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
Acknowledgements

Citizens Advisory Committee
For The Update Of The Comprehensive Plan

Frank Strassler, Chair
Dennis Blanton, Vice Chair
James J. Harrington, City Council Liaison
Judith Wiegand, Planning Commission Liaison
Sonny Cubbage
Frank Darcus
Matt Fitzgerald
Michael Fulcher
Gerry Hamilton
Renee Hartless

Planning Commission

Judith Wiegand, Chair
Jessica Robinson, Vice Chair
Brad Arrowood
Adam Campbell
Joseph Mills
Brenda O. Mead, City Council Liaison

City Council

Carolyn W. Dull, Mayor
Ophie Kier, Vice Mayor
Erik D. Curren
James J. Harrington
R. Terry Holmes
Brenda O. Mead
Andrea Oakes
Acknowledgements

City Manager

Stephen F. Owen

Community Development

William Vaughn, Director
Rodney Rhodes, Senior Planner
Timothy Hartless, City Planner

Technical Assistance

Central Shenandoah Planning District Commission

Resources

Information for the “Relationship to Other Plan Elements” comes from Under Construction: Tools and Techniques for Local Planning as prepared by Minnesota Planning, September 2002.

Front Cover

Photographs by Warren Faught
# Table of Contents

List of Tables ........................................................................................................................................... iv

List of Figures ............................................................................................................................................... vii

List of Maps ................................................................................................................................................ ix

Introduction ................................................................................................................................................ xi

Legal Status and Purpose of the Plan .............................................................................................. xi
History of Staunton’s Comprehensive Plan .................................................................................. xi
The Planning Process .......................................................................................................................... xii
Information for Users: What Is Included In Each Chapter ...................................................... xiv

Chapter 1 - Goals and Objectives ....................................................................................................... 1-1

Goals and Objectives .......................................................................................................................... 1-1

Chapter 2 - Land Use and Development Guide ............................................................................... 2-1

The Comprehensive Plan .................................................................................................................. 2-1
Desires for Staunton’s Future ............................................................................................................. 2-1
Factors that Influence Growth .......................................................................................................... 2-2
Population Projections ....................................................................................................................... 2-6
Generalized Land Use and Development Guide .......................................................................... 2-9
Urban Development Area .................................................................................................................. 2-20
Phased Growth .................................................................................................................................. 2-22

Chapter 3 - History ............................................................................................................................... 3-1

Introduction .............................................................................................................................................. 3-1
Relationship to Other Plan Elements .................................................................................................. 3-1
Historical Eras ........................................................................................................................................ 3-2
Historic Districts and Individual Historic Sites ............................................................................. 3-12
Annexation History ............................................................................................................................. 3-22

Chapter 4 - Demographics .................................................................................................................. 4-1

Introduction .............................................................................................................................................. 4-1
Relationship to Other Plan Elements .................................................................................................. 4-1
Population Trends .................................................................................................................................. 4-2
Households .............................................................................................................................................. 4-9
Age Structure ......................................................................................................................................... 4-11
Sex ......................................................................................................................................................... 4-17
Race and Ethnicity ............................................................................................................................... 4-19
Educational Attainment ......................................................................................................................... 4-21
Summary of Trends ............................................................................................................................... 4-23
# Table of Contents

**Chapter 11 - Existing Land Use**: 11-1
  - Introduction: 11-1
  - Relationship to Other Plan Elements: 11-1
  - Existing Land Use: 11-2
  - Summary of Trends: 11-8

**Appendix A.** City of Staunton—2017 Roadway Inventory: A-1
**Appendix B.** Staunton Bicycle & Pedestrian Plan: B-1
List of Tables

Chapter 2 - Land Use and Development Guide
Table 2-1 - Population, 2010 and Population Projections, 2020-2040, City of Staunton ........................................................ 2-6

Chapter 3 - History
Table 3-1 - Staunton Historic Districts ............................................................ 3-12
Table 3-2 - Individual Historic Sites .............................................................. 3-13

Chapter 4 - Demographics
Table 4-1 - Total Population - Sub-Regional and State Comparisons .......... 4-3
Table 4-2 - Total Population - City of Staunton ............................................. 4-4
Table 4-3 - Population Estimates - City of Staunton ................................. 4-5
Table 4-4 - Population, 2010 and Population Projections,
2020-2040, City of Staunton ...................................................................... 4-6
Table 4-5 - Population Density ..................................................................... 4-7
Table 4-6 - Households—City of Staunton .............................................. 4-10
Table 4-7 - Age and Age Groups - City of Staunton ................................. 4-12
Table 4-8 - Age and Age Groups - Sub-Regional and State Comparisons .... 4-13
Table 4-9 - Sex - City of Staunton ............................................................... 4-17
Table 4-10 - Sub-Regional and State Comparisons - Sex ....................... 4-17
Table 4-11 - Race and Ethnicity Distribution - City of Staunton .............. 4-19
Table 4-12 - Sub-Regional and State Comparisons - Race and
Ethnicity Distribution ............................................................................... 4-20
Table 4-13 - Educational Attainment - City of Staunton ......................... 4-21

Chapter 5 - Physical Features
Table 5-1 - Climate, City of Staunton .......................................................... 5-2
Table 5-2 - Average Temperature & Precipitation, City of Staunton .......... 5-2
Table 5-3 - Topography, City of Staunton .................................................. 5-3
Table 5-4 - Slope Categories and Development Limitations .................... 5-3
Table 5-5 - Description of Geologic Formations, City of Staunton ........... 5-6
Table 5-6 - Geology and Development Limitations ................................... 5-8
Table 5-7 - Soil Associations, City of Staunton ........................................ 5-9
List of Tables

Table 5-8 - Hydrology, City of Staunton............................................................ 5-9
Table 5-9 - Flood Protection/Mitigation Measures Taken by the City ............ 5-13

Chapter 6 - Economy
Table 6-1 - Civilian Labor Force - Staunton.................................................... 6-2
Table 6-2 - Civilian Labor Force - Staunton-Waynesboro MSA*.................... 6-3
Table 6-3 - Median Household Income............................................................. 6-5
Table 6-4 - Median Family Income.................................................................. 6-7
Table 6-5 - Per Capita Income - Staunton-Waynesboro MSA*....................... 6-8
Table 6-6 - Employment by Industry Classification – 2016............................ 6-13
Table 6-7 - 50 Largest Employers - 2016 - City of Staunton ......................... 6-15

Chapter 7 - Government Structure and Finance
Table 7-1 - Government Structure and Finance - City of Staunton -
Highlights ...................................................................................................... 7-3
Table 7-2 - Intergovernmental Relations............................................................ 7-4
Table 7-3 - City Departments, Constitutional Offices or Services.................. 7-5
Table 7-4 - State and Regional Offices - Highlights......................................... 7-8
Table 7-5 - City of Staunton Budgetary Fund Types........................................ 7-9
Table 7-6 - City of Staunton FY 2018 Operating Budget Fiscal Year
July 1, 2017 - June 30, 2018 ........................................................................... 7-10
Table 7-7 - General Fund Revenues FY 2018.................................................. 7-14

Chapter 8 - Community Services and Infrastructure
Table 8-1 - Police Department - Highlights.................................................... 8-6
Table 8-2 - Staunton Sheriff’s Office - Highlights.......................................... 8-8
Table 8-3 - Staunton Fire and Rescue Department - Highlights.................... 8-9
Table 8-4 - Public School System - Highlights.............................................. 8-14
Table 8-5 - Public School System Recognition.............................................. 8-15
Table 8-6 - City of Staunton Public Schools................................................. 8-15
Table 8-7 - Fall Membership by Grade......................................................... 8-16
Table 8-8 - Public Works - Highlights............................................................ 8-24
Table 8-9 - Public Water Supplies................................................................. 8-27
Table 8-10 - Sewage Systems....................................................................... 8-28
Table 8-11 - Refuse and Recycling ............................................................... 8-29

Chapter 9 - Housing
Table 9-1 - Housing Units and Occupancy - City of Staunton....................... 9-2
Table 9-2 - Housing Supply - City of Staunton.............................................. 9-2
Table 9-3 - Housing Supply - City of Staunton.............................................. 9-8
**List of Tables**

Table 9-4 - Housing Value .......................................................... 9-12
Table 9-5 - Contract Rents ......................................................... 9-15

**Chapter 10 - Transportation**

Table 10-1 - Road Miles by Functional Class - City of Staunton .......... 10-6
Table 10-2 - Bridges and Culverts, City of Staunton - 2017 .................. 10-8
Table 10-3 - Population Projections 2020-2040 ................................. 10-16
Table 10-4 - 2015 City of Staunton - Workforce Commuter Data ........... 10-17
Table 10-5 - Staunton Commuter Mode Characteristics ....................... 10-18
Table 10-6 - Crash Summary - City of Staunton (2012-2016) ............... 10-26
Table 10-7 - Richmond Road Corridor (US 250) - LOS ...................... 10-28

**Chapter 11 - Existing Land Use**

Table 11-1 - Land Area and Land Classifications - City of Staunton - 2018 11-2
Table 11-2 - Assessment Values - City of Staunton - 2018 .................... 11-5
Table 11-3 - Vacant/Undeveloped Land by Zoning Classification - City of Staunton - 2018 ......................................................... 11-7

**Appendix A. City of Staunton - 2017 Roadway Inventory**

Table A-1 - City of Staunton - 2017 Roadway Inventory ......................... A-3
List of Figures

Chapter 2 - Land Use and Development Guide
- Figure 2-1 - Population, 2010 and Population Projections, 2020-2040 ........ 2-7
- Figure 2-2 - Population Projections by Age, 2040 ........................................ 2-7
- Figure 2-3 - Population Projections by Sex, 2040 ................................... 2-8
- Figure 2-4 - Population Projections by Race and Ethnicity, 2040 ........... 2-8

Chapter 4 - Demographics
- Figure 4-1 - Staunton - Waynesboro - Augusta County Population Trends .. 4-2
- Figure 4-2 - Population Estimates - City of Staunton ............................... 4-5
- Figure 4-3 - Total Households - City of Staunton ................................. 4-10
- Figure 4-4 - Percentage of Population by Sex ........................................ 4-18
- Figure 4-5 - Percentage of Population by Race and Ethnicity ............ 4-20
- Figure 4-6 - Educational Attainment - Percent High School
  Graduate or Higher ............................................................................. 4-22
- Figure 4-7 - Educational Attainment - Percent Bachelor’s Degree
  or Higher .......................................................................................... 4-22

Chapter 6 - Economy
- Figure 6-1 - Employment 2010-2016 ......................................................... 6-4
- Figure 6-2 - Unemployment Rate 2010-2016 ............................................ 6-4
- Figure 6-3 - Average Weekly Wage - 2016 - City of Staunton ............. 6-9
- Figure 6-4 - Gross Wages - Percentages by Industry - 2016 - City of
  Staunton ............................................................................................ 6-9
- Figure 6-5 - Average Weekly Wage - 2016 - Staunton-Waynesboro MSA*  6-10
- Figure 6-6 - Gross Wages - Percentages by Industry - 2016 ..................... 6-10
- Figure 6-7 - Average Employment Numbers - Percentages by Industry -
  2016 - City of Staunton ..................................................................... 6-12
- Figure 6-8 - Average Employment Numbers - Percentages by Industry -
  2016 - Staunton-Waynesboro MSA* ................................................... 6-12

Chapter 7 - Government Structure and Finance
- Figure 7-1 - City of Staunton Organizational Chart .................................... 7-2
- Figure 7-2 - City of Staunton FY 2018 Operating Budget, Fiscal Year
  July 1, 2017-June 30, 2018 .................................................................. 7-11
- Figure 7-3 - City of Staunton FY 2018 Operating Budget, City
  Governmental Funds ............................................................................ 7-11
- Figure 7-4 - City of Staunton FY 2018 Operating Budget, Special
  Revenue Funds .................................................................................... 7-12
List of Figures

Figure 7-5 - City of Staunton FY 2018 Operating Budget, Proprietary Funds ........................................................................ 7-12
Figure 7-6 - City of Staunton FY 2018 Operating Budget, School Governmental Funds ................................................... 7-13

Chapter 9 - Housing
Figure 9-1 - Total Housing Units - City of Staunton ......................... 9-3
Figure 9-2 - Average Number of Persons Per Housing Unit - City of Staunton ........................................................................... 9-3
Figure 9-3 - Housing Supply 2000 - City of Staunton ....................... 9-7
Figure 9-4 - Housing Supply 2010 - City of Staunton ...................... 9-7
Figure 9-5 - New Housing Units Authorized - City of Staunton .......... 9-10
Figure 9-6 - Age of Housing Stock - Years Structures Built - City of Staunton ............................................................................... 9-10
Figure 9-7 - Age of Housing Stock - Years Structures Built - Augusta County ....................................................................................... 9-11
Figure 9-8 - Age of Housing Stock - Years Structures Built - City of Waynesboro ............................................................................. 9-11
Figure 9-9 - Median Dollar Value of Owner-Occupied Housing ........ 9-13
Figure 9-10 - Real Median Dollar Value of Owner-Occupied Housing .... 9-13
Figure 9-11 - Real Median Contract Rent of Rental Units .................. 9-15

Chapter 11 - Existing Land Use
Figure 11-1 - Land Use Classification by Percent of Total Acreage - City of Staunton - 2018................................................................. 11-3
Figure 11-2 - Land Use Classification by Percent of Total Parcels - City of Staunton - 2018................................................................. 11-3
Figure 11-3 - Percent of Total Assessed Values by Land Classification - City of Staunton - 2018................................................................. 11-4
Figure 11-4 - Percent of Taxable Assessment by Land Classification - City of Staunton - 2018................................................................. 11-4
Figure 11-5 - Total Assessed Values by Land Classification - City of Staunton - 2018................................................................. 11-6
Figure 11-6 - Vacant/Undeveloped Land by Zoning Classification - City of Staunton - 2018................................................................. 11-8
List of Maps

Chapter 2 - Land Use and Development Guide
Map 2-1 - Developed/Undeveloped Land ..................................................... 2-5
Map 2-2 - Future Land Use ........................................................................ 2-17
Map 2-3 - Future Land Use (Downtown Staunton) ................................... 2-18
Map 2-4 - Entrance Corridor Overlay District ........................................ 2-19
Map 2-5 - Urban Development Area .......................................................... 2-21
Map 2-6 - Phased Growth Plan ................................................................. 2-23

Chapter 3 - History
Map 3-1 - City of Staunton, Annexation Year ........................................ 3-22

Chapter 4 - Demographics
Map 4-1 - Population Density by Census Block .................................... 4-8

Chapter 5 - Physical Features
Map 5-1 - Elevation, City of Staunton .................................................... 5-4
Map 5-2 - Slope, City of Staunton ............................................................ 5-5
Map 5-3 - Geologic Formations, City of Staunton ............................ 5-7
Map 5-4 - Soil Associations, City of Staunton ...................................... 5-10
Map 5-5 - Hydrology, City of Staunton ................................................. 5-11
Map 5-6 - Forested Land, City of Staunton ........................................... 5-12

Chapter 6 - Economy
Map 6-1 - Median Household Income by Census Block Group ......... 6-6
Map 6-2 - Major Commercial and Manufacturing Companies .......... 6-16

Chapter 8 - Community Services and Infrastructure
Map 8-1 - Public Schools, Parks and Recreational Facilities .......... 8-21
Map 8-2 - Staunton Sewer Service ......................................................... 8-25
Map 8-3 - Staunton Water Service ......................................................... 8-26

Chapter 9 - Housing
Map 9-1 - Housing Units by Block Group ............................................. 9-4
Map 9-2 - Occupied Housing Units by Block Group ......................... 9-5
Map 9-3 - Occupancy Status by Block Group ..................................... 9-6
Map 9-4 - Median Year Structure Built by Block Group ................... 9-9
Map 9-5 - Median House Value by Block Group (Owner-Occupied) .. 9-14
Chapter 10 - Transportation

Map 10-1 - Staunton-Augusta-Waynesboro MPO Boundary ...................... 10-3
Map 10-2 - Roadway Functional Classification - City of Staunton ............... 10-7
Map 10-3 - Sidewalk Network - City of Staunton ........................................ 10-11
Map 10-4 - BRITE Transit Routes ............................................................... 10-13
Map 10-5 - Rail Lines - City of Staunton ..................................................... 10-15
Map 10-6 - Future Land Use ........................................................................ 10-21
Map 10-7 - Existing Level of Service - City of Staunton ............................. 10-23
Map 10-8 - 2040 Forecast Level of Service - City of Staunton ................... 10-24
Map 10-9 - Crashes - City of Staunton ......................................................... 10-27
Map 10-10 - Project Recommendations and Programmed Improvements ........................................................................... 10-42
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.


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.
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.
- 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”.

---

Goals and Objectives - Page 1-4
• 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 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.

• 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.
- 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.
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.

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.

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

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

The graph shows the population of the City of Staunton for the years 2010, 2020, 2030, and 2040. The population is projected to increase from 23,746 in 2010 to 25,238 in 2020, 25,519 in 2030, and 25,442 in 2040.


Figure 2-2 - Population Projections by Age, 2040

The bar chart shows the population projections by age group for Staunton City, Waynesboro City, and Augusta County in 2040. The projections are as follows:

- 0-19: 5,787 (Staunton), 6,478 (Waynesboro), 7,781 (Augusta), 6,271 (Staunton), 4,669 (Waynesboro), 5,906 (Augusta)
- 20-24: 7,781 (Staunton), 7,781 (Waynesboro), 7,781 (Augusta), 5,596 (Staunton), 5,906 (Waynesboro), 5,906 (Augusta)
- 45-64: 21,004 (Staunton), 22,004 (Waynesboro), 22,004 (Augusta), 21,672 (Staunton), 21,672 (Waynesboro), 21,672 (Augusta)
- 65+: 21,004 (Staunton), 22,004 (Waynesboro), 22,004 (Augusta), 21,672 (Staunton), 21,672 (Waynesboro), 21,672 (Augusta)

Source: Weldon Cooper Center for Public Service, June 2017. CSPDC 2018
Figure 2-3 - Population Projections by Sex, 2040

Population Projections by Sex, 2040

- Female
- Male

<table>
<thead>
<tr>
<th>Area</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staunton City</td>
<td>14,055</td>
</tr>
<tr>
<td></td>
<td>11,387</td>
</tr>
<tr>
<td>Waynesboro City</td>
<td>13,020</td>
</tr>
<tr>
<td></td>
<td>11,815</td>
</tr>
<tr>
<td>Augusta County</td>
<td>42,857</td>
</tr>
<tr>
<td></td>
<td>42,898</td>
</tr>
</tbody>
</table>

Source: Weldon Cooper Center for Public Service, June 2017

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

Population Projections by Race and Ethnicity, 2040

- Total Population Non-Hispanic White
- Total Population Non-Hispanic Black
- Total Population Non-Hispanic Other
- Total Population Hispanic

<table>
<thead>
<tr>
<th>Area</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staunton City</td>
<td>37,801</td>
</tr>
<tr>
<td></td>
<td>994</td>
</tr>
<tr>
<td></td>
<td>1,109</td>
</tr>
<tr>
<td></td>
<td>15,216</td>
</tr>
<tr>
<td>Waynesboro City</td>
<td>179</td>
</tr>
<tr>
<td></td>
<td>752</td>
</tr>
<tr>
<td></td>
<td>7,270</td>
</tr>
<tr>
<td>Augusta County</td>
<td>3,012</td>
</tr>
<tr>
<td></td>
<td>2,086</td>
</tr>
<tr>
<td></td>
<td>1,567</td>
</tr>
<tr>
<td></td>
<td>10,308</td>
</tr>
</tbody>
</table>

Source: Weldon Cooper Center for Public Service, June 2017
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

Future Land Use
- CONSERVATION/RECREATION/OPEN SPACE
- PLANNED FARM DEVELOPMENT
- PUBLIC/SEMI-PUBLIC
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- TRADITIONAL NEIGHBORHOOD DEVELOPMENT
- LOW DENSITY PLANNED RESIDENTIAL
- NEIGHBORHOOD RESIDENTIAL
- PROFESSIONAL
- PLANNED BUSINESS
- BUSINESS
- PLANNED INDUSTRIAL
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

Data Source(s):
Commonwealth of VA, USGS, City of Staunton, Augusta County, VDOT, U.S. Census

Map prepared and produced by Daniel Dinniman, PDC
Map to be used for planning purposes only
August 6, 2019
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

Phased Growth Plan
- Future Growth Areas
- Growth Stimulation Areas
- Preservation Areas
- Service Maintenance Areas
- Agricultural and Forestal Districts

Data Sources:
Commonwealth of VA, USGS, City of Staunton
Augusta County, VDOT, U.S. Census
Map prepared and produced by
Central Shenandoah PDC
Map to be used for planning purposes only,
March 13, 2018
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 12th and 13th 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.

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

20th 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.

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**

**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.

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.

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

<table>
<thead>
<tr>
<th>District Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverley Historic District</td>
<td>150 buildings and eleven blocks of Staunton's Central Business District. Classic example of a Victorian main street.</td>
</tr>
<tr>
<td>Wharf Historic District</td>
<td>Approximately 25 late-19th century warehouses located between Johnson Street and the C &amp; O Railroad.</td>
</tr>
<tr>
<td>Stuart Addition Historic District</td>
<td>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.</td>
</tr>
<tr>
<td>Gospel Hill Historic District</td>
<td>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.</td>
</tr>
<tr>
<td>Newtown Historic District</td>
<td>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.</td>
</tr>
</tbody>
</table>

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** | ![Image](image1.png) |
| **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** | ![Image](image2.png) |
| **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** | ![Image](image3.png) |
| **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** | ![Image](image4.png) |
| **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 Chateauesque 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.
| **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-columned 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.
### 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.
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
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
### Table 4-1- Total Population - Sub-Regional and State Comparisons

<table>
<thead>
<tr>
<th>Total Population - 2010</th>
<th>Staunton</th>
<th>Augusta County</th>
<th>Waynesboro</th>
<th>Virginia</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>23,746</td>
<td>73,750</td>
<td>21,006</td>
<td>8,001,024</td>
</tr>
</tbody>
</table>

| Population Change       | 1990 to 2000 | Staunton = Down 2.5%  
                         |              | Augusta = Up 20.0%    
                         |              | Waynesboro = Up 5.2%  
                         |              | Virginia = Up 14.4%   |
|                         | 2000 to 2010 | Staunton = Down 0.4%  
                         |              | Augusta = Up 12.4%    
                         |              | Waynesboro = Up 7.6%  
                         |              | Virginia = Up 13.0%   |
|                         | 1990 to 2010 | 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.

<table>
<thead>
<tr>
<th>Table 4-2- Total Population - City of Staunton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Population Increase</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Live Births - 2000 to 2010</td>
</tr>
<tr>
<td>Total Deaths</td>
</tr>
<tr>
<td>Net Increase - Staunton</td>
</tr>
<tr>
<td>Sub-Regional Comparison:</td>
</tr>
<tr>
<td>Augusta County</td>
</tr>
<tr>
<td>Waynesboro</td>
</tr>
</tbody>
</table>

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>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011 = 24,222</td>
</tr>
<tr>
<td></td>
<td>2012 = 24,512</td>
</tr>
<tr>
<td></td>
<td>2013 = 24,577</td>
</tr>
<tr>
<td></td>
<td>2014 = 24,647</td>
</tr>
<tr>
<td></td>
<td>2015 = 24,542</td>
</tr>
<tr>
<td></td>
<td>2016 = 24,453</td>
</tr>
</tbody>
</table>

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

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

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.

<table>
<thead>
<tr>
<th>City</th>
<th>Population Density Per Square Mile</th>
<th>Land Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staunton</td>
<td>1,188.8</td>
<td>(19.98 square miles)</td>
</tr>
<tr>
<td>Waynesboro</td>
<td>1,396.8</td>
<td>(15.04 square miles)</td>
</tr>
<tr>
<td>Harrisonburg</td>
<td>2,808.2</td>
<td>(17.42 square miles)</td>
</tr>
<tr>
<td>Lexington</td>
<td>2,820.2</td>
<td>(2.50 square miles)</td>
</tr>
<tr>
<td>Richmond</td>
<td>3,414.7</td>
<td>(59.81 square miles)</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Decennial Census, 2010
Map 4-1 - Population Density by Census Block

Data Source(s):
Commonwealth of VA, USGS, City of Staunton, Augusta County, VSUT
Map prepared and produced by Central Shenandoah PDC.
Map to be used for planning purposes only.
November 14, 2015.
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.
Table 4-6- Households - City of Staunton

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

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>
<thead>
<tr>
<th>Table 4-7- Age and Age Groups - City of Staunton</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Median Age - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>% of Population Under 18 Years - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>% of Population Over 65 Years - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Increase in Population Under 18 Years</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Increase in Population Over 65 Years</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age Group with Highest % in Category - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age Group with 2nd Highest % in Category - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age Group with Lowest % in Category - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age Group with the Greatest % Increase</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age Group with Greatest # Increase</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age Group with Smallest % Increase</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age Group with Smallest # Increase</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

**Source:** U.S. Census Bureau, Decennial Census, 1990-2010.
<table>
<thead>
<tr>
<th>Table 4-8- Age and Age Groups—Sub-Regional and State Comparisons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Median Age - 2010</strong></td>
</tr>
<tr>
<td>Staunton = 42.2 Years</td>
</tr>
<tr>
<td>Augusta = 42.9 Years</td>
</tr>
<tr>
<td>Waynesboro = 38.8 Years</td>
</tr>
<tr>
<td>Virginia = 37.5 Years</td>
</tr>
<tr>
<td><strong>Increase in Median Age - 1990 to 2010</strong></td>
</tr>
<tr>
<td>Staunton = Up 5.4 Years</td>
</tr>
<tr>
<td>Augusta = Up 8.0 Years</td>
</tr>
<tr>
<td>Waynesboro = Up 2.4 Years</td>
</tr>
<tr>
<td>Virginia = Up 4.9 Years</td>
</tr>
<tr>
<td><strong>% of Population Under 18 Years - 2010</strong></td>
</tr>
<tr>
<td>Staunton = 19.4%</td>
</tr>
<tr>
<td>Augusta = 21.4%</td>
</tr>
<tr>
<td>Waynesboro = 23.3%</td>
</tr>
<tr>
<td>Virginia = 23.2%</td>
</tr>
<tr>
<td><strong>Increase in Population Under 18 Years - 1990 to 2010</strong></td>
</tr>
<tr>
<td>Staunton = Down 8.2% or 413 Persons</td>
</tr>
<tr>
<td>Augusta = Up 17.0% or 2,290 Persons</td>
</tr>
<tr>
<td>Waynesboro = Up 14.2% or 609 Persons</td>
</tr>
<tr>
<td>Virginia = Up 23.2% or 348,939 Persons</td>
</tr>
<tr>
<td><strong>% of Population Over 65 Years - 2010</strong></td>
</tr>
<tr>
<td>Staunton = 19.8%</td>
</tr>
<tr>
<td>Augusta = 16.1%</td>
</tr>
<tr>
<td>Waynesboro = 17.0%</td>
</tr>
<tr>
<td>Virginia = 12.2%</td>
</tr>
<tr>
<td><strong>Increase in Population Over 65 Years - 1990 to 2010</strong></td>
</tr>
<tr>
<td>Staunton = Up 13.1% or 543 Persons</td>
</tr>
<tr>
<td>Augusta = Up 91.5% or 5,657 Persons</td>
</tr>
<tr>
<td>Waynesboro = Up 14.4% or 448 Persons</td>
</tr>
<tr>
<td>Virginia = Up 47.0% or 312,467 Persons</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Decennial Census, 1990-2010
### Table 4-8 continued- Age and Age Groups—Sub-Regional and State Comparisons

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

Source: U.S. Census Bureau, Decennial Census, 1990-2010
## Table 4-8 continued – Age and Age Groups—Sub-Regional and State Comparisons

### Age Group with Greatest % Increase

<table>
<thead>
<tr>
<th>Age Group with Greatest % Increase</th>
<th>1990 to 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Staunton</td>
</tr>
<tr>
<td>85+ Years = Up 38.5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Augusta</td>
</tr>
<tr>
<td>85+ Years = Up 121.2%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Waynesboro</td>
</tr>
<tr>
<td>85+ Years = Up 63.5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Virginia</td>
</tr>
<tr>
<td>85+ Years = Up 46.2%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Group with Greatest % Increase</th>
<th>2000 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Staunton</td>
</tr>
<tr>
<td>85+ Years = Up 21.7%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Augusta</td>
</tr>
<tr>
<td>85+ Years = Up 46.7%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Waynesboro</td>
</tr>
<tr>
<td>85+ Years = Up 30.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Virginia</td>
</tr>
<tr>
<td>85+ Years = Up 40.3%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Group with Greatest % Increase</th>
<th>1990 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Staunton</td>
</tr>
<tr>
<td>85+ Years = Up 68.6%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Augusta</td>
</tr>
<tr>
<td>85+ Years = Up 224.5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Waynesboro</td>
</tr>
<tr>
<td>85+ Years = Up 112.4%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Virginia</td>
</tr>
<tr>
<td>85+ Years = Up 105.0%</td>
<td></td>
</tr>
</tbody>
</table>

### Age Group with Smallest % Increase

<table>
<thead>
<tr>
<th>Age Group with Smallest % Increase</th>
<th>1990 to 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 to 44 Years = Down 11.3%</td>
<td>Staunton</td>
</tr>
<tr>
<td>21 to 44 Years = Down 4.5%</td>
<td>Augusta</td>
</tr>
<tr>
<td>65 to 74 Years = Down 7.6%</td>
<td>Waynesboro</td>
</tr>
<tr>
<td>21 to 44 Years = Up 2.9%</td>
<td>Virginia</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Group with Smallest % Increase</th>
<th>2000 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 to 44 Years = Down 12.4%</td>
<td>Staunton</td>
</tr>
<tr>
<td>21 to 44 Years = Down 5.8%</td>
<td>Augusta</td>
</tr>
<tr>
<td>75 to 84 Years = Down 5.2%</td>
<td>Waynesboro</td>
</tr>
<tr>
<td>21 to 44 Years = Up 1.4%</td>
<td>Virginia</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Group with Smallest % Increase</th>
<th>1990 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 to 44 Years = Down 22.3%</td>
<td>Staunton</td>
</tr>
<tr>
<td>21 to 44 Years = Down 1.7%</td>
<td>Augusta</td>
</tr>
<tr>
<td>65 to 74 Years = Down 3.8%</td>
<td>Waynesboro</td>
</tr>
<tr>
<td>21 to 44 Years = Up 4.3%</td>
<td>Virginia</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Decennial Census, 1990-2010
### Table 4-8 continued - Age and Age Groups—Sub-Regional and State Comparisons

<table>
<thead>
<tr>
<th>Age Group with Greatest # Increase</th>
<th>1990 to 2000</th>
<th>2000 to 2010</th>
<th>1990 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Staunton</td>
<td>Augusta</td>
<td>Waynesboro</td>
</tr>
<tr>
<td>1990 to 2000</td>
<td>45 to 64 Years = Up 590 Persons</td>
<td>45 to 64 Years = Up 5,648 Persons</td>
<td>45 to 64 Years = Up 494 Persons</td>
</tr>
<tr>
<td></td>
<td>45 to 64 Years = Up 5,648 Persons</td>
<td>45 to 64 Years = Up 464,892 Persons</td>
<td>45 to 64 Years = Up 464,892 Persons</td>
</tr>
<tr>
<td>2000 to 2010</td>
<td>45 to 64 Years = Up 673 Persons</td>
<td>45 to 64 Years = Up 5,299 Persons</td>
<td>45 to 64 Years = Up 858 Persons</td>
</tr>
<tr>
<td></td>
<td>45 to 64 Years = Up 858 Persons</td>
<td>45 to 64 Years = Up 538,097 Persons</td>
<td>45 to 64 Years = Up 538,097 Persons</td>
</tr>
<tr>
<td>1990 to 2010</td>
<td>45 to 64 Years = Up 1,263 Persons</td>
<td>45 to 64 Years = Up 10,947 Persons</td>
<td>45 to 64 Years = Up 1,352 Persons</td>
</tr>
<tr>
<td></td>
<td>45 to 64 Years = Up 1,352 Persons</td>
<td>45 to 64 Years = Up 1,002,989 Persons</td>
<td>45 to 64 Years = Up 1,002,989 Persons</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Group with Smallest # Increase</th>
<th>1990 to 2000</th>
<th>2000 to 2010</th>
<th>1990 to 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Staunton</td>
<td>Augusta</td>
<td>Waynesboro</td>
</tr>
<tr>
<td>1990 to 2000</td>
<td>21 to 44 Years = Down 1,012 Persons</td>
<td>85+ Years = Up 469 Persons</td>
<td>65 to 74 Years = Down 143 Persons</td>
</tr>
<tr>
<td></td>
<td>85+ Years = Up 469 Persons</td>
<td>85+ Years = Up 27,557 Persons</td>
<td>85+ Years = Up 27,557 Persons</td>
</tr>
<tr>
<td>2000 to 2010</td>
<td>21 to 44 Years = Down 979 Persons</td>
<td>21 to 44 Years = Down 1,285 Persons</td>
<td>75 to 84 Years = Down 68 Persons</td>
</tr>
<tr>
<td></td>
<td>21 to 44 Years = Down 1,285 Persons</td>
<td>75 to 84 Years = Up 32,119 Persons</td>
<td>75 to 84 Years = Up 32,119 Persons</td>
</tr>
<tr>
<td>1990 to 2010</td>
<td>21 to 44 Years = Down 1,991 Persons</td>
<td>65 to 74 Years = Down 71 Persons</td>
<td>85+ Years = Up 62,694 Persons</td>
</tr>
<tr>
<td></td>
<td>21 to 44 Years = Down 347 Persons</td>
<td>85+ Years = Up 62,694 Persons</td>
<td>85+ Years = Up 62,694 Persons</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Table 4-9- Sex - City of Staunton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female - 2010</td>
</tr>
<tr>
<td>54.7%</td>
</tr>
<tr>
<td>Up from 52.9% 2000</td>
</tr>
<tr>
<td>Up from 52.9% in 1990</td>
</tr>
<tr>
<td>Male - 2010</td>
</tr>
<tr>
<td>45.3%</td>
</tr>
<tr>
<td>Down from 47.1% 2000</td>
</tr>
<tr>
<td>Down from 47.1% in 1990</td>
</tr>
</tbody>
</table>

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

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

Source: U.S. Census Bureau, Decennial Census, 2010
Figure 4-4 - Percentage of Population by Sex

Percentage of Population by Sex - 2010
Staunton - Augusta - Waynesboro - Virginia

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

<table>
<thead>
<tr>
<th>Table 4-11- Race and Ethnicity Distribution - City of Staunton</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>White - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Black - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>American Indian or Alaskan Native - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Asian or Pacific Islander - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><em><em>Hispanic Origin</em> - 2010</em>*</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Note - Hispanic Origin may be of any race</strong></td>
</tr>
<tr>
<td><strong>Other Races - 2010</strong></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

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

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

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.

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

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

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

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

<table>
<thead>
<tr>
<th>Month</th>
<th>Temperature (Degrees Fahrenheit)</th>
<th>Precipitation (Inches)*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Normal High</td>
<td>Normal Low</td>
</tr>
<tr>
<td>January</td>
<td>41.8</td>
<td>23.4</td>
</tr>
<tr>
<td>February</td>
<td>45.5</td>
<td>25.6</td>
</tr>
<tr>
<td>March</td>
<td>53.6</td>
<td>32.8</td>
</tr>
<tr>
<td>April</td>
<td>64.0</td>
<td>41.7</td>
</tr>
<tr>
<td>May</td>
<td>72.3</td>
<td>50.6</td>
</tr>
<tr>
<td>June</td>
<td>80.5</td>
<td>59.4</td>
</tr>
<tr>
<td>July</td>
<td>84.0</td>
<td>63.3</td>
</tr>
<tr>
<td>August</td>
<td>82.8</td>
<td>61.8</td>
</tr>
<tr>
<td>September</td>
<td>76.2</td>
<td>54.2</td>
</tr>
<tr>
<td>October</td>
<td>66.0</td>
<td>42.3</td>
</tr>
<tr>
<td>November</td>
<td>55.6</td>
<td>34.9</td>
</tr>
<tr>
<td>December</td>
<td>44.8</td>
<td>26.7</td>
</tr>
<tr>
<td>Winter</td>
<td>44.0</td>
<td>25.2</td>
</tr>
<tr>
<td>Spring</td>
<td>63.3</td>
<td>41.7</td>
</tr>
<tr>
<td>Summer</td>
<td>82.5</td>
<td>61.5</td>
</tr>
<tr>
<td>Autumn</td>
<td>65.9</td>
<td>43.8</td>
</tr>
<tr>
<td>Annual</td>
<td>64.0</td>
<td>43.1</td>
</tr>
</tbody>
</table>

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

Source: National Climatic Data Center
### Table 5-3 - Topography, City of Staunton

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

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

| 0 to 7 Percent Slope:                      | No slope limitations on development or cultivation. However, some of these areas are subject to flooding and poor drainage. |
| Flat to Moderately Sloping                 |                                                                                                                   |
| 7 to 15 Percent Slope:                     | Few limitations for residential, commercial, and industrial activities not requiring large amounts of level ground. |
| Rolling Land                               | Development of larger tracts is more limited due to grading costs.                                               |
|                                           | No limitations on pasture, forest, forage crops, and orchard uses.                                                |
| 15 to 25 Percent Slope:                    | Suitable for residential development if site planning takes topography into account.                             |
| Hilly Land                                 | Construction of water and sewer facilities can be quite costly and economically infeasible.                       |
|                                           | No slope limitations on pasture, forest, forage crop, and orchard uses.                                           |
| 25 Percent Slope and Over                  | 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>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Thickness (feet)</th>
<th>Geologic Period</th>
<th>Potential Geologic Hazard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alluvium</td>
<td>Sand and Clay</td>
<td>50-160</td>
<td>Quaternary</td>
<td>None</td>
</tr>
<tr>
<td><strong>Martinsburg Formation</strong></td>
<td>Shale, calcareous, silty; some greenish sandstone, fossiliferous near Little Mountain North.</td>
<td>2000+</td>
<td></td>
<td>Low bearing capacity</td>
</tr>
<tr>
<td>Edinburg Formation</td>
<td>Dense, black, argillaceous limestone; black shale and dark-gray, nodular-weathering limestone.</td>
<td>1200</td>
<td></td>
<td>Sinkhole collapse, ground water pollution</td>
</tr>
<tr>
<td>Lincolnshire Formation</td>
<td>Medium-grained, dark-gray, cherty limestone.</td>
<td>75-225</td>
<td>Ordovician</td>
<td>Sinkhole collapse, ground water pollution</td>
</tr>
<tr>
<td>New Market Limestone</td>
<td>Dove-gray, compact, high-calcium limestone.</td>
<td>0-200</td>
<td></td>
<td>Sinkhole collapse, ground water pollution</td>
</tr>
<tr>
<td>Beekmantown Formation</td>
<td>Thick-bedded, light-gray, fine-grained dolomite; some medium-gray limestone; abundant chert.</td>
<td>1800-2000</td>
<td></td>
<td>Sinkhole collapse, ground water pollution</td>
</tr>
<tr>
<td>Chepultepec Formation</td>
<td>Dark-gray to black limestone; some thin beds of dolomite; modular black chert.</td>
<td>300-400</td>
<td></td>
<td>Sinkhole collapse, ground water pollution</td>
</tr>
<tr>
<td>Conococheague Formation</td>
<td>Laminated gray limestone, thick-bedded dolomite, and thin sandstone beds.</td>
<td>2200-2500</td>
<td>Cambrian</td>
<td>Sinkhole collapse, ground water pollution</td>
</tr>
<tr>
<td>Elbrook Formation</td>
<td>Thin-to-thick-bedded limestone and dolomite; shaly dolomite.</td>
<td>2000+</td>
<td></td>
<td>Sinkhole collapse, ground water pollution</td>
</tr>
</tbody>
</table>

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

| Geologic Concerns for Development | Numerous sinkholes and caverns due to large karst region (underlying limestone and dolomite cause caves, sinkholes, creeks, and large springs).  

The Staunton-Pulaski Fault, one of the most significant faults in Virginia, passes through Montgomery Hall Park, Gypsy Hill Park, and the Pinehurst Area. |
|---|---|
| Karst Issues | 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.  

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.  

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.  

Heavy rains and sudden increases in the amount of water drainage into a sinkhole could cause instability. Result could be subsidence or collapse.  

Development of karst regions increases the amount of water drainage into a sinkhole and could cause instability. Result could be subsidence or collapse. |
| Fault Issues | 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.  

Development on a natural recharge area, such as a fault, could channel pollution into the groundwater supply.  

Slumping or tilting of buildings, foundation failures, or collapse could occur to development on or close to faults as a result of ground instability. |
Table 5-7—Soil Associations, City of Staunton

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

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

<table>
<thead>
<tr>
<th>Watersheds</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lewis Creek Drainage Area</td>
<td>Approximately 28 square miles, including 17 miles of floodway.</td>
</tr>
</tbody>
</table>
| Flood Concerns | Greatest susceptibility to floods is along a 3-mile span of Lewis Creek encompassing the Central Business District.  
Large areas of parking lots, streets, and other impervious surfaces causes a high percentage of rainfall to be funneled rapidly into inadequate drainage structures.  
Primary issue: capacity. |
Map 5-4 - Soil Associations, City of Staunton
Map 5-5 - Hydrology, City of Staunton
Map 5-6 - Forested Land, City of Staunton
<table>
<thead>
<tr>
<th>Table 5-9—Flood Protection / Mitigation Measures Taken by the City</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hydraulic Structures</strong></td>
</tr>
<tr>
<td><strong>Streambank Restoration</strong></td>
</tr>
<tr>
<td><strong>Floodplain Management</strong></td>
</tr>
<tr>
<td><strong>National Flood Insurance Program (NFIP)</strong></td>
</tr>
<tr>
<td><strong>Integrated Flood Observing and Warning System (IFLOWS)</strong></td>
</tr>
<tr>
<td><strong>Stormwater Management</strong></td>
</tr>
<tr>
<td><strong>Mitigation Planning</strong></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Civilian Labor Force</th>
<th>2010</th>
<th>2016</th>
<th>Number Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilian Labor Force</td>
<td>11,846</td>
<td>11,933</td>
<td>87</td>
<td>0.73%</td>
</tr>
<tr>
<td>Number Employed</td>
<td>10,920</td>
<td>11,471</td>
<td>551</td>
<td>5.05%</td>
</tr>
<tr>
<td>Number Unemployed</td>
<td>926</td>
<td>462</td>
<td>-464</td>
<td>-50.11%</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>7.8%</td>
<td>3.9%</td>
<td>-3.9%</td>
<td>-50.00%</td>
</tr>
</tbody>
</table>

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 2015. 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.

Table 6-2 - Civilian Labor Force - Staunton-Waynesboro MSA*

<table>
<thead>
<tr>
<th>Civilian Labor Force</th>
<th>2010</th>
<th>2016</th>
<th>Number Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilian Labor Force</td>
<td>59,147</td>
<td>58,893</td>
<td>-254</td>
<td>-0.43%</td>
</tr>
<tr>
<td>Number Employed</td>
<td>54,656</td>
<td>56,683</td>
<td>2,027</td>
<td>3.71%</td>
</tr>
<tr>
<td>Number Unemployed</td>
<td>4,491</td>
<td>2,210</td>
<td>-2,281</td>
<td>-50.80%</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>7.6%</td>
<td>3.8%</td>
<td>-3.8%</td>
<td>-50.00%</td>
</tr>
</tbody>
</table>

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

![Employment 2010-2016](Image)

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

Figure 6-2 - Unemployment Rate 2010-2016

![Unemployment Rate 2010-2016](Image)

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

*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.

<table>
<thead>
<tr>
<th>Table 6-3 Median Household Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Household Income (dollars)</td>
</tr>
<tr>
<td>Staunton</td>
</tr>
<tr>
<td>Waynesboro</td>
</tr>
<tr>
<td>Augusta County</td>
</tr>
<tr>
<td>Virginia</td>
</tr>
</tbody>
</table>

Percent Change in Median Household Income from 2010 to 2015: Staunton - Down 12.06% (when adjusted for inflation)


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 Household Income by Block Group

- **$20,511 - $25,000**
- **$25,000 - $30,000**
- **$30,000 - $35,000**
- **$35,000 - $40,000**
- **$40,000 - $45,000**
- **$45,000 - $50,000**
- **$50,000 - $55,000**
- **$55,000 - $61,473**

Data Source(s):
Commonwealth of VA, USGS, City of Staunton, Augusta County, VDOT, U.S. Census
Map prepared and produced by Downtown Development Partnership

Map to be used for planning purposes only.
December 4, 2017
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.

<table>
<thead>
<tr>
<th>Table 6-4 - Median Family Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Family Income (dollars)</td>
</tr>
<tr>
<td>Staunton</td>
</tr>
<tr>
<td>Waynesboro</td>
</tr>
<tr>
<td>Augusta County</td>
</tr>
<tr>
<td>Virginia</td>
</tr>
</tbody>
</table>

Percent Change in Median Family Income from 2010 to 2015:
Staunton - Down 2.84% (when adjusted for inflation)

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.

<table>
<thead>
<tr>
<th>Table 6-5 - Per Capita Income - Staunton-Waynesboro MSA*</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 Per Capita Income:</td>
</tr>
<tr>
<td>$39,479</td>
</tr>
<tr>
<td>2010 Per Capita Income:</td>
</tr>
<tr>
<td>$35,331</td>
</tr>
</tbody>
</table>

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

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages (QCEW), 2nd Quarter 2016
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>
<thead>
<tr>
<th>Industry Classification</th>
<th>Staunton</th>
<th>Waynesboro</th>
<th>Augusta</th>
<th>Staunton-Waynesboro MSA*</th>
<th>Virginia</th>
<th>% of Staunton to Staunton-Waynesboro MSA*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodation and Food Services</td>
<td>1,234</td>
<td>1,551</td>
<td>1,721</td>
<td>4,506</td>
<td>348,863</td>
<td>27.4%</td>
</tr>
<tr>
<td>Administrative and Support and Waste Management</td>
<td>353</td>
<td>339</td>
<td>1,074</td>
<td>1,766</td>
<td>233,796</td>
<td>20.0%</td>
</tr>
<tr>
<td>Agriculture, Forestry, Fishing and Hunting</td>
<td>N/A</td>
<td>N/A</td>
<td>271</td>
<td>273</td>
<td>12,987</td>
<td>N/A</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation</td>
<td>209</td>
<td>82</td>
<td>215</td>
<td>507</td>
<td>75,956</td>
<td>41.2%</td>
</tr>
<tr>
<td>Construction</td>
<td>495</td>
<td>461</td>
<td>1,803</td>
<td>2,758</td>
<td>198,049</td>
<td>17.9%</td>
</tr>
<tr>
<td>Educational Services</td>
<td>1,109</td>
<td>N/A</td>
<td>2,664</td>
<td>4,429</td>
<td>366,291</td>
<td>25.0%</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>294</td>
<td>219</td>
<td>289</td>
<td>802</td>
<td>134,995</td>
<td>36.7%</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>2,664</td>
<td>805</td>
<td>4,750</td>
<td>8,219</td>
<td>483,298</td>
<td>32.4%</td>
</tr>
<tr>
<td>Information</td>
<td>88</td>
<td>250</td>
<td>347</td>
<td>685</td>
<td>73,091</td>
<td>12.8%</td>
</tr>
<tr>
<td>Management of Companies and Enterprises</td>
<td>N/A</td>
<td>450</td>
<td>180</td>
<td>966</td>
<td>72,785</td>
<td>N/A</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>368</td>
<td>1,255</td>
<td>5,558</td>
<td>7,181</td>
<td>241,367</td>
<td>5.1%</td>
</tr>
<tr>
<td>Mining, Quarrying, and Oil and Gas Extraction</td>
<td>N/A</td>
<td>N/A</td>
<td>27</td>
<td>29</td>
<td>5,622</td>
<td>N/A</td>
</tr>
<tr>
<td>Other Services (except Public Administration)</td>
<td>589</td>
<td>477</td>
<td>492</td>
<td>1,559</td>
<td>140,132</td>
<td>37.8%</td>
</tr>
</tbody>
</table>

Chart continued on next page

Economy - Page 6 - 13
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

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

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages
Map 6-2 - Major Commercial and Manufacturing Companies

1. Augusta Block Inc.
2. Augusta Co-op Farm Bureau Inc.
3. Best Buy
4. Universal Impact Inc.
5. Graphic Packaging International Inc.
6. Daily News-Leader
7. Designs in Copper
8. Fence Inc.
10. Miller Metal Fabricators
11. Shenandoah Valley Water
12. Cadence Inc.
13. Staunton Lime & Belmont Quarry Co.
14. Staunton Machine Works
15. Transit Mixed Concrete Corp
16. Valley Feed Company
17. Koreteck
18. Fisher Auto Parts Inc.

Data Source(s):
Commonwealth of VA, USGS, City of Staunton
Augusta County, VDOT, U.S. Census

Map prepared and produced by
CSPDC
Map to be used for planning purposes only.
January 11, 2017
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

Constitutional Officers:
- City Treasurer
- Clerk of the Circuit Court
- Commonwealth's Attorney
- Commissioner of the Revenue
- City Sheriff

Chief Financial Officer Finance
- Chief Police Department
- Chief Fire and Rescue
- Chief Human Resources Officer Human Resources

Director Community Development and Economic Development
- City Assessor
- Manager Communications

Citizens

City Council

City Manager

Deputy City Manager

Director Parks and Recreation
- Director Public Works
- Director Tourism
- Chief Technology Officer Information Technology
- Director Library Services

Regional Offices:
- Manager Blue Ridge Court Services
- Director Office on Youth
- Director Shenandoah Valley Social Services
### 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.

<table>
<thead>
<tr>
<th>Elected Constitutional Officers</th>
<th>City Treasurer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Clerk of the Circuit Court</td>
</tr>
<tr>
<td></td>
<td>Commonwealth’s Attorney</td>
</tr>
<tr>
<td></td>
<td>Commissioner of the Revenue</td>
</tr>
<tr>
<td></td>
<td>City Sheriff</td>
</tr>
</tbody>
</table>

### 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

<table>
<thead>
<tr>
<th>Title</th>
<th>Location</th>
<th>Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Assessor</td>
<td>First floor of City Hall</td>
<td>To ensure the tax burden is distributed fairly.</td>
</tr>
<tr>
<td>City Attorney</td>
<td>Second floor of City Hall</td>
<td>The legal advisor for the City Council.</td>
</tr>
<tr>
<td>City Manager</td>
<td>Third floor of City Hall</td>
<td>To supervise all aspects of the City Government, make recommendations to Council, and prepare the annual budget.</td>
</tr>
<tr>
<td>City Treasurer</td>
<td>First floor of City Hall</td>
<td>Receipt, collection, safe keeping, and accurate accounting of revenue, also collects state funds under the Code of Virginia.</td>
</tr>
<tr>
<td>Clerk of Council</td>
<td>First floor of City Hall</td>
<td>Keeps accurate records of City Council proceedings as well as other boards and commissions.</td>
</tr>
<tr>
<td>Clerk of the Circuit Court</td>
<td>Third floor of the City Court House</td>
<td>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.</td>
</tr>
<tr>
<td>Commissioner of the Revenue</td>
<td>First floor City Hall</td>
<td>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.</td>
</tr>
<tr>
<td>Commonwealth’s Attorney</td>
<td>Main Floor of the Randall Building, 21 N. New St.</td>
<td>All criminal prosecutions in the City, legal advisor to the Police Department.</td>
</tr>
</tbody>
</table>
### Table 7-3 - City Departments, Constitutional Offices or Services - continued

<table>
<thead>
<tr>
<th>Title</th>
<th>Location</th>
<th>Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Community Development</strong></td>
<td>Third floor of City Hall</td>
<td>Community Development is composed of the Building Services Division, the Engineering Division, and the Planning &amp; 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 &amp; 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.</td>
</tr>
<tr>
<td><strong>Economic Development</strong></td>
<td>Third floor of City Hall</td>
<td>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.”</td>
</tr>
<tr>
<td><strong>Finance</strong></td>
<td>Third floor of City Hall</td>
<td>Develop City budget, end of year audit statement, financial reporting and reconcilement, grant administration, purchasing, utility billing and collections, accounts payable, accounts receivable inventory, payroll, investments management, debt insurance management.</td>
</tr>
</tbody>
</table>
### Table 7-3 - City Departments, Constitutional Offices or Services - continued

<table>
<thead>
<tr>
<th><strong>Human Resources</strong></th>
<th>Second and Third floors, City Hall</th>
<th>Administer employee benefits, develop and administer employee policies, recruitment of qualified personnel, provide training and support to the City workforce.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Information Technology</strong></td>
<td>First floor of City Hall</td>
<td>Monitor IBM As/400 computer, Local Area Network (LAN), Wide Area Network (WAN), telephone system and connection standards.</td>
</tr>
<tr>
<td><strong>Registrar</strong>*</td>
<td>First floor of City Hall</td>
<td>Voter registrations and absentee ballots.</td>
</tr>
<tr>
<td><strong>Staunton Downtown Development Association</strong>*</td>
<td>110 West Johnson Street Suite 225</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Tourism</strong></td>
<td>Third floor of City Hall</td>
<td>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.</td>
</tr>
</tbody>
</table>

*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>
<thead>
<tr>
<th>Title</th>
<th>Location</th>
<th>Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Ridge Court Services</td>
<td>125 South New Street</td>
<td>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.</td>
</tr>
<tr>
<td>Central Shenandoah Health District, Virginia Department of Health</td>
<td>1414 North Augusta Street</td>
<td>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.</td>
</tr>
<tr>
<td>Shenandoah Valley Office on Youth</td>
<td>900 Nelson Street</td>
<td>Employment training, teen pregnancy prevention, programs for juvenile offenders, supervision of suspended youth, parent education and support, substance abuse prevention, positive teen activities.</td>
</tr>
<tr>
<td>Shenandoah Valley Social Services</td>
<td>68 Dick Huff Lane, Verona</td>
<td>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.</td>
</tr>
</tbody>
</table>
# FINANCE

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

<table>
<thead>
<tr>
<th>Funds</th>
<th>Description</th>
<th>Fund Types</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Governmental Funds</strong></td>
<td>Budgets for governmental fund types are prepared based on the modified-acrual 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.</td>
<td>General Fund; Debt Service Sinking Fund; Capital Investment Fund</td>
</tr>
<tr>
<td><strong>Special Revenue Funds</strong></td>
<td>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-acrual basis of accounting to record revenues and expenditures.</td>
<td>Blue Ridge Court Services Fund; Community Development Fund; and the State and Federal Grants Fund</td>
</tr>
<tr>
<td><strong>School Governmental Funds</strong></td>
<td>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.</td>
<td>Education Fund, Textbook Fund, Cafeteria Fund, School CIP Fund, GENESIS School Fund, State Operated Programs Fund</td>
</tr>
<tr>
<td><strong>Proprietary Funds</strong></td>
<td>Proprietary fund budgets are based on the accrual basis of accounting which records revenue when earned and expenses when a liability is incurred.</td>
<td>Water Fund, Water CIP Fund, Sewer Fund, Sewer CIP Fund, Environmental Fund, Stormwater Fund, Parking Fund, Golf Fund</td>
</tr>
</tbody>
</table>

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**

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

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

City of Staunton FY18 Operating Budget
Special Revenue Funds

- State and Federal Grants Fund: 0% *
- Community Development Fund: 0% **

Special Revenue Funds account for 0.93% of the budget.
*Percentage of the fund category
**Percentage of the total budget.
Note: The FY2018 budget does not have appropriations for the Community Development Fund and the State and Federal Grants Fund.

Source: City of Staunton FY 2018 Adopted Budget

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

City of Staunton FY 18 Operating Budget
Proprietary Funds

- Parking Fund: 4.10% *(0.5%)**
- Golf Fund: 1.2% *(0.15%)**
- Stormwater Fund: 5.76% *(0.7%)**
- Environmental Fund: 20.82% *(2.52%)**
- Sewer CIP Fund: 2.99% *(0.15%)**
- Water Fund: 32.23% *(3.9%)**
- Water CIP Fund: 2.99% *(0.36%)**
- Sewer Fund: 31.67% *(3.83%)**

Proprietary Funds account for 12.11% of the budget.
*Percentage of the fund category
**Percentage of the total budget

Source: City of Staunton FY 2018 Adopted Budget
Figure 7-6- City of Staunton FY 2018 Operating Budget, School Governmental Funds

City of Staunton FY 18 Operating Budget
School Governmental Funds

- **School CIP Fund**: 0.27% (0.09%)
- **GENESIS School Fund**: 2.35% (0.79%)
- **State Operated Programs Fund**: 8.46% (2.84%)
- **Textbook Fund**: 0.81% (0.27%)
- **Cafeteria Fund**: 3.63% (1.22%)

School Governmental Funds account for 33.55% of the budget.
*Percentage of the fund category
**Percentage of the total budget

Source: City of Staunton FY 2018 Adopted Budget
CSPDC 2018
### Table 7-7 - General Fund Revenues

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

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

Sources: City of Staunton Website; Staunton Police Department
### Table 8-1—Police Department - Highlights - continued

| **Reserve Corps** | 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. |
| **Jail** | Middle River Regional Jail |

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.
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.

| Location                  | Fire Station 1- 500 North Augusta Street  
|                          | Fire Station 2- 302 Grubert Avenue       |
| Management                | Fire Chief & Emergency Management Coordinator  
|                          | Deputy Fire Chief  
|                          | Deputy Fire Marshal                      |
| Professional Personnel    | 36 Career Firefighters  
|                          | 19 Part-Time Firefighters  
|                          | 10 Reserve Firefighters               |
| Service Area              | City of Staunton (20 square miles), parts of Augusta County and Mary Baldwin University campus. |
| Coverage Period           | 24 hours per day/ 365 days per year      |
| Fire Incident Responses (2017) | 1,351                              |
| EMS Incident Responses (2017) | 2,025                              |
| Water Supply              | City Water Mains and Branch lines  
|                          | Bulk Water Storage Tank               |
| Motorized Apparatus       | 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

| Emergency Response and Fire Prevention Services | - Fire Operations (structural, rural, and wildland urban interface)  
|                                               | - Emergency Medical Service  
|                                               | - Hazardous Materials  
|                                               | - Vehicle Extrication  
|                                               | - Confined space, trench collapse, building collapse, and rope rescue  
|                                               | - Domestic preparedness and planning  
|                                               | - Fire Prevention/Safety  
|                                               | - Code Enforcement  
|                                               | - Permits and Inspections  
| Fire Prevention & Safety Services              | Smoke Alarm Installation Program  
|                                               | Carbon Monoxide Awareness  
|                                               | Knox Box Program  
|                                               | Home Fire Prevention  
|                                               | YFire Program  
| Insurance Services Office (ISO) Rating         | Class 2  
| Recognition                                    | Governor's Fire Service Awards  
|                                               | Grinnell Mutual Life Safety Achievement Award  

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.

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

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
### Table 8-6 - City of Staunton Public Schools

<table>
<thead>
<tr>
<th>SCHOOL</th>
<th>YEAR BUILT AND RENOVATED</th>
<th>CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bessie Weller Elementary School</td>
<td>1952, 2001</td>
<td>400</td>
</tr>
<tr>
<td>Arthur R. Ware, Jr. Elementary School</td>
<td>1956, 1968 &amp; 2006</td>
<td>400</td>
</tr>
<tr>
<td>Thomas C. McSwain Elementary School</td>
<td>1958, 1968 &amp; 2006</td>
<td>400</td>
</tr>
<tr>
<td>Shelburne Middle School</td>
<td>1962, 1999</td>
<td>650</td>
</tr>
<tr>
<td>Staunton High School</td>
<td>1967, 1984</td>
<td>850</td>
</tr>
<tr>
<td>Dixon Education Center</td>
<td>1975</td>
<td>400</td>
</tr>
</tbody>
</table>

Source: Staunton City Public Schools

### Table 8-5 - Public School System Recognition

<table>
<thead>
<tr>
<th>Recognition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Literacy Innovation Award for K-5 reading program, Districts of Distinction, 2015</td>
</tr>
<tr>
<td>Award of Excellence for <em>The Student Advocate, National School Public Relations Association, 2015</em></td>
</tr>
</tbody>
</table>

Sources: Staunton City Public Schools
### Table 8-7 - Fall Membership By Grade

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-kindergarten</td>
<td>84</td>
<td>70</td>
<td>75</td>
</tr>
<tr>
<td>Kindergarten</td>
<td>206</td>
<td>202</td>
<td>231</td>
</tr>
<tr>
<td>Grade 1</td>
<td>245</td>
<td>199</td>
<td>192</td>
</tr>
<tr>
<td>Grade 2</td>
<td>199</td>
<td>235</td>
<td>200</td>
</tr>
<tr>
<td>Grade 3</td>
<td>222</td>
<td>196</td>
<td>230</td>
</tr>
<tr>
<td>Grade 4</td>
<td>217</td>
<td>222</td>
<td>194</td>
</tr>
<tr>
<td>Grade 5</td>
<td>215</td>
<td>222</td>
<td>217</td>
</tr>
<tr>
<td>Grade 6</td>
<td>182</td>
<td>201</td>
<td>215</td>
</tr>
<tr>
<td>Grade 7</td>
<td>194</td>
<td>171</td>
<td>203</td>
</tr>
<tr>
<td>Grade 8</td>
<td>195</td>
<td>191</td>
<td>175</td>
</tr>
<tr>
<td>Grade 9</td>
<td>208</td>
<td>183</td>
<td>182</td>
</tr>
<tr>
<td>Grade 10</td>
<td>174</td>
<td>198</td>
<td>190</td>
</tr>
<tr>
<td>Grade 11</td>
<td>206</td>
<td>178</td>
<td>205</td>
</tr>
<tr>
<td>Grade 12</td>
<td>187</td>
<td>192</td>
<td>170</td>
</tr>
<tr>
<td><strong>Total Students</strong></td>
<td><strong>2,734</strong></td>
<td><strong>2,660</strong></td>
<td><strong>2,679</strong></td>
</tr>
</tbody>
</table>

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 biking, 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 consists 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

<table>
<thead>
<tr>
<th>Sanitary Sewer System</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles of Line</td>
<td>148</td>
</tr>
<tr>
<td>Number of Connections</td>
<td>9,201</td>
</tr>
<tr>
<td>Sewer Line Size Varies from 4 to 36 inches (8 in. is the most common)</td>
<td></td>
</tr>
<tr>
<td>Line Age Varies from less than 1 year to 80 years</td>
<td></td>
</tr>
<tr>
<td>Wastewater Treatment Plant (WWTP)</td>
<td></td>
</tr>
<tr>
<td>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.¹</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Water Supply</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles of Line 183 including raw water lines</td>
<td></td>
</tr>
<tr>
<td>Number of Connections</td>
<td>9,459</td>
</tr>
<tr>
<td>Water Line Size Varies from 1 to 20 inches (6 in. Is the most common)</td>
<td></td>
</tr>
<tr>
<td>Line Age Varies from less than 1 year to 90 years</td>
<td></td>
</tr>
<tr>
<td>Water Sources Gardner Spring near the Middle River; Staunton Reservoir and Elkhorn Reservoir on the North River; Middle River intake</td>
<td></td>
</tr>
<tr>
<td>Treatments Chlorine, alum, and lime are added to remove contaminants; fluoride is added for dental purposes.</td>
<td></td>
</tr>
</tbody>
</table>

¹ 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

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

1 Includes 2.1 MGD to City of Staunton and 1.3 MGD sold to Augusta County.
2 Calculated by subtracting Current Average Daily Production from Supply Source Capacity.
Source: City of Staunton, Public Works Department
### Table 8-10 - Sewage Systems

<table>
<thead>
<tr>
<th></th>
<th>Staunton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wastewater Treatment Plant (WWTP)</td>
<td>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.(^1)</td>
</tr>
<tr>
<td>Wastewater Treatment Description (MRRWWTP)</td>
<td>Biological Enhanced Nutrient Removal (ENR) with discharge to Middle River.</td>
</tr>
<tr>
<td>MRRWWTP Permitted Capacity(^2)</td>
<td>6.8 MGD (2018)</td>
</tr>
<tr>
<td>MRRWWTP Design Capacity(^2)</td>
<td>6.8 MGD (2018)</td>
</tr>
<tr>
<td>COS Allocated Flow Capacity(^2)</td>
<td>4.9 MGD (2018)</td>
</tr>
<tr>
<td>COS Current Average Daily Flow</td>
<td>3.0 MGD (2018)</td>
</tr>
<tr>
<td>COS Current Average Available Daily Flow(^3)</td>
<td>1.9 MGD (2018)</td>
</tr>
<tr>
<td>Miles of Sewer Lines</td>
<td>148 (2018)</td>
</tr>
<tr>
<td>Number of Connections</td>
<td>9,201 (2018)</td>
</tr>
<tr>
<td>Sewer Line Sizes</td>
<td>4” to 36” with 8” most common (2018)</td>
</tr>
<tr>
<td>Sewer Line Ages</td>
<td>0 to 80 years (2018)</td>
</tr>
<tr>
<td>Number of Pump Stations</td>
<td>7 (2018)</td>
</tr>
<tr>
<td>Number of Manholes</td>
<td>3,057 (2018)</td>
</tr>
</tbody>
</table>

\(^1\) COS sewage flow allocation at the ACSA Fishersville WWTP is 0.375 MGD.

\(^2\) MRRWWTP capacity of 6.8 MGD consists of allocations of 4.9 MGD to COS and 1.9 MGD to ACSA.

\(^3\) Calculated by subtracting Current Average Daily Flow from Allocated Flow Capacity.

Source: City of Staunton, Public Works Department
## Table 8-11 - Refuse and Recycling

<table>
<thead>
<tr>
<th>Refuse and Recycling</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Curbside Refuse Collection</strong></td>
<td>Container size cannot be greater than 32 gals/60 lbs. and no hazardous waste will be accepted (such as car batteries, herbicides, motor oil)</td>
</tr>
</tbody>
</table>
| 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) |
| **Curbside Recycling Materials** | 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 |
| **Special Items** | |
| 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 |
| **Regional Landfill** | 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

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

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

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

<table>
<thead>
<tr>
<th>Description</th>
<th>2010</th>
<th>Change since 2000</th>
<th>Change since 1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Housing Units - 2010</td>
<td>11,738</td>
<td>Up 1,311 units</td>
<td>12% since 2000</td>
</tr>
<tr>
<td>Single-Family Units</td>
<td>7,515</td>
<td>Up 161 units</td>
<td>73.6% down 2000</td>
</tr>
<tr>
<td>Multi-family Units</td>
<td>2,852</td>
<td>Up 111 units</td>
<td>26.3% up 2000</td>
</tr>
</tbody>
</table>

Source Data: U.S. Censuses 1990-2010, U.S. Bureau of Census
Figure 9-1 - Total Housing Units - City of Staunton

![Bar chart showing total housing units in Staunton from 1990 to 2010. The chart includes data for owner-occupied, renter-occupied, and vacant units.]


CSPDC 2018

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

![Bar chart showing average number of persons per housing unit in Staunton from 1990 to 2010. The chart includes data for persons per owner-occupied and persons per renter-occupied units.]


CSPDC 2018
Map 9-2 - Occupied Housing Units by Block Group

Occupied Housing Units by Block Group

- 220 - 300
- 301 - 400
- 401 - 500
- 501 - 600
- 601 - 700
- 701 - 800
- 801 - 895

Data Sources:
Commonwealth of VA, USGS, City of Staunton
Augusta County, VDOT, U.S. Census
Map prepared and produced by Central Shenandoah PDC.
Map to be used for planning purposes only.
March 29, 2017

Housing - Page 9-5
Map 9-3 - Occupancy Status by Block Group

Occupy Status by Block Group

Owner Occupied
Renter Occupied
Block Groups

1,800 Housing Units

Data Sources:
- Commonwealth of VA, USGS, City of Staunton
- Augusta County, VDOT, U.S. Census

Map prepared and produced by
Central Shenandoah PDC

Map to be used for planning purposes only.
March 29, 2017
Figure 9-3 - Housing Supply 2000 - City of Staunton

Housing Supply-2000
City of Staunton

- Mobile Homes & Other: 0.40%
- Single-Family Units: 73.6%
- Multi-Family Units: 26.3%

Source: ACS 2000, U.S. Bureau of Census
CSPDC 2018

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

Housing Supply-2010
City of Staunton

- Mobile Homes & Other: 0.40%
- Single-Family Units: 72.20%
- Multi-Family Units: 27.40%

Source: ACS 2010, U.S. Bureau of Census
CSPDC 2018
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.

<table>
<thead>
<tr>
<th>Table 9-3 - Housing Supply - City of Staunton</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total New Housing Units Authorized 2000 to 2010</strong></td>
</tr>
<tr>
<td>Single-Family Multi-Family</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Age of Housing Stock</strong></td>
</tr>
<tr>
<td>Built 2000 to 2015</td>
</tr>
<tr>
<td>Built 1980 to 1999</td>
</tr>
<tr>
<td>Built 1960 to 1979</td>
</tr>
<tr>
<td>Built 1940 to 1959</td>
</tr>
<tr>
<td>Built before 1939</td>
</tr>
<tr>
<td><strong>Sub-Regional Comparisons</strong></td>
</tr>
<tr>
<td>Built 2000 to 2015</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Built 1980 to 1999</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Built 1960 to 1979</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Built 1940 to 1959</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Built before 1939</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

Source Data: ACS 2010, U.S. Bureau of Census
Map 9-4 - Median Year Structure Built by Block Group

<table>
<thead>
<tr>
<th>Median Year Structure Built by Block Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939 - 1949</td>
</tr>
<tr>
<td>1950 - 1959</td>
</tr>
<tr>
<td>1960 - 1969</td>
</tr>
<tr>
<td>1970 - 1979</td>
</tr>
<tr>
<td>1980 - 1989</td>
</tr>
<tr>
<td>1990 - 1994</td>
</tr>
</tbody>
</table>

Data Sources:
Commonwealth of VA, USGS, City of Staunton
Augusta County, VDOT, U.S. Census
Map prepared and produced by Central Shenandoah PDC.
Map to be used for planning purposes only.
March 29, 2017
Figure 9-5 - New Housing Units Authorized - City of Staunton

![New Housing Units Authorized](image1)

Source: Virginia Residential Permits Issued (2000-2010), Weldon Cooper Center for Public Service

CSPDC 2018

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

![Age of Housing Stock](image2)

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

CSPDC 2018
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 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%.

**Table 9-4—Housing Value**

<table>
<thead>
<tr>
<th>Sub-Regional Comparisons - 2010 Median Owner-Occupied Housing</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Waynesboro</td>
<td>$169,700</td>
<td></td>
</tr>
<tr>
<td>Augusta County</td>
<td>$187,800</td>
<td></td>
</tr>
<tr>
<td>Harrisonburg</td>
<td>$213,400</td>
<td></td>
</tr>
<tr>
<td>Rockingham County</td>
<td>$192,900</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Largest Change in Median Value</th>
<th></th>
<th></th>
</tr>
</thead>
</table>
| 2000 to 2010 | Waynesboro | Nominal Increase = Up $80,400 or 90% 
Real Increase = Up 50% when inflation adjusted (Adjusted to 2010 Dollars) |
| 1990 to 2000 | Augusta County | Nominal Increase = Up $22,485 or 25% 
Real Decrease = Down 2% when inflation adjusted (Adjusted to 2010 Dollars) |

<table>
<thead>
<tr>
<th>Smallest Change in Median Value</th>
<th></th>
<th></th>
</tr>
</thead>
</table>
| 2000 to 2010 | Augusta County | Nominal Increase = Up $76,900 or 69% 
Real Increase = Up 34% when inflation adjusted (Adjusted to 2010 Dollars) |
| 1990 to 2000 | Harrisonburg | Nominal Increase = Up $3,895 or 5% 
Real Decrease = Down 18% when inflation adjusted (Adjusted to 2010 Dollars) |

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

Median Dollar Value of Owner-Occupied Housing
(Nominal - Not Adjusted for inflation)

- Staunton
- Waynesboro
- Augusta County
- Harrisonburg
- Rockingham County


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

Real Median Dollar Value of Owner-Occupied Housing (in 2010 Dollars)

- Staunton
- Waynesboro
- Augusta County
- Harrisonburg
- Rockingham County

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

Median House Value by Block Group (Owner-Occupied)

- $111,100.00 - $150,000.00
- $150,001.00 - $200,000.00
- $200,001.00 - $250,000.00
- $250,001.00 - $289,800.00

Data Sources:
- Commonwealth of VA, USGS, City of Staunton
- Augusta County, VDOT, U.S. Census

Map prepared and produced by Central Shenandoah PDC
Map to be used for planning purposes only, March 29, 2017
## Rental Housing

### Table 9-5 - Contract Rents

<table>
<thead>
<tr>
<th>Median Contract Rent for Rental Units (2010)</th>
<th>$642</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal Increase</td>
<td>Up $176 or 38% from 2000</td>
</tr>
<tr>
<td>Real Increase After Inflation</td>
<td>Up 9% from 2000</td>
</tr>
<tr>
<td>(Adjusted to 2000 Dollars)</td>
<td></td>
</tr>
<tr>
<td>Sub-Regional Comparisons</td>
<td></td>
</tr>
<tr>
<td>Median Contract Rent for Rental Units (2010)</td>
<td></td>
</tr>
<tr>
<td>Waynesboro</td>
<td>$662</td>
</tr>
<tr>
<td>Augusta County</td>
<td>$658</td>
</tr>
<tr>
<td>Largest Increase in Median Rent– 2000 to 2010</td>
<td>Waynesboro</td>
</tr>
<tr>
<td>Nominal Increase = Up $166 or 33%</td>
<td></td>
</tr>
<tr>
<td>Real Increase = Up 5% when inflation</td>
<td></td>
</tr>
<tr>
<td>adjusted (Adjusted to 2010 Dollars)</td>
<td></td>
</tr>
<tr>
<td>Smallest Increase in Median Rent– 2000 to 2010</td>
<td>Augusta County</td>
</tr>
<tr>
<td>Nominal Increase = Up $152 or 30%</td>
<td></td>
</tr>
<tr>
<td>Real Increase = Up 3% when inflation</td>
<td></td>
</tr>
<tr>
<td>adjusted (Adjusted to 2010 Dollars)</td>
<td></td>
</tr>
</tbody>
</table>


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

![Real Median Contract Rent of Rental Units](image)

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.
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.
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**

<table>
<thead>
<tr>
<th>Functional Class</th>
<th>Total Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeways &amp; Expressways</td>
<td>1.02</td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>7.67</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>19.90</td>
</tr>
<tr>
<td>Major Collector</td>
<td>16.60</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>3.02</td>
</tr>
<tr>
<td>Local</td>
<td>134.00</td>
</tr>
<tr>
<td>Total</td>
<td>182.21</td>
</tr>
</tbody>
</table>

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

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

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.
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

<table>
<thead>
<tr>
<th>Years</th>
<th>Total Population</th>
<th>Total Growth</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>23,746</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2020</td>
<td>25,238</td>
<td>1,492</td>
<td>6.28%</td>
</tr>
<tr>
<td>2030</td>
<td>25,519</td>
<td>281</td>
<td>1.11%</td>
</tr>
<tr>
<td>2040</td>
<td>25,442</td>
<td>-77</td>
<td>-0.30%</td>
</tr>
<tr>
<td>Total Change</td>
<td>1,696</td>
<td>7.14%</td>
<td></td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>2015 – City of Staunton – Population Workforce</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staunton Residents - Employed in Staunton</td>
</tr>
<tr>
<td>Staunton Residents – Employed outside of Staunton</td>
</tr>
<tr>
<td>Living Outside Staunton &amp; Employed in Staunton</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuting to work (16 and over)</td>
<td>11,224</td>
<td></td>
</tr>
<tr>
<td>Automobile – single occupant</td>
<td>9,292</td>
<td>83%</td>
</tr>
<tr>
<td>Automobile – carpooled</td>
<td>678</td>
<td>6%</td>
</tr>
<tr>
<td>Public transportation (excluding taxicab)</td>
<td>51</td>
<td>1%</td>
</tr>
<tr>
<td>Walked</td>
<td>554</td>
<td>5%</td>
</tr>
<tr>
<td>Other means</td>
<td>237</td>
<td>2%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>412</td>
<td>3%</td>
</tr>
</tbody>
</table>

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

Existing (2015) Level of Service
- A (Free Flow)
- B (Reasonably Free Flow)
- C (Stable Flow)
- D (Approaching Unstable Flow)
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)

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

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

<table>
<thead>
<tr>
<th>Route</th>
<th>Road Name</th>
<th>Beginning</th>
<th>End</th>
<th>2015</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>00250</td>
<td>Richmond Road</td>
<td>ECL Staunton</td>
<td>Frontier Road</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>00250</td>
<td>Richmond Road</td>
<td>Frontier Road</td>
<td>Statler Boulevard</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>00250</td>
<td>Richmond Road</td>
<td>Statler Boulevard</td>
<td>Greenville Ave</td>
<td>C</td>
<td>C</td>
</tr>
</tbody>
</table>

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 4th 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
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**

<table>
<thead>
<tr>
<th>Table 11-1 - Land Area and Land Classifications - City of Staunton - 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Area</strong></td>
</tr>
<tr>
<td>Total Acres</td>
</tr>
<tr>
<td>10,828</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Land Use Classification by % of Total Acreage</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Industrial</td>
</tr>
<tr>
<td>Tax Exempt</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Land Use Classification by % of Total Parcels</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Industrial</td>
</tr>
<tr>
<td>Tax Exempt</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Land Classification by % of Total Assessment Values</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Industrial</td>
</tr>
<tr>
<td>Tax Exempt</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Land Classification as a % of Total Taxable Assessments</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Industrial</td>
</tr>
<tr>
<td>Tax Exempt</td>
</tr>
</tbody>
</table>

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

Land Use Classification by Percent of Total Acreage
City of Staunton - 2018
- Residential - 68.55%
- Commercial - 14.03%
- Industrial - 4.15%
- Tax Exempt - 13.27%

Source: City of Staunton, City Assessor

Figure 11-2 - Land Use Classification by Percent of Total Parcels—City of Staunton - 2018

Land Use Classification by Percent of Total Parcels
City of Staunton - 2018
- Residential - 68.17%
- Commercial - 7.94%
- Industrial - 0.70%
- Tax Exempt - 3.19%

Source: City of Staunton, City Assessor
Figure 11-3 - Percent of Total Assessed Values by Land Classification—City of Staunton - 2018

Percent of Total Assessed Values by Land Classification
City of Staunton - 2018

- Tax-Exempt: 17.95%
- Commercial: 13.97%
- Industrial: 2.84%
- Residential: 65.24%

Source: City of Staunton, City Assessor

Figure 11-4 - Percent of Taxable Assessment by Land Classification—City of Staunton - 2018

Percent of Taxable Assessment by Land Classification
City of Staunton - 2018

- Commercial: 17.83%
- Industrial: 3.46%
- Residential: 79.52%

Source: City of Staunton, City Assessor
### Table 11-2 - Assessment Values - City of Staunton - 2018

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Assessment Values</th>
<th>Residential</th>
<th>Commercial</th>
<th>Industrial</th>
<th>Tax Exempt</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$2,289,965,393</td>
<td>$1,493,901,744</td>
<td>$319,896,729</td>
<td>$64,934,593</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$411,232,327</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Average Assessed Value - Residential</th>
<th>Average Assessed Value - Commercial</th>
<th>Average Assessed Value - Industrial</th>
<th>Average Assessed Value - Tax Exempt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Per Acre</td>
<td>$43,687</td>
<td>$58,529</td>
<td>$26,864</td>
<td>$32,774</td>
</tr>
<tr>
<td>Per Lot</td>
<td>$31,747</td>
<td>$96,638</td>
<td>$148,873</td>
<td>$127,670</td>
</tr>
<tr>
<td>Per Building</td>
<td>$114,499</td>
<td>$251,076</td>
<td>$652,788</td>
<td>$986,781</td>
</tr>
<tr>
<td>Total</td>
<td>$146,246</td>
<td>$347,714</td>
<td>$801,662</td>
<td>$1,114,451</td>
</tr>
</tbody>
</table>

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

Total Assessed Values by Land Classification
City of Staunton - 2018

- Residential
- Commercial
- Industrial
- Tax Exempt

Source: City of Staunton, City Assessor

CSPDC 2018
### Table 11-3- Vacant / Undeveloped Land By Zoning Classification

**City of Staunton - 2018**

<table>
<thead>
<tr>
<th>Zoning District and Description</th>
<th>Acres of Vacant/ Undeveloped Land</th>
<th>Percentage of Total Vacant/ Undeveloped Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1 Low Density Residential</td>
<td>946.4</td>
<td>27%</td>
</tr>
<tr>
<td>R-2 Low Density Residential</td>
<td>550.6</td>
<td>15%</td>
</tr>
<tr>
<td>R-3 Medium Density Residential</td>
<td>415</td>
<td>12%</td>
</tr>
<tr>
<td>R-4 High Density Residential</td>
<td>325.8</td>
<td>9%</td>
</tr>
<tr>
<td>HE-1 Higher Education</td>
<td>12</td>
<td>0%</td>
</tr>
<tr>
<td>P-1 Professional</td>
<td>27.6</td>
<td>1%</td>
</tr>
<tr>
<td>TND-I Traditional Neighborhood Development Infill</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>B-1 Local Business</td>
<td>164.7</td>
<td>5%</td>
</tr>
<tr>
<td>B-2 General Business</td>
<td>361</td>
<td>10%</td>
</tr>
<tr>
<td>B-3 Planned Business</td>
<td>59.7</td>
<td>2%</td>
</tr>
<tr>
<td>I-1 Light Industrial</td>
<td>441.3</td>
<td>12%</td>
</tr>
<tr>
<td>I-2 Heavy Industrial</td>
<td>216.3</td>
<td>6%</td>
</tr>
<tr>
<td>I-3 Planned Industrial</td>
<td>0.4</td>
<td>0%</td>
</tr>
<tr>
<td>Split Zoned Land</td>
<td>36.5</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3557.3</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: City of Staunton, City Assessor
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>
<thead>
<tr>
<th>Route</th>
<th>Segment Name</th>
<th>Segment From</th>
<th>Segment To</th>
<th>Segment Length</th>
<th>Functional Classification</th>
<th>Land Use</th>
<th>Terrain</th>
<th>Access Control</th>
<th>Operation Type</th>
<th># of Through Lanes</th>
<th>Pavement Width</th>
<th>Median Type</th>
<th>Median Width</th>
<th>Left Shoulder Width</th>
<th>Right Shoulder Width</th>
<th>Number of Signals</th>
<th>Posted Speed Limit</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>00011</td>
<td>AUGUSTA ST</td>
<td>LAMBERT ST</td>
<td>COALTER ST</td>
<td>1.14</td>
<td>Minor Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>25</td>
<td>None</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>35</td>
<td>N</td>
</tr>
<tr>
<td>00011</td>
<td>GREENVILLE AVE</td>
<td>STATLER BOULEVARD</td>
<td>RICHMOND RD</td>
<td>0.82</td>
<td>Other Principal Arterial</td>
<td>Suburban High Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>52</td>
<td>Center turn lane</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>00011</td>
<td>COMMERCE RD</td>
<td>COALTER ST</td>
<td>STATLER BOULEVARD</td>
<td>0.83</td>
<td>Minor Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>48</td>
<td>Raised</td>
<td>2</td>
<td>0</td>
<td>6</td>
<td>2</td>
<td>35</td>
<td>N</td>
</tr>
<tr>
<td>00011</td>
<td>AUGUSTA ST</td>
<td>EDGEWOOD RD</td>
<td>LAMBERT ST</td>
<td>0.28</td>
<td>Minor Arterial</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>25</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>35</td>
<td>L</td>
</tr>
<tr>
<td>00011</td>
<td>GREENVILLE AVE</td>
<td>RICHMOND RD</td>
<td>COALTER ST</td>
<td>0.07</td>
<td>Minor Arterial</td>
<td>Suburban High Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>52</td>
<td>Raised</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00011</td>
<td>GREENVILLE AVE</td>
<td>SCL STAUDTON</td>
<td>STATLER BOULEVARD</td>
<td>0.68</td>
<td>Other Principal Arterial</td>
<td>Suburban High Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>52</td>
<td>Center turn lane</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>00011</td>
<td>AUGUSTA ST</td>
<td>CHURCHVILLE AVE</td>
<td>EDGEWOOD RD</td>
<td>0.41</td>
<td>Minor Arterial</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>30</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00011</td>
<td>AUGUSTA ST</td>
<td>COALTER ST</td>
<td>COMMERCE RD</td>
<td>0.71</td>
<td>Minor Arterial</td>
<td>Rural</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>29</td>
<td>None</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>35</td>
<td>N</td>
</tr>
<tr>
<td>00011</td>
<td>COMMERCE RD</td>
<td>STATLER BOULEVARD</td>
<td>AUGUSTA ST NORTH</td>
<td>1.92</td>
<td>Minor Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>24</td>
<td>None</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>45</td>
<td>N</td>
</tr>
<tr>
<td>00011</td>
<td>COMMERCE RD</td>
<td>AUGUSTA ST NORTH</td>
<td>RTE 262</td>
<td>0.49</td>
<td>Minor Arterial</td>
<td>Rural</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>3</td>
<td>36</td>
<td>None</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>45</td>
<td>N</td>
</tr>
<tr>
<td>00011</td>
<td>COMMERCE RD</td>
<td>RTE 275</td>
<td>NCL STAUDTON</td>
<td>0.88</td>
<td>Minor Arterial</td>
<td>Rural</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>60</td>
<td>Center turn lane</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>35</td>
<td></td>
</tr>
</tbody>
</table>

Source: VDOT SPS Database - 08.30.17
<table>
<thead>
<tr>
<th>Route</th>
<th>Segment Name</th>
<th>Segment From</th>
<th>Segment To</th>
<th>Segment Length</th>
<th>Functional Classification</th>
<th>Land Use</th>
<th>Terrain</th>
<th>Access Control</th>
<th>Operation Type</th>
<th># of Through Lanes</th>
<th>Pavement Width</th>
<th>Median Type</th>
<th>Median Width</th>
<th>Left Shoulder Width</th>
<th>Right Shoulder Width</th>
<th>Number of Signals</th>
<th>Posted Speed Limit</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>00250</td>
<td>AUGUSTA ST</td>
<td>BEVERLEY ST</td>
<td>JOHNSON ST</td>
<td>0.07</td>
<td>Minor Arterial</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>N</td>
</tr>
<tr>
<td>00250</td>
<td>CHURCHVILLE AVE</td>
<td>WOODROW WILSON PKWY</td>
<td>ENGLEWOOD DRIVE</td>
<td>0.79</td>
<td>Minor Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>22</td>
<td>None</td>
<td>0</td>
<td>3</td>
<td>6</td>
<td>45</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>00250</td>
<td>CHURCHVILLE AVE</td>
<td>ENGLEWOOD DRIVE</td>
<td>GRUBERT AVE</td>
<td>0.4</td>
<td>Minor Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>22</td>
<td>None</td>
<td>0</td>
<td>3</td>
<td>6</td>
<td>35</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>00250</td>
<td>SUNNYSIDE ST</td>
<td>AUGUSTA ST</td>
<td>NEW ST</td>
<td>0.01</td>
<td>Minor Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>25</td>
<td>B</td>
<td></td>
</tr>
<tr>
<td>00250</td>
<td>RICHMOND RD</td>
<td>GREENVILLE AVE</td>
<td>STATLER BOULEVARD</td>
<td>0.75</td>
<td>Other Principal Arterial</td>
<td>Suburban High Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>54</td>
<td>Raised</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>35</td>
<td>R</td>
</tr>
<tr>
<td>00250</td>
<td>RICHMOND RD</td>
<td>STATLER BOULEVARD</td>
<td>FRONTIER RD</td>
<td>0.96</td>
<td>Other Principal Arterial</td>
<td></td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>52</td>
<td>Raised</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>45</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>00250</td>
<td>RICHMOND RD</td>
<td>FRONTIER RD</td>
<td>ECL STAUNTON</td>
<td>0.44</td>
<td>Other Principal Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>52</td>
<td>Depressed</td>
<td>20</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>45</td>
<td>N</td>
</tr>
<tr>
<td>00250</td>
<td>AUGUSTA ST</td>
<td>FREDERICK ST</td>
<td>BEVERLEY ST</td>
<td>0.08</td>
<td>Minor Arterial</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00250</td>
<td>CHURCHVILLE AVE</td>
<td>THORNROSE AVE</td>
<td>AUGUSTA ST</td>
<td>0.32</td>
<td>Minor Arterial</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>33</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00250</td>
<td>AUGUSTA ST</td>
<td>CHURCHVILLE AVE</td>
<td>FREDERICK ST</td>
<td>0.37</td>
<td>Minor Arterial</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>29</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00250</td>
<td>JOHNSON ST</td>
<td>AUGUSTA ST</td>
<td>NEW ST</td>
<td>0.06</td>
<td>Minor Arterial</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>31</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00250</td>
<td>GREENVILLE AVE</td>
<td>NEW ST</td>
<td>COMMERCE RD</td>
<td>0.18</td>
<td>Minor Arterial</td>
<td>Suburban High Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>34</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
</tbody>
</table>

Source: VDOT SPS Database - 08.30.17
<table>
<thead>
<tr>
<th>Route</th>
<th>Segment Name</th>
<th>Segment From</th>
<th>Segment To</th>
<th>Segment Length</th>
<th>Functional Classification</th>
<th>Land Use</th>
<th>Terrain</th>
<th>Access Control</th>
<th>Operation Type</th>
<th># of Through Lanes</th>
<th>Pavement Width</th>
<th>Median Type</th>
<th>Median Width</th>
<th>Left Shoulder Width</th>
<th>Right Shoulder Width</th>
<th>Number of Signals</th>
<th>Posted Speed Limit</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>00250</td>
<td>NEW ST</td>
<td>BEVERLEY ST</td>
<td>JOHNSON ST</td>
<td>0.09</td>
<td>Minor Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00250</td>
<td>NEW ST</td>
<td>FREDERICK ST</td>
<td>BEVERLEY ST</td>
<td>0.08</td>
<td>Minor Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00250</td>
<td>NEW ST</td>
<td>PROSPECT ST</td>
<td>FREDERICK ST</td>
<td>0.2</td>
<td>Minor Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>1</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00250</td>
<td>NEW ST</td>
<td>SUNNYSIDE ST</td>
<td>PROSPECT ST</td>
<td>0.15</td>
<td>Minor Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>1</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>000250</td>
<td>CHURCHVILLE AVE</td>
<td>WCL STAUNTON</td>
<td>WOODROW WILSON PKWY</td>
<td>0.04</td>
<td>Minor Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>22</td>
<td>None</td>
<td>0</td>
<td>3</td>
<td>6</td>
<td>1</td>
<td>45</td>
<td>N</td>
</tr>
<tr>
<td>000250</td>
<td>CHURCHVILLE AVE</td>
<td>GRUBERT AVE</td>
<td>THORNOSE AVE</td>
<td>0.99</td>
<td>Minor Arterial</td>
<td>Suburban High Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>40</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>25</td>
<td>N</td>
</tr>
<tr>
<td>000252</td>
<td>MIDDLEBROOK AVE</td>
<td>W. HAMPTON ST</td>
<td>LEWIS ST</td>
<td>0.28</td>
<td>Major Collector</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>52</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>25</td>
<td>R</td>
</tr>
<tr>
<td>000252</td>
<td>MIDDLEBROOK AVE</td>
<td>BRIDGE ST</td>
<td>W. HAMPTON ST</td>
<td>0.15</td>
<td>Minor Arterial</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>52</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>R</td>
</tr>
<tr>
<td>000252</td>
<td>LEWIS ST</td>
<td>MIDDLEBROOK AVE</td>
<td>BEVERLEY ST</td>
<td>0.17</td>
<td>Major Collector</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>000254</td>
<td>COALTER ST</td>
<td>BEVERLEY ST</td>
<td>COMMERCE ST</td>
<td>0.16</td>
<td>Minor Arterial</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>000254</td>
<td>COALTER ST</td>
<td>FREDERICK ST</td>
<td>BEVERLEY ST</td>
<td>0.07</td>
<td>Minor Arterial</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>000254</td>
<td>JEFFERSON ST</td>
<td>BEVERLEY ST</td>
<td>FREDERICK ST</td>
<td>0.07</td>
<td>Minor Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
</tbody>
</table>

Source: VDOT SPS Database - 08.30.17
| 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 | GREENVILLE 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)

<table>
<thead>
<tr>
<th>Route</th>
<th>Segment Name</th>
<th>Segment From</th>
<th>Segment To</th>
<th>Segment Length</th>
<th>Functional Classification</th>
<th>Land Use</th>
<th>Terrain</th>
<th>Access Control</th>
<th>Operation Type</th>
<th># of Through Lanes</th>
<th>Pavement Width</th>
<th>Median Type</th>
<th>Median Width</th>
<th>Left Shoulder Width</th>
<th>Right Shoulder Width</th>
<th>Number of Signals</th>
<th>Posted Speed Limit</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>00262</td>
<td>WOODROW WILSON PARKWAY</td>
<td>COUNTRY CLUB ROAD (COUNTRY CLUB ROAD [F-224])</td>
<td>ECL STAUNTON</td>
<td>0.29</td>
<td>Other Principal Arterial</td>
<td>Rural</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>4</td>
<td>44</td>
<td>Depressed</td>
<td>25</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>55</td>
<td>N</td>
</tr>
<tr>
<td>00901</td>
<td>BARTERBROOK RD</td>
<td>SCL STAUNTON</td>
<td>GREENVILLE AVE</td>
<td>0.17</td>
<td>Major Collector</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>30</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>35</td>
<td>N</td>
</tr>
<tr>
<td>00902</td>
<td>BRIDGE ST</td>
<td>MIDDLEBROOK AVE</td>
<td>STUART ST</td>
<td>0.19</td>
<td>Major Collector</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00903</td>
<td>STRAITH ST</td>
<td>PIERCE ST</td>
<td>W BEVERLEY ST</td>
<td>0.3</td>
<td>Minor Collector</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>16</td>
<td>None</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>25</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>00904</td>
<td>CENTRAL ST</td>
<td>W FREDERICK ST</td>
<td>CHURCHVILLE AVE</td>
<td>0.38</td>
<td>Major Collector</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>30</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00904</td>
<td>CENTRAL ST</td>
<td>W FREDERICK ST</td>
<td>BEVERLEY ST</td>
<td>0.07</td>
<td>Major Collector</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>30</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00907</td>
<td>COALTER ST</td>
<td>FREDERICK ST</td>
<td>EDGECROSS RD</td>
<td>0.54</td>
<td>Major Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>35</td>
<td>B</td>
</tr>
<tr>
<td>00907</td>
<td>COALTER ST</td>
<td>EDGECROSS RD</td>
<td>TAYLOR ST</td>
<td>0.67</td>
<td>Major Collector</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>33</td>
<td>None</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>35</td>
<td>L</td>
</tr>
<tr>
<td>00909</td>
<td>EDGECROSS RD</td>
<td>AUGUSTA AVE</td>
<td>COALTER ST</td>
<td>0.34</td>
<td>Minor Arterial</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>22</td>
<td>None</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>25</td>
<td>N</td>
</tr>
<tr>
<td>00911</td>
<td>FREDERICK ST</td>
<td>BEVERLEY ST W</td>
<td>JEFFERSON ST</td>
<td>0.24</td>
<td>Minor Arterial</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>One-way</td>
<td>2</td>
<td>21</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>L</td>
</tr>
</tbody>
</table>

Source: VDOT SPS Database - 08.30.17
<table>
<thead>
<tr>
<th>Route</th>
<th>Segment Name</th>
<th>Segment From</th>
<th>Segment To</th>
<th>Length</th>
<th>Functional Classification</th>
<th>Land Use</th>
<th>Terrain</th>
<th>Access Control</th>
<th>Operation Type</th>
<th># of Through Lanes</th>
<th>Pavement Width</th>
<th>Median Type</th>
<th>Median Width</th>
<th>Left Shoulder Width</th>
<th>Right Shoulder Width</th>
<th>Number of Signals</th>
<th>Posted Speed Limit</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>00912</td>
<td>FRONTIER DR</td>
<td>SCL STAUNTON</td>
<td>JEFFERSON HWY</td>
<td>1</td>
<td>Major Collector</td>
<td>Rural</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>19</td>
<td>None</td>
<td>0</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>35</td>
<td>N</td>
</tr>
<tr>
<td>00914</td>
<td>GRUBERT ST</td>
<td>BEVERLEY ST W</td>
<td>CHURCHVILLE AVE</td>
<td>0.99</td>
<td>Major Collector</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>25</td>
<td>None</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>R</td>
</tr>
<tr>
<td>00915</td>
<td>HAMPTON ST</td>
<td>MIDDLEBROOK AVE</td>
<td>GREENVILLE AVE</td>
<td>0.28</td>
<td>Minor Arterial</td>
<td>Suburban Low Density</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>29</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00916</td>
<td>HAYS AVE</td>
<td>CHRYSLER ST</td>
<td>BEVERLEY ST WEST</td>
<td>0.31</td>
<td>Major Collector</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>33</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00917</td>
<td>JEFFERSON ST</td>
<td>GREEN ST</td>
<td>BEVERLEY ST</td>
<td>0.11</td>
<td>Minor Collector</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>26</td>
<td>None</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>R</td>
</tr>
<tr>
<td>00918</td>
<td>JOHNSON ST</td>
<td>JEFFERSON ST</td>
<td>LEWIS ST</td>
<td>0.23</td>
<td>Minor Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>35</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00918</td>
<td>JOHNSON ST</td>
<td>LEWIS ST</td>
<td>AUGUSTA ST</td>
<td>0.11</td>
<td>Major Collector</td>
<td>Central Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>29</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00919</td>
<td>LAMBERT ST</td>
<td>AUGUSTA ST</td>
<td>LYNNHAVEN DRIVE</td>
<td>0.2</td>
<td>Major Collector</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>35</td>
<td>None</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>25</td>
<td>N</td>
</tr>
<tr>
<td>00920</td>
<td>LEWIS ST</td>
<td>BEVERLEY ST</td>
<td>CHURCHVILLE AVE</td>
<td>0.48</td>
<td>Major Collector</td>
<td>Outlying Business District</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>28</td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>25</td>
<td>B</td>
</tr>
<tr>
<td>00925</td>
<td>OLD GREENVILLE AVE</td>
<td>SCL STAUNTON</td>
<td>GREENVILLE AVE</td>
<td>0.47</td>
<td>Major Collector</td>
<td>Residential</td>
<td>Rolling</td>
<td>N</td>
<td>Two-way</td>
<td>2</td>
<td>25</td>
<td>None</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>25</td>
<td>N</td>
</tr>
</tbody>
</table>

Source: VDOT SPS Database - 08.30.17
Appendix B

Staunton Bicycle & Pedestrian Plan
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

CITY OF STAUNTON PROJECT STAFF

> Rodney Rhodes (Senior Planner)
> Timothy Hartless (City Planner)

CONSULTANT

> Rhodeside & Harwell, Inc.
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 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.
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 CO₂ 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).
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.
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.
STAUNTON BICYCLE & PEDESTRIAN PLAN

EXISTING CONDITIONS

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.
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.
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.
EXISTING CONDITIONS

Major employment centers & populated areas

- Jobs
- Population
- Census Blocks

Education facilities

- Staunton Public Library
- Dixon Education Center
- Staunton Library
- Woodrow Wilson Presidential Library & Museum
- VA School for the Deaf & Blind
- Frontier Culture Museum of Virginia
- Robert E. Lee High School
- Thomas C. McSwain Elementary School
- Mary Baldwin University
- VA School for the Deaf & Blind

Downtown Staunton

Staunton Public Library
EXISTING CONDITIONS

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.

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.
EXISTING CONDITIONS

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.

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.
3 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.

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 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.
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:

**WHY DO YOU WALK?**

- Exercise
- Recreation
- Errands / Shopping
- Social Activity
- Commuting (Work / School)
- Getting To / From Transit
- Competition
- Other

**WHY DO YOU RIDE A BIKE?**

- Recreation
- Exercise
- Social Activity
- I don't Walk
- Errands / Shopping
- Commuting (Work / School)
- Competition
- Getting To / From Transit
- Other

**ACCESS TO TRANSPORTATION**

- Own or Have Access to a Bike
- Own or Have Access to a Vehicle

**WHAT TRANSPORTATION MODES HAVE YOU USED IN THE PAST YEAR?**

- Drove Car
- Walked / Ran
- Carpooled
- Rode a Bike
- Bus / Public Transit
- Carshare / Rented a Car
- Other (Train, Wheelchair / Scooter, Motorcycle, & Plane)
**COMMUNITY VISIONING**

**TOP 5 FACTORS THAT MOST DISCOURAGE CITIZENS FROM WALKING:**

- No sidewalks (or in poor condition)
- Unsafe intersections
- Automobile traffic & bad driver behavior
- Personal safety concerns
- Destinations are too far away

**TOP 5 FACTORS THAT MOST DISCOURAGE CITIZENS FROM BIKING:**

- No bicycle lanes and/or bicycle parking (or in poor condition)
- Unsafe Intersections
- Automobile traffic & bad driver behaviors
- Personal safety concerns
- Hills/topography

**Number of Respondents**

- A Major Reason Why I Don’t Walk
- A Minor Reason Why I Don’t Walk
- Not a Reason Why I Don’t Walk
TOP 5 IMPROVEMENTS SUPPORTIVE TO IMPROVING BICYCLING AND WALKING IN STAUNTON:

- More sidewalks, bike lanes, and multi-use paths
- Maintenance of sidewalks, bike lanes, and multi-use paths
- Better intersections (pedestrian signals/crosswalks)
- Education for motorists, pedestrians, and bicyclists
- Enforcement for motorists, pedestrians, and bicyclists
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.
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.

<table>
<thead>
<tr>
<th>TOOL TYPE</th>
<th>POSTED SPEED LIMITS*</th>
<th>ANNUAL AVERAGE DAILY TRAFFIC (AADT)*</th>
<th>FACILITY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OFF-ROAD FACILITIES - PEDESTRIAN</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Any</td>
<td>Any</td>
<td>8’ minimum for VDOT roads (5’ sidewalk and 3’ buffer or 8’ sidewalk)</td>
</tr>
<tr>
<td><strong>OFF-ROAD FACILITIES - SHARED BICYCLE AND PEDESTRIAN</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared-use Path</td>
<td>High (45 mph+) or where on-road facilities are not feasible</td>
<td>Any</td>
<td>14’ minimum (10’ path, with 2’ buffer on both sides). 8’ minimum path for constrained corridors.</td>
</tr>
<tr>
<td>Sidepath</td>
<td>High (45 mph+) or where on-road facilities are not feasible</td>
<td>Any</td>
<td>15-18’ (10’ path with 3-6’ buffer on street side and 2’ buffer on inside). 8’ minimum for constrained corridors.</td>
</tr>
<tr>
<td><strong>OTHER MARKINGS OR DESIGNATIONS (NOT FACILITIES)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yield Roadway / Shared Street</td>
<td>Low (≤25 mph)</td>
<td>Low (≤2,000)</td>
<td>12’-20’ of total travel width</td>
</tr>
</tbody>
</table>
### PeDESTRIAN TOOLKIT | DESIGN CONSIDERATIONS

<table>
<thead>
<tr>
<th>TOOL TYPE</th>
<th>POSTED SPEED LIMITS*</th>
<th>ANNUAL AVERAGE DAILY TRAFFIC (AADT)*</th>
<th>FACILITY WIDTH</th>
<th>USERS WHO MAY PREFER THIS FACILITY (BICYCLE CLASSIFICATION ON PREV. PAGE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFF-ROAD FACILITIES - SHARED BICYCLE AND PEDESTRIAN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **Shared-use Path**  
*Shared bicycle/pedestrian path not adjacent to a roadway.* | 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 |
| **Sidepath**  
*Shared bicycle/pedestrian path adjacent to a roadway.* | 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

<table>
<thead>
<tr>
<th>TOOL TYPE</th>
<th>POSTED SPEED LIMITS*</th>
<th>ANNUAL AVERAGE DAILY TRAFFIC (AADT)*</th>
<th>FACILITY WIDTH</th>
<th>USERS WHO MAY PREFER THIS FACILITY (BICYCLE CLASSIFICATION ON PREV. PAGE)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Paved Shoulders</strong></td>
<td>Medium-high (30-45 mph)</td>
<td>Moderate-high (&gt;2,000)</td>
<td>6.5’ minimum each side of the road (5’ lane with 1.5’ buffer); more space where speeds or AADT are higher</td>
<td>All users</td>
</tr>
<tr>
<td><strong>Yield Roadway / Shared Street</strong></td>
<td>Low (≤25 mph)</td>
<td>Low (≤2,000)</td>
<td>12’-20’ of total travel width</td>
<td>All can use; likely most comfortable for A / B Bicyclists</td>
</tr>
</tbody>
</table>
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.

**PET STATIONS AND TRASH BINS**

- These amenities encourage pet walkers to keep the pedestrian ways clean.

**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.
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.
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 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.
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)
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)
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.

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

> Alternate Mode of Transportation
> Primary Mode of Transportation
> Environmental Stewardship

> Enjoyment
> Health
<table>
<thead>
<tr>
<th>TOOL TYPE</th>
<th>POSTED SPEED LIMITS*</th>
<th>AADT*</th>
<th>FACILITY WIDTH</th>
<th>USERS WHO MAY PREFER THIS FACILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OFF-ROAD FACILITIES - SHARED BICYCLE AND PEDESTRIAN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared-use Path</td>
<td>High (45 mph+) or where on-road facilities are not feasible</td>
<td>Any</td>
<td>14’ minimum (10’ path, with 2’ buffer on both sides). 8’ minimum path for constrained corridors.</td>
<td>Pedestrians A / B / C Bicyclists</td>
</tr>
<tr>
<td>Sideway</td>
<td>High (45 mph+) or where on-road facilities are not feasible</td>
<td>Any</td>
<td>15-18’ (10’ path with 3-6’ buffer on street side and 2’ buffer on inside). 8’ minimum for constrained corridors.</td>
<td>Pedestrians A / B / C Bicyclists</td>
</tr>
<tr>
<td><strong>ON-ROAD FACILITIES - BICYCLE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Separated Bicycle Lane</td>
<td>High (35+ mph)</td>
<td>Moderate-high (&gt;2,000)</td>
<td>One-way: 7’ minimum each side of the road (5’ lane with 2’ buffer) Two-way: 15’ (two 6’ lanes with 3’ buffer)</td>
<td>A / B / C Bicyclists</td>
</tr>
<tr>
<td>Buffered Bicycle Lane</td>
<td>Medium-high (30-45 mph)</td>
<td>High (&gt;10,000)</td>
<td>7’ minimum each side (5’ lane with 2’ buffer)</td>
<td>A / B / C Bicyclists</td>
</tr>
<tr>
<td><strong>OTHER MARKINGS OR DESIGNATIONS (NOT FACILITIES)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Lane Marking (Sharrows)</td>
<td>Low (≤25 mph)</td>
<td>Low (≤2,000)</td>
<td>0’ additional</td>
<td>A / B Bicyclists</td>
</tr>
<tr>
<td>Signed Bicycle Route</td>
<td>Wide range depending on roadway characteristics</td>
<td>Low (≤2,000)</td>
<td>4’ paved shoulder where space allows</td>
<td>A / B Bicyclists</td>
</tr>
<tr>
<td>Paved Shoulders</td>
<td>Medium-high (30-45 mph)</td>
<td>Moderate-high (&gt;2,000)</td>
<td>6.5’ minimum each side of the road (5’ lane with 1.5’ buffer); more space where speeds or AADT are higher</td>
<td>All users</td>
</tr>
<tr>
<td>Yield Roadway / Shared Street</td>
<td>Low (≤25 mph)</td>
<td>Low (≤2,000)</td>
<td>12’-20’ of total travel width</td>
<td>All can use; likely most comfortable for A / B Bicyclists</td>
</tr>
<tr>
<td>Bicycle Lane</td>
<td>Low-medium (25-35 mph)</td>
<td>Low-moderate (≤10,000)</td>
<td>5’ minimum each side</td>
<td>A / B Bicyclists</td>
</tr>
</tbody>
</table>
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
**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
> 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.

> 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.

> Sheltered bicycle racks protect parked bicycles in inclement weather.
> Should be placed near areas with high bicycle traffic.

> 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.

> 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.
Blue Route Recommendations

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.
<table>
<thead>
<tr>
<th>STREET</th>
<th>ROUTE SEGMENT</th>
<th>CURB TO CURB WIDTH</th>
<th>ROADWAY WIDTH &amp; LANE CONFIGURATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
</table>
| 1 Middlebrook Ave.  | 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  |
| 2 Middlebrook Ave.  | 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       |
| 3 Middlebrook Ave.  | Bridge St. to Lewis St.              | 30' - 50'          | - 25’ min - two 12'-6” travel lanes  
- 50’ max - four 12'-6” travel lanes                                                                 | 25 - 35 mph  |
| 4 Central Ave.      | Frederick St. to Churchville Ave.    | 30' - 35'          | - See streetscape project dimensions                                                              | 25 mph       |
| 5 Churchville Ave.  | Central Ave. to Albemarle Ave.      | 38' - 46'          | - 38’ min - three 12'6” travel lanes  
- 46’ max - four 11'-6” travel lanes                                                                 | 25 mph       |
| 6 Churchville Ave.  | 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       |
| 7 Springhill Rd.    | 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       |
| 8 Springhill Rd.    | 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       |
| 9 Springhill Rd.    | Donaghe St. to Hull St.             | 20' - 30'          | - 20’ - two 10’ travel lanes + parking on west side of the street                                 | 25 mph       |
| 10 Springhill Rd.   | Hull St. to City limits             | 20’                | - 20’ - two 10’ travel lanes                                                                      | 35 mph       |
## BLUE ROUTE RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Average Daily Traffic</th>
<th>Current Bike Facilities</th>
<th>Planned Bike Facilities</th>
<th>Major Challenges</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,000 vpd</td>
<td>None</td>
<td>None</td>
<td>- Higher speeds</td>
<td>- Widen roadway and reduce median width to accommodate bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Highway interchange</td>
<td></td>
</tr>
<tr>
<td>3,000 vpd</td>
<td>None</td>
<td>None</td>
<td>- Blind hills</td>
<td>- Widen shoulder to accommodate bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Intersection at Bridge St.</td>
<td>- A road diet to reduce the number of travel lanes to accommodate buffered bike lanes (at 4 lane cross section)</td>
</tr>
<tr>
<td>2,600 vpd</td>
<td>None</td>
<td>None</td>
<td>- Roadway overpass</td>
<td>- A road diet to reduce the number of travel lanes to accommodate buffered bike lanes (at 4 lane cross section)</td>
</tr>
<tr>
<td></td>
<td>Streetscape underway</td>
<td>None</td>
<td>- On street parking / limited row</td>
<td>- Sharrow</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Multiple commercial driveway curb cuts</td>
<td></td>
</tr>
<tr>
<td>2,600 vpd</td>
<td>Streetscape underway</td>
<td>None</td>
<td>- Blind spots / curved roadway</td>
<td>- Sharrow</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Lane configuration changes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Turn lanes</td>
<td></td>
</tr>
<tr>
<td>9,800 vpd</td>
<td>None</td>
<td>None</td>
<td>- Retaining walls along street</td>
<td>- A road diet to accommodate bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Sequential intersections</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Unclear paving markings</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Blind turns / obstructed sight lines</td>
<td></td>
</tr>
<tr>
<td>8,300 vpd</td>
<td>None</td>
<td>None</td>
<td>- Hilly</td>
<td>- Sharrow on both sides of the street</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Multiple residential driveways</td>
<td>- Narrow travel lanes and add bike lanes at uphill slopes (climbing lanes) &amp; sharrors downhill in constrained areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Several residential parcels do not have driveway street access</td>
<td></td>
</tr>
<tr>
<td>2,300 vpd</td>
<td>None</td>
<td>None</td>
<td>- Hilly</td>
<td>- Sharrow on both sides</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Narrow roadway</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Retaining walls along roadway</td>
<td></td>
</tr>
<tr>
<td>2,300 vpd</td>
<td>None</td>
<td>None</td>
<td>- Hilly</td>
<td>- Narrow travel lanes to accommodate bike lanes uphill</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Narrow roadway</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Multiple curb cuts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Increasing vehicle travel speeds</td>
<td></td>
</tr>
<tr>
<td>2,400 vpd</td>
<td>None</td>
<td>None</td>
<td>- Narrow roadway</td>
<td>- Bike route signage</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Hilly</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Hilly topography adjacent roadway</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Increasing vehicle speed limits</td>
<td></td>
</tr>
</tbody>
</table>
GREEN ROUTE RECOMMENDATIONS

KEY
- CITY AREA
- STRUCTURES
- ROADS
- RAILROADS
- PARKS:
  - BETSY BELL
  - MONTGOMERY HALL
  - WOODROW WILSON
- INSTITUTIONS:
  - VSDB
  - MARY BALDWIN UNIVERSITY
  - STUART HALL
  - ROBERT LEE HIGH
  - THOMAS DIXON ELEM.
  - WARE ELEM.
  - BESSE WELLE ELEM.
  - C. F. RICHARDS
  - BOOKER T. WASHINGTON COMMUNITY CENTER
  - DOWNTOWN POST OFFICE
  - STAUNTON YMCA
  - NORTH STAUNTON POST OFFICE
  - CITY HALL

ADVISORY SHOULDER
SHARROWS
BUFFERED BIKE LANES
SIDE PATH

SEE LINKS MAP

1, 2, 3
4, 5
5
6
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

<table>
<thead>
<tr>
<th>STREET</th>
<th>ROUTE SEGMENT</th>
<th>CURB TO CURB WIDTH</th>
<th>ROADWAY WIDTH &amp; LANE CONFIGURATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Straith St.</td>
<td>Hoover St. to Beverley St.</td>
<td>25’ - 30’</td>
<td>- 25’ min - two 12’-6” travel lanes</td>
<td>25 mph</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- 30’ max - two 15’ travel lanes</td>
<td></td>
</tr>
<tr>
<td>2 Beverley St.</td>
<td>Straith St. to Montgomery Ave.</td>
<td>28’ - 40’</td>
<td>- 28’ min - two 9’ travel lanes &amp; one 9’ turn lane</td>
<td>25 mph</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- 40’ max - four 10’ travel lanes</td>
<td></td>
</tr>
<tr>
<td>3 Beverley St.</td>
<td>Montgomery Ave. to Jefferson St.</td>
<td>30’ - 40’</td>
<td>- 30’ min - two 11’ travel lanes + one parking lane</td>
<td>25 mph</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- 40’ max - two 16’ travel lanes + one parking lane</td>
<td></td>
</tr>
<tr>
<td>4 Richmond Ave.</td>
<td>Greenville Ave. Statler Blvd.</td>
<td>56’ - 67’</td>
<td>- 56’ min - four 11’ travel lanes + 12’ median /turn lane</td>
<td>25 - 35 mph</td>
</tr>
<tr>
<td>5 Richmond Ave.</td>
<td>Statler Blvd. to Frontier Dr.</td>
<td>65’ - 105’</td>
<td>- 65’ min - four 12’ travel lanes; one 12’ turn lane + 4’ median</td>
<td>35 mph</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- 105’ max - four 13’-6” travel lanes, two 13’-6” turn lanes + 24’ median</td>
<td></td>
</tr>
<tr>
<td>6 Richmond Ave.</td>
<td>Frontier Dr. to I-81</td>
<td>105’ - 130’</td>
<td>- 105’ min - four 12’-6” travel lanes; two 12’6 turn lanes + 30’ median</td>
<td>45 mph</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- 130’ max - four 12’6 travel lanes; two 12’6 turn lanes; 4’ median + paved shoulders</td>
<td></td>
</tr>
<tr>
<td>AVERAGE DAILY TRAFFIC</td>
<td>CURRENT BIKE FACILITIES</td>
<td>PLANNED BIKE FACILITIES</td>
<td>MAJOR CHALLENGES</td>
<td>RECOMMENDATIONS</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------------------------</td>
<td>-------------------------</td>
<td>------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>830 vpd</td>
<td>None</td>
<td>None</td>
<td>- Narrow travel lane</td>
<td>- Advisory shoulder</td>
</tr>
<tr>
<td>5,400 - 7,900 vpd</td>
<td>None</td>
<td>None</td>
<td>- Narrow travel lanes - Steep slopes adjacent to roadway</td>
<td>- Buffered bike lanes (Montgomery Ave. to Thornrose Ave.) - sharrows (Thornrose Ave. to Straith St.)</td>
</tr>
<tr>
<td>4,900 vpd</td>
<td>None</td>
<td>None</td>
<td>- Narrow travel lanes in areas - Buildings close to street - Utility poles at edge of right-of-way - Intersections (Montgomery Ave.)</td>
<td>- Sharrows</td>
</tr>
<tr>
<td>10,000 vpd</td>
<td>None</td>
<td>A road diet &amp; roundabout is planned at the Richmond Rd. + Greenville Ave. intersection along with a shared use path on the north side of Richmond Rd.</td>
<td>- Steep topography adjacent to roadway - Narrow travel lanes - Intersections - Utility poles close to roadway</td>
<td>- Sidewalk path on the north side of the street</td>
</tr>
<tr>
<td>24,000 vpd</td>
<td>None</td>
<td>None</td>
<td>- Narrow lanes - Curb cuts - Utility poles close to roadway</td>
<td>- Sidewalk path on the north side of the street</td>
</tr>
<tr>
<td>27,000 - 35,000 vpd</td>
<td>None</td>
<td>None</td>
<td>- Higher vehicle speeds - Interstate interchange - Higher traffic volumes - Multiple curb cuts</td>
<td>- Connect future side path side paths at Frontier Crossing &amp; Staunton Crossing - Consider future regional connection with bike route signage &amp; widened shoulder along Richmond Rd.</td>
</tr>
</tbody>
</table>
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

ROUTE SIGNAGE
SEGMENTS: 7, 8

PAVED SHOULDER
6

SHARROWS
1, 2, 3, 5

CLIMBING LINES
SEGMENTS: 3

SIDE PATH
4
## Orange Route Recommendations

<table>
<thead>
<tr>
<th>STREET</th>
<th>ROUTE SEGMENT</th>
<th>CURB TO CURB WIDTH</th>
<th>ROADWAY WIDTH &amp; LANE CONFIGURATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Greenville Ave.</td>
<td>Barterbrook Rd. to Statler Blvd.</td>
<td>65'</td>
<td>65' - four 13' travel lanes + one 13' turn lane</td>
<td>35 mph</td>
</tr>
<tr>
<td>2 Frederick St.</td>
<td>Market St. to Coalter St.</td>
<td>30'</td>
<td>30' - two 11' travel lanes + parking on one side of the street</td>
<td>25 mph</td>
</tr>
<tr>
<td>3 Coalter St.</td>
<td>Frederick St. to Statler Blvd.</td>
<td>30' - 40'</td>
<td>30' min - two 11' travel lanes with intermittent on-street parking - 40' max - two 13' travel lanes + one 13' turn lane</td>
<td>25 mph</td>
</tr>
<tr>
<td>4 Coalter St.</td>
<td>Statler Blvd. to Taylor St.</td>
<td>35' - 50'</td>
<td>35' min - 2 lanes, 1 turn lanes - 50' max - two 12'-6'' travel lanes + two 12'-6'' turn lanes</td>
<td>25 mph</td>
</tr>
<tr>
<td>5 Taylor St.</td>
<td>Coalter St. to Augusta St.</td>
<td>24'</td>
<td>24' - two 12' travel lanes</td>
<td>25 mph</td>
</tr>
<tr>
<td>6 Augusta St.</td>
<td>Taylor St. to Woodlee Rd.</td>
<td>35'</td>
<td>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)</td>
<td>35 mph</td>
</tr>
<tr>
<td>7 Woodlee Rd.</td>
<td>Augusta St. to Springhill Rd.</td>
<td>20' - 25'</td>
<td>20' min - two 10' travel lanes - 25' max - two 12'-6'' travel lanes</td>
<td>25 mph</td>
</tr>
<tr>
<td>8 Springhill Rd.</td>
<td>Bike route signage; refer to blue route- segment 10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AVERAGE DAILY TRAFFIC</td>
<td>CURRENT BIKE FACILITIES</td>
<td>PLANNED BIKE FACILITIES</td>
<td>MAJOR CHALLENGES</td>
<td>RECOMMENDATIONS</td>
</tr>
<tr>
<td>-------------------------</td>
<td>------------------------</td>
<td>------------------------</td>
<td>-------------------</td>
<td>-----------------</td>
</tr>
</tbody>
</table>
| 11,000 - 16,000 vpd    | None                   | None                   | - Frequent curb cuts  
- Few signalized intersections  
- Several unsignalized intersections | - A road diet to reduce travel lanes widths. add bike lanes. |
| 2,700 vpd              | None                   | None                   | - Hilly           
- Utility poles close to roadway | - Sharrows |
| 3,700 vpd              | None                   | None                   | - Hilly           | - Sharrows |
| 3,400 vpd              | None                   | None                   | - Limited right-of-way  
- Commercial area (higher traffic)  
- Vehicular turning movements | - Side path: west side from Statler Blvd. to Jordan/Mason St.; east side from Jordan/Mason St. |
| n/a                    | None                   | None                   | - Topography adjacent to roadway  
- Blind spots / curving roadway | - Sharrows |
| 5,000 vpd              | None                   | None                   | - Higher vehicle speeds  
- Utilities close to the road  
- Narrow shoulder in areas  
- Narrow travel lanes  
- Challenging topography  
- Blind spots | - Paved shoulder (widen)  
- Study signalization of the Augusta Rd. & Woodlee Rd. intersection  
- Study reducing speed limit to 25 mph. |
| n/a                    | None                   | None                   | - Blind spots / tight turns | - bike route signage + traffic calming |
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.
RED ROUTE RECOMMENDATIONS

SEGMENTS: 6, 7

SHARROWS

BIKE LANES

BUFFERED BIKE LANE

ROUTE SIGNAGE

5 6 7

1 3 8 9 7
<table>
<thead>
<tr>
<th>STREET</th>
<th>ROUTE SEGMENT</th>
<th>CURB TO CURB WIDTH</th>
<th>ROADWAY WIDTH &amp; LANE CONFIGURATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Beverley St.</td>
<td>Sheets St. to Straith St.</td>
<td>32’ - 40’</td>
<td>- 32’ min. - two 16’ travel lanes&lt;br&gt;- 40’ max. - three 13’ travel lanes</td>
<td>25 mph</td>
</tr>
<tr>
<td>2 Beverley St.</td>
<td>Sharrows &amp; buffered bike lanes; refer to green route segments 4 &amp; 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Frederick St.</td>
<td>Sharrows; refer to orange route segment 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Coalter St.</td>
<td>Side path; refer to orange route segment 6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Taylor St.</td>
<td>Sharrows; refer to orange route segment 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Augusta St.</td>
<td>Taylor St. Coalter St.</td>
<td>25’ - 45’</td>
<td>- 25’ min. - two 12’-6” travel lanes&lt;br&gt;- 45’ max. - four 11’ travel lanes</td>
<td>35 mph</td>
</tr>
<tr>
<td>7 Commerce St./Augusta St.</td>
<td>Coalter St. to Woodrow Wilson Pkwy.</td>
<td>30’ - 87’</td>
<td>- 30’ min - two 11’ travel lanes + shoulder&lt;br&gt;- 45’ - four 11’ travel lanes&lt;br&gt;- 87’ max. - four 14’-6” travel lanes + two 14’-6” turn lanes</td>
<td>35 mph</td>
</tr>
<tr>
<td>8 Commerce St.</td>
<td>Woodrow Wilson Pkwy. to Green Hills Dr.</td>
<td>45’ - 87’</td>
<td>- 45’ min. - four 11’ travel lanes&lt;br&gt;- 87’ max - four 14’-6” travel lanes + two 14’-6” turn lanes</td>
<td>35 mph</td>
</tr>
<tr>
<td>AVERAGE DAILY TRAFFIC</td>
<td>CURRENT BIKE FACILITIES</td>
<td>PLANNED BIKE FACILITIES</td>
<td>MAJOR CHALLENGES</td>
<td>RECOMMENDATIONS</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------------------------</td>
<td>------------------------</td>
<td>------------------</td>
<td>------------------</td>
</tr>
</tbody>
</table>
| 7,900 - 8,000 vpd     | None                    | None                   | - Multiple curb cuts  
- Speed limit signs needed  
- Not many signalized intersections  
- Utilities close to the right-of-way  
- Lane configuration changes often  
- Interchange at woodrow wilson parkway | - Bike lanes  
- Paved shoulder at narrow cross section |
| 5,000 - 7,200 vpd     | None                    | None                   | - Narrow road  
- Narrow vehicle lanes | - A road diet to reduce the number of travel lanes to accommodate bike lanes  
- Widen paved shoulder at two-lane cross section |
| 2,600 - 12,000 vpd    | None                    | None                   | - Intersection at Augusta St. | - Paved shoulder |
| 14,000 vpd            | None                    | None                   | - Primarily industrial land uses  
- Major intersection at woodrow wilson pkwy.  
- Narrow travel lanes  
- Frequent curb cuts | - A road diet to reduce the number of travel lanes to accommodate bike lanes  
- Widen paved shoulder at two-lane cross section |
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

SECTIONS: 1, 3

PAVED SHOULDER
BIKE LANES
SIDE PATH

SEGMENTS: 1, 3

STAUNTON BICYCLE & PEDESTRIAN PLAN
# YELLOW ROUTE RECOMMENDATIONS

<table>
<thead>
<tr>
<th>STREET</th>
<th>ROUTE SEGMENT</th>
<th>CURB TO CURB WIDTH</th>
<th>ROADWAY WIDTH &amp; LANE CONFIGURATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Add bike lanes; refer to orange route- segment 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Add sidepath along east side of roadway; refer to pink route- segment 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Widen paved shoulder and add bike lanes; refer to red route- segments 1 &amp; 2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## YELLOW ROUTE RECOMMENDATIONS

<table>
<thead>
<tr>
<th>AVERAGE DAILY TRAFFIC</th>
<th>CURRENT BIKE FACILITIES</th>
<th>PLANNED BIKE FACILITIES</th>
<th>MAJOR CHALLENGES</th>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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

- ROUTE SIGNAGE
- BUFFERED BIKE LANES
- SIDE PATH
- SHARROWS

SECTIONS:
- SEGMENTS: 1
- 4
- 2, 3
- 5
## PINK ROUTE RECOMMENDATIONS

<table>
<thead>
<tr>
<th>STREET</th>
<th>ROUTE SEGMENT</th>
<th>CURB TO CURB WIDTH</th>
<th>ROADWAY WIDTH &amp; LANE CONFIGURATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Englewood Dr. to Shutterlee Mill Rd.</td>
<td>City limits to Churchville Ave.</td>
<td>25’</td>
<td>- 25’ - two 12’-6” travel lanes</td>
<td>25 mph</td>
</tr>
<tr>
<td>2 Churchville Ave.</td>
<td>Englewood Dr. to Springhill Rd.</td>
<td>40’ - 50’</td>
<td>- 40’ min - four 10’ travel lanes + one - 10’ turn lane - 50’ max - two 10’ travel lanes + median / one-two 10’ turn lanes</td>
<td>35 mph (25 at Gypsy Hill Park)</td>
</tr>
<tr>
<td>3 Commerce Rd.</td>
<td>Greenville Ave. to Slater Blvd.</td>
<td>55’</td>
<td>- 55’ - four 13’-6” travel lanes</td>
<td>35 mph</td>
</tr>
<tr>
<td>4 Statler Blvd.</td>
<td>New Hope Rd. to Commerce Rd.</td>
<td>72’</td>
<td>- 72’ - four 15’ travel lanes + median/turn lane</td>
<td>35 mph</td>
</tr>
<tr>
<td>5 New Hope Rd.</td>
<td>Slater Blvd. to City limits</td>
<td>23’</td>
<td>- 23’ - two 11’-6” travel lanes</td>
<td>35 mph</td>
</tr>
</tbody>
</table>
## Pink Route Recommendations

<table>
<thead>
<tr>
<th>Average Daily Traffic</th>
<th>Current Bike Facilities</th>
<th>Planned Bike Facilities</th>
<th>Major Challenges</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,400 vpd</td>
<td>None</td>
<td>None</td>
<td>- Narrow&lt;br&gt;- Topography adjacent to roadway</td>
<td>- Sharrows</td>
</tr>
<tr>
<td>8,300 vpd</td>
<td>None</td>
<td>None</td>
<td>- Englewood dr. intersection&lt;br&gt;- Retaining walls &amp; significant topography adjacent to roadway</td>
<td>- A road diet along Churchville Rd. to reduce travel lanes. Add buffered bike lanes</td>
</tr>
<tr>
<td>2,600 vpd</td>
<td>None</td>
<td>None</td>
<td>- Wide thoroughfare&lt;br&gt;- Blind spots&lt;br&gt;- Topography adjacent to the roadway</td>
<td>- Sidepath along east side of Commerce Rd.</td>
</tr>
<tr>
<td>13,000 vpd</td>
<td>None</td>
<td>None</td>
<td>- Higher capacity / higher traffic thoroughfare</td>
<td>- Sidepath along south side of Statler Rd.</td>
</tr>
<tr>
<td>1,200 vpd</td>
<td>None</td>
<td>None</td>
<td>- Hilly&lt;br&gt;- Blind spots&lt;br&gt;- Speeding vehicles&lt;br&gt;- Numerous driveway entrances</td>
<td>- Study speed reduction from 35 to 25 mph&lt;br&gt;- Bike route signage</td>
</tr>
</tbody>
</table>
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

ROUTE SIGNAGE
SEGMENTS: 4

SHARROWS
1, 7

BIKE LANES
3

CLIMBING LANES
6, 8

STAUNTON BICYCLE & PEDESTRIAN PLAN
<table>
<thead>
<tr>
<th>STREET</th>
<th>ROUTE SEGMENT</th>
<th>CURB TO CURB WIDTH</th>
<th>ROADWAY WIDTH &amp; LANE CONFIGURATION</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
</table>
| 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’                | 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’                | 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’                | 32’ - 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   |
<p>| 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      |</p>
<table>
<thead>
<tr>
<th>AVERAGE DAILY TRAFFIC</th>
<th>CURRENT BIKE FACILITIES</th>
<th>PLANNED BIKE FACILITIES</th>
<th>MAJOR CHALLENGES</th>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,600 vpd</td>
<td>None</td>
<td>Safe routes to school</td>
<td>- Hilly</td>
<td>- Sharrows</td>
</tr>
<tr>
<td>1,300-4,400 vpd (Thornrose ave)</td>
<td>None</td>
<td>None</td>
<td>- Residential street, multiple driveway curb cuts - On-street parking / blind spots</td>
<td>- Bike lanes + parking on one side of the street (Thornrose Ave. / Circle Dr.) - Sharrows (Park Blvd.) - Study removing parking beside Thornrose Cemetery</td>
</tr>
<tr>
<td>3,200 vpd</td>
<td>None</td>
<td>None</td>
<td>- Residential street, multiple driveway curb cuts</td>
<td>- Bike lane (uphill) + sharrows (downhill)</td>
</tr>
<tr>
<td>n/a</td>
<td>None</td>
<td>None</td>
<td>- On-street parking - Narrow travel lanes</td>
<td>- Study removal of on-street parking - Add bike lanes</td>
</tr>
<tr>
<td>n/a</td>
<td>None</td>
<td>None</td>
<td>- Multiple residential Driveway curb cuts</td>
<td>- Sharrows</td>
</tr>
<tr>
<td>4,000 vpd</td>
<td>None</td>
<td>None</td>
<td>- Curved roadway / blind spots</td>
<td>- Sharrows + traffic calming</td>
</tr>
<tr>
<td>5,400 vpd</td>
<td>None</td>
<td>None</td>
<td>- Railroad overpass - Multiple commercial/Residential driveways</td>
<td>- Narrow travel lanes - Sharrows</td>
</tr>
<tr>
<td>8,100 vpd</td>
<td>None</td>
<td>None</td>
<td>- Higher traffic / speed thoroughfare - Multiple unsignalized street intersections</td>
<td>- Study a road diet to reduce travel lanes - Sharrows downhill and climbing lane uphill</td>
</tr>
<tr>
<td>3,400 vpd</td>
<td>None</td>
<td>None</td>
<td>- Open road / speeding vehicles - Hilly</td>
<td>- Widen shoulder - Add bike lanes</td>
</tr>
<tr>
<td>n/a</td>
<td>None</td>
<td>None</td>
<td>- Curved roadway / blind spots - Potential vehicular speeding</td>
<td>- Bike route signage - Traffic calming</td>
</tr>
<tr>
<td>n/a</td>
<td>None</td>
<td>None</td>
<td>- Multiple residential driveways</td>
<td>- Sharrows</td>
</tr>
<tr>
<td>3,200 - 3,400 vpd</td>
<td>None</td>
<td>None</td>
<td>- Open roadway / potential speeding traffic</td>
<td>- Bike route signage - Greenway connection from frontier museum to frontier crossing</td>
</tr>
<tr>
<td>740 vpd</td>
<td>None</td>
<td>None</td>
<td>- Narrow - Hilly - Blind spots</td>
<td>- Sharrows + traffic calming</td>
</tr>
</tbody>
</table>
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 it’s 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 transporation preference will continue to be driving. Optimizing a safe environment for Staunton’s transporation network and its varying users requires holistic education to inform all users of local and national driving laws and best practices.

- 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


- 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
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 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.