. Changing the existing zoning from industrial to residential would help the community take advantage of these conditions.

### *Sense of Community*

During the planning process, consultants noted that there was a strong sense of community among the long-time residents. The Steering Committee attendance increased with each meeting, as dozens of stakeholders joined in-

person and virtually. This enthusiasm will be the key to Uniontown’s success, if the group can maintain that momentum.

### *Weaknesses*

The Neighborhood Plan gives more attention to Uniontown’s weaknesses, as it suffers from decades of decline. While the community can build on existing strengths, the bigger challenge will be overcoming the following obstacles.

#### *Steady Decline*

As is described in Part 2, Uniontown experienced a steady trend of disinvestment over the decades as the industrial zoning from the 1960s contributed to various obstacles to reinvestment. After over 60 years of decline, recovery will require time and resources to reverse the trend.

#### *Existing Industrial Zoning*

The existing industrial zoning is a primary reason for Uniontown’s decline. While the general location may be conducive to industrial



uses, the property lines and other features would make those operations infeasible. Also, the existing land use regulations prohibit new residential development and prevent existing property owners from renovating their homes. Changing the zoning to residential is consistent with the City's Comprehensive Plan and would be the first necessary step to reinvestment.

This proposed rezoning is one of the community's top priorities. Refer to Part 9, Action B.1. Uniontown property owners and residents ask that the City Council adopt their proposed zoning changes as soon as possible.

### ***Lack of Centralized Sewer***

In 2021, the city commissioned the Uniontown Water and Sewer Extension Study, which inventoried the neighborhood's existing water and sewer infrastructure and proposed alternatives to better serve the study area. Uniontown currently lacks centralized sewer access, as homes rely on individual septic systems.

In the community survey, over 60% of respondents stated they were "highly concerned" about the lack of infrastructure. Extending centralized water and sewer infrastructure into Uniontown is one of the community's highest priorities. Property owners and residents ask that the City Council pursue the improvements documented in the 2021 Water and Sewer Extension Study as soon as possible. Without public water and sewer, reinvestment in Uniontown would be limited and complicated.

### ***Existing Water Quality***

The 2021 Water and Sewer Extensions Study included a section on water quality with the existing system. When the railroad removed the National Avenue Bridge, this demolition also severed a waterline offering better circulation in the Uniontown area. During the neighborhood planning process, participants discussed their concerns with the water and asked to emphasize those issues in this document as an immediate need.

### ***Road Conditions and Right-of-Way***

Various sources identified poor road conditions in Uniontown. Consultants documented issues during site visits. The Uniontown Steering Committee discussed their concerns, and the community survey highlighted these issues. The existing road surfaces are cracked and deteriorated, and committee members expressed a desire to improve conditions by repaving. Ideally, new water and sewer lines would be installed before any significant roadway repaving. In some locations, road widths present challenges to redevelopment, as right-of-way requirements for upgrades would negatively affect existing homes, requiring condemnation if they were reconstructed to City or VDOT standards. Uniontown would need to pursue an alternative standard to avoid eminent domain for upgraded streets.

### ***Blighted Properties***

The planning process documented multiple blighted properties – primarily former homes that fell into disrepair and are now structurally unsound. Several complex factors led to those conditions and this general decline. In the community survey, approximately 40% of respondents stated they were "highly concerned" about blighted properties.

### ***The Railroad (Bridge Demolition)***

The railroad pre-dates the settlement of Uniontown and always functioned as a barrier. The National Avenue Bridge was the primary link between the north and south halves of the neighborhood and facilitated delivery of water service to the neighborhood. When the railroad removed the bridge in 2001, it created a deep divide that cleaved Uniontown into two inaccessible parts. With the replacement bridge at Frontier Drive, there is little chance of eventually replacing the National Avenue Bridge at its previous location. A new vehicular bridge at that location would also require eminent domain and the removal of several existing homes. With these challenges, there are no straightforward ways to bridge the railroad.



The Steering Committee would prefer a vehicular bridge over the railroad. However, the community also wants to avoid condemnation of homes. One alternative could be to install a bike and pedestrian bridge that may provide access while limiting the effects on private property. A bike and pedestrian bridge could also facilitate a reconnection of the waterlines between the north and south sides.

### *The Railroad Layout*

The railroad also limits development potential, due to the awkward layout that it imposes on the neighborhood. On the southern part of Uniontown, there is less than 700 feet between the commercial properties along Richmond Avenue and the railroad – limiting development potential. A spur of the rail line makes other properties unusable for residential investments. Unfortunately, there are no ways of addressing these conditions, as the railroad and Richmond Road are permanently fixed in those locations.

### *Existing Industrial Uses*

Existing industrial uses significantly undermine the community’s vision for redevelopment. Specifically, the quarry, limestone operation, and scrap yard limit residential development potential. While Anthony Street offers attractive vistas of the surrounding areas, these surrounding uses could deter many investors. Additionally, the American Mini Storage property limits land available for home construction.

### *Existing Commercial Uses*

The commercial uses along Richmond Avenue block Uniontown from view and have no apparent connection with the neighborhood. Hidden from view, the larger community (citywide) is likely to be unaware of Uniontown. The “out of sight, out of mind” issue contributed to the neighborhood’s long decline. Without a notable gateway or acknowledgement of Uniontown from the main road, the neighborhood will continue struggling to gain attention and resources.

**Part 9** has two recommendations (**D.2** and **D.4**) that address these challenges. One member of



the Steering Committee used signage at Gypsy Hill Park as an example of a desirable gateway.

## **Opportunities**

The planning process also identified opportunities that Uniontown could leverage to achieve its vision. These are essential considerations that will make recommendations in **Part 9** possible.

### *The City’s Current Commitment*

In recent years, the City of Staunton refocused on Uniontown, listing it as one of its priority areas. Using ARPA (American Rescue Plan Act) funding, City Council commissioned this Uniontown Neighborhood Action Plan process in 2022. The Council initiated the Uniontown Water and Sewer Extension Study the previous year (2021). With that effort, the City attempted to rezone Uniontown from industrial to R-2 Low-Density Residential. Unfortunately, some in the community spoke out against the zoning changes at that time. Despite growing demands on local government, the City of Staunton prioritized Uniontown. With the City’s current focus and commitment, this is an ideal opportunity to identify a plan for the neighborhood’s future.



### ***A Reenergized Community***

The Uniontown Neighborhood Action Plan started with a small group of stakeholders that participated in Steering Committee meetings. Only one of those attendees had a direct family connection to the community. As the effort progressed, many more individuals joined the process. By the end, dozens of property owners, residents, and other partners frequented the Steering Committee meetings. With this renewed involvement, the Steering Committee should continue meeting regularly and focus on maintaining this momentum.

### ***Vacant Properties***

Most of Uniontown's parcels are vacant (over 50 properties). These lots offer new home construction opportunities under a revised zoning map. Specifically, the best potential is in the area south of the railroad, but there is redevelopment potential in the northern areas, as well. These vacant properties offer a unique opportunity for a clean slate, which is more likely to attract development partners.

### ***Reinvestments along the US 250 Corridor***

Overall, there is reinvestment along Richmond Avenue, between Interstate 81 and Greenville Avenue. The corridor is also a significant gateway to Staunton and will only grow in importance. As the eastern portion of Staunton develops, there will be more opportunities for Uniontown to be part of that renewal.

### ***Possible Partnerships***

During the Neighborhood Action Plan process, several partners expressed interest in Uniontown. Members of the "Building Bridge for a Greater Good" served as members of the Steering Committee and hosted a large event to document Uniontown's history. The Staunton-August-Waynesboro Habitat for Humanity spoke with the Steering Committee about possible partnerships. Other housing funders unofficially stated that they could help support housing redevelopment work. Public Works attended Steering Committee meetings and indicated their interest in staying involved. These are essential partnerships that the community should leverage to achieve its goals.



## ***The City's Comprehensive Plan***

The Code of Virginia requires that every local jurisdiction in the Commonwealth adopt a Comprehensive Plan, which serves as a locality's primary policy document. It carries significant weight with local decisions on laws, capital investments, programs, initiatives, and other government actions. The City's current Comprehensive Plan generally supports Uniontown's proposed zoning changes, making those amendments more likely. The Code of Virginia also requires that localities update their plans every five years. With a 2019 adoption date, the City should review the plan in 2024, and could include new sections from the Neighborhood Action Plan to help strengthen the recommendations listed in Part 9. Refer to Action D.3.

## **Threats**

A list of potential threats arose mostly from the public and stakeholder engagement process. The Uniontown Steering Committee identified concerns about future issues, which the community verified in the survey (See Appendix B).

### ***Threat of Commercial and Industrial Development***

In the community survey, almost 70% of residents and property owners stated that encroaching commercial and industrial development was a concern. With vacant commercial property along Richmond Avenue and lenient industrial zoning, people were concerned about what could overwhelm the neighborhood. This encroachment would directly conflict with the community's vision for a residential, family-friendly future.

### ***Gentrification***

Some survey respondents highlighted gentrification as a possible threat. If the public and private sector reinvested in Uniontown, the community would want to ensure that existing property owners and residents would still

benefit. The neighborhood would need to retain its past and make sure that African Americans continue to be part of the community's future.

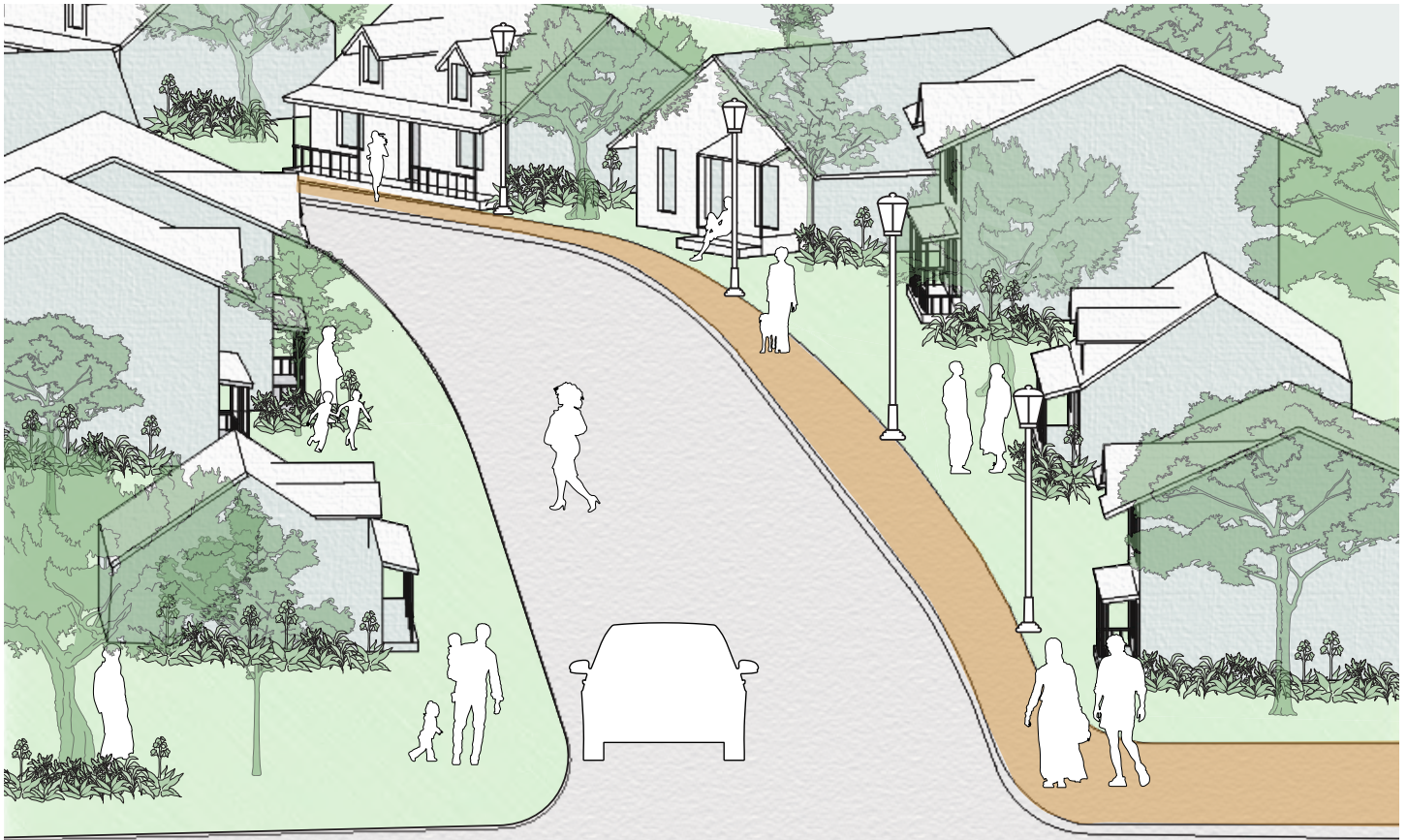
### ***Water and Sewer Connection Fees***

If the City extended public water and sewer improvements into Uniontown, the local code states that existing homes would need to connect within five years. The City also sets connection fees that would be costly to existing property owners. In some cases, existing households will not be able to afford those fees. Given the long-term disinvestment in the neighborhood, the community requested some sort of financial assistance with connections.

### ***Available Funding***

While the community identified various low-cost actions, many recommendations represent significant capital costs. The Uniontown Water and Sewer Extension Study sites estimated expenses that total millions of dollars. Roadway improvements would be a multimillion-dollar investment. Connecting the north and south portion of Uniontown would also involve multimillion-dollar options. The Uniontown community will need to work closely with City Hall to identify potential funding sources and raise resources to make this plan possible.

# COMMUNITY VISION AND GOALS



A community-driven process produced a neighborhood vision and four main goal areas. These statements arose primarily from the Uniontown Steering Committee, through their early meetings. Consultants converting meeting notes into the four goals and vetted the draft language with the Committee. Next, the community responded to the goals through the survey from Appendix B. After seeing that the public and stakeholders overwhelmingly supported these statements, consultants developed an overarching vision that captured the four themes: Reinvestment, Sense of Community, Preservation, and Reestablished Connections.

## Vision Statement

Create a thriving and resilient Uniontown that embodies its historic sense of community, provides families with a healthy place to call home, and honors its proud past.

## Goals

The four goals are critical to this process because they serve as a framework for the neighborhood's recommendations and actions. The Steering Committee and project consultants created tactics, seen in Part 9, designed specifically to achieve each of the following statements. To maintain a focused effort, the community excluded any recommendations that did not explicitly serve these four themes.

The four goals are not in priority order. The community interprets each area as equally important, which is why the goal titles include letters (A, B, C, and D), rather than numbers (1, 2, 3, and 4).

### Goal A. Reinvestment

Pursue efforts to spur public and private reinvestments that help Uniontown thrive and grow while preserving its past.

This reinvestment theme arose even before the



first Steering Committee meeting. Early in the process, project consultants began to interview stakeholders to encourage involvement with the planning effort. Every interview pointed to this core topic – “there needs to be reinvestment in Uniontown.” As the Steering Committee started to convene, participants continued to emphasize the need for City Hall to upgrade infrastructure and put resources back into the neighborhood. Later, the community survey reflected these themes, calling for public investment in infrastructure. The community believes that public improvements will help to spur private reinvestment – specifically with home renovations and new construction.

### High-Priority Action

The highest priority action under this goal is extending public water and sewer infrastructure into Uniontown. The Steering committee unanimously supported this investment and asked that the City proceed with the Uniontown Water and Sewer Extension Study recommendations and next steps.

### Goal B. Sense of Community

Reintroduce Uniontown’s sense of community, where residents can raise a family and be part of a meaningful place.

During the Steering Committee meetings, attendees would introduce themselves and express what they hoped would arise from this Neighborhood Action Plan process. When long-term residents began participating, there was a consistent response to this question. Life-long families wanted to see a vibrant, family-oriented community that brought back what they lost as the neighborhood steadily declined. Abraham Crawford, a life-long resident, vividly described his hopes to see children back in the neighborhood, playing in the streets and continuing Uniontown’s story. On April 29, Building Bridges hosted a well-attended event, focused on presenting Uniontown’s history and describing what was lost. This goal is a core element of the community’s vision.

### High-Priority Action

The highest-priority action under this goal is rezoning properties from industrial to residential. The existing zoning map directly contradicts the community’s vision and Goal B. The Steering Committee asked that the City initiate these zoning map amendments as soon as possible.

### Goal C. Preservation

Document, promote, and effectively communicate Uniontown’s history to foster community pride and preserve the neighborhood’s remaining historic resources.

The Steering Committee was passionate about Uniontown’s past and wanted to reconcile its decades of struggle. First, the community wanted to acknowledge the various barriers thrown at them. Second, participants highlighted a desperate need to document and publish Uniontown’s history while life-long residents are alive to tell these stories. The Building Bridges event also emphasized the neighborhood’s history and revealed information that directly influenced the actions in Part 9.

### GOAL D. Reestablished Connections

Reestablish Uniontown’s physical connections within the neighborhood and the Richmond Avenue Corridor, connecting to reinvestment in the larger area.

As described in the SWOT analysis, while Uniontown lies along a busy, important corridor, it also feels isolated. There are few connections to the neighborhood and broken links within. Specifically, the Steering Committee were focused on the National Avenue Bridge and the railroad that divided the community.

### High-Priority Action

The National Avenue Bridge issue is complicated. The Committee believes there must be some sort of linkage that connects the north and south



sections of Uniontown. However, construction of a vehicular bridge would likely require property condemnation that would affect several homes. There would need to be further engineering to determine right-of-way needs. This work may conclude that the only feasible connection would be a bike and pedestrian bridge.

# RECOMMENDATIONS AND ACTIONS

The following section documents the community's 18 recommended actions, which serve to achieve the four Uniontown goals and the overarching vision statement. These actions arose from the community-driven process, including the SWOT analysis, the Steering Committee, the Building Bridges event, Interviews, and the community survey. The Uniontown Steering Committee should continue to meet regularly to maintain progress on these activities and treat this plan as a living document.

- **Goal A. Reinvestment:** Pursue efforts to spur public and private reinvestments that help Uniontown thrive and grow while preserving its past.
  - Action A.1: Extend water and sewer infrastructure into Uniontown.
  - Action A.2: Improve the internal roadway network conditions and provide streetlights.
  - Action A.3: Develop a property owner education program to inform Uniontown's owners of their rights and opportunities.
  - Action A.4: Survey lots to improve property boundaries and records.
- **Goal B. Sense of Community:** Reintroduce Uniontown's sense of community, where residents can raise a family and be part of a meaningful place.
  - Action B.1: Update the Zoning Map to Reflect Uniontown's Vision for single-family residential.
  - Action B.2: Partner with Housing Groups to construct new, quality, affordable homes on existing lots that are comparable in size and scale to what existed previously.
  - Action B.3: Evaluate the condition of remaining vacant structures to determine what can be repaired and what might need to be removed.
  - Action B.4: Organize Regular Community Clean-Up Events and Beautification Efforts.
  - Action B.5: Preserve natural habitats to maintain the rural feel.
- **Goal C. Preservation:** Document, promote, and effectively communicate Uniontown's history to foster community pride and preserve the neighborhood's remaining historic resources.
  - Action C.1: Re-establish access to the Uniontown Chapel Cemetery.
  - Action C.2: Develop a Pamphlet (or similar promotional material) to Communicate Uniontown's History.
  - Action C.3: Create an Online Presence that Documents Uniontown's History.
  - Action C.4: Install Historical Markers and Plaques that Communicate Uniontown's History and the Stories of its People.
  - Action C.5: Ensure every school library has a copy of "Old Uniontown Glances Backwards" and other books/references that document local history.
- **Goal D. Reestablished Connections:** Reestablish Uniontown's physical connections within the neighborhood and the Richmond Avenue Corridor, connecting to reinvestment in the larger area.
  - Action D.1: Examine Options at the former National Avenue Bridge Site.
  - Action D.2: Examine Gateway Treatments on National Avenue that Makes Uniontown Visible from Richmond Road.
  - Action D.3: Update the City of Staunton's Comprehensive Plan to Show Uniontown as an Essential part of the Richmond Road Corridor.
  - Action D.4: Redesign Uniontown's Commercial Properties on Richmond Road to Reflect the Neighborhood.



## Goal A. Reinvestment - Action Tables

This goal involves five recommended actions, mainly focused on public infrastructure improvements. The highest priority action is A.1, the extension of centralized water and sewer service. This action would need to conclude to progress to A.2, improving the internal road network. Otherwise, the City would need to excavate new pavements for the water and sewer lines. The remaining actions are lower-cost recommendations aimed at helping existing property owners.



## Action A1: Extend water and sewer infrastructure into Uniontown

In 2021, the City of Staunton worked with on-call consultants to develop a plan for expanding public water and extending new sewer lines throughout Uniontown. The study included several alternatives for new water and sewer investments. Staff presented a preferred alternative to the City Council in December 2021.

### Background Information:

Sources:	Uniontown Water and Sewer Extension Study (2021)
Community Feedback	The Uniontown Steering Committee and community survey supported this recommendation. The Steering Committee listed this as a high-priority action.

### Action Detailing:

Estimated Cost:	The 2021 Study listed costs for water and sewer at approximately \$2.98 million for sewer line extension and \$2.22 million for waterline extensions. Note that construction costs would have increased since this report.
Resources:	The local Capital Improvements Program
Primary Point of Contact:	Public Works, City of Staunton
Support:	Community Development Department, City of Staunton
Anticipated Benefits:	Extending water and sewer infrastructure will address a significant sewer service shortfall in Uniontown and improve the functionality and resiliency of water distribution in the Richmond Avenue/Staunton Crossing area.
Steps/Phases:	<ul style="list-style-type: none"> <li>• Complete a Preliminary Engineering Report (PER)</li> <li>• Initiate system design</li> <li>• Talk with property owners</li> <li>• Construct system</li> </ul>
Timeline:	The rezoning action would need to occur first. City staff could pursue a PER (bullet #1) at Council's direction shortly after the rezoning. Construction would be a multi-year timeline.

### Additional Comments:

The community strongly requests a release from future connection fees. The Uniontown Steering Committee believes that the water and sewer improvements should have occurred decades ago, warranting a waiver for connection. They believe this is a unique situation that does not set a precedent for other areas of the City.



## Action A.2: Improve the internal roadway network conditions and provide streetlights

During the engagement process, the community identified the need to improve the roadways in Uniontown and expressed a desire for improved streetlights. During the June Steering Committee meeting, participants clarified a desire for roadway maintenance to improve the poor surface conditions.

### Background Information:

Sources:	<ul style="list-style-type: none"> <li>• Consultant Site Visit</li> <li>• Uniontown Steering Committee</li> </ul>
Community Feedback	The Uniontown Steering Committee and community survey supported this recommendation. The Steering Committee listed this as a high-priority action.

### Action Detailing:

Estimated Cost:	Cost estimates vary depending on the condition of the roadway sub-surface. This action may require a roadway reconstruction, which would significantly increase the cost. This would be a multi-million-dollar investment. Additional engineering is needed to develop a reliable cost estimate.
Resources:	<ul style="list-style-type: none"> <li>• Capital Improvements Program</li> <li>• VDOT (Virginia Department of Transportation) Roadway Maintenance Reimbursement Program</li> </ul>
Primary Point of Contact:	Public Works, City of Staunton
Support:	<ul style="list-style-type: none"> <li>• Community Development Department, City of Staunton</li> <li>• Dominion Energy</li> <li>• Uniontown Residents</li> </ul>
Anticipated Benefits:	Improved safety and quality of life, as well as aesthetic improvements
Steps/Phases:	<ul style="list-style-type: none"> <li>• Conduct borings to determine structural integrity of roadways</li> <li>• Identify the scope of the improvements.</li> <li>• Determine the cost associated with the project.</li> <li>• Present findings to elected and appointed officials.</li> <li>• Develop timing with other improvements, such as public water and sewer.</li> <li>• Adopt a capital budget with these improvements.</li> <li>• Pursue right-of-way acquisition, engineering, and construction.</li> </ul>



## Action A.2: Improve the internal roadway network conditions and provide streetlights

Timeline:

The timeline depends on public water and sewer improvements, making this a long-term improvement.

### Additional Comments:

Given the limited right-of-way, there are limited options for widening the road surface or adding sidewalks. The Community requested improved road surfaces and wanted to avoid condemnation of existing homes. The following rendering depicts concepts for new development and streets.





## Action A.3: Develop a property owner education program to inform Uniontown’s owners of their rights and opportunities.

Many property owners in Uniontown are not aware of the implications of the local zoning code and what they can and cannot do with their land. A property education program would provide basic information about current and future zoning and the value of homeownership and wealth building. This could be a printed document that explains property rights and opportunities.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	The Uniontown Steering Committee and community survey supported this recommendation.

### Action Detailing:

Estimated Cost:	Low (staff and volunteer time)
Resources:	<ul style="list-style-type: none"> <li>• Habitat for Humanity,</li> <li>• HomeAid America,</li> <li>• Albemarle Housing Improvement Program (AHIP)</li> <li>• Virginia Housing</li> </ul>
Primary Point of Contact:	Uniontown Steering Committee
Support:	Community Development Department, City of Staunton
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Raising awareness about the ability to make home improvements.</li> <li>• Improving literacy about homeownership and wealth building.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Identify someone to lead this effort.</li> <li>• Accumulate online property owner education material for distribution.</li> </ul>
Timeline:	Immediate - within 6 months

### Additional Comments:

The Community Survey indicated that approximately 35% of respondents with Uniontown affiliations needed more information on proposed rezonings. Additionally, this action could include materials beyond zoning to help with general property education.



## Action A.4: Survey lots to improve property boundaries and records.

The Uniontown area was settled since the late-1800s. Many property records are inaccurate, using outdated monuments such as large trees or other natural features to mark parcel boundaries. These limited records can make property redevelopment more difficult. This issue can also be a challenge with infrastructure investments, if there is uncertainty with property lines, easements, and rights-of-way. Additionally, the City’s GIS records appear to have errors with property boundaries.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	Uniontown Steering Committee

### Action Detailing:

Estimated Cost:	The cost to inventory property records could be low if the effort relied on staff and volunteer time. However, if this action required surveying work, costs would dramatically increase.
Resources:	<ul style="list-style-type: none"> <li>• Courthouse property records</li> <li>• Smart &amp; Byers subdivision records</li> </ul>
Primary Point of Contact:	Uniontown Steering Committee
Support:	<ul style="list-style-type: none"> <li>• Community Development Department, City of Staunton</li> <li>• Public Works, City of Staunton</li> <li>• Mary Baldwin College</li> </ul>
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• An updated property survey can help ensure that property lines are current and accurate.</li> <li>• Accurate records can assist with property sales.</li> <li>• This action helps define developable areas.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Research existing property records to determine what properties need updated surveys</li> <li>• Communicate with Staunton City Engineering Department to request surveying.</li> </ul>
Timeline:	An inventory of property records could occur within the next year (12 months).

### Additional Comments:

This action may include various parts. First would be an inventory of properties and their existing records. There should be coordination with Mary Baldwin College to determine if this could be a class project. This could also be an intern project from City Hall. Next, this effort should identify which plats are inaccurate or determined by outdated monuments. Finally, the City’s GIS division should update the parcel boundaries using the most updated information from this research.



## Goal B. Sense of Community – Action Tables

There are five actions under Goal B. The first recommendation is the highest priority action for the complete set of 18 tables. Action B.1 should be the most immediate action, with overwhelming community support. The following two recommendations are underway as the community began discussions with the local Habitat Chapter and the planning process started evaluating existing properties. Action B.4 involves community cleanup events and is a low-cost option for the neighborhood to build momentum for longer-term efforts. The rural character table (B.5) will require additional coordination with the City's Planners.



## Action B1: Update the Zoning Map to Reflect Uniontown’s Vision for single-family residential.

Uniontown has been a primarily residential community since its early settlement. However, the current industrial zoning has prevented homeowners from improving their property. In response, the City should develop a new residential zoning district, tailored to Uniontown’s specific and unique needs. The City would then apply that zoning to the properties identified in the proposed zoning map.

### Background Information:

Sources:	<ul style="list-style-type: none"> <li>• The City of Staunton – attempted rezoning in 2021</li> <li>• Uniontown Steering Committee</li> </ul>
Community Feedback	The Uniontown Steering Committee and community survey supported this recommendation. The Steering Committee listed this as a high-priority action.

### Action Detailing:

Estimated Cost:	Low - Staff Time
Resources:	Staff Time
Primary Point of Contact:	Community Development Department, City of Staunton
Support:	Uniontown Steering Committee
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• A rezoning to residential would allow property owners to make home improvements and build residential uses.</li> <li>• Foster home improvements and new home construction.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Develop a new zoning district</li> <li>• <b>Notify owners and adjacent properties of proposed zoning change</b></li> <li>• Hold public hearing</li> </ul>
Timeline:	Immediate (within 6 months)

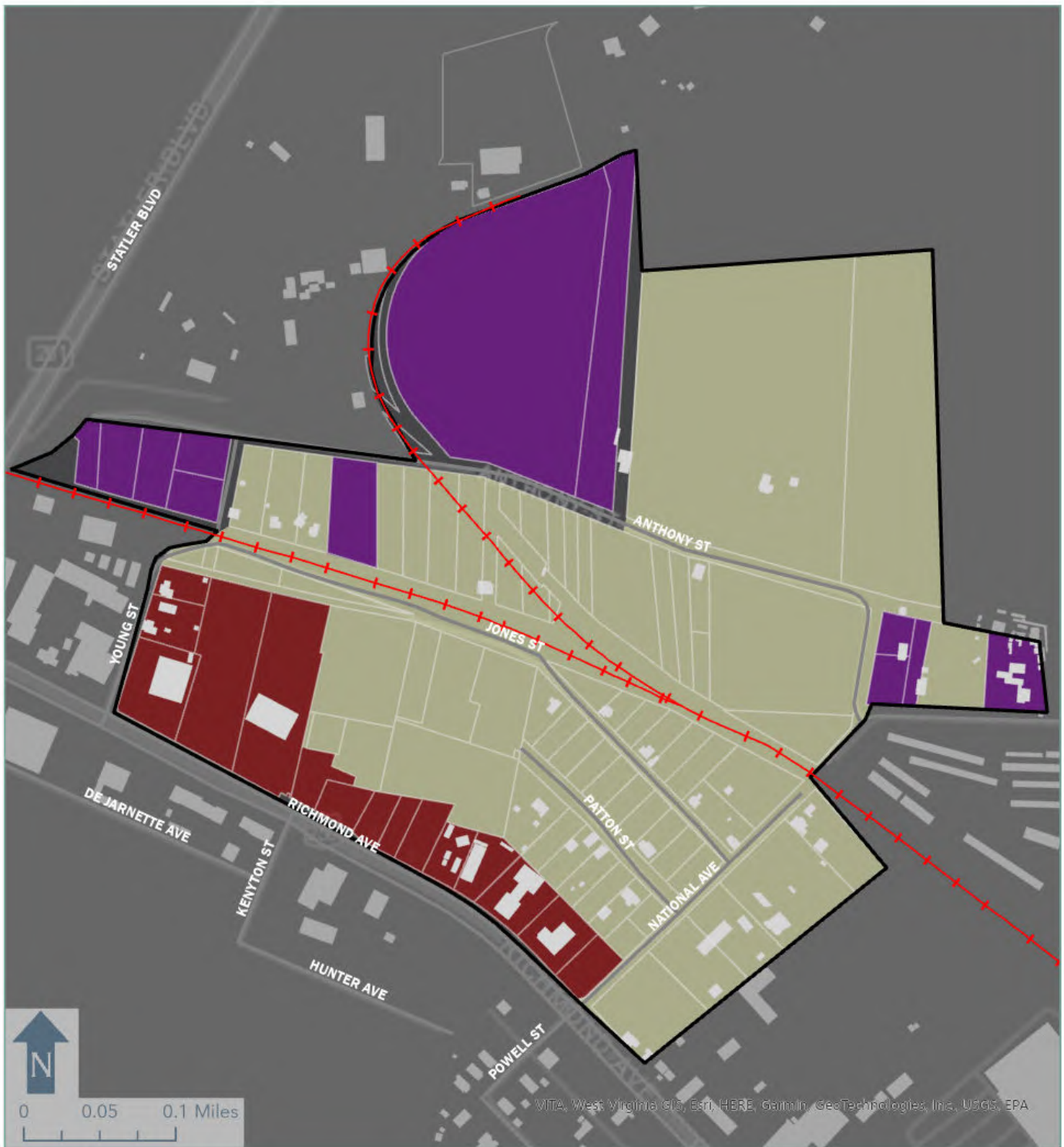
### Additional Comments:

The Community Survey indicated that approximately 35% of respondents with Uniontown affiliations needed more information on proposed rezonings. Some property owners may decide to retain their existing zoning.



# Zoning Map

## Proposed Residential Rezoning in Uniontown



### Legend

- Proposed Zoning
- Commercial
  - Residential
  - Industrial

- Uniontown Parcels
- Building Footprints
- Uniontown Study Area
- Roads

- Railroads



## Action B.2: Partner with Housing Groups to construct new, quality, affordable homes on existing lots comparable in size and scale to what existed previously.

Housing-related organizations can assist with residential development targeting existing residents, property owners, and lower to moderate-income households. While some organizations (such as Habitat for Humanity) specialize in construction, other groups (like Housing Virginia) can assist with financing. During the Neighborhood Action Plan process, consultants contacted potential partnerships.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	Uniontown Steering Committee and community survey supported this recommendation.

### Action Detailing:

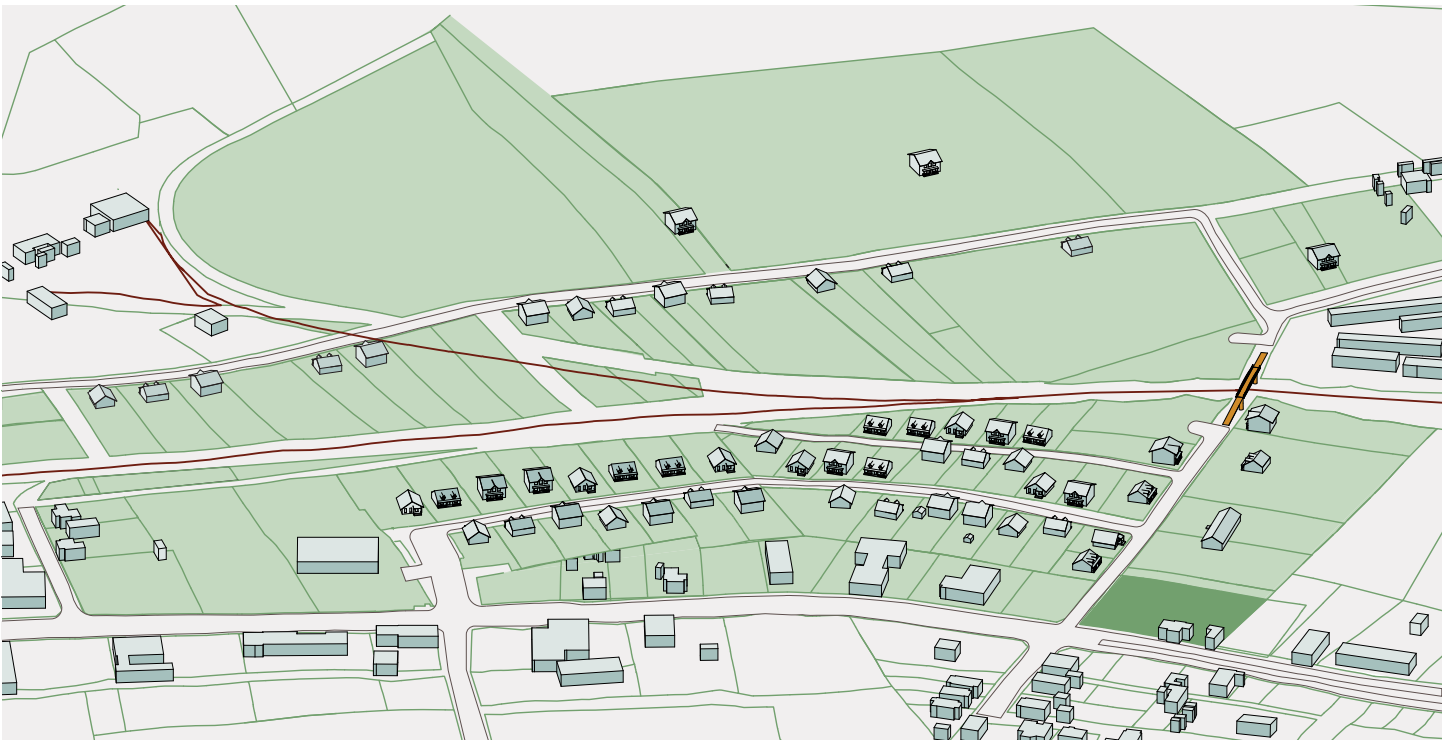
Estimated Cost:	Low - Staff Time
Resources:	Staff Time
Primary Point of Contact:	Community Development Department, City of Staunton
Support:	Uniontown Steering Committee
Anticipated Benefits:	Financing a project through a public-private partnership can allow a project to be completed sooner or make development possible.
Steps/Phases:	<ul style="list-style-type: none"> <li>• Meet with affordable housing organizations that provide funding or sweat equity services.</li> <li>• Although not a Staunton area organization, meet with the Albemarle Housing Improvement Program (AHIP) to gain some strategies for home repair.</li> <li>• Identify local builders that have a record of accomplishment for building affordable housing.</li> </ul>
Timeline:	Staff should continue to coordinate with potential partners over the next year. Redevelopment of the site will require the rezoning action (B.1) and likely the water and sewer extensions (A.1).

### Additional Comments:



## Action B.2: Partner with Housing Groups to construct new, quality, affordable homes on existing lots comparable in size and scale to what existed previously.

This action represents work on developing partnerships and the beginning of a development plan. It does not include the actual redevelopment work that would arise from this effort. Habitat for Humanity attended a Steering Committee meeting and expressed interest. However, those statements did not constitute a formal statement. Other housing funders expressed informal interest in getting involved. The following renderings represent concepts for residential redevelopment.





## Action B.3: Evaluate the condition of remaining vacant structures to determine what can be repaired and what might need to be removed.

The Neighborhood Action Plan recorded property conditions to assess the existing conditions. This action includes removing structures beyond repair and records to help with redevelopment.

### Background Information:

Sources:	SWOT Analysis
Community Feedback	The Uniontown Steering Committee and community survey supported this recommendation.

### Action Detailing:

Estimated Cost:	Low - Elements of this are complete with the Neighborhood Action Plan. However, blight removal requires additional funds.
Resources:	Refer to materials from the Albemarle Housing Improvement Program (AHIP) for home improvements. Blight removal may require local funds.
Primary Point of Contact:	Building Services Division, City of Staunton
Support:	Uniontown Steering Committee
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Allow the community to gain awareness of the extent of repairs needed.</li> <li>• Identify opportunities to preserve elements of the community.</li> <li>• Remove blighted structures to help with reinvestment.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Identify programs to assist with the removal of blighted structures.</li> <li>• Coordinate with partners on property records to identify redevelopment opportunities.</li> <li>• Identify programs to assist with home repair.</li> </ul>
Timeline:	Immediate to Long-term (one to two years)

### Additional Comments:

The Neighborhood Action Plan provides the first initial steps for this action. With residential zoning, private property owners may have incentives to remove blighted structures with redevelopment. Several property owners expressed their intentions to renovate or remove structures and rebuild. Refer to Actions B.1 and B.2.



## Action B.4: Organize Regular Community Clean-Up Events and Beautification Efforts.

The condition of homes and properties is a central concern for the neighborhood. Several lots have overgrown vegetation. Many structures have deterioration on building components, such as roofs, windows, foundations, and exterior walls. Several properties have clutter and garbage stored on-site. Regular clean-up events and beautification efforts will enhance the sense of neighborhood pride of homeowners and residents.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	The Uniontown Steering Committee and community survey supported this recommendation.

### Action Detailing:

Estimated Cost:	Low
Resources:	Volunteer Time
Primary Point of Contact:	Uniontown Steering Committee
Support:	<ul style="list-style-type: none"> <li>• Boy Scouts/Girl Scouts</li> <li>• Local High School Community Service Groups</li> </ul>
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Help build community pride.</li> <li>• Provide a low-cost way of improving the community.</li> <li>• Improve beautification and potential for reinvestment.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Inventory maintenance issues</li> <li>• Coordinate volunteers, especially young people, such as scouting groups or high school service organizations</li> <li>• Conduct a community clean-up day</li> </ul>
Timeline:	Immediate

### Additional Comments:

The Steering Committee can organize community clean-up activities at any time. Consider a list of requests if property owners need help with property maintenance, such as removing debris or managing vegetation. This type of action is essential to help maintain momentum for long-term and expensive recommendations.



## Action B.5: Preserve natural habitats to maintain the rural feel.

During the Building Bridges event on April 29, 2023, attendees identified Uniontown’s rural feel as an asset. People described how the neighborhood is in the City but retains a natural aesthetic. While the Neighborhood Action Plan calls for Uniontown’s redevelopment to be consistent with its historical development patterns, there are opportunities for preserving rural elements. This action calls for keeping some properties as wooded areas, maintaining vegetative buffers along the railroad, retaining rural roadway and development standards, and creating an appropriate residential scale.

### Background Information:

Sources:	Building Bridges Event
Community Feedback	Uniontown residents at the Building Bridges Event discussed this idea.

### Action Detailing:

Estimated Cost:	Costs may include staff time for developing requirements for buffers and preserved areas. If the City created natural park space, then costs would include the purchase of property and long-term maintenance. Any sale of private property should be purely voluntary.
Resources:	Staff time
Primary Point of Contact:	Community Development Department, City of Staunton
Support:	<ul style="list-style-type: none"> <li>• Development Partners</li> <li>• Uniontown Steering Committee</li> </ul>
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Maintain the neighborhood's character.</li> <li>• Allow for environmental features that support overall community well-being.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Coordinate with development partners to maintain rural elements with new construction.</li> <li>• Work with property owners to preserve select parcels as wooded areas.</li> <li>• Coordinate with Public Works on sustaining rural roadway standards on appropriate streets.</li> </ul>
Timeline:	Medium to Long-Term



## Action B.5: Preserve natural habitats to maintain the rural feel.

### Additional Comments:

This action consists of multiple parts with different timelines and costs. Coordinating with development partners of specific standards would be an immediate action at a low cost. Working with property owners to preserve natural areas would also be a short-term and cost-effective effort. Staff could also include tree buffers and other standards in the new residential zoning district. Roadway improvements would be a long-term project with higher potential expenses.



## Goal C. Preservation – Action Tables

There are four actions under Goal C. These low-cost activities can help maintain the community's momentum as it works with the City on longer-term efforts. Mary Baldwin College would be an important stakeholder and resource in developing these history-based materials.



## Action C1: Re-establish access to the Uniontown Chapel Cemetery.

The Uniontown Chapel Cemetery is a one-acre lot within a larger parcel, owned by the quarry operation. The cemetery is a resting place for generations of Uniontown residents. However, quarry debris currently blocks the path to access these burials. The Uniontown Steering Committee should work with the City to research this access and identify ways of restoring a path.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	Uniontown Steering Committee

### Action Detailing:

Estimated Cost:	Staff time
Resources:	Staff and volunteer time
Primary Point of Contact:	Uniontown Steering Committee
Support:	<ul style="list-style-type: none"> <li>Community Development Department, City of Staunton</li> <li>Mary Baldwin College</li> </ul>
Anticipated Benefits:	<ul style="list-style-type: none"> <li>Preserve and maintain the resting place of dozens of Uniontown residents.</li> <li>Help connect the community with its past.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>Conduct property research into legal access to the cemetery.</li> <li>Coordinate with the quarry operation to reestablish access to the site.</li> <li>Identify ways for long-term maintenance of the graves.</li> <li>Research the cemetery and identify individuals buried there.</li> </ul>
Timeline:	Immediate to long-term.

### Additional Comments:

There are several elements to this action. Property research began during the neighborhood planning process. The Uniontown Steering Committee can work with City staff to identify easements and access to the one-acre site. City staff may need to help coordinate with the quarry operation. Mary Baldwin College or a City intern could help research the cemetery and document its history. If the community can reestablish this access, then the Committee should identify strategies for maintaining the grave sites.



## Action C.2: Develop a Pamphlet (or similar promotional material) to Communicate Uniontown’s History.

The Shenandoah Valley Black Heritage Project has self-guided African American history tours throughout the region. Uniontown can celebrate its significance and invite the community to learn more about its underappreciated past by participating in this project. The Building Bridges event focused on this action.

### Background Information:

Sources:	<ul style="list-style-type: none"> <li>• Old Uniontown Glances Backward</li> <li>• Roots Run Deep - <a href="http://www.rootsrundeep.org">www.rootsrundeep.org</a></li> </ul>
Community Feedback	<ul style="list-style-type: none"> <li>• Uniontown Steering Committee</li> <li>• Building Bridges Event</li> </ul>

### Action Detailing:

Estimated Cost:	Low (volunteer hours for research, costs for printing)
Resources:	National Trust for Historic Preservation: <a href="https://savingplaces.org/african-american-cultural-heritage">https://savingplaces.org/african-american-cultural-heritage</a>
Primary Point of Contact:	Uniontown Steering Committee
Support:	<ul style="list-style-type: none"> <li>• Mary Baldwin College</li> <li>• August County Historical Society</li> <li>• Historic Staunton Foundation</li> <li>• Roots Run Deep - <a href="http://www.rootsrundeep.org">www.rootsrundeep.org</a></li> </ul>
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Greater appreciation of its history will help support reinvestment in the neighborhood’s future.</li> <li>• Materials from this action may also support grant applications and other funding programs to achieve the neighborhood’s reinvestment.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Review “Old Uniontown Glances Backward” for neighborhood history</li> <li>• Coordinate with property owners, residents, and Staunton Historical Society to gather historic photos of the neighborhood.</li> <li>• Develop a list of significant sites and structures to highlight in materials.</li> <li>• Consider including information on the cemetery and those buried there.</li> <li>• Consider working with Mary Baldwin University</li> </ul>
Timeline:	Immediate



## Action C.2: Develop a Pamphlet (or similar promotional material) to Communicate Uniontown’s History.

### Additional Comments:

The Uniontown Steering Committee was focused on the neighborhood’s history during the planning process. The group should build relationships with the groups listed under supporting cast. There may be opportunities for grant funding. Refer to the National Trust for Historic Preservation resource. The community can also coordinate with the Roots Run Deep effort.

## Action C.3: Create an Online Presence that Documents Uniontown’s History.

The Shenandoah Valley Black Heritage Project has self-guided African American history tours throughout the region that can be downloaded online. Uniontown can celebrate its significance and invite the community to learn more about its underappreciated past by participating in this project.

### Background Information:

Sources:	<ul style="list-style-type: none"> <li>• Old Uniontown Glances Backward</li> <li>• Roots Run Deep - <a href="http://www.rootsrundeep.org">www.rootsrundeep.org</a></li> </ul>
Community Feedback	<ul style="list-style-type: none"> <li>• Uniontown Steering Committee</li> <li>• Building Bridges Event</li> </ul>

### Action Detailing:

Estimated Cost:	Low (volunteer time)
Resources:	<a href="https://savingplaces.org/african-american-cultural-heritage">https://savingplaces.org/african-american-cultural-heritage</a> <a href="https://aaslestad.com/index.html">https://aaslestad.com/index.html</a>
Primary Point of Contact:	Uniontown Steering Committee
Support:	Mary Baldwin College
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Greater appreciation of its history will help support reinvestment in the neighborhood’s future.</li> <li>• Materials from this action may also support grant applications and other funding programs to achieve the neighborhood’s reinvestment.</li> </ul>



## Action C.3: Create an Online Presence that Documents Uniontown's History.

Steps/Phases:	<ul style="list-style-type: none"><li>• Review “Old Uniontown Glances Backward” for neighborhood history.</li><li>• Coordinate with property owners, residents, and the Staunton Historical Society to gather historic photos of the neighborhood.</li><li>• Develop a list of significant sites and structures to highlight in materials.</li><li>• Consider including information on the cemetery and those buried there.</li><li>• Consider working with Mary Baldwin University</li></ul>
Timeline:	Medium-term

### Additional Comments:

This action would precede Action C.2. The Steering Committee should explore ways to develop an online presence that effectively communicates its history.



## Action C.4: Install Historical Markers and Plaques that Communicate Uniontown’s History and the Stories of its People.

Uniontown believes historical markers and plaques that communicate its history of people and place are essential to neighborhood preservation and other related goals. Historic markers, plaques, and other informative displays along neighborhood streets and Richmond Avenue could raise awareness of the history.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	<ul style="list-style-type: none"> <li>• Uniontown Steering Committee</li> <li>• Building Bridges Event</li> </ul>

### Action Detailing:

Estimated Cost:	Medium (less than \$1 million dollars)
Resources:	Local Funds
Primary Point of Contact:	Uniontown Steering Committee
Support:	<ul style="list-style-type: none"> <li>• Community Development Department, City of Staunton</li> <li>• Public Works, City of Staunton</li> </ul>
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Greater appreciation of its history will help support reinvestment in the neighborhood’s future.</li> <li>• Materials from this action may also support grant applications and other funding programs to achieve the neighborhood’s reinvestment.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Review “Old Uniontown Glances Backward” for neighborhood history.</li> <li>• Coordinate with property owners, residents, and the Staunton Historical Society to gather historic photos of the neighborhood.</li> <li>• Develop a list of significant sites and structures to highlight in materials.</li> <li>• Consider including information on the cemetery and those buried there.</li> <li>• Consider working with Mary Baldwin University</li> </ul>
Timeline:	Two or more years



## Action C.4: Install Historical Markers and Plaques that Communicate Uniontown’s History and the Stories of its People.

### Additional Comments:

Signage would occur with the redevelopment of the neighborhood. Installing markers before that time may be counterproductive, as developers may need to move signage. Signage may also create issues for new roadwork if done before that action (A.2). Development partners could agree to include historic markers with new construction.

## Action C.5: Ensure every school library has a copy of “Old Uniontown Glances Backwards” and other books/references documenting local history.

The Staunton Public Library has two copies of “Old Uniontown Glances Backwards” by Dr. Julius Gaines, a primary source for the Neighborhood Action Plan process. The Uniontown Steering Committee wanted to raise awareness of the community, and having additional access to this comprehensive historic resource would help achieve that aim.

### Background Information:

Sources:	SWOT Analysis
Community Feedback	Local Funds

### Action Detailing:

Estimated Cost:	Uniontown Steering Committee
Resources:	<ul style="list-style-type: none"> <li>• City of Staunton School System</li> <li>• African American Heritage Festival Foundation</li> </ul>
Primary Point of Contact:	There were no direct comments on this action.
Support:	Low (cost to purchase additional books)
Anticipated Benefits:	Fosters greater appreciation and awareness of Uniontown’s history, especially among local youth
Steps/Phases:	Contact the African American Heritage Festival Foundation to obtain additional copies and/or request permission to reprint.
Timeline:	Immediate

### Additional Comments:

During the neighborhood planning process, the group had trouble accessing a copy of this book. Given its importance, consultants thought there should be additional copies available.



## Goal D. Reestablish Connections - Action Tables

This goal involves four actions, including a high-priority recommendation (D.1). The community wants to examine further alternatives to spanning the railroad, to reconnect the north and south sides of Uniontown. The second action would be a lower-cost effort to help identify the neighborhood and tie it to the surrounding corridor. Action D.3 is another lower-cost effort that would tie into the City's required five-year Comprehensive Plan update. The final recommendation is one of the more complicated actions, which will require close coordination with the Planning Department.



## Action D1: Examine Options at the former National Avenue Bridge Site.

In 2001, the railroad removed the National Avenue Bridge due to its poor condition and replaced it with a new connector road along Frontier Drive. The National Avenue bridge was a critical connection between the northern and southern portions of Uniontown. During the Neighborhood Action Planning process, residents expressed a desire for a new link to promote connectivity among residents. Consultants coordinated with Public Works to develop considerations, including roadway approaches, right-of-way needs, and costs. However, there would need to be additional work on alignments, engineering, and costs to determine feasible options.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	The Uniontown Steering Committee and community survey supported this recommendation. The Steering Committee listed this as a high-priority action. Attendees at the Bridging Bridges event also supported this connection.

### Action Detailing:

Estimated Cost:	<p>High (exact cost depends on alternatives)</p> <ul style="list-style-type: none"> <li>• A vehicular bridge would likely cost over \$15 million, not including right-of-way acquisition, utility relocation, and future public engagement.</li> <li>• A bike and pedestrian bridge could cost less than \$10 million.</li> </ul> <p>Note that there are numerous variables that would influence costs. The City would need a design and engineering to determine exact finances.</p>
Resources:	<ul style="list-style-type: none"> <li>• Local Capital funds</li> <li>• Transportation Alternative funds</li> </ul>
Primary Point of Contact:	Public Works, City of Staunton
Support:	Community Development Department, City of Staunton
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Easy access to both sides of Uniontown by pedestrians or potentially emergency access vehicles.</li> <li>• Further reestablish a sense of community.</li> <li>• Support redevelopment on both sides of the railroad.</li> <li>• Reestablish the waterline connection that would improve circulation and water quality.</li> </ul>



## Action D1: Examine the construction of the National Avenue Bridge.

Steps/Phases:	<ul style="list-style-type: none"><li>• Explore options for spanning the railroad and improve cost estimates.</li><li>• Contact the railroad to begin discussions about potential crossing options (inquire about previous bridge design plans and documentation about bridge removal)</li><li>• Contact VDOT to discuss minimum design requirements</li><li>• Produce conceptual drawings to show project impacts</li><li>• Discuss project impacts with property owners and residents</li><li>• Explore funding options for bridge construction</li></ul>
Timeline:	Long Term (multi-year)

### Additional Comments:

A vehicular bridge would likely be infeasible. It would require the condemnation of several properties on National Avenue and the removal of several existing homes. The restored connection would also affect the Richmond Road intersection. The National Cemetery would limit the space needed to improve that location. With no documented transportation needs, the state would not help fund vehicular access, given the required standards and available funding. However, a bike and pedestrian bridge would be more feasible and have fewer impacts on adjacent properties. This option could also help reconnect the waterline to the northern and southern systems, improving water quality. Under any scenario, the City would need to coordinate with the railroad. That coordination would likely take at least three years before any progress on a design.





## Action D2: Examine gateway treatments on National Avenue that makes Uniontown visible from Richmond Road.

Members of the Uniontown Steering Committee mentioned that there was limited awareness of the neighborhood. There were no markers that honored its past nor official recognition of its boundaries. Gateway treatments, like signage and landscaping, would recognize Uniontown, improve community pride, and bring general awareness.

### Background Information:

Sources:	Uniontown Steering Committee
Community Feedback	Members of the Uniontown Steering Committee mentioned this idea.

### Action Detailing:

Estimated Cost:	Medium (in the range of \$50,000). Refer to the Gypsy Hill Park signage project for approximate costs.
Resources:	Local funding
Primary Point of Contact:	Public Works, City of Staunton
Support:	<ul style="list-style-type: none"> <li>• Uniontown Steering Committee</li> <li>• Community Development Department, City of Staunton</li> </ul>
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• Provides a visually appealing entrance.</li> <li>• Fosters reinvestment in the neighborhood.</li> <li>• Honors unique heritage and History.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Develop concepts for gateway treatments on National Avenue.</li> <li>• Develop a budget for signage and other improvements.</li> <li>• Coordinate with property owners if additional right-of-way is needed.</li> <li>• Approve a budget for installation.</li> </ul>
Timeline:	Mid Term (one to two years)

### Additional Comments:

The Uniontown Neighborhood Action Plan includes initial concepts as a starting point for further study. The major challenge will be space for treatments.





## Action D.3: Update the City of Staunton’s Comprehensive Plan to Show Uniontown as an Essential part of the Richmond Road Corridor.

The City of Staunton last updated its comprehensive plan in 2019. This plan is the City’s primary policy document and the basis for all land use regulations, capital investments, and initiatives. The current plan mentions Uniontown once, under a timeline of Staunton’s history. The future land use map depicts the rezoning application attempted in 2021, which would have designated much of the neighborhood as Residential (R-2). To better support the Uniontown Neighborhood Action Plan, the City should incorporate this document into the comprehensive plan and update the future land use map. The State of Virginia requires that localities review their comprehensive plans every five years. With a 2019 adoption date, the next update would be 2024.

### Background Information:

Sources:	SWOT Analysis
Community Feedback	There were no direct comments on this action.

### Action Detailing:

Estimated Cost:	Low (staff time)
Resources:	Comprehensive Plan
Primary Point of Contact:	Community Development Department, City of Staunton
Support:	Uniontown Steering Committee
Anticipated Benefits:	Allows for future development to promote the protection of this historically significant neighborhood.
Steps/Phases:	<ul style="list-style-type: none"> <li>• Initiate a comprehensive plan review.</li> <li>• Incorporate Uniontown into the plan update process.</li> <li>• Adopt elements of the Neighborhood Action Plan into the comprehensive plan.</li> </ul>
Timeline:	2024

### Additional Comments:

Members of the Steering Committee thought that the existing comprehensive plan conflicted with the community’s vision. Staff should reevaluate the future land use map, per the proposed zoning in Action B.1. The plan should also incorporate the recommendations in these action tables.



## Action D.4: Redesign Uniontown’s Commercial Properties on Richmond Road to Reflect the Neighborhood.

Currently, commercial properties along Richmond Avenue have no connection with the Uniontown neighborhood. There may be opportunities to redevelop these properties to acknowledge the neighborhood. This action may include exploration of new zoning standards to address commercial development in this area. It could also involve economic development efforts.

### Background Information:

Sources:	SWOT Analysis
Community Feedback	In the Community Survey, there were comments about developing new commercial properties.

### Action Detailing:

Estimated Cost:	Low (staff time)
Resources:	Staff time
Primary Point of Contact:	Community Development Department, City of Staunton
Support:	Economic Development, City of Staunton
Anticipated Benefits:	<ul style="list-style-type: none"> <li>• This action will foster a sense of place.</li> <li>• This action will also enhance the visibility and attractiveness of local businesses.</li> <li>• Improving the commercial properties along Richmond Avenue could also help set the tone for future development on the corridor.</li> </ul>
Steps/Phases:	<ul style="list-style-type: none"> <li>• Review City of Staunton’s Corridor Analysis Report (2022) to ensure proposed design guidelines meet neighborhood desires.</li> <li>• Explore possible zoning approaches along the corridor.</li> <li>• Identify redevelopment opportunities at this mid-point of the Richmond Road corridor.</li> <li>• Explore changes to the comprehensive plan that could help connect commercial uses with their adjacent residential areas.</li> </ul>
Timeline:	Mid-term (one year)

### Additional Comments:

Currently, this action is relatively vague. Redeveloping these commercial properties to connect with the Uniontown neighborhood would require an integrated approach, including comprehensive plan revisions, zoning approaches, and economic development programming.



# Appendices

Appendix A. Steering Committee Report

Appendix B. Community Survey Results

# APPENDIX A: Steering Committee Report

The Uniontown Steering Committee met six times throughout the planning process. These meetings occurred in City Hall but offered a call-in option for those that could not attend in-person. There was no formal process for identifying membership, which consisted primarily of property owners and long-term residents. Other stakeholders and partners attended, based on the meeting agendas. The groups scope included:

- Defining goals for Uniontown,
- Overseeing the development of community actions and recommendations,
- Helping the consultant team identify and reach important stakeholders, and
- Reviewing and editing the Uniontown Neighborhood Action Plan.

## Meeting Schedule

The Steering Committee conducted six meetings. Project consultants prepared 90-minute agendas and packets for each meeting. Gathering dates included:

- Meeting #1: Thursday, March 23, 2023.
- Meeting #2: Thursday, April 6, 2023.
- Meeting #3: Wednesday, April 19, 2023.
- Meeting #4: Wednesday, May 17, 2023.
- Meeting #5: Wednesday, June 7, 2023.
- Meeting #6: Wednesday, July 12, 2023.

After their July 12th meeting, the Committee spent two weeks reviewing the draft Neighborhood Action Plan. The group reconvened for a conference call to discuss any remaining comments and items.

## Recurring Participations

While there was no formal membership of the Steering Committee, all attendees were welcome to participate. The following were core members that contributed to the process.

- Cynthia Easterling, Retired City Staff and Family Relation to Uniontown
- Abraham Crawford, Long-Time Resident and Property Owner
- Ophie Kier, Former City Council and Building Bridges Representative
- Kenneth Venable, NAACP
- Amy Tillerson-Brown, Mary Baldwin College
- Barbara Lee, Building Bridges Representative
- Robert Stuart, Long-Time Resident and Property Owner
- Cynthia Crawford, Long-Time Resident and Property Owner
- Mabel C. Wilson, Long-Time Resident and Property Owner
- Saint Crawford III, Long-Time Resident and Property Owner
- Stuart Gaines, Long-Time Resident and Property Owner
- James Crawford, Long-Time Resident and Property Owner
- Clinton Davis
- Elaine Crawford Jordan
- Joe Crawford
- Jessica Crawford
- Latricia Crawford
- Trasonya Crawford
- Sharon Crawford
- Nathaniel Burrell, Property Owner and Former Planning Commissioner
- John Stuart, Long-Time Resident and Property Owner
- Torri Wilson
- Millicent Stuart
- Edward Jordan
- Carolyn Wallace
- Claudia Gaines
- Zach Lewis
- Julius Jones



Staff participants throughout the process included:

- Rodney Rhodes, Senior Planner
- Tim Hartless, City Planner

Other City staff that assist with this effort include:

- Jeff Johnston, Director of Public Works
- Lyle Hartt, City Engineer
- Charles Haney, City Assessor

# APPENDIX B: Community Survey Results

As part of the Uniontown Neighborhood Action Plan, a community survey collected public comments on Uniontown (concerns, goals, and strategies to improve the neighborhood). This survey is one component of a larger engagement effort to develop a vision for this historic part of Staunton. After opening the survey, consultants collected responses for over a month, and then assembled results in this report.

## Survey Background

There were several groups involved with the survey development and distribution. The City of Staunton contracted with consultants (EPR, P.C.) to facilitate the planning process. A Uniontown Steering Committee (composed of residents, property owners, and interested parties) reviewed the survey, and helped with distribution. In April, “Building Bridges for the Greater Good” held a community meeting to discuss Uniontown and directed attendees to the survey.

## Distribution

The project team and Steering Committee used various channels to distribute the survey.

- **Mailing:** Consultants sent a mailing that distributed a hardcopy version to every property owner and every property address in the neighborhood study area. The mailing included a QR code that directed people to an online version.
- **City website:** City staff posted an electronic version of the survey to the City of Staunton website.
- **April Event:** Members of the Steering Committee attended a “Building Bridges for the Greater Good” event, where long-term residents spoke about what was lost over Uniontown’s past. Consultants provided hardcopy surveys at the well-attended event.

- **Uniontown Steering Committee:** Steering Committee members responded to the survey and helped with distribution to other residents, property owners, and interested parties.

## Response Data

- There were 86 total survey responses.
- The completion rate was 87%, meaning that 13% did not respond to all the questions.
- The average response time was 12 minutes and 26 seconds.

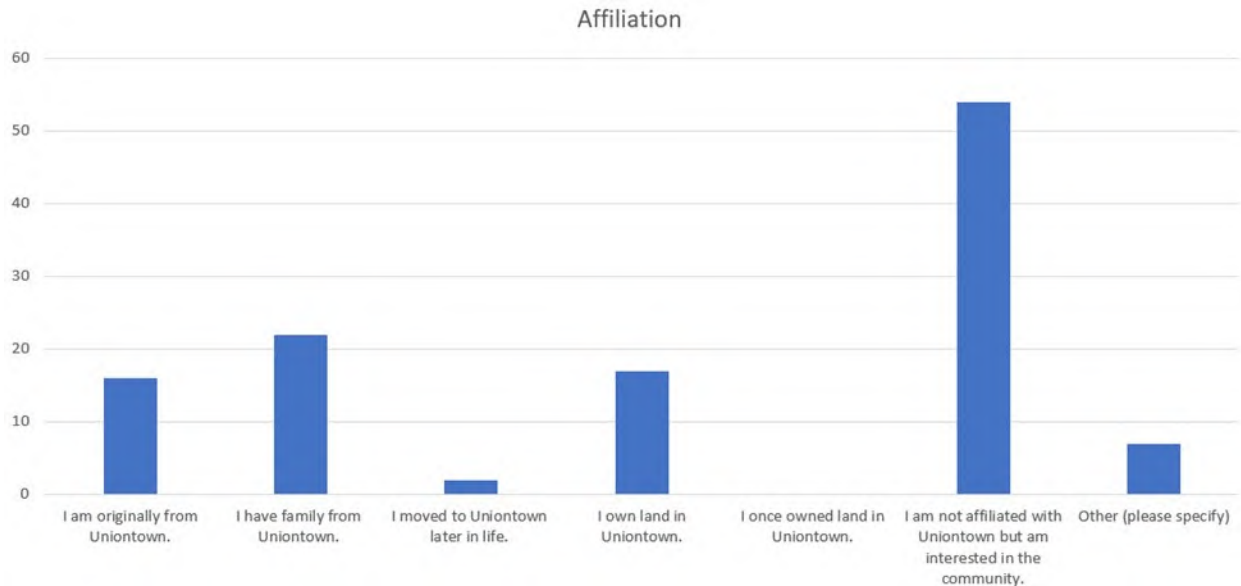
## Survey Questions and Results

The survey consisted of 23 questions, which focused on identifying needs, vetting a community vision, and identifying strategies for achieving goals.

### Question 1: Affiliation

Describe your affiliation with the Uniontown community. (Select all that apply)

Almost 63 percent of respondents had no affiliation with Uniontown. Many of those responses appear to be tied to the April “Building Bridges” event. The following questions include a breakout of results by category from this first question.



#### Other Responses:

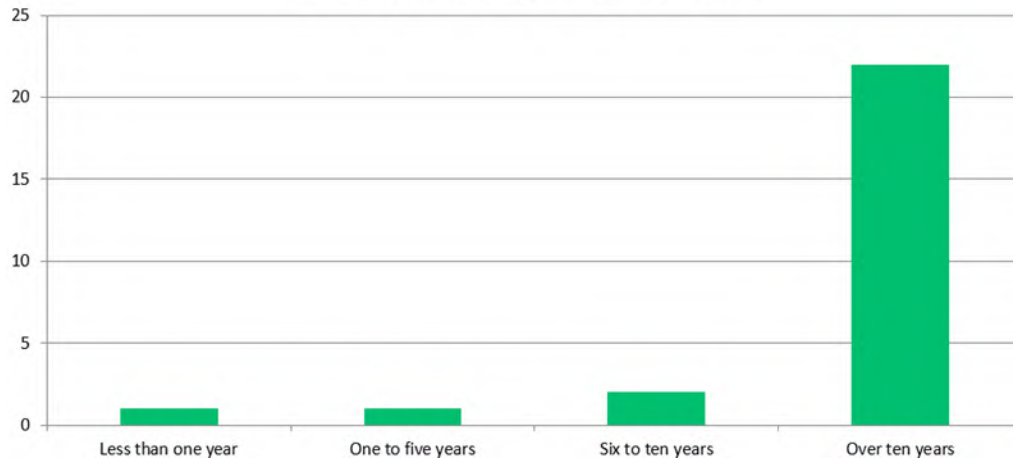
- I just moved to Staunton.
- WE OWN MULTIPLE LOTS THROUGHOUT UNIONTOWN
- I’m a realtor and sold a property in Uniontown in 2022
- Close family friends for over 60 years
- Staunton resident
- I helped with gathering the information for the timeline.
- Real estate agent. Lots of land zoned industry. Surrounding would is and could be a nice neighborhood.

### Question 2: Personal History with Uniontown

If you live or own property in Uniontown, describe how long.

There were 26 people that responded to question 2.

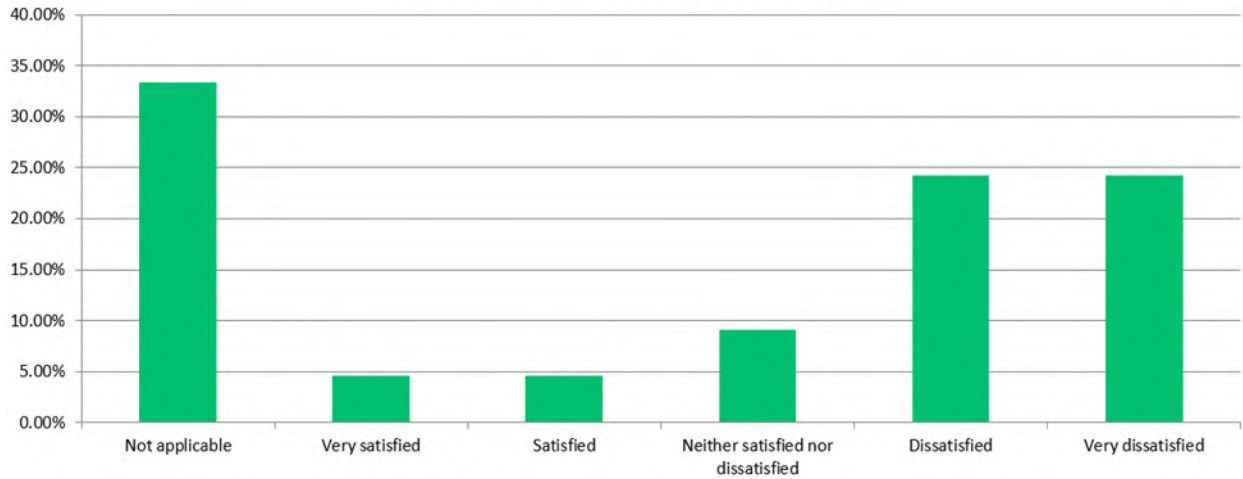
### Personal History with Uniontown



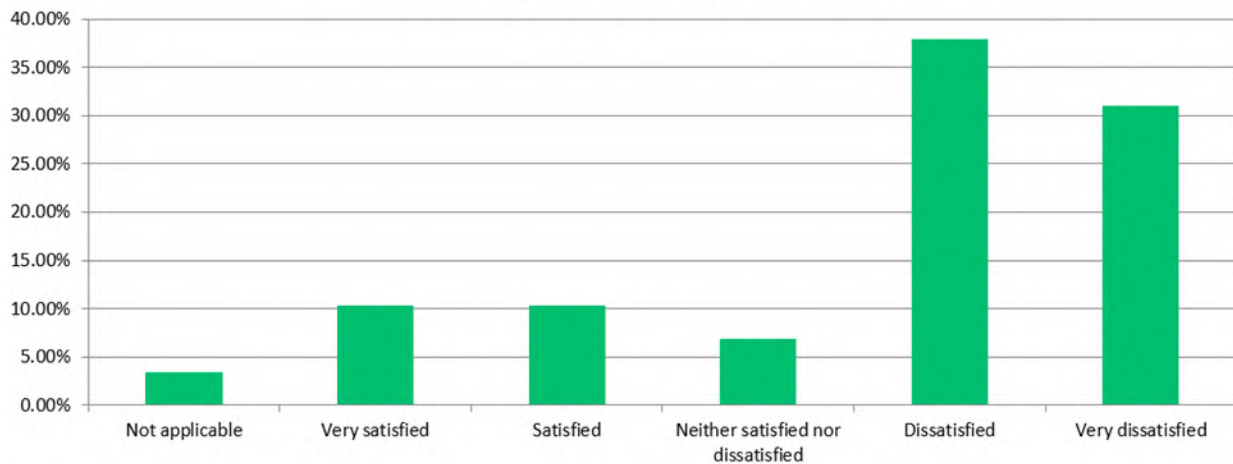
### Question 3: Satisfaction

Are you satisfied with the overall quality of life in Uniontown?

### Satisfaction: All Responses

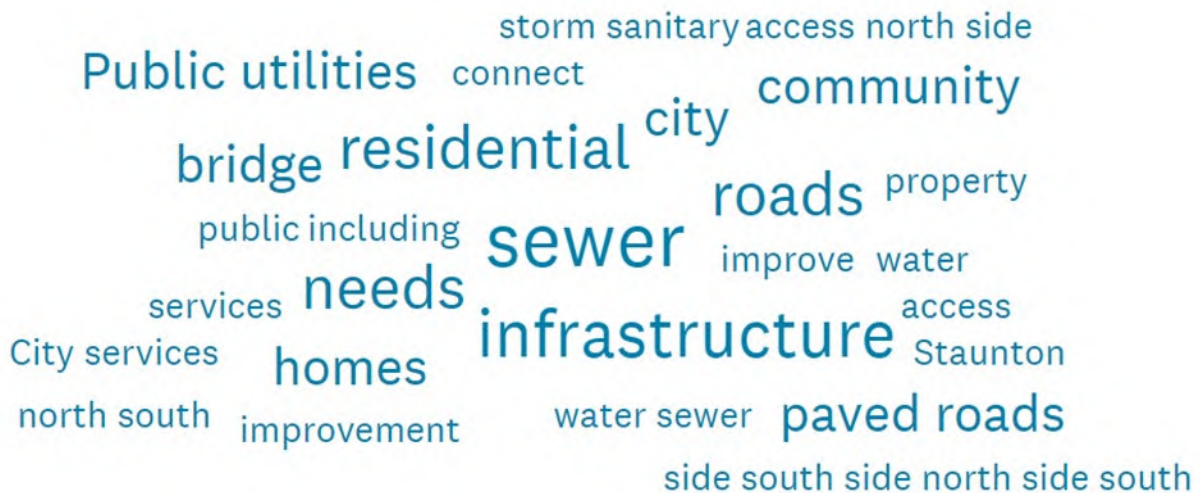


## Satisfaction: Uniontown Affiliation



### Question 4: Recommended Improvements

What is needed to improve the overall quality of life in Uniontown?



### Individual Responses

- A water and sewer system. The right to have their homes renovated.
- improved and or added infrastructure and services compatible and equitable to other city locations. Including water, sewage, garbage, pavements, signs, etc.
- rezoning, sewer, paving roads, improving homes.
- Underserved community needs to be rezoned to be able to maintain their homes. They need roads, sewer and water. Some of this area should be a park.
- very dissatisfied
- Over the years, I feel that National Ave and Anthony St have been neglected and not serviced.
- Sewer, rezoning, paved roads, improvement of homes
- Need public roads and sewer, paved roads.
- Public - private investment

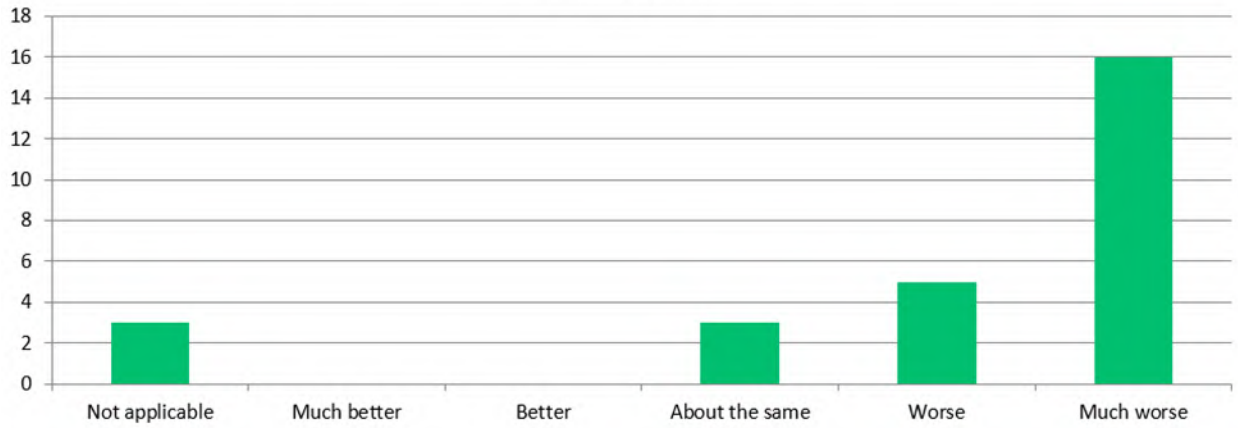
- The bridge should be rebuilt to connect both sides of Staunton. Owners should be assisted to improve or rebuild properties including the sewer system.
- The northside of the RR tracks should stay industrial. The southside should continue discussions about rezoning to residential. The railroad tracks divide two very different tracts of land which are no longer connected to each other.
  - Sewer system for small lots
  - Same amenities the rest of Staunton has
  - Home revitalization.
  - re-zoning as residential; water/sewer connections; financing of housing and business development
  - Development
  - Public utilities, access to the north side from the south side.
  - city water and sewer and replacement of bridge.
  - Give this part of Staunton the access to water and sewage pipes, electrical lines, paving, streetlights, and any other infrastructural elements common to Staunton residents at no charge to them for installation, hardware, software, etc., They can pay for ongoing services like the rest of us.
  - Public Utilities, access to north from south and from south to north, City services, paved streets.
  - City planning to clear property and establish property boundaries so owners may assist in future planning ideas.
  - in this order sewer/h2O \$\$commitment + compensation for original (annexation date) property owners - rezone - update infrastructure/open space walk paths trees - restore bridge to Anthony St. - Identify Uniontown's historical ref Historical society/Dr. Brown Mary Baldwin College
  - To make the homes in Uniontown residential zoning instead of industrial and be hooked up to city sewer.
  - Please help this part of Staunton become a dignified part of Staunton- roads and sewer support.
  - Rights to reserve, sustain, build upon and enjoy historical and residential infrastructures.
  - "The zoning needs to be changed from industrial to residential.
  - Public sewer needs to be ran to the area, no excuse that it has been done considering all the commercial and apartment development within a mile.
  - Lots are already divided per a plat map.
  - This is a perfect opportunity for affordable single-family housing. Maybe team up with Habitat to create affordable single family under \$250K.
  - Updated utilities and a bridge for easier access to shopping and businesses.
  - Repairing infrastructure
  - Sewer is needed
  - Connecting to city services, public utilities, city maintained paved roads with better access to the Richmond rd.
  - A tighter community. Better access to community resources.
  - Public utilities: Water, storm & sanitary sewer, electric, gas, roads. Access to the north side from the south side
  - Public utilities able to south to north or north to south on national Ave pave roads
  - Public utilities ,gas, storm and sanitary sewer, electric, internet, paved roads trash collection, access to north side from south side both directions. All infrastructure
  - Infrastructure. Public utilities- water, sewer storm & sanitary. electrical. Paved Roads. Bridge. Access from north to south.
  - The bridge needs to be repaired or replaced for cars and people to cross.

- What Mr. Kier is proposing sounds great.
- Good and reliable water and sewer systems.
- How about a code in code enforcement officer that goes around and makes people clean up their crappy properties
- Public-private investment, infrastructure repairs/restoration at a price that residents & landowners can afford.
- I don't know, I don't know enough about it, like who lives there, how many live there, and how long they live there under what conditions.
- The city needs to improve all aspects of that area. They have let that area just die.
- A thru road is a bare minimum.
- Restore the residential community, through rezoning and basic services that are equitable with the rest of the city's residential communities. Ensure those who are historic landowners have tax breaks and access to capital to restore their homes.
- water, sewer, roads, streetlights, help residents get back on their feet.
- City services, zoning, a bridge, and protection from over development.
- Infrastructure including better roadways, sewer, water, and street lights.
- Infrastructure investment
- Improved connectivity (there's only one way in and out; removed the railroad; phase out adjacent industrial and business uses and zoning; provide public sewer and bring all roads up to standards including sidewalks. Enforce property maintenance codes.
- Sewer and water would be nice. Is this 2023?
- Grants to assist property owners in home improvement, restore bridge connection, community events, community garden
- Thriving businesses
- infrastructure improvements, including utilities, roads, bridge replacement or walkway
- "Water + Sewer Connections
- Rezone to Residential + build the bridge"

### Question 5: Quality of Life over Time

*How does Uniontown's current quality of life compare to your earlier memories of the community?*

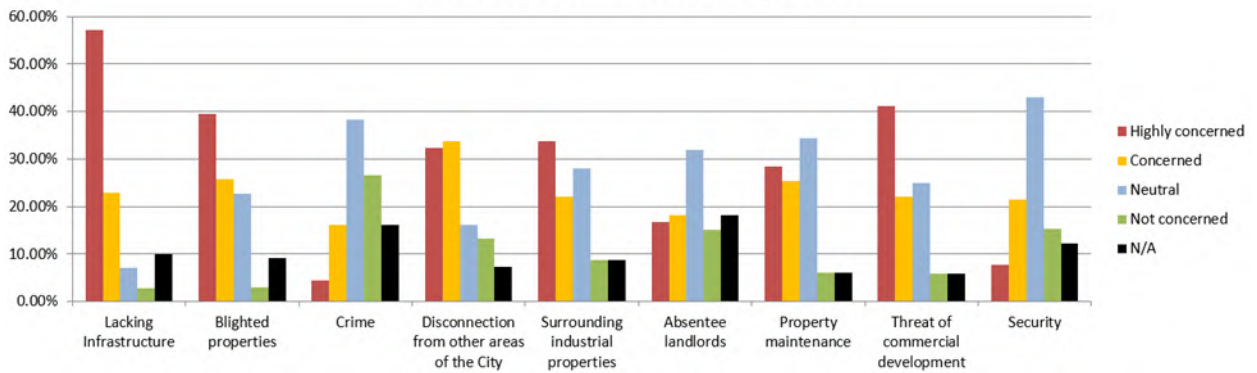
## Quality of Life over Time: Among those with Uniontown Affiliation



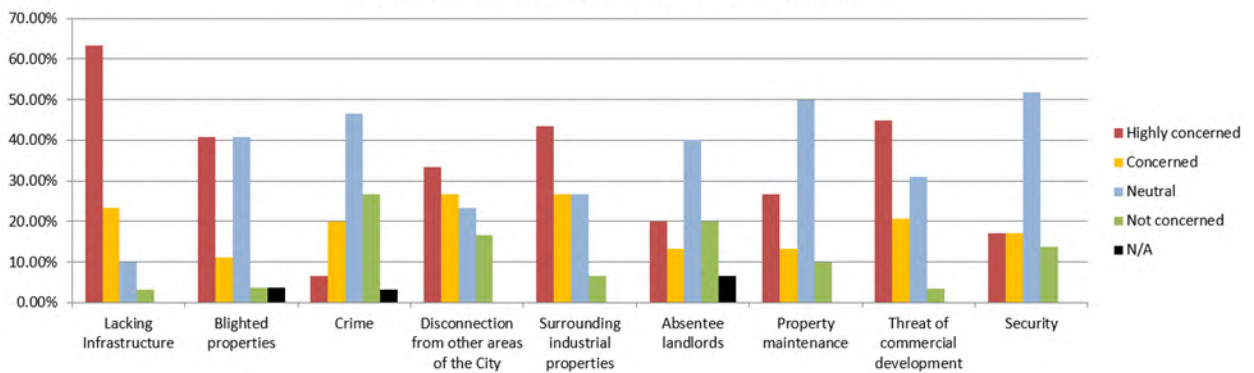
### Question 6: Identifying Threats

What is the biggest threat to the viability of your neighborhood? (Indicate your level of concern on a scale of 1-5)

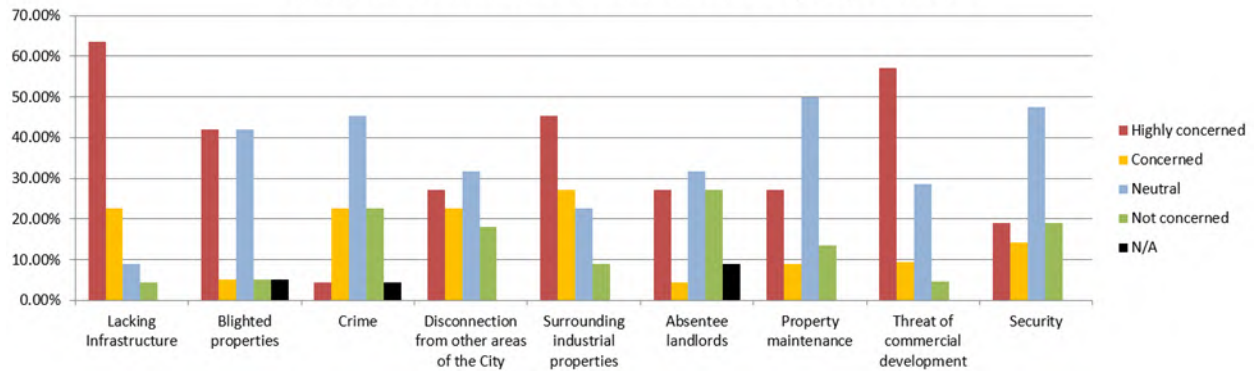
#### Identified Concerns: All Responses



#### Identified Concerns: Uniontown Affiliations



## Identified Concerns: Residents and Property Owners



The main concerns are:

- Lacking Infrastructure,
- Threat of Commercial Development
- Threat of Industrial Development
- Blighted Properties

### Question 7: Additional Threats

Are there other neighborhood threats that should be considered?



### Individual Responses:

- Railroad and city coordination on property maintenance and improvements
- The people living there should not be displaced or priced out by the plan.
- Railroad expansion and thru traffic on Rt 250
- Commercial encroachment into residential spaces
- The possibility that owners and their descendants will not benefit from improvements.
- Rezoning property which will cause residential traffic to access through existing industrial areas. Residential will prevent other zoned industrial properties further down Anthony St. from being developed because of egress.
- And roadway improvements should be designed to prevent the road being easily used as a cut through. If it is a cut through, enough impediments (speed bumps, stop signs, a

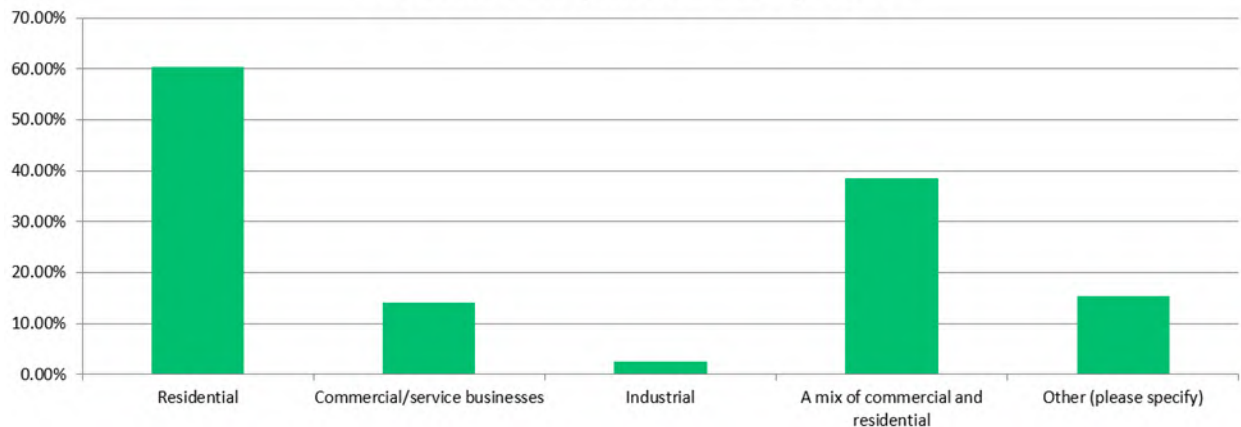
detour element, deterrent signage) should be employed to minimize cut throughs that would unnecessarily add to traffic in the residential area.

- The major threats are related to lack of attention/zone industrial from city since annexation == resulted in impossible for owner to build on their property = younger family members leave - land sold to investors who have no interest in its residential use
- The potential of homeless people squatting in the abandoned properties.
- Possible gentrification
- Illegal hunting bow and gun.
- Keeping property well cared for. Upkeep.
- This is for residents to address.
- I hope gentrification doesn't threaten the neighborhood.
- Flooding?
- I can't afford 20k to put in a sewer.
- Due to history of City undermining the community, conditions are created in which they feel forced to sell to a large developer.
- the number of people who have partial ownership of the lots in that area. hard to get a consensus on what to do with the property. People so poor they can't afford to keep their property up.
- Fear that things have been neglected for so long that the tipping point has passed == can the neighborhood realistically be saved after years of neglect (and worse)?
- Gentrification is a threat to the community. Commercial development is a threat to the community if it makes housing less affordable to current and historic residents.

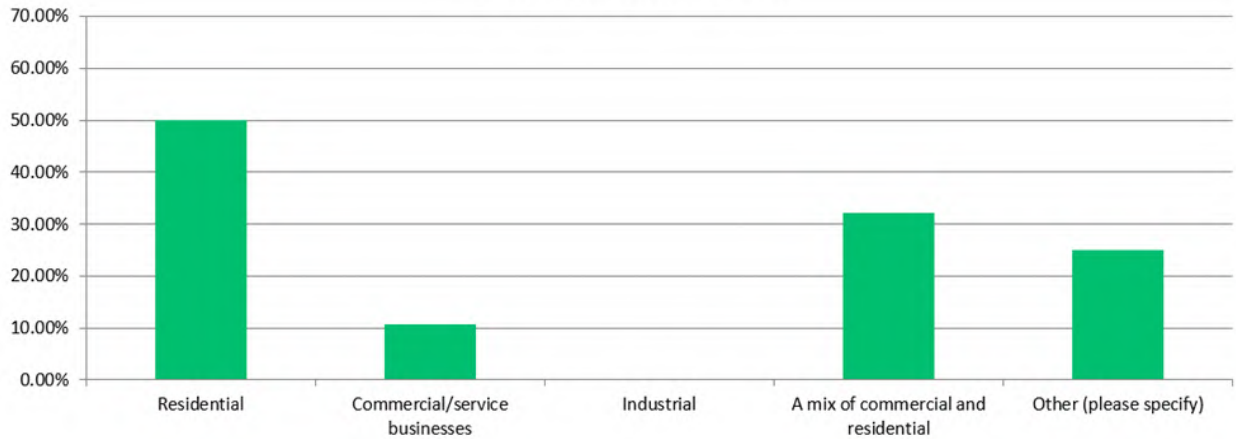
### Question 8: Desired Development

What types of development would you like to see in Uniontown? (Check all that apply)

Desired Development: All Responses



## Desired Development: Uniontown Affiliation



### Other Responses:

- A planned walkable community with open green space, local shops. Any industrial needs to be in small, specific areas. No industry that is dirty, noisy, or will downgrade the area.
- The industrial side industrial. The residential side residential
- Need more detail
- Tiny home community
- If there is any commercial, it should have historic signage mandates, low light allowances, and be focused on Mom and Pop type establishments.
- Open space semi park- walking paths appropriate trees/ plants
- Light commercial
- Build homes repair
- Single family Residential and remodel and repair existing homes. Businesses on Richmond Rd area.
- Voices of the historic landowners should be a guide, as well as needs of current and future generations
- Community event outdoor pavilion

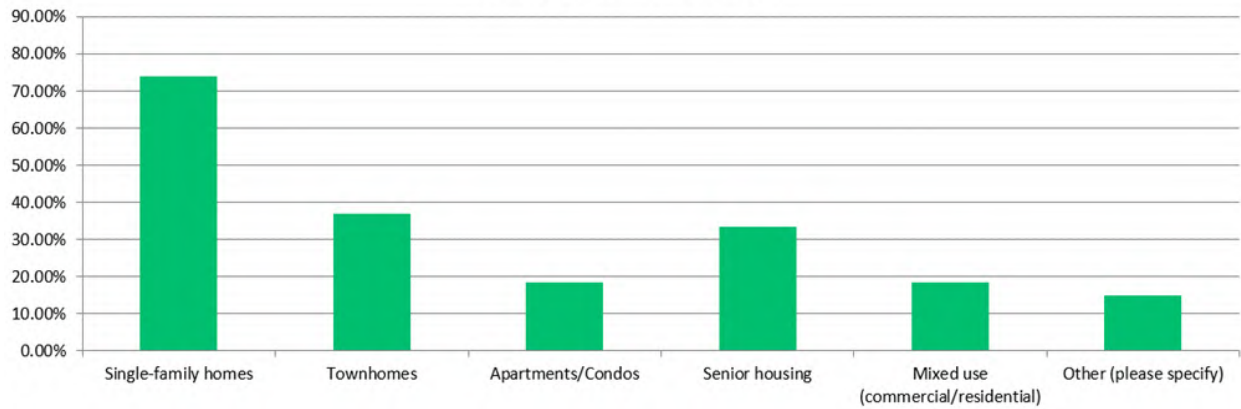
### Question 9: Desired Residential Uses

*If you would like to see new residential development in Uniontown, describe your preferred housing types. (Check all that apply)*

### Desired Residential Uses: All Responses



### Desired Residential Uses: Uniontown Affiliation



#### Other Responses:

- Commercial property must be in a separate neighborhood, away from residents.
- None for the north side, neighborhood appropriate on the southside.
- Any kind of affordable housing, preferably with ownership
- Need more detail.
- New Urbanism style design or single-family homes. Also a small park with playground for sure.
- Two -family, commercial area
- Affordable housing
- We need details on what Staunton means by mixed.
- Mixed residential, some single-family homes (maybe also with light agriculture?), and affordable housing
- Workforce and affordable housing.
- Affordable and appealing-consistent generally with the past community not necessarily a replica.
- Workforce housing
- Affordable housing

### Question 10: Undesirable Uses

What things would you NOT like to see in Uniontown in the future?

Commercial development Low income housing  
Industry large apartment  
taking  
stores industrial property  
facilities Heavy area commercial  
neighborhood businesses

#### Individual Responses

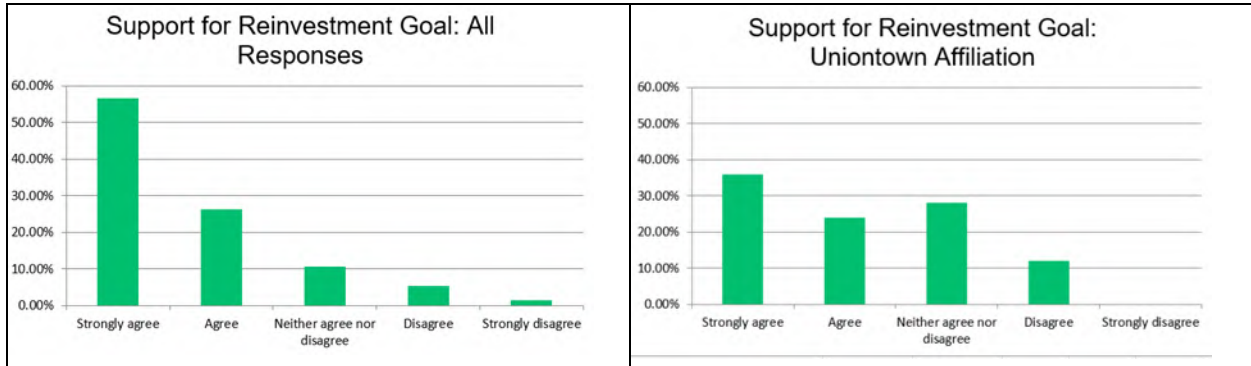
- More industrial
- Large complexes and large industrial operations
- commercial or industrial
- I would not like the current residents to become displaced or priced out of the area. 1) I would not like any heavy, dirty industries allowed. 2) I would not like all green space to be destroyed. 3) I would not like crime to become a problem by introducing only low-income housing
- Commercial/Industrial
- Commercial development not needed, what's there is enough
- An increase in commercial space
- Industrial facilities that produce dangerous waste or correctional facilities.
- Rezoning property that will hinder the ability to develop or use property that belongs to others.
- More automotive stores or industry
- Big Business
- More public funds sunk into it.
- Interests fade away.
- high-rise apartment/condo buildings, chain stores/restaurants
- The City of Staunton wasting limited financial resources to try to recreate what was a neglected area on the fringes of the city limits for its' entire history. Limited financial resources would be much better spent in other areas on other places that are equally important to Staunton's African American community.
- Industrial
- Billboards, flood lights, commercial or franchise chains.
- Industrial properties, Heavy commercial,
- "All commercial property
- Low-income housing
- Apartments"
- section H or Government subsidized housing
- Industrial or commercial businesses.

- Displacement of the current residents.
- Huge apartment complex, items that would attract the wrong crowd to the neighborhood such as huge playgrounds, pools and sport courts
- Industrial businesses taking over Union Town.
- More Industrial and commercial development
- "Low-income housing
- Landfill
- Heavy industrial equipment and manufacturing facilities "
- No more industrial businesses.
- Industrial of any kind.
- Heavy industrial
- "Stores taking over. Ore family living is needed
- Ot's a beautiful place. "
- Continued ignorance and neglect on the part of the City of Staunton. The City failed this neighborhood when it didn't kick in whatever it took to NOT sever water and sewer from this historic neighborhood.
- More rentals
- Private developers swooping in to buy land cheap & realize all the upside as the neighborhood improves.
- Industry
- No commercial
- Homeowners pressed to sell to commercial developers and the history of this historic town wiped out.
- Only large 'McMansion' development or only industrial. Would hate it if the historically Black community was forced out.
- Industry. Commercial development.
- turned into an industrial area or leave it the way it is.
- cookie cutter large scale apartments
- Pushing out the people who live there or making out of reach for those who want to come back.
- industrial and pure commercial development
- Industrial
- Apartments
- Blight.
- Industry
- no industrial development or heavy industrial
- Gentrification!
- More industrial
- Unaffordable housing

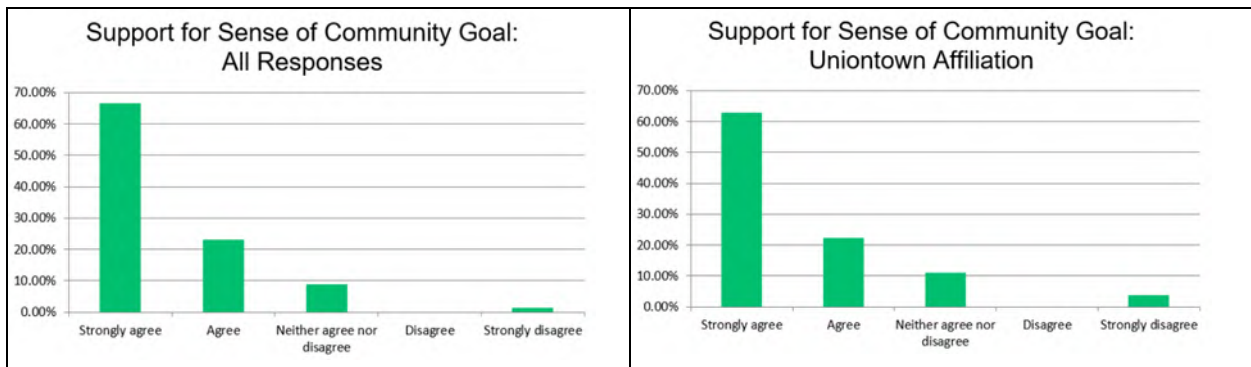
Questions 11-15: Community Goals

A steering committee of residents, property owners, and stakeholders drafted FOUR tentative goals statements to guide the action plan. In the following questions, please indicate your agreement (or disagreement) with these statements.

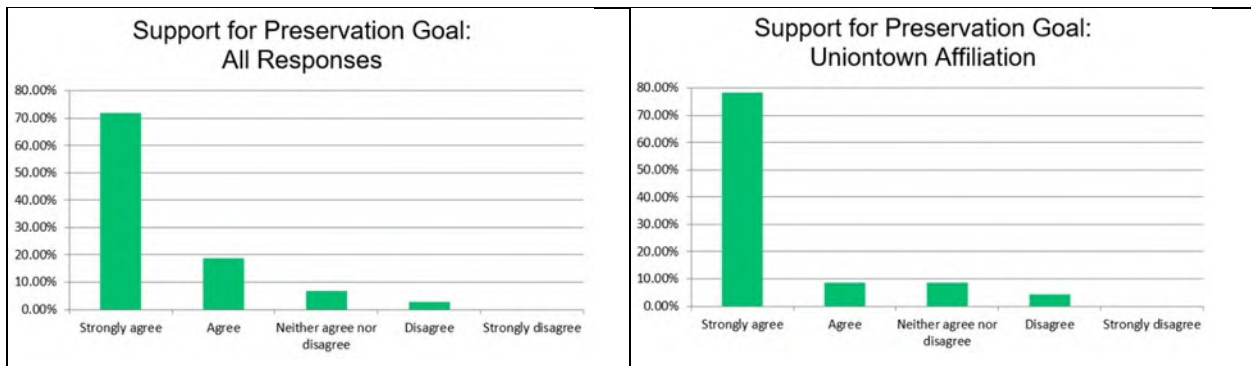
*Q 11: Reinvestment: Pursue efforts to spur public and private reinvestments that help Uniontown thrive and grow while preserving its past.*



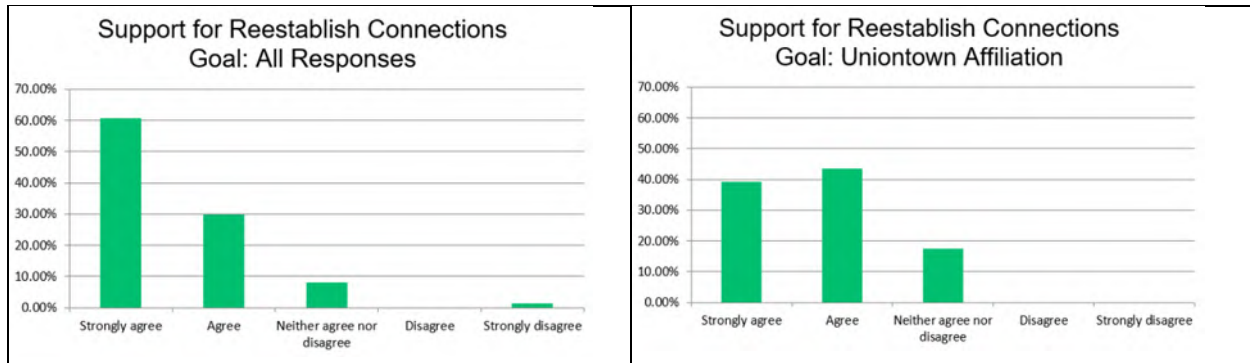
*Q 12: Sense of Community: Reintroduce Uniontown’s sense of community, where residents can raise a family and be part of a meaningful place.*



*Q 13: Preservation: Document, promote, and effectively communicate Uniontown’s history to foster community pride and preserve the neighborhood’s remaining historic resources.*



Q 14: Reestablish Connections: Reestablish Uniontown's physical connections within the neighborhood and the Richmond Avenue Corridor, connecting to reinvestment in the larger area.



Q 15: What is missing from these goal statements?

connecting roads spaces  
 development neighborhood  
 entrance **community** living  
 owners areas property city goals  
 City services Uniontown

- Racial equity and inclusion + diversity overall
- Make sure the current residents can afford to stay and don't have their property confiscated by eminent domain. Out of town landlords must cooperate with the residents living there and invest in the community.
- Action
- Hardly anyone lives there anymore. How do you rectify that?
- "Property ownership is mixed and will have different goals
- Money or the lack of will drive the solution "
- Greenspace between the current commercial development and the residential lots.
- An attempt to contact owners who abandoned properties due to failing infrastructure.
- The separation of the two different areas. The National Avenue bridge was removed. The access through the industrial park off of Statler Blvd was closed off by the city a couple years ago.
- Walkability and connecting the neighborhood to downtown Staunton and retail areas
- Feasibility
- Communication to get things started and follow through.
- Community Land Trust that would help make housing affordable while preserving the character and history of the neighborhood for future generations

- It seems that there is an effort here to correct past issues. I am not sure you are not in some way trying to create an African American museum. The money would be better spent in other historic AA communities in the city.
- City services
- That character be maintained as development is pursued. Connect while buffering.
- Upgrade the National Ave entrance - restore the original entrance at Young St. which looking at the map would be the west end of Uniontown
- The evaluation of zoning restrictions and how it affected the neighborhood
- Connecting to city services, public utilities, city maintained paved roads.
- City services. Comparable to other city areas.
- Amenities other neighboring areas have; city services ,city maintenance of roads. Etc., Street lights and cleaning, and repair.
- Restitution for the property owners who had their major asset (their house and property) degraded because of the City's neglect.
- Reparations.
- Develop an entrance arch as you enter off Richmond Road noting Uniontown as an historic community.
- Opportunity for a revitalized community to be built on the values that sustained it originally: more self-sustaining community enterprises and gathering spaces, green spaces, neighborhood feel...
- Provide the infrastructure needed to attain these goals, find a way to do this that acknowledges the fact that the City left Uniontown behind and failed this community in the past. Assist the owners financially regarding hooking up to new water and sewer
  - help people who live in Uniontown now to be able to stay there
  - an understanding that communities grow strong organically; for example, "reintroduce sense of community" implies that this can be accomplished by just saying so. A sense of community develops; it's not introduced or reintroduced.
- Rezoning and grants for development. Incentives for development and landowners to sell to developers.
- Community space for outdoor events (produce stands, music, etc.)
- public utilities, replacing bridge or walkway
- The people closest to the problem need to be deeply involved in the solution. Community participation is an essential goal.

### **Question 15: Proposed Actions**

*Thinking about the draft goals, what actions would you like to see considered as part of this effort? Please consider actions that could be implemented in the short term, as well as the long term.*

- Rezoning
- Racial equity and inclusion
- Establish long term plan for walkable, affordable, safe community . Rezone the area. Built appropriate roads and infrastructure. Consider nearest schools, shopping, churches. Local churches could consider sponsoring each of the local residents to advocate for them and support them. Allow habitat for humanity to receive some of the available lots.
- Reinvest in the area (1-3)
- 10+ Sewer"
- Sewer, rezoning
- Help property owners clear land to accommodate utilities and life lines
- Public conversations with a clear presentation of how Uniontown got into its current state.

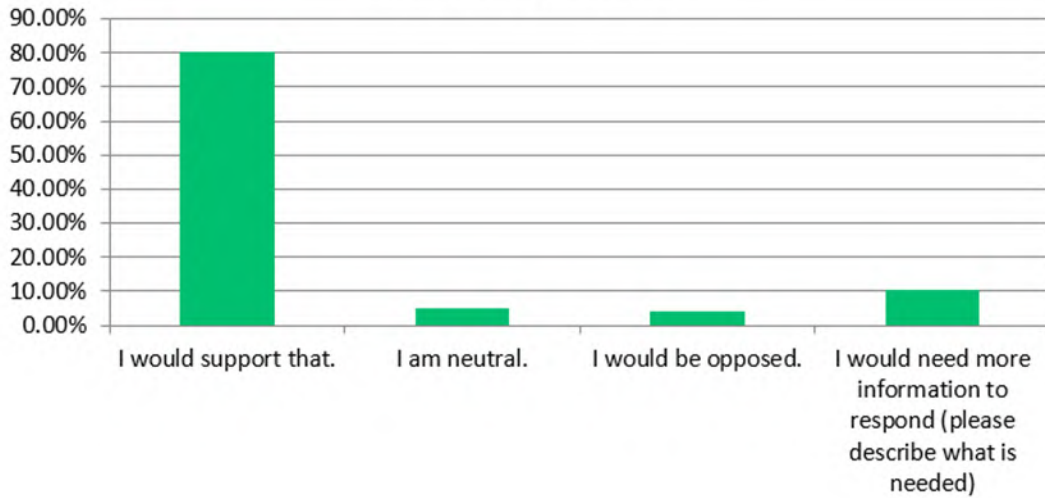
- My family has been steadily purchasing lots throughout the area for approximately 40 years. Properties that were purchased specifically because of the industrial zoning that we have spent a considerable amount of money and time cleaning up and maintaining in hopes of possible future development. Our actions have been based on what had been outlined by the city through various plans, discussions, and meetings that have taken place over decades.
- Walkability and connecting the neighborhood to downtown Staunton and retail areas
- "Raise awareness to encourage private investment, NOT tax dollars, to improve the area.
- We Staunton residents are tired of diminishing services while taxes are being increased for special projects. "
- Follow through with residents on update information
- rezone as residential/business; sewer/water connections; establish a community land trust for the area
- help to clean up blight.
- Need more detail
- rezoning and putting in the water and sewer and replacing the bridge.
- city services
- 11-12 but city /steering committee requires guidance with professional landscape/land developers
- Service learning opportunities for children and college students. This will help spread knowledge of local history and help young people feel involved in the diversity and wellbeing of Staunton community.
- Interactive signs or markers showing the history and why the neighborhood is there.
- Direct emergency access road to Richmond road, connection to city services, public utilities, city maintained paved roads.
- Parks, greenery, homes
- I'm too ignorant to comment. I just wanted to voice my support.
- Linking the neighborhood to businesses and help that would build it back better, with solar, inventive water and sewer systems. These property owners should be helped!
- Create an affordable hook up plan for sewer & water.
- 1. City Council change Uniontown to residential. 2. Setup a city wide cleanup campaign during the summer months that includes all residents and city departments coming together to get this done. 3. Make sure that all hookups for water and sewer are done for property owners at no cost. 4. Make sure that a new bridge is installed to re-connect that community. 5. Public Works needs to grind up the old streets and re-pave all streets. 6. Install historic street lighten throughout the community. 7. Plant new trees and scrubs and flowers to enhance the community."
- Rezoning residential; suspending residential taxes to enable renovation and repair (like was done in other historic districts in Staunton); historical landowners have access to credit for rebuilding / renovating their homeplaces.
- In the short term, provide micro grants or other assistance to property owners needing property improvements
- We need water, sewer and roads in the area before we can do anything else. Financial aid to help people who live in the community
- Support for family living, parks etc.
- Infrastructure that would support and attract residential
- Bridge!
- Allow homeowners to improve their properties
- Rezoning. Grant money to developers and property owners who developer or sell to a developer.

- Restore bridge connection and pedestrian access
- rezoning to allow housing repairs, building homes
- Rezone to residential; provide water/sewer affordability to current residents
- Grandfather current owners tax base for as long as their family lives there when the area is rezoned as residential.

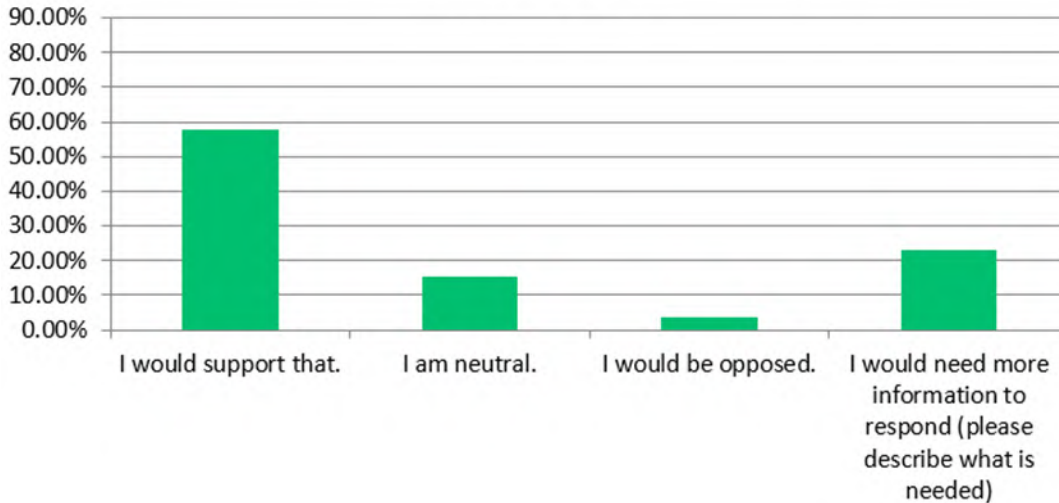
**Question 17: New Water and Sewer**

How would you respond to the city extending new water and sewer infrastructure into Uniontown?

**Support for Water and Sewer:  
All Responses**



**Support for Water and Sewer: Uniontown  
Affiliation**



Of respondents that opposed water and sewer improvements: One moved to Uniontown later in life; One currently owns property in the neighborhood; and two have no affiliation.

*Individual Responses:*

*I would need more information to respond (please describe what is needed)*

- Need to determine what is feasible to accomplish the wants of the community.
- Once again, it depends on which side of the tracks. The residential side or the industry/quarry side.
- Need cost estimates, may need to take place over a period of years.
- Details
- How will it affect current properties in Uniontown?
- Report the current condition.
- What is currently wrong with current water and sewer lines and device. Provide a report

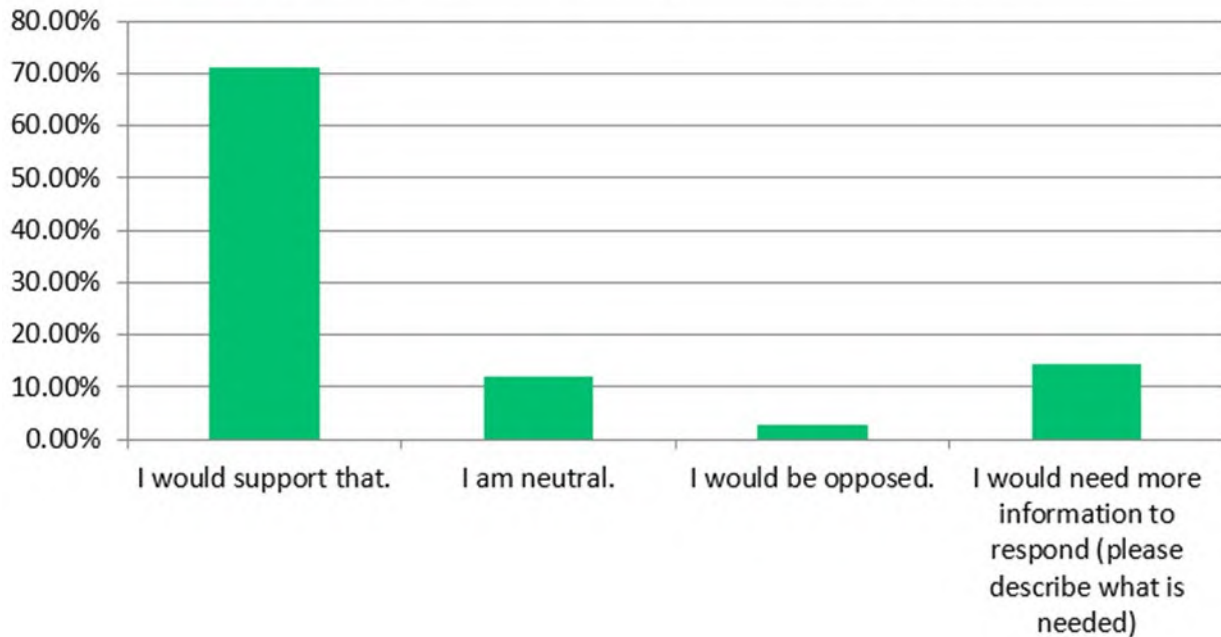
The following is a breakdown of those that responded, “I would need more information.”

- I am originally from Uniontown – 3 Respondents
- I have family from Uniontown – 5 Respondents
- I own land in Uniontown – 4 Respondents
- I am not affiliated with Uniontown but am interested in the community – 2 Respondents
- Other (please specify) – 1 Respondent

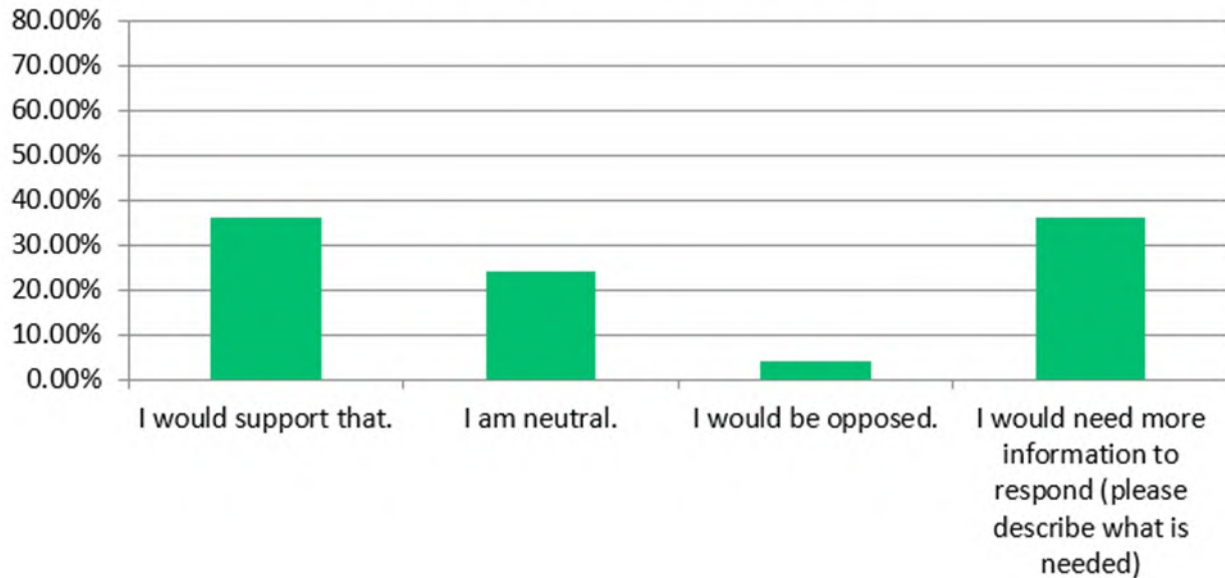
**Question 18: Rezoning**

*How would you respond to the city rezoning property to align with the community’s vision?*

## Support for Rezoning: All Responses



## Support for Rezoning: Uniontown Affiliation



### Individual Responses:

*I would need more information to respond (please describe what is needed)*

- Depends on community "vision"
- Which properties and what type of zoning changes
- Unfortunately, these two separate areas with different needs have been lumped into one.
- Detail
- This subdivision should have never been zoned industrial!
- How would it be rezoned? Would the current people be forced out if the zoning changed is determined by income.
- I need more information on the rezoning vision before answering this question.
- As stated above. All improvements.
- What is the current vision?
- Stated above
- well some of the problems have been the people living there opposing water and sewer hook up which make it hard to revitalize the area

### Questions 19: Community Improvements

*What types of improvements or efforts would you recommend for Uniontown?*

- Water and sewer established, and the citizens decide on how it should be designed
- To ensure Uniontown is equivalent to the rest of Staunton!!
- sewer and improvements of homes
- This has already been covered.
- Sewer, improvement of homes
- Clear property delineations for utilities. Road improvements
- Extend bus route to run down National Avenue

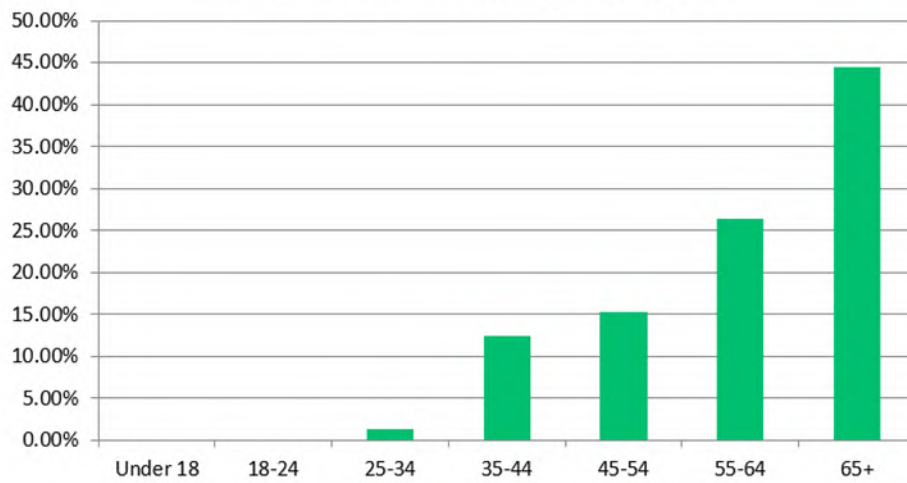
- Appropriate measures for the northern side of Uniontown which do not reflect what is appropriate for the southern side of Uniontown
- Walkability and connecting the neighborhood to downtown Staunton and retail areas
- Equal amenities
- Perhaps tax incentives for private investors
- Collaborate with the city of Staunton.
- As stated above
- Improvements needed as stated above
- It could become a thriving tiny home community for low-income seniors.
- Road construction, land debris clearance, train track removal if not in use. Streetlights when developed.
- sewer/water upgrade - infrastructure to support a safe & economically desirable place to live/build houses invest in. This would include open space semi park - walking path with appropriate plants/trees
- The landlords need to keep up with their properties better. (Mowing their yard, not having homes boarded up.) especially on Jones St.
- Planning can be done in phases to approve and raise funds. Local organizations and charities can take on specific tasks and fundraising.
- I believe there is a new shuttle stop going in on Richmond Ave near I-81. I hope there could be a bike / pedestrian path that better connects this shuttle location (re: public transportation connecting our community with Charlottesville, Waynesboro, etc.) with downtown Staunton (or somehow linking Union town in better with non-car) transportation options.
- "Public sewer. Affordable single-family housing. Consider teaming w/habitat to build houses.
- Consider establishing a historic sign like they have in the Port Republic area of Waynesboro and writing the history/webpage/etc."
- A walking trail, picnic/community area. Streetlights.
- Water and sewer improvements
- Connecting to city services, public utilities, city maintained paved roads as stated previously in survey.
- Stated above
- All. As stated above.
- Fixing what is broken or out dated
- Water, sewer and a voice in their future.
- Ask the residents & honor their requests.
- Already listed
- see previous
- All needed infrastructure. Bridge, water, sewer, lights, paving...
- water and sewer would be the 1st thing. and building a bridge to unite both sides of Uniontown over the railroad tracks
- Start with the basics: help property owners accomplish basic cleanup, brush removal, painting
- Bridge, park
- opt in zoning would be a disaster. Either Uniontown is zoned residential or residential/commercial or leave it as it is.
- Reinstall bridge
- Allow home improvement
- Water sewer and Rezoning are all very important
- public utilities, road improvements including National Ave., Paxton, and Jones St and Anthony

- Improved water; sewer; lighting; rebuilding the bridge
- Put the bridge back

Question 20: Categorical – Age

Optional: Indicate your age.

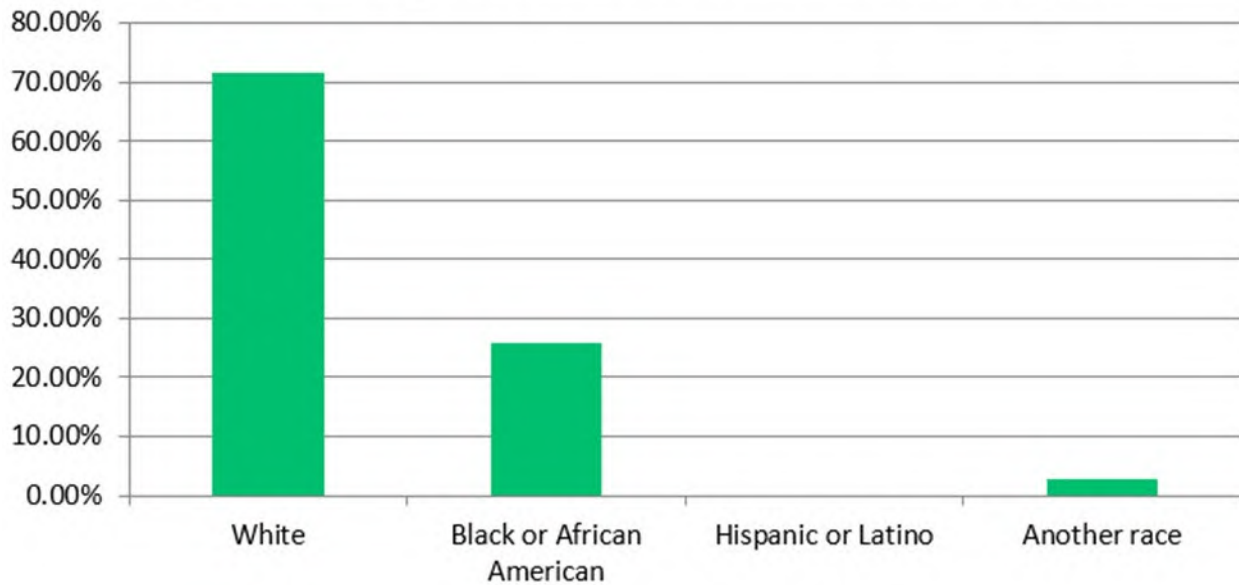
Optional: Indicate your age.



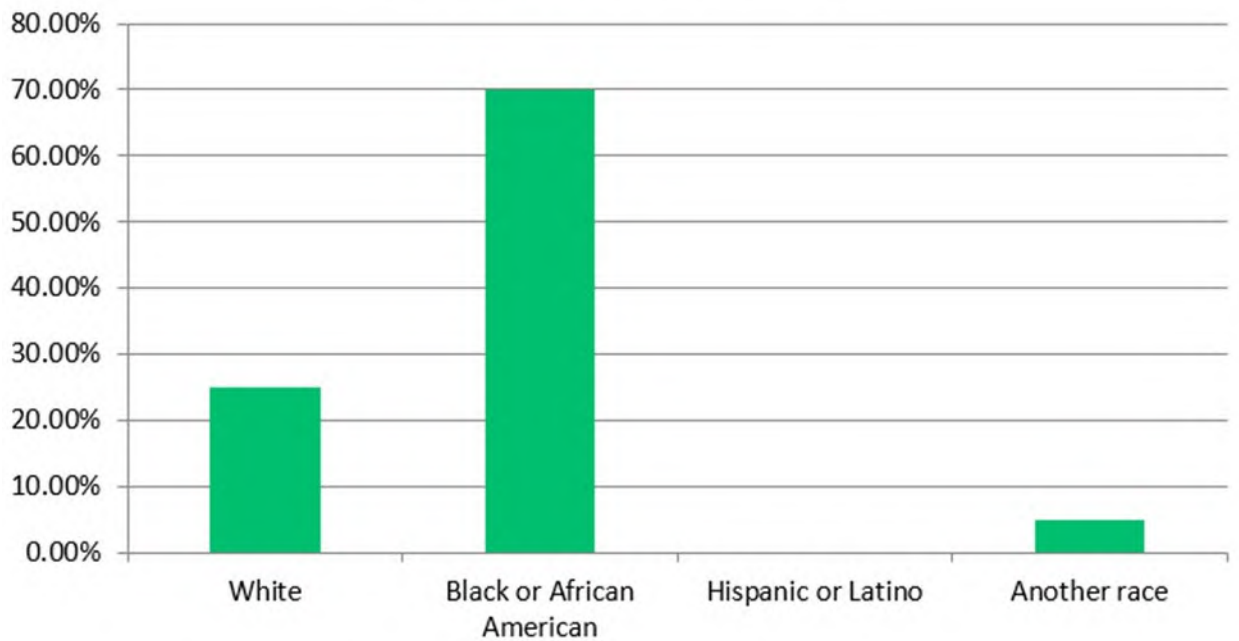
Question 21: Categorical – Race

Optional: Which of the following best represents your racial or ethnic heritage?

## Optional: Which of the following best represents your racial or ethnic heritage?



## Uniontown Affiliation



### Question 22: Other Opinions

*Do you have any other opinions, ideas or suggestions for Uniontown that have not been addressed in these survey questions?*

- Improvement is years late now that we've all moved away. It should have happened when it was a viable and thriving community in spite of the city's neglect. I'm not optimistic much is going to be done. Who will benefit?
- "10th and Page Neighborhood Revitalization Initiative in Charlottesville (there was a book written on this) is a possible roadmap. 6 million dollars from 14 fund sources resulted in rehabbing a neighborhood with 38 dwelling.
- I don't see the commitment and leadership from the City of Staunton to facilitate this. 5 studies in 20 years is proof.
- Also, the homeowners in Uniontown have no reason to trust their participation in another process will result in solutions.
- After several visits to Uniontown I don't believe replacing the bridge reconnecting the neighborhood would be in the best interest of the "Northern" side. The "Southern" side has morphed into industrial - service - warehouse businesses. Replacing the bridge would result in a huge traffic increase disrupting the solitude that the current residents said they enjoy. "
- The commercial areas that were designated in the 2018-19 plan (behind the O'Reilly's and other commercial establishments on Richmond road) need to be rezoned residential.
- Look at how things looked 25 years ago and compare them to now. Recognize that there are very few residents on the northside because of the existing industry. Totally different set of circumstances than what is found on the southside.
- Provide tax relief and fee waivers for developers
- Consult with Dr. Brown & investigate the interest of author of book From slave to statesman by Robert Heinrich former PhD candidate of Dr. Henry L. Gates - Book was about former slave in Augusta co during reconstruction email. Consult with Dr. Brown on need or feasibility. He gave a book signing at Staunton city Hall
- Continue to survey the residents for feedback on what's needed?
- Always have people from the neighborhood at all meetings and decisions. Black and white. Have them feel like they matter since the city has ignored them for so long.
- Uniontown's future should be driven by that community's preferences.
- I feel the overall history and background of ALL the citizens of Staunton need to be taken into consideration when decisions are being made. The people who have lived here and who have lived here and have been a part of the city are as important or more important than people who just moved here - and it seems too often, the new people and tourists are considered more important in the decisions. Remember the people who brought Staunton to this point and the families who BUILT this area! That includes many people and not just the big names that everyone has heard of - lots of us can trace our families back over a hundred years or a hundred and fifty years or more.
- I would hope there is HUD money and grants that could fill in some of the holes for the residents that live there

### Question 23: Email

*Provide your email address if you want to stay informed about the process.*

There were 46 people that responded and provided their email addresses.

