1868 - 510089_Lexington,City of_CFPF

Application Details

Funding Opportunity:	1448-Virginia Community Flood Preparedness Fund - Study Grants - CY23 Round 4
Funding Opportunity Due Date:	Nov 12, 2023 11:59 PM
Program Area:	Virginia Community Flood Preparedness Fund
Status:	Under Review
Stage:	Final Application
Initial Submit Date:	Nov 8, 2023 3:49 PM
Initially Submitted By:	Thomas Wagner
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Active User*:	Yes
Type:	External User
Name*:	Mr. (Salutation) Hunter (First Name) Aubrey (Middle Name) Young (Last Name)
Title:	
Email*:	hyoung@civcongrp.com
Address*:	3688 Country Club Road
	Troutville (City) Virginia (State/Province) 24175 (Postal Code/Zip)
Phone*:	(540) 529-0050 Ext. Phone ###-###-####
Fax:	(540) 992-3463 ###-###-####
Comments:	

Organization Information

Status*:	Approved
Name*:	City of Lexington, Virginia
Organization Type*:	City Government
Tax ID*:	54-6001392
Unique Entity Identifier (UEI)*:	FYXFNSMWZ1E5

Organization Website: https://www.lexingtonva.gov/

Address*: 300 East Washington Street

Lexington Virginia 24450-
City State/Province Postal Code/Zip

Phone*: (540) 463-3155 Ext.
###-###-####

Fax: ###-###-####

Benefactor:

Vendor ID:

Comments:

VCFPF Applicant Information

Project Description

Name of Local Government*: City of Lexington, VA

Your locality's CID number can be found at the following link: Community Status Book Report

NFIP/DCR Community Identification Number (CID)*: 510089

If a state or federally recognized Indian tribe,

Name of Tribe:

Authorized Individual*: Patrick Madigan
First Name Last Name

Mailing Address*: 890 Shop Road
Address Line 1

Address Line 2

Lexington Virginia 24450
City State Zip Code

Telephone Number*: 540-463-3155

Cell Phone Number*: 540-588-0223

Email*: pmadigan@lexingtonva.gov

Is the contact person different than the authorized individual?

Contact Person*: Yes

Contact: Hunter Young
First Name Last Name

3688 Country Club Road
Address Line 1

Address Line 2

Troutville Virginia 24175
City State Zip Code

Telephone Number: 540-992-2242

Cell Phone Number: 540-529-0050

Email Address: hyoung@civcongrp.com

Enter a description of the project for which you are applying to this funding opportunity

Project Description*:

From 2022 to 2023, a consultant mapped much of Lexington's public stormdrain structures/pipes then created a hydraulic capacity model of major trunklines for the 2, 5, and 10 year storms. The Study for which a grant is being sought now would continue the data gathering and capacity analysis for the remaining elements of the system that are considered functionally significant, most of which are located in the northeastern part of the City. This includes up to 230 structures and associated pipes.

Low-income geographic area means any locality, or community within a locality, that has a median household income that is not greater than 80 percent of the local median household income, or any area in the Commonwealth designated as a qualified opportunity zone by the U.S. Secretary of the Treasury via his delegation of authority to the Internal Revenue Service. A project of any size within a low-income geographic area will be considered.

Is the proposal in this application intended to benefit a low-income geographic area as defined above?

Benefit a low-income geographic area*: No

Information regarding your census block(s) can be found at census.gov

Census Block(s) Where Project will Occur*: 9305.01, 9800

Is Project Located in an NFIP Participating Community?*: Yes

Is Project Located in a Special Flood Hazard Area?*: No

Flood Zone(s) (if applicable):

Flood Insurance Rate Map Number(s) (if applicable): 51163C0262C, 51163C0266C, 51163C0264C, 51163C02703

Eligibility - Round 4

Eligibility

Is the applicant a local government (including counties, cities, towns, municipal corporations, authorities, districts, commissions, or political subdivisions created by the General Assembly or pursuant to the Constitution or laws of the Commonwealth, or any combination of these)?

Local Government*: Yes

Yes - Eligible for consideration
No - Not eligible for consideration

If the applicant is not a town, city, or county, are letters of support from all affected local governments included in this application?

Letters of Support*: N/A

Yes - Eligible for consideration
No - Not eligible for consideration

Has this or any portion of this project been included in any application or program previously funded by the Department?

Previously Funded*: No

Yes - Not eligible for consideration
No - Eligible for consideration

Has the applicant provided evidence of an ability to provide the required matching funds?

Evidence of Match Funds*: Yes

Yes - Eligible for consideration
No - Not eligible for consideration
N/A - Match not required

Scope of Work - Studies - Round 4

Scope of Work

Upload your Scope of Work

Please refer to Part IV, Section B. of the grant manual for guidance on how to create your scope of work

Scope of Work*: 02-Scope of Work Narrative.docx

Comments:

See Attachment

Budget Narrative

Budget Narrative Attachment*: 03-Budget Narrative.docx

Comments:

Scoring Criteria for Studies - Round 4

Scoring

Revising floodplain ordinances to maintain compliance with the NFIP or to incorporate higher standards that may reduce the risk of flood damage. This must include establishing processes for implementing the ordinance, including but not limited to, permitting, record retention, violations, and variances. This may include revising a floodplain ordinance when the community is getting new Flood Insurance Rate Maps (FIRMs), updating a floodplain ordinance to include floodplain setbacks or freeboard, or correcting issues identified in a Corrective Action Plan.

Revising Floodplain Ordinances*: No
Select

Creating tools or applications to identify, aggregate, or display information on flood risk or creating a crowd-sourced mapping platform that gathers data points about real-time flooding. This could include a locally or regionally based web-based mapping product that allows local residents to better understand their flood risk.

Mapping Platform*: No
Select

Conducting hydrologic and hydraulic studies of floodplains. Applicants who create new maps must apply for a Letter of Map Revision or a Physical Map Revision through the Federal Emergency Management Agency (FEMA).

Hydrologic and Hydraulic Studies*: No
Select

Studies and Data Collection of Statewide and Regional Significance. Funding of studies of statewide and regional significance and proposals will be considered for the following types of studies:
Updating precipitation data and IDF information (rain intensity, duration, frequency estimates) including such data at a sub-state or regional scale on a periodic basis.

Updating Precipitation Data and IDF Information*: No
Select

Regional relative sea level rise projections for use in determining future impacts.

Projections*: No
Select

Vulnerability analysis either statewide or regionally to state transportation, water supply, water treatment, impounding structures, or other significant and vital infrastructure from flooding.

Vulnerability Analysis*: No
Select

Flash flood studies and modeling in riverine regions of the state.

Flash Flood Studies*: No
Select

Statewide or regional stream gauge monitoring to include expansion of existing gauge networks.

Stream Gauge Monitoring*: No
Select

New or updated delineations of areas of recurrent flooding, stormwater flooding, and storm surge vulnerability in coastal areas that include projections for future conditions based on sea level rise, more intense rainfall events, or other relevant flood risk factors.

Delineations of Areas of Recurrent Flooding*: Yes
Select

Regional flood studies in riverine communities that may include watershed-scale evaluation, updated estimates of rainfall intensity, or other information.

Regional Flood Studies*: Yes
Select

Regional Hydrologic and Hydraulic Studies of Floodplains

Regional Hydrologic and Hydraulic Studies of Floodplains*: No
Select

Studies of potential land use strategies that could be implemented by a local government to reduce or mitigate damage from coastal or riverine flooding.

Potential Land Use Strategies*: No
Select

Other proposals that will significantly improve protection from flooding on a statewide or regional basis.

Other Proposals*: No
Select

Is the project area socially vulnerable? (based on ADAPT Virginia?s Social Vulnerability Index Score)
Social Vulnerability Scoring:
Very High Social Vulnerability (More than 1.5)
High Social Vulnerability (1.0 to 1.5)
Moderate Social Vulnerability (0.0 to 1.0)
Low Social Vulnerability (-1.0 to 0.0)
Very Low Social Vulnerability (Less than -1.0)

Socially Vulnerable*: Moderate Social Vulnerability (0.0 to 1.0)

Is the proposed project part of an effort to join or remedy the community?s probation or suspension from the NFIP?

NFIP*: No

Is the proposed project in a low-income geographic area as defined below?
"Low-income geographic area" means any locality, or community within a locality, that has a median household income that is not greater than 80 percent of the local median household income, or any area in the Commonwealth designated as a qualified opportunity zone by the U.S. Secretary of the Treasury via his delegation of authority to the Internal Revenue Service. A project of any size within a low-income geographic area will be considered.

Low-Income Geographic Area*: No

Projects eligible for funding may also reduce nutrient and sediment pollution to local waters and the Chesapeake Bay and assist the Commonwealth in achieving local and/or Chesapeake Bay TMDLs.
Does the proposed project include implementation of one or more best management practices with a nitrogen, phosphorus, or sediment reduction efficiency established by the Virginia Department of Environmental Quality or the Chesapeake Bay Program Partnership in support of the Chesapeake Bay TMDL Phase III Watershed Implementation Plan?

Reduction of Nutrient and Sediment Pollution*: No

Comments:

Scope of Work Supporting Information - Studies

Scope of Work Supporting Information

Is the proposed study a new study or updates on a prior study?

New or Updated Study*: New Study

Describe the relationship of the study to the local government's needs for flood prevention and protection, equity, community improvement, identification of nature-based solutions or other priorities contained in this manual

Relationship of Study to Priorities Contained in this Manual*:

This study is a continuation (not an update) of the study begun in 2021 to identify, map, and model the significant elements of the City?s closed stormwater collection and conveyance system. It melds with the local government?s needs for flood prevention/protection by continuing to identify bottlenecks and other deficiencies in the system so they may be prioritized for repair.

Based upon the study results, Lexington will be more empowered to reduce localized flooding outside FEMA regulated areas which will benefit LMI residents from an equity perspective since they have the fewest resources to recover from flooding, which is not covered by standard homeowner?s insurance. But perhaps more importantly, it will help the City quantify the frequency and severity of the flooding that occurs next to one of their public housing apartment complexes.

Lexington has spent considerable money on water and sewer improvements over the past five years, but very little on stormwater. They recognize this and are working toward assessing the defects so they can make community-wide improvements.

Nature-based solutions for the aged and sometimes inadequate stormwater system are difficult to implement in highly developed urban areas such

as Lexington.

Describe the qualifications of the individuals or organizations charged with conducting the study or the elements of any request for proposal that define those qualifications

Qualifications of Individuals Conducting Study*:

The City expects to utilize Civil Consulting Group, P.C. to perform the study. This is the same firm that prepared the original study for the other parts of the City. They are presently part of a qualifications-based on-call contract with the City, under which they provide stormwater analysis and design, along with sanitary sewer modeling, and other tasks to support Lexington?s infrastructure.
Civil Consulting Group, P.C. (civcongrp.com)

Describe the expected use of the study results in the context of the local resilience plan or, in the case of regional plans, how the study improves any regional approach

Expected use of Study Results*:

The City will use the study to identify problem areas within its stormwater system and to quantify the severity of the problems. The City will create logical and defensible projects in its CIP that can serve all citizens, not just those who are most vocal about a particular problem.

If applicable, describe how the study may improve Virginia's flood protection and prevention abilities in a statewide context (type N/A if not applicable)

Statewide Improvements*:

N/A

Provide a list of repetitive and/or severe repetitive loss properties. Do not provide the addresses for the properties, but include an exact number of repetitive and/or severe repetitive loss structures within the project area

Repetitive Loss and/or Severe Repetitive Loss Properties*: Repetetive Loss Properties - None.docx

Describe the residential and commercial structures impacted by this project, including how they contribute to the community such as historic, economic, or social value. Provide an exact number of these structures in the project area

Residential and/or Commercial Structures*:

N/A

If there are critical facilities/infrastructure within the project area, describe each facility

Critical Facilities/Infrastructure*:

N/A

Budget

Budget Summary

Grant Matching Requirement*:	Flood Prevention and Protection Studies - Fund 50%/Match 50%
Total Project Amount*:	$90,950.00
REQUIRED Match Percentage Amount:	$45,475.00

BUDGET TOTALS

Before submitting your application be sure that you meet the match requirements for your project type.

Match Percentage:	50.00% Verify that your match percentage matches your required match percentage amount above.
Total Requested Fund Amount:	$45,475.00
Total Match Amount:	$45,475.00
TOTAL:	$90,950.00

Personnel

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Fringe Benefits

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Travel

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Equipment

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Supplies

Description	Requested Fund Amount	Match Amount	Match Source
Software Subscription to Analyze Stormdrain System	$2,500.00	$2,500.00	City of Lexington
	$2,500.00	**$2,500.00**	

Construction

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Contracts

Description	Requested Fund Amount	Match Amount	Match Source
Pay Consultant to gather system data and prepare hydrologic and hydraulic models, and write report.	$42,975.00	$42,975.00	City of Lexington
	$42,975.00	**$42,975.00**	

Pre-Award and Startup Costs

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Other Direct Costs

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Supporting Documentation

Supporting Documentation

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Detailed map of the project area(s) (Projects/Studies)		Attached Exhibit shown areas of previous study (shaded in cyan) and proposed study areas (shaded in red with yellow annotations). The structure counts are approximate and will depend on what's encountered in the field. The study is meant to include the more major parts of the system that are akin to collectors, trunklines, and interceptors.	Study Areas Exhibit.pdf	pdf	15 MB	10/11/2023 01:23 PM
FIRMette of the project area(s) (Projects/Studies)		Both FIRM panels for Lexington combined into a single, 2-page PDF	Two Firms Panels in One PDF.pdf	pdf	4 MB	10/04/2023 12:42 PM
Historic flood damage data and/or images (Projects/Studies)		Four page PDF: These three areas are outside the FEMA floodplain and are the kinds of problems the City is trying to identify and quantify through these studies so they can prioritize their capital to make improvements. The submerged culvert in Photo 0080 was recently removed by VMI to construct a new Aquatics Center...at least that solved one problem.	Photos of Localized Floodingpdf.pdf	pdf	1 MB	10/04/2023 12:55 PM
A link to or a copy of the current floodplain ordinance		Zoning Ordinance. See Page 49 for Floodplains.	Zoning and Floodplain Ordinance.pdf	pdf	3 MB	10/04/2023 12:16 PM
Maintenance and management plan for project						
A link to or a copy of the current hazard mitigation plan						
A link to or a copy of the current comprehensive plan		2020 Comprehensive Plan	Lexington Comprehensive Plan.pdf	pdf	25 MB	10/04/2023 12:04 PM
Social vulnerability index score(s) for the project area		Multi-page PDF Attachment. The shading would not show when I zoomed in, so I took multiple screenshots that show the cyan outlines of the different areas. The overall study area has High, Moderate, and Low SVI values.	Social Vulnerability Screenshots Combined.pdf	pdf	738 KB	10/04/2023 02:22 PM
Authorization to request funding from the Fund from governing body or chief executive of the local government		Authorization letter from City Manager for funding and providing local match.	Statement Letter VCFPF 11.08.2023.pdf	pdf	209 KB	11/08/2023 03:46 PM
Signed pledge agreement from each contributing organization						
Maintenance Plan						
Benefit-cost analysis must be submitted with project applications over $2,000,000. in lieu of using the FEMA benefit-cost analysis tool, applicants may submit a narrative to describe in detail the cost benefits and value. The narrative must explicitly indicate the risk reduction benefits of a flood mitigation project and compares those benefits to its cost-effectiveness.						
Benefit Cost Analysis						
Other Relevant Attachments						

Letters of Support

Description	File Name	Type	Size	Upload Date
No files attached.				



LEXINGTON
COMPREHENSIVE PLAN 2040

City of Lexington, Virginia
Adopted
November 5, 2020

Resolution 2020-10

A RESOLUTION BY THE LEXINGTON CITY COUNCIL ADOPTING THE LEXINGTON COMPREHESIVE PLAN 2040

Re: The Lexington Comprehensive Plan 2040 (CPA #2020-02)

WHEREAS, Virginia Code §15.2-2223 requires that localities "prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction" and review that plan every five years; and

WHEREAS, the current Comprehensive Plan, The Comprehensive Plan of the City of Lexington, VA was last reviewed and the Economy chapter revised on September 15, 2011; and

WHEREAS, the Lexington Comprehensive Plan 2040 update draws on community input from outreach efforts conducted over a two-year period and engaging an estimated 200 community members in forward-thinking dialogue about the future of Lexington; and

WHEREAS, the Planning Commission met seventeen times from January 2018 to August 2020, met six times with subcommittee work groups, and held a kick-off meeting on March 8, 2018 to develop the draft Comprehensive Plan 2040 dated August 26, 2020; and

WHEREAS, the Planning Commission held a Virtual Public Forum to obtain public comments in response to a draft of the Lexington Comprehensive Plan 2040 on June 16, 2020; and

WHEREAS, the City of Lexington Planning Commission, after full compliance with all state code public hearing notice requirements, held a public hearing on the draft Lexington Comprehensive Plan 2040 on September 10, 2020, and ***RECOMMENDED APPROVAL***; and

WHEREAS, the Lexington City Council and Planning Commission held a joint worksession to review the draft Lexington Comprehensive Plan 2040 on October 1, 2020; and

WHEREAS, the Lexington City Council, after full compliance with all state code public hearing notice requirements, held a public hearing on the draft Lexington Comprehensive Plan 2040 on November 5, 2020, and

WHEREAS, pursuant to the Code of Virginia § 15.2-2223, the City Council finds that the proposed draft Lexington Comprehensive Plan 2040 will provide a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity, and general welfare of the inhabitants, including the elderly and persons with disabilities.

NOW, THEREFORE, BE IT RESOLVED this 5th day of November, 2020 that the Lexington City Council, pursuant to Code of Virginia § 15.2-2226, does hereby ***APPROVE*** the Lexington Comprehensive Plan 2040 (CPA #2020-02) in regular session on November 5, 2020, as updated to include the attached additional changes numbers 1 through 2 in Attachment A.

BE IT FURTHER RESOLVED, that upon adoption by the City Council of Resolution 2020-10, the Lexington Comprehensive Plan 2040 will supersede and replace, in their entirety, the previously adopted Comprehensive Plan of the City of Lexington Virginia (adopted December 07, 2006, as amended), the designation of the City of Lexington as an Urban Development Area (CPA 2016-01, adopted July 21, 2016), and the East Lexington Joint Planning Committee Report (accepted August 2007).

BE IT FURTHER RESOLVED, that the City Council hereby authorizes staff to make additional non-substantive edits, including edits to correct grammatical and typographical errors; to correct internal cross-references; to correct citations to any statutes, ordinances, regulations, maps or other documents identified in the plan; and otherwise as necessary to ensure internal consistency within the plan; provided, however, that staff shall not make any change, alteration, amendment, deletion, or addition of a substantive nature that has not been expressly approved by the City Council.

BE IT FURTHER RESOLVED that, upon incorporation of the additional revisions and edits authorized in this resolution, City Council hereby directs staff to prepare the final Lexington Comprehensive Plan 2040 for publication, including on the City's website as required by the Code of Virginia.

Recorded Vote:
Ayes: M. Alexander, D. Ayers, M. Hentz, D. Sigler, C. Smith, L. Straughan
Nays: _____
Absent: _____
Abstain: _____

LEXINGTON CITY COUNCIL

Adopted: _____
Frank W. Friedman, Mayor

Attest: _____
Jani L. Hostetter, Clerk of Council

Attachment A. Lexington 2040 Comprehensive Plan
City Council Public Hearing – Amendments
November 5, 2020

Amendment #	Chapter	Page	Amendment for Consideration
1	Welcome	12	Substitute "enhancing" for "preserving" in Vision statement. *The City of Lexington will develop strategically and sustainably by diversifying economic opportunities, housing options, and transportation methods while protecting the City's rich historic and natural resources and enhancing the quality of life enjoyed by its residents and visitors.*
2	Housing	83	Substitute "such as" for "including" in Housing Strategy HO 1.1. *Pursue strategies such as Community Development Block Grants or local revolving loan funds to finance the rehabilitation of housing on behalf of residents in need.*

Acknowledgments

The City of Lexington thanks the following people for their efforts in the development of the 2040 Comprehensive Plan:

Citizens, businesses, and organizations of the City of Lexington and surrounding region

City Council
Frank W. Friedman, Mayor
Marylin E. Alexander, Vice-Mayor
Dennis W. Ayers
Michele F. Hentz
David G. Sigler
Charles "Chuck" Smith
Leslie C. Straughan

Planning Commission
John Driscoll, Chair
Patrick Bradley, Vice Chair
Jamie Goodin
Mark Keeley
Camille Wright Miller
Blake Shester
Matt Tuchler
Leslie C. Straughan (City Council Liaison)

City Staff
Jim Halasz, City Manager
Arne Glaeser, Director of Planning and Development
Jani L. Hostetter, Executive Assistant
Bonnie Tombarge, Administrative Assistant

Technical Team
The Berkley Group
Central Shenandoah Planning District Commission

Acknowledgments

The City of Lexington thanks the following people for their efforts in the development of the 2040 Comprehensive Plan:

Arts & Culture Working Group
Rebecca Almy
Burr Datz
Jenny Davies
Arne Glaeser
Jamie Goodin
Emily Hall
Erik Jones
Elliott King
Jessie Knadler
Amber Poole
Mark Redfern
Blake Shester
Stacy Stevens

Green Infrastructure Working Group
Charles Aligood
Arthur Bartenstein
Dale Brown
John Driscoll
Arne Glaeser
Jamie Goodin
Hugh Latimer
Lee Merrill
Holly Ostby
Elise Sheffield
Chris Slaydon
Sandra Stuart
Craig Vinecombe
Dave Walsh

Local Organizations
50 Ways Rockbridge Racial Justice Issue Group
Court Appointed Special Advocates for Children
Central Shenandoah Planning District Commission
Chamber of Commerce
Kendal at Lexington
Local Branch of the National Association for the Advancement of Colored People
Main Street Lexington
Ministerial Association
Project Horizon
Rockbridge Area Recreation Organization
Rockbridge Area Conservation Council
Rockbridge Area Relief Association
School Board
Social Services
Threshold Housing Commission
Tourism Board
United Way
Virginia Military Institute
Washington and Lee University

Contributing Photographers
Rockbridge Regional Tourism
Chris Wesiler
Steve Shires
Gordon Gregory
Burton Floyd
Kevin Remington
John Driscoll

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The Plan at a Glance

1 About the Plan

Section 1 establishes the legal context for the Comprehensive Plan, describes the Plan's functional relationship to other planning efforts in Lexington and the region, and summarizes the community input process - a key component of drafting the content of this plan.

2 Planning Framework

Section 2 outlines the Planning Structure, overarching Vision Statement, and a series of interconnected Planning Values. These Values set the stage for the goals, objectives, and strategies contained within each Planning Element.

3 Planning Elements

Section 3 contains the policies and strategies to achieve the vision of the Planning Framework. The section is organized into nine Planning Element chapters. Through the development of the Comprehensive Plan, Lexington identified the following Planning Elements as important to the community:

- ▷ Historic Resources
- ▷ Green Infrastructure & Natural Resources
- ▷ Local Economy
- ▷ Arts & Culture
- ▷ Housing
- ▷ Land Use
- ▷ Transportation
- ▷ Community Facilities & Infrastructure
- ▷ Governance

Each Element includes an overarching goal, supporting objectives, and specific strategies.

4 Implementation Plan

Section 4 brings the Comprehensive Plan to life. The Implementation Plan sets timelines for the strategies from each Planning Element and provides accountability by assigning responsibility for each strategy. The Implementation Plan provides specific guidance for decision-making and defines the ongoing process that will be used to monitor progress towards Lexington's vision for the future.

5 Appendix

The Appendix contains resources that explain and expand upon ideas contained within the Comprehensive Plan.

▷ How to Use this Plan

The Comprehensive Plan is a policy **guide for City officials and a resource** for community members. The Plan is a statement of community values and a framework to advance those values. It articulates Lexington's shared vision for the future and **identifies specific steps to realize** that vision. These steps, referred to as goals, objectives, and strategies, are based on a vision and supporting values that unify the plan under a coordinated planning framework.



Welcome to Lexington

Lexington, Virginia, is a historic community in Virginia's Great Valley. Since its founding in 1778, Lexington has evolved from a small Valley settlement along the Great Wagon Road into a vibrant center for education, culture, and commerce. Today, residents, students, and visitors alike enjoy Lexington's vibrant Main Street, world-class institutions, scenic views, and ample recreation opportunities within the City and in the surrounding Blue Ridge Mountains.

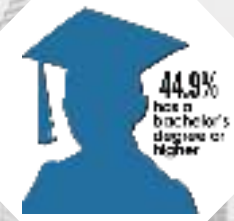
Lexington is situated on the Maury River approximately 50 miles north of Roanoke, Virginia, and 50 miles east of the West Virginia state line. Located at the intersection of historic US Route 11 and US Route 60 as well as Interstates 81 and 64, Lexington is the literal **and figurative center of the Lexington-Buena Vista- Rockbridge** County region. The region – covering approximately 610 square **miles of land and home to over 36,000 people – is recognized** for its many historic sites, outdoor recreation opportunities, and the scenic Blue Ridge Parkway. Lexington serves as Rockbridge County's seat and is home to both Washington and Lee University and the Virginia Military Institute. With a population just over 7,000, Lexington maintains a small-town feel mixed with nationally ranked academics, an eclectic arts culture, and deep historical roots.



Lexington Today

Lexington today is a remarkable city. But like any community, we face challenges and must define and measure our current successes and deficiencies. What are we getting right? Where are we falling short? By understanding the challenges and opportunities facing our community, we can decide what works and what we can do better. The Comprehensive Plan process allows us to assess our community and identify strategies to address any critical gaps. The following summarizes the key challenges and opportunities we face in making the Lexington of today the Lexington of 2040.



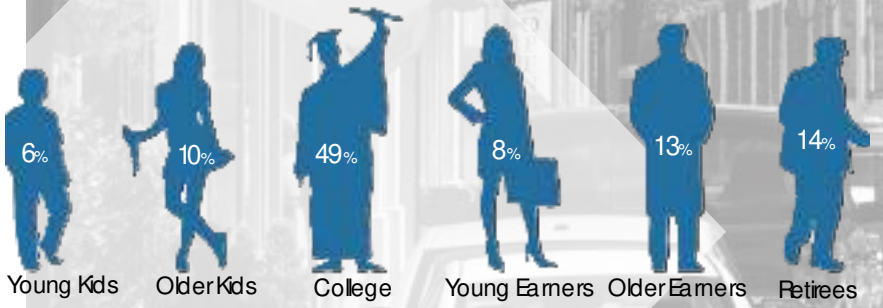




Lexington is one of the smallest cities in Virginia both in terms of area and population. Despite its size, it is a regional employment hub, and home to two major educational institutions and a wealth of cultural and recreational assets that support a thriving tourism industry. As a small, historic city that grew along traditional development patterns, Lexington does not have the major infill and redevelopment issues that larger more sprawling cities face. Rather, Lexington faces challenges due constrained city limits, little remaining undeveloped land, and aging infrastructure. As such, Lexington must employ forward-thinking land use and development policies to create more resilient infrastructure networks, meet market demands for shopping and housing, and provide for the needs of its residents.



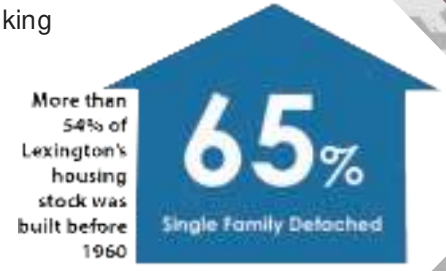
The people of Lexington are perhaps one of the City's greatest assets - highly educated and generally supportive of innovative community planning policies. Nearly 45% of Lexington residents hold a bachelor degree or higher, which is double the average in Rockbridge County and Virginia as a whole. The presence of Washington and Lee University and Virginia Military Institute contribute to high educational attainment rates in the City. These institutions are also key economic drivers and major employers for the City and region. Despite their powerful role in the City's economic makeup, Lexington struggles to retain the young, educated people who graduate from these institutions. Almost half of Lexington's population is comprised of college age people 18 to 24 years old. But young workers 25 to 39 years old only make up approximately 8% of Lexington's population. This disparity shows that most students do not



Lexington Today

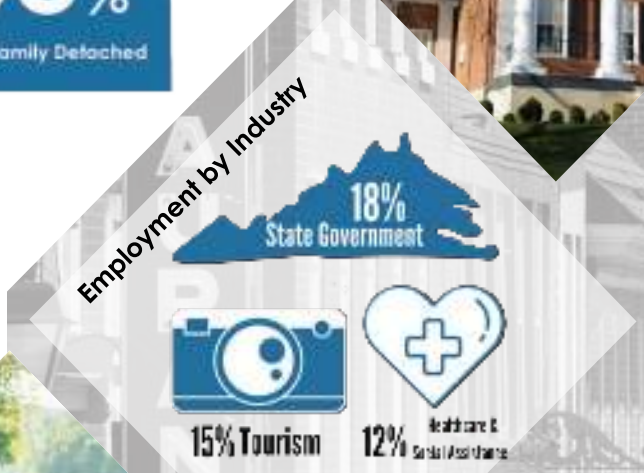
stay in Lexington after graduation and entry level workers are looking elsewhere for housing and employment.

Housing is one factor in Lexington's challenge to retain a younger workforce. A large percentage of both low and high income households are cost-burdened, meaning they spend 30% or more of their income on housing costs. Furthermore, 65% percent of Lexington's housing stock is single-family detached and greater than 54% was built before 1960. Housing in Lexington is larger, older, and more expensive to maintain than most young workers and families find appealing. This is further supported by Lexington's commuter patterns. The number of people commuting into Lexington is nearly 3.5 times greater than the number commuting out. With more affordable housing elsewhere in the region, easy commutes along interstates, and little remaining developable land, Lexington must implement creative policies to support a more equitable housing market and ensure growth management is coordinated regionally.



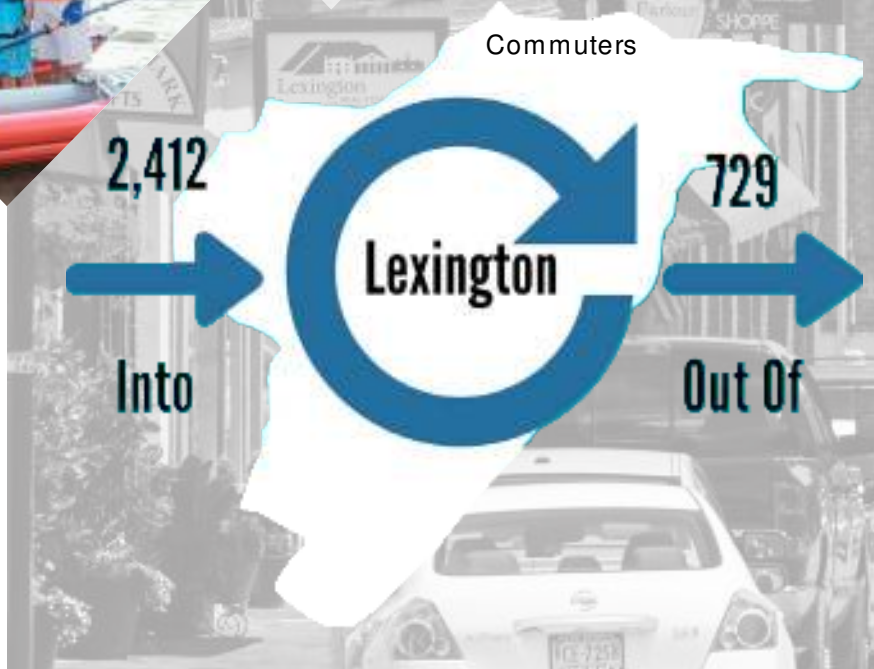








While creating more affordable housing options to help retain young workers and families is important to the long-term vitality of the City, we can't overlook the City's second largest population group — people age 65 and older. Just over 14% of Lexington's population is over 65. As such, Lexington should support expanded senior-living housing opportunities and also implement policies that allow residents to age in place – supporting the growth of the healthcare and wellness industries, providing safe alternative transportation, and continuing to support the development of amenities that allow people of all ages to enjoy a high quality of life.



Lexington provides a variety of community services and facilities for its residents. While the City strives to ensure the highest standard of public facilities, the City's physical infrastructure is aging and requires investment to maintain and enhance services, protect environmental quality, and accommodate future development. Maintenance and upgrades to the City's aging sewer and stormwater infrastructure are particularly critical to manage flooding, water quality degradation, and sewer capacity issues due to groundwater inflow and infiltration – issues made worse by the growing impacts of climate

Lexington Today

change. Looking to protect citizens, property, and the environment, Lexington must prioritize traditional infrastructure upgrades as well as look to innovative green infrastructure investments to offset the impact of development on our valuable natural resources. Lexington has a robust existing green infrastructure network that includes over 17 sites (such as public and private parks and open space), three trails, six waterways, and at least ten Low Impact Design stormwater sites. Increasing this network will enhance opportunities for alternative transportation and afford residents more opportunities for "green time", while also lessening the burdens on traditional infrastructure networks.







The traditional development patterns of many of Lexington's neighborhoods support the focus on alternative transportation. Connectivity between neighborhoods and shopping, dining, and entertainment amenities and choice in how residents get there creates a more affordable community by lessening the cost burden of transportation for households; allows people to safely age in place; lessens burdens on public infrastructure; and creates a more connected, healthy, and resilient community. Lexington's narrow, human-scale streets naturally-support bicycle and pedestrian travel between neighborhoods and amenities. At the same time, the narrow right-of-way presents challenges for retrofitting bike lanes and expanding sidewalks to improve safety and accessibility, an increasingly important issue both for young families and for aging residents.



Lexington already offers many quality of life amenities – a vibrant and historic downtown; two higher education institutions; one hospital; 20+ local restaurants just within downtown; 25+ museums, arts, theatre, and music venues; ten public parks or open spaces; a 500+ acre environmental preserve; three walking trails; and the Maury River - all within walking distance of most neighborhoods. As we plan for the Lexington of 2040, we must use these assets as opportunities to bridge the gaps in infrastructure, transportation, housing, and economic diversity.



In weighing the challenges and opportunities facing Lexington, it is clear that the City has much in its favor. The key is making use of those assets to address the challenges.

Lexington 2040

Our Vision

The City of Lexington will develop strategically and sustainably by diversifying economic opportunities, housing options, and transportation methods while protecting the City's rich historic and natural resources and enhancing the quality of life enjoyed by its residents and visitors.

The Lexington of today is a great place to live. The question, as we welcome future generations, is how can Lexington best expand and share these assets? How can we protect and amplify the special things we value about this place? How do we preserve our character and history as we grow and evolve with changing times? How do we increase housing and transportation choices for different types of individuals and families? How do we keep Lexington healthy, safe, beautiful, and affordable? How can we face our more difficult problems, improve the City, and meet our challenges head on?

The distinct benefit of a Comprehensive Plan is that it confronts these big issues in a big-picture way. The Comprehensive Plan fully considers how the whole community's values, people, places, and prosperity are interrelated and interdependent. In creating this plan, we identified the defining issues that are central to the future success of Lexington. The challenge before us now – in shaping the Lexington of 2040 – is to leverage our strengths as we grow, while mitigating the negatives. The Lexington 2040 Comprehensive Plan provides the direction to do that.





About the Plan

▷ About Comprehensive Plans ▷ Planning Process

About the Plan

▷ What is a Comprehensive Plan?

The Comprehensive Plan is a long-range planning document that serves as a guide for the development of a locality. The City of Lexington is charged with making many decisions on behalf of its citizens, all meant to serve the interests of the community. The Comprehensive Plan establishes the long-term vision for the future of Lexington so that each of these many decisions can be aimed toward shared goals for the City's future. The Plan describes the community's vision for where it wants to be in the next 20 years, along with strategies to achieve the community's goals. The strategies are based on community values that foster sustainable growth and enhance community character in order to create a more vibrant future for Lexington.



Legal Basis for Comprehensive Plans

All cities, counties, and towns in Virginia are required to adopt a Comprehensive Plan for the physical development of their community. Within statutory limitations afforded by state code, land development, community facilities, and other public improvements are managed according to the policies set in the Comprehensive Plan.

The Code of Virginia establishes the Plan's legal status as a general community development tool based on the following:

> *... it shall control the general or approximate location, character, and extent of each feature shown on the plan. Thereafter, no ... (improvement), whether publicly or privately owned, shall be established, constructed, or authorized, unless and until... submitted to and approved by the local commission as being substantially in accord with the adopted Comprehensive Plan or part thereof ...*

The Code of Virginia Sections 15.2-2223 and 15.2-2224, among others, outline the required and optional Plan elements and offer a general framework for plan activities. Typical elements of the Comprehensive Plan, include, but are not limited to:

- Future land use planning maps and recommendations for development
- A comprehensive system of transportation facilities, including maps and cost estimates for improvements
- A system of community service facilities
- Areas and implementation measures for the construction, rehabilitation, and maintenance of affordable housing
- Strategies to provide broadband infrastructure
- Urban development areas appropriate for higher density development, redevelopment, and infill

State requirements for Comprehensive Plans also recognize that community development is on-going and ever changing. For this reason, the Code of Virginia sets a requirement that all Comprehensive Plans be reviewed every five years and amended as needed.

About the Plan



▷ Planning Jurisdiction & Coordination

Lexington's official planning jurisdiction ends at City boundaries. At the same time, Lexington is an employment, shopping, and entertainment destination for residents of Rockbridge County and the region.

With few parcels available in the City itself, new development increasingly locates on county lands adjacent to Lexington. In its own Comprehensive Plan, adopted in 2016, Rockbridge County prescribed that rural areas of the County should be preserved while new development should be encouraged adjacent to existing settlements and in areas well-served by existing transportation and utility infrastructure.

Lexington is also home to two major institutions – Washington and Lee University (W&L) and Virginia Military Institute (VMI). As a branch of State government, VMI is not subject to local zoning or other authority and conducts its own strategic and land use planning processes.

Lexington is a member of the Central Shenandoah Planning District Commission (CSPDC), a regional organization that provides planning services and technical assistance to its member jurisdictions. CSPDC staff participated in the development of this Plan and were integral in drafting the Transportation Chapter.

Lexington's connections to the region and major institutions shape the City's future. As such, the Comprehensive Plan recognizes and prioritizes collaboration with its institutional and regional partners as a critical component of long-range planning.



About the Plan



▷ Relationship to Other Plans, Policies, & Ordinances

This Comprehensive Plan is grounded in Lexington's strong history of local planning and is integrally related to other plans, policies, and ordinances. This Plan includes valuable ideas from the last Comprehensive Plan, the Downtown Enhancement Plan, City Council's Five-Year Strategic Plan, and other community plans and planning processes. The Plan also sets the stage for future updates to community plans, ordinances, and strategic documents.

Previous Comprehensive Plans

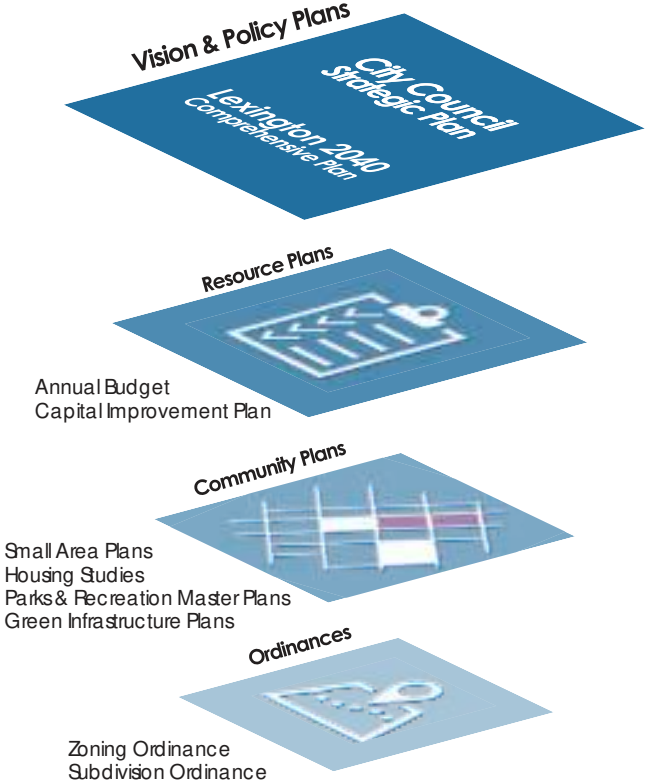
The first Comprehensive Plan for the City of Lexington was adopted in 1975 and was prepared by the Division of State Planning and Community Affairs. This Plan was updated in 1985 by the Lexington Planning Commission with the help of the Central Shenandoah Planning District Commission. In 1990, the Lexington City Council requested that the Comprehensive Plan be reviewed and updated. Following a 5-year process led by the Planning Commission and the City's Director of Planning and Development, an updated plan was adopted in June 1995. The Planning Commission and the City's Department of Planning and Development again updated the Comprehensive Plan in 2007 in a process that included a public input forum, survey, and meetings with local institutions, including Washington and Lee University, Virginia Military Institute, and Rockbridge County.

Zoning and Subdivision Ordinances

While the Comprehensive Plan sets planning policy for a community, land use and development are regulated through the City's zoning and subdivision ordinances. The Comprehensive Plan guides amendments to these ordinances and should be used to make decisions on land use applications, such as conditional use permits and rezonings. Because it is a guide for other City actions, the Comprehensive Plan will only be implemented through its diligent application by Lexington's staff and elected and appointed leaders.

In 2016, Lexington began a major review and update of the City's zoning ordinance, following many years of minor changes and patches. The new zoning ordinance was adopted in 2017 and subsequent amendments have been adopted. Since then, Lexington has updated the zoning ordinance annually, as is best practice to ensure continued compliance with state code and consistency with the Comprehensive Plan.

How the Tools Work Together



About the Plan



▷ Relationship to Other Plans, Policies, & Ordinances

City Council Strategic Plan

Lexington's City Council adopted its Five-Year Strategic Plan in January 2019. Like the Comprehensive Plan, the Strategic Plan provides a vision and prioritizes actions to address the needs of the community. The Strategic Plan is distinct from the Comprehensive Plan in its shorter-term planning horizon and broader focus beyond the physical environment. Where the Comprehensive Plan sets the planning context for private development, land use, and capital investments over a 20-year period, the Strategic Plan is focused on a five-year horizon and includes intangible or non-physical elements, such as operational and fiscal conditions. This distinction is evident in the City Council's strategic vision, which states that:

> *"Lexington is an inviting, open-minded and welcoming city. Our Community is known for its cultural, recreational, and education opportunities. Accomplishing this vision requires solution-focused and fiscally responsible city government, a vibrant and economically healthy downtown, and an engaged citizenry interested in friendly, livable and safe neighborhoods."*

While the Strategic Plan is broader in scope than the Comprehensive Plan, both plans should be coordinated and work together toward the same future. The five main principles set by the City Council to achieve its strategic vision can be applied to issues dealing with Comprehensive Planning:

- Healthy and Physically Active – Americans with Disabilities Act compliance, pedestrian, bicycle, and recreation facilities including Jordan's Point as a destination for outdoor activities.
- Economically Healthy – Appropriate scale and variety of commercial areas, enhance business activities and regional economic development initiatives, and diversify the tax base.
- Learning – Provisions for schools and affordable day care facilities, libraries, and access to the colleges.
- Safe – Safe transportation routes including pedestrian and bike accommodations as well as emergency services.
- Engaged – Community involvement in the Comprehensive Plan process itself.

Capital Improvement Plan

A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities. The community benefits and the long-range vision is achieved when the priorities of the CIP align with the City's Strategic and Comprehensive Plans.

Other Plans and Initiatives

Lexington's Comprehensive Plan relies on the body of knowledge and recommendations contained in many other plans, policies, and initiatives. Within each Planning Element, this Plan recognizes these existing documents and identifies new plans and studies that may be needed to support implementation.

About the Plan

▷ The Planning Process

A Phased Approach

To produce a plan that is clear, supported by the community, and suitably comprehensive, the process of creating the plan must be both open and organized. The planning process for Lexington's 2040 Comprehensive Plan was organized into four phases:

Phase 1 – Analyze existing plans and regulations; gather demographic and other data.
Phase 2 – Collect community input and establish a vision.
Phase 3 – Develop individual plan topics, sections, maps, and goals.
Phase 4 – Refine the plan through public review; adoption by elected leaders.





Community Input Process

Public input is essential for a Comprehensive Plan that is reflective of the community's vision for the future. This Plan is the result of a community-driven process that included broad outreach throughout the planning process.

The community involvement process, which began in Spring 2018, generated input from hundreds of residents. Through online surveys; public meetings and workshops; interviews with community stakeholders, including residents, business owners, leaders of City departments and other organizations, and county and regional leadership; and the guidance of thematic working groups, this Plan has been drafted and vetted with direct input from the community.

The information gathered in these community engagement activities guided the development of the Comprehensive Plan and are important aspects of all planning decisions regarding the future of the community.

- *Community Kick Off Forum*
- *Community Survey*
- *Interviews with Regional and City Stakeholders*
- *Joint Meetings with Rockbridge County Planning Commission*
- *Working Groups*
- *Drafting by Lexington Planning Commission*
- ***Public Review, Refinement, and Adoption***

About the Plan

▷ Community Input Summary

Community Kickoff Forum

An opening public forum was held at Virginia Military Institute's Marshall Hall on March 8, 2018, to introduce the comprehensive planning process, explain the role of the plan, and begin to collect public input on the future of the City. After presentations by City staff and planning consultants, attendees were asked to work in groups of four to eight to answer questions identifying the top issues and projects they would like to see the plan address.

Top planning issues included:

- Affordable housing
- Economic development
- Balancing growth and preservation (both historic and environmental)
- Pedestrian and bicycle networks
- Jobs and employment

The top projects identified included:

- Creation of additional greenspace
- Pedestrian improvements
- **Beautification projects**
- Affordable housing development and programs
- Attracting tourism



Community Survey

A community survey was available for residents of both the City and surrounding areas between June 15 and August 31, 2018. The survey was completed by 489 respondents who gave input on transportation, vision, priorities, and other topics. The survey was available online, with paper copies also available. Participation in the survey was promoted through the City's website, social media, in newspapers, and at local events. The results of this survey are summarized here and are vital to this plan:

- Top 3 concerns for Lexington's future: lack of job opportunities, affordability, and lack of shopping or services.
- Top 3 existing assets: small city character, natural beauty, and historic sites and buildings.
- Residents desire economic development while also preserving history and providing affordable living options.
- Priorities for the City's public facilities and services: basic needs of the public schools, public water and sewer systems, and emergency services.
- Type of residential growth needed: affordable housing, single family homes, and housing for seniors. Respondents also noted a need for condos, apartments, duplexes, and townhouses.
- Type of commercial development needed: general retail, healthcare, specialty retail, and restaurants.
- Top transportation challenges: parking, issues with sidewalks, and lack of bicycle lanes.
- Important characteristics of neighborhoods: friendliness, quiet, historic architecture, proximity to downtown and mature trees.
- Land use challenges: conservation of open space, limited developable land, and the presence of institutions of higher learning that impact the amount of land available.
- Top 5 changes needed to make Lexington more livable and enjoyable: more shopping and entertainment; community, family, kid friendly spaces; increased affordability, walkability, and economic development; and job opportunities for young people.
- What Lexington should look like in the next 10 years: thriving businesses and a downtown; historical and small-town character; increased opportunities for youth, young families and young professionals; no change; and a welcoming and diverse City.

About the Plan

▷ Community Input Summary

Interviews with City and Regional Stakeholders

As a follow-up to input from the public through the kickoff forum and community survey, specific insight was sought from stakeholders, including departments of City government, Lexington's two institutions of higher learning, non-profit organizations, and regional authorities. Each was asked about specific Comprehensive Plan issues affecting their work, and what City issues they see in their interactions with the community.



The issues and concerns covered by these interviews add expert input to the planning process and help identify strengths, weaknesses, and opportunities for the future. Stakeholder input mostly complemented the concerns of the public, with recurring themes including:

- The need to protect the City's irreplaceable historic character.
- The roles for many organizations in the active promotion of economic development.
- Desires for additional recreation and outdoor activities.
- The need to directly address issues of poverty in the City.
- The opportunity to collaborate with institutions of higher learning over shared interests.
- Lexington's need for affordable housing and a wider variety of housing options.
- The need for citizens to have a voice in local government and in all plans.

Interviewed stakeholders from:

- Police Department
- School Board
- Rockbridge Area Relief Association
- Washington and Lee University
- Virginia Military Institute
- Rockbridge Area Conservation Council
- Central Shenandoah Planning District Commission
- Kendal at Lexington
- Fire Department
- Main Street Lexington
- Chamber of Commerce
- Public Works
- Tourism Board
- Rockbridge Area Recreation Organization

About the Plan



▷ Community Input Summary

Joint Meetings with Rockbridge County Planning Commission

As the center of a larger region, Lexington must consider planning issues beyond its own borders. Land use and transportation plans of neighboring Rockbridge County, which completed its own Comprehensive Plan update in 2016, are particularly important.

To promote a cohesive and regional approach to planning and to learn from the experience of County planners, joint meetings of the Lexington and Rockbridge County Planning Commissions were held on June 13, 2018, at the County Office Building and again on July 12, 2018, at Waddell Elementary School. These meetings were an opportunity for Lexington commissioners to ask questions of their County counterparts, and to explore the regional coordination elements adopted into the 2016 Rockbridge County Comprehensive Plan. Key principles of this coordination effort include:

- The County's future land use planning focuses development on areas directly surrounding Lexington.
- Lexington, Buena Vista, and Rockbridge must work together to leverage their resources for economic development.
- **Developing shared community facilities benefits all residents.**
- **Promoting sustainable development is mutually beneficial.**
- Affordable housing is an issue for everyone in the region.
- Preserving scenic beauty and environment is key to the region's success.

Working Groups

Citizen working groups were established to supplement the community engagement efforts in early 2019. Two working groups were established: Green Infrastructure and Arts and Culture. These working groups were charged with examining existing conditions and making recommendations for improvements to be considered by the Planning Commission.

About the Plan

Drafting by Planning Commission

Under the Code of Virginia, the Planning Commission is responsible for reviewing and recommending changes to the Comprehensive Plan. The Planning Commission drafted the 2040 Comprehensive Plan using the wealth of information collected through the community engagement process. The Planning Commission welcomed public comment throughout the drafting process during citizens' time at each meeting.

Public Review, Refinement, and Adoption

The public review and refinement period ensures that the drafted Comprehensive Plan presents a clear path forward that is understood by community members. In June 2020, Planning Commission made the draft plan available to the public and hosted a public review meeting to showcase progress and gather reactions.

With in-person meetings limited due to the COVID-19 pandemic, the City employed new technology to collect citizen and stakeholder input on the draft Plan. The public review meeting was held as an interactive "Virtual Public Forum" and was made available on social media for real-time and asynchronous viewing. A follow-up survey was sent to participants, and the Plan was shared on the City's website and by email with stakeholder groups that had been involved throughout the process. The "Virtual Public Forum" was viewed by over 800 people and had more than 50 participants during the forum.

The public review process raised a new level of awareness and attention to considerations of diversity and equity in Lexington. Substantive changes were made to all chapters of the Plan, with particular emphasis on history and historic resources. In addition, the Planning Commission engaged numerous community organizations that represent the voice of the underrepresented, ensuring that the final draft plan recognizes Lexington's difficult past and charts a course to an inclusive future.

Following the public refinement period, the revised draft Comprehensive Plan was available for review by the public and considered by the Planning Commission through a formal public hearing process. Upon receipt of the Planning Commission's recommended draft, City Council completed its review of the draft Comprehensive Plan. The draft Plan was again made available for review by the public and considered through the formal public hearing process before adoption by City Council.







Planning Framework

▷ Vision ▷ Values ▷ Planning Elements ▷ Goals & Objectives

Planning Framework



▷ Plan Vision

A meaningful Comprehensive Plan looks 10 to 20 years into the future toward a vision of what a place can be. This vision is based on the collective input from the community and should be supported by residents, business owners, and other community members. The vision serves as the overarching principle for the Comprehensive Plan, guiding the development of goals and strategies for each Planning Element. The vision is a broad, aspirational statement headlining the entire Comprehensive Plan — the words are carefully chosen to reflect the most important issues on the minds of community members.

To develop the vision statement for this Comprehensive Plan, input was taken from a wide range of stakeholders including residents, organizations, government departments, and other groups. The vision statement was crafted collectively and adopted by Lexington's Planning Commission.

This vision statement points to an achievable future within the Comprehensive Plan's 10- to 20-year timeframe and is the guiding principle for this plan and the goals set forth in it.

How the City achieves this vision is a long-term project, and one that will take input and cooperation from a variety of people and entities. Through careful planning, this vision can be achieved through setting goals with specific objectives and strategies.

This vision statement paints a picture of a City that is thriving for all residents and businesses and is open to future growth and development. The City in this vision is one that welcomes new citizens and encourages small businesses, friendly neighborhoods, and a City government that works for and with the people to ensure long term sustainability and success for Lexington.

The City of Lexington will develop strategically and sustainably by diversifying economic opportunities, housing options, and transportation methods while protecting the City's rich historic and natural resources and enhancing the quality of life enjoyed by its residents and visitors.

Planning Framework

▷ Plan Values

The vision statement is supported by a series of planning values that provide direct guidance for the strategies, projects, and recommendations included in this Plan. Values are those things that Lexington, as a community, cares the most deeply about. As such, the Plan Values should serve as a guide for the many decisions community leaders will make over time for Lexington. With each decision, we must ask: Are we respecting our values and creating meaningful change for our community? By adhering to the following Plan Values, we ensure that our vision for the Lexington of 2040 becomes a reality.

▷ Defining Diversity

Diversity is paramount to understanding our community's history, enjoying its present, and ensuring future success. Diversity includes the many individuals and groups — demographic (race, age, income, family makeup, birthplace, neighborhood, etc.), self-identification (sex, gender, politics, religion, etc.), and any other differences deemed important — that live in, work in, or visit Lexington.



Accessibility & Diversity

We create a more equitable community by ensuring that all residents are connected to and have choice in amenities, services, and opportunities available across the City. We value our diverse community and promote inclusion, equal access, and justice for everyone. At the heart of our desire for inclusion is respect, empathy, mindfulness, and fairness.



Sustainable Economy

We create a more prosperous Lexington by elevating the quality of life for all people in the City. We create a robust and resilient regional economy by putting in place the foundations and programs that allow all Lexington residents to thrive and provide the innovation capable of weathering economic **fluctuations and challenges.**



Local Identity & Character

We create a more vibrant and livable Lexington by protecting and connecting neighborhoods and assets. We create distinct and authentic places by building on our unique history and culture. We provide the stewardship necessary to ensure Lexington's rich historic and natural resources are integral components of our City's future.



Citizen Engagement

We provide education and outreach materials, venues, and planning support so that all residents have the opportunity to engage, lead, and be heard. We recognize that the scope of this plan extends beyond the role of City government. We engage the community in helping the plan succeed.



Management & Collaboration

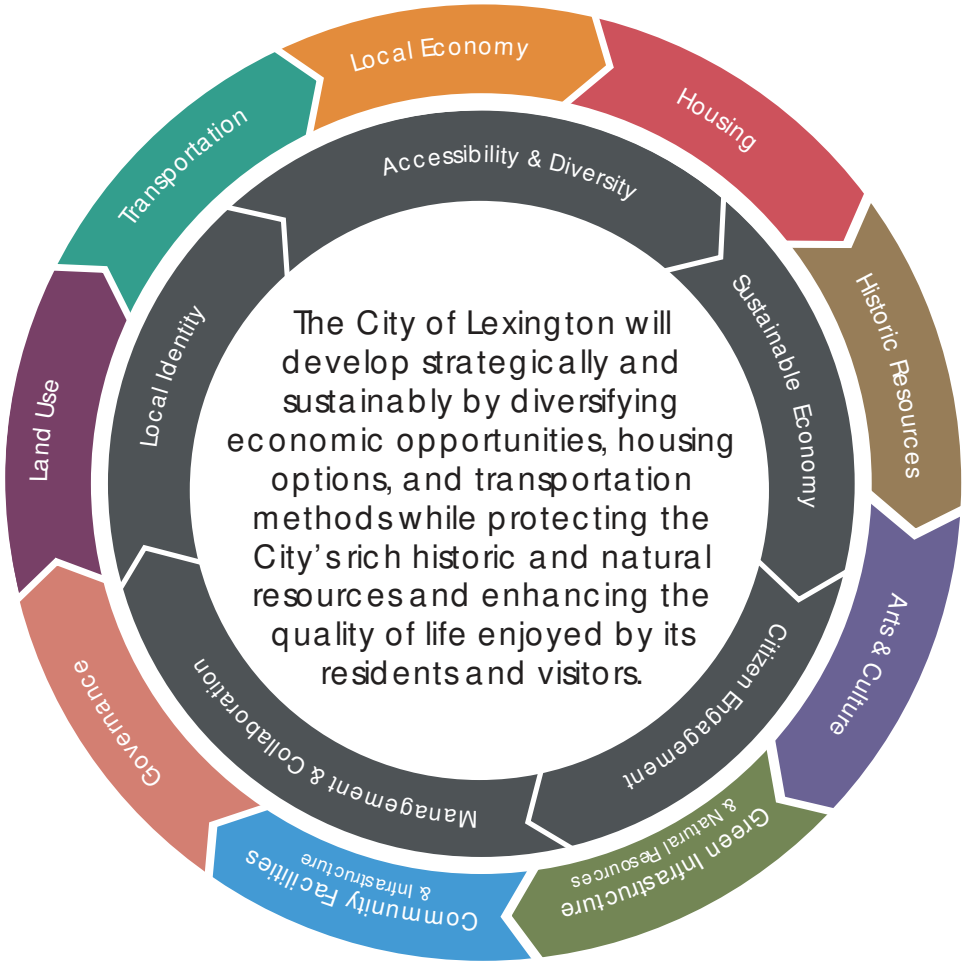
We act as leaders in our broader community. We leverage our **institutions, non-profit, and** government organizations, strengthening connections and forging partnerships. We work regionally and coordinate locally to ensure our community is interconnected, responsive, and resilient.

Planning Framework

▷ Planning Elements

Every community is comprised of physical elements, economic factors, and social structures that combine to create the distinct places people call home. When we plan for communities, we must consider each of these elements. While residents may require the same basic necessities, every community is unique and has different priorities. Through the development of this Comprehensive Plan, Lexington identified the following nine Planning Elements as important to the community:

- Historic Resources
- Green Infrastructure & Natural Resources
- Local Economy
- Arts & Culture
- Housing
- Land Use
- Transportation
- Community Facilities & Infrastructure
- Governance



The following chapters describe these Planning Elements in detail. Each Planning Element chapter contains a detailed analysis of planning context, an assessment of needs, and an overarching goal, supporting objectives, and specific strategies to bridge any gaps. Lexington's Vision and Values are achieved through the work done to improve each of these Elements.

▷ Goals & Objectives

The Plan sets out nine overarching Goals, one for each of Planning Element addressed in the Plan. Each Goal is supported by targeted Objectives that align with the Plan Values. Taken together, they create a strategic framework to improve each of these Plan Elements and achieve our Vision for the Lexington of 2040.

Table 2.1 illustrates the Goals and Objectives for each Planning Element included in this plan.

Table 2.1
Goals &
Objectives

	Historic Resources	Green Infrastructure & Natural Resources	Local Economy	Arts & Culture	Housing	Land Use	Transportation	Community Services & Infrastructure	Governance
GOALS	Continue to improve the quality of life in Lexington, by protecting its historic character, bolstering cultural and recreational opportunities, and promoting tourism to the region.	Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.	Market the City's assets, including its history and small-town character to attract business, increase employment opportunities, raise salaries, and expand local revenue.	Foster the expansion of the artistic and cultural assets in the Lexington region by effectively using existing resources and talent to attract and expand new opportunities.	Conserve and foster the improvement of the City's neighborhoods to ensure safe, affordable, and desirable places to live.	Plan for strategic, efficient, and quality development that increases the economic vitality of Lexington by building on local character and identity; protecting sensitive resources; and prioritizing connectivity between neighborhoods and services.	Build an interconnected and attractive transportation network that provides all residents with safe and efficient mobility choices - including automobile, bicycle, and pedestrian travel.	Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.	Provide an inclusive, accessible, and responsive government that works for and with the people of Lexington to achieve its vision and implement its long-range plans.
	Promote historic preservation as a means to enhance the quality of life for all of Lexington's residents.	Create a connected system of green infrastructure to support biodiversity and "green time" access for individuals of all ages, abilities, and backgrounds in the community.	Offer a business-friendly environment with opportunity for all residents.	Foster access to arts and culture in Lexington.	Promote a variety of safe and affordable housing options for all of Lexington's residents.	Support development patterns that are interconnected and provide opportunities for all of Lexington's residents.	Provide safe transportation options for residents of all ages and abilities.	Improve access to community facilities and services for all residents.	Ensure Lexington's leadership is available to and representative of all City residents.
	Continue to promote history and historic preservation tourism as key elements for a strong, resilient local economy.	Promote energy sustainability and environmental resilience.	Attract new business and investments that increase the city's tax base, diversify the economy, and promote job growth.	Support a strong local arts and culture economy.	Pursue policies that bolster Lexington's housing market, promote new development, and reduce long-term financial burdens on property owners.	Implement land use and growth policies that minimize the burdens placed on the community and increase resiliency and adaptability.	Pursue fiscally responsible transportation improvements that promote accessible, resilient, and adaptable transportation networks.	Offer efficient and effective community services and facilities that meet the needs of residents and businesses of the city.	Advance fiscal responsibility and resiliency in all city decisions.
	Build on Lexington's history and distinctive identity to create a more vibrant 21st century community.	Leverage green infrastructure to build a more beautiful, healthy, and sustainable community.	Make strategic investments that enhance the quality of the community to attract visitors, businesses, and employees.	Use art and culture as a placemaking tool in the community.	Protect and enhance the quality and character of Lexington's residential neighborhoods.	Encourage innovative development that respects, compliments, and builds on Lexington's historic character.	Ensure Lexington's transportation networks are attractive, equitable, and improve the quality of life for all city residents.	Ensure public facilities and services complement the community's design while satisfying the highest level of service for the citizens.	Make decisions that reflect and enhance the values and character of the Lexington community.
	Empower citizens to protect and enhance Lexington's historic resources.	Engage citizens in efforts to create a greener, more sustainable city.	Leverage the business community to strengthen economic development and growth.	Encourage and support citizen-led arts and culture events and initiatives.	Engage Lexington residents and property owners to create a more robust local housing market.	Encourage participation in land use plans, policies, and decisions.	Use citizen input to guide decisions regarding community transportation network improvements and opportunities.	Commit to engaging community members in substantive policy- and decision-making to provide the highest possible level of service provision.	Use innovative techniques, tools, and platforms to engage citizens in decision making processes.
	Provide the appropriate planning information, regulation, and coordination for historic preservation and tourism.	Support partnerships that improve green infrastructure and protect natural resources.	Partner with adjacent communities, community organizations, and educational institutions to achieve the shared economic success of the region.	Provide resources and support for arts and culture in the greater Lexington region.	Leverage community resources to support diverse, safe, and affordable housing.	Work with local and regional organizations, institutions, and groups to further Lexington's land use and development goals.	Coordinate with local and regional agencies and organizations to implement improvements to Lexington's transportation network.	Maximize service delivery through effective management and partnerships.	Advance Lexington's community planning goals through internal coordination and external partnerships.

Historic Resources

Continue to improve the quality of life for all Lexington residents, by protecting historic character, bolstering cultural and recreational opportunities, and promoting tourism to the region.



Historic Resources













▷ Introduction

Lexington is an enduring city, rich in history and architectural character that serves as a backdrop to modern life. Lexington's well-preserved historic downtown is a point of pride for residents, an attraction for visitors, and an economic engine that helps propel the community forward.

Lexington's historic resources and cultural strength support the community's rich quality of life, and as such, the preservation of historic resources is vitally important to the community. Cultural and historic resources include many elements: buildings and structures, scenic roads and rural landscapes; institutions; urban streetscapes; neighborhoods; and other character defining landmarks. In addition to protecting Lexington's historic fabric and cultural identity, the preservation of these resources is integral to maintaining long-term community sustainability and is tied to success in reducing environmental impacts, promoting economic resiliency, providing affordable housing, and offering safer and more efficient transportation networks. Efforts to promote historic preservation support 21st century initiatives and the planning goals present in the rest of the Plan.

Lexington carefully attends to historic preservation while moving toward the future. In Lexington, the preservation of history is not an accident. It is an active pursuit that is planned for, executed daily, and balanced against change and growth. This chapter offers guidance to sustain and promote the identity of Lexington as a historic community. This is not without challenges. Lexington has a complicated and difficult history in terms of racial injustice, and it is, therefore, incumbent upon us to promote the most accurate and inclusive history possible. This chapter includes recommendations to expand our preservation efforts (the places we protect, the stories we tell, the people we engage); enhance planning, regulatory, and incentive tools; improve coordination among all stakeholders who impact preservation in Lexington; and demonstrates how historic preservation contributes to the success of all of Lexington's planning efforts, including addressing the continuing effects of inequities in our past policy and planning decisions. The City's historic preservation efforts of today allow Lexington to use its past to learn and to grow so that we can create a more vibrant and sustainable tomorrow.

Historic Resources

▷ Planning Context

History

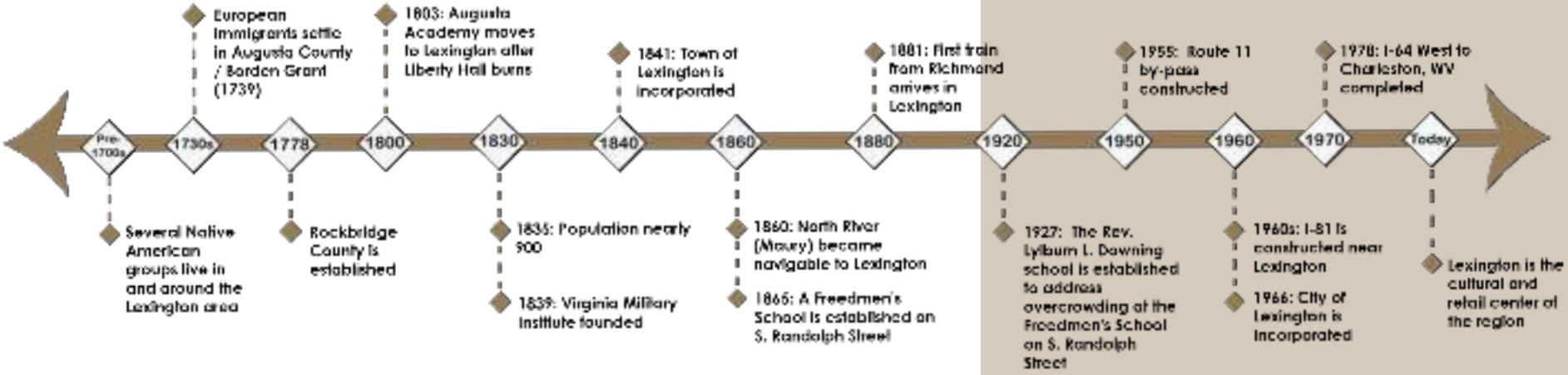
Lexington is located at the gateway to Virginia's Shenandoah Valley, which takes its name from its Native American past: Shenandoah — Clear-Eyed Daughter of the Stars. Archeological evidence suggests that Native Americans were present in the area 11,000 years ago. Migratory tribes, including the Monacan, Saponi, and Tutelo, traveled and hunted in the region through the ensuing centuries. When European immigrants began settling in the Valley in the mid-1700s, the dominant tribes were the Iroquois Confederacy and the Shawnee.

In the 1730's, Scots-Irish, English, and German immigrants moved south from Pennsylvania through the Valley and into what would become Rockbridge County. By the late 1700s, colonial land patents and sometimes deadly frontier conflict would drive most all native communities out of this part of the Valley. The expansion of the African and domestic trade of enslaved people through the 18th and 19th centuries would advance the area's agricultural, industrial, commercial, and educational growth; the 1860 Lexington census shows that 1/3 of its 2,150 residents were of African descent (29% of them enslaved, with yet more hired from Rockbridge and nearby counties).

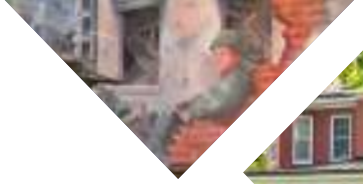
▷ Community Engagement

A recurring theme in this Plan's community input activities was the importance of preserving Lexington's historic building fabric. Lexington's scenic and historic character was identified as a top asset that community members value. The community recognizes the need to protect the City's distinctive historic character while balancing growth and the changing needs of a 21st century community. These themes guided the development of this chapter and informed efforts to identify strategies for Lexington's historic resources.





Historic Resources







▷ Planning Context

After the Civil War and emancipation, many formerly enslaved people continued to live and work in the Lexington area. In the early 20th Century, Lexington had a vibrant and economically successful African American community. Businesses located along North Main not only served the nearby neighborhoods of Green Hill and Diamond Hill, but also provided goods and services to VMI. These communities began to diminish in the 1960s as young people moved away. This decline was exacerbated when African American public school teachers left Lexington in the wake of school desegregation for teaching jobs elsewhere. The physical reminders of this community are still present along the streets of the Green and Diamond Hill neighborhoods and in landmarks such as the Wilson-Walker House.

Lexington's history and growth is uniquely tied to its institutions of higher learning – Washington and Lee University and Virginia Military Institute (VMI). From the early days of European immigrants settling in the area, the predecessors of Washington and Lee University, the Valley of Virginia boys' academies, served as a center of education for the region. VMI, established in 1839, boasts the title of the nation's first state-sponsored military college. Both institutions continue to thrive today and represent a defining element of the physical, economic, and social character of the community.

Lexington has also been shaped by infrastructure. Lexington was established in the center of Rockbridge county at the intersection of the Great Wagon Road and the North River at Gilbert Campbell's Ford. The Great Wagon Road functioned as the primary thoroughfare for trade and continues today as U.S. Route 11. By the 1860s, canals linking Lexington to Richmond created a thriving commercial center along the waterfront at East Lexington and Jordan's Point. The railroad arrived in the 1880s and was later abandoned in 1942. In the early 1960s, I-81 replaced Route 11 as the major north-south artery connecting urban areas in the Valley. Construction of I-64 in 1978 completed the major north-south and east-west highway networks that define Lexington today.

Lexington today serves as a retail and cultural center of Rockbridge County, as well as the home of local government and courts. In recent years, the addition of major shopping centers to the north and east of the city has changed the character of retail business in the Central Business District. But thanks to imaginative programs by Historic Lexington Foundation, Lexington Downtown Development Association (now Main Street Lexington) and others, Lexington's downtown has not only survived but continues to serve as a focal point for the tourist trade and the area's economy.

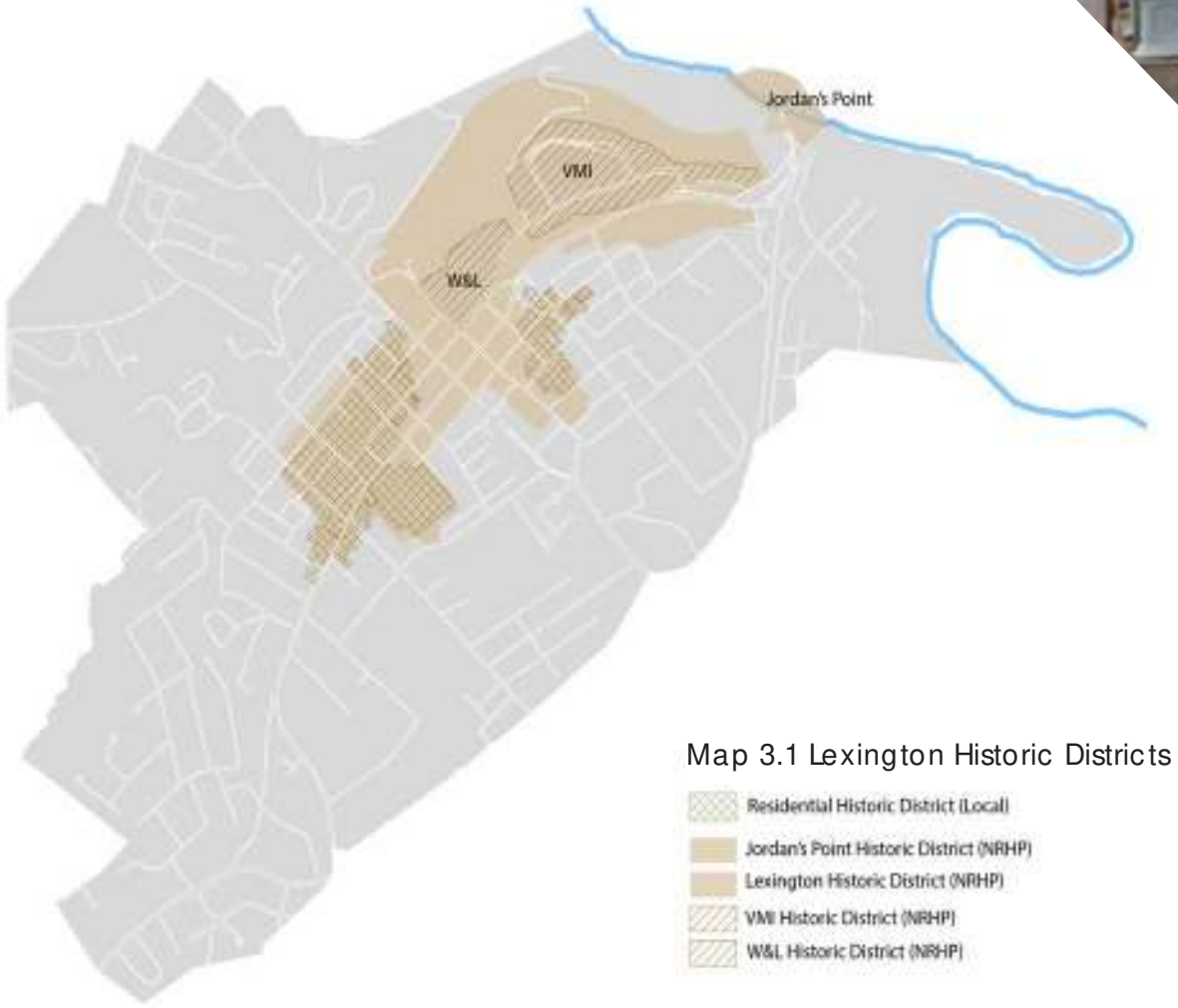
Historic Resources



Historic Preservation

The City of Lexington is well known for its architecture and record of historic preservation. The work of preserving Lexington's historic fabric has been ongoing for decades, including the physical rebuilding of damaged structures, the designation of historic places, and the promotion of the City's historic assets. In recent years, the City has updated its historic district nomination so that more properties will be eligible for historic preservation tax credits. In addition, the City achieved Certified Local Government status and developed design guidelines to ensure that new improvements in the historic district are compatible with the architectural character and contribute to the economic vitality of the City. Lexington's existing historic resources are shown in Map 3.1. Additional detail is provided in Appendix A.

Buildings which can be seen while walking through the downtown area or driving through the residential neighborhoods bear evidence of the community's dedication to preserving its architectural history. However, like many Virginia communities, these historic preservation efforts were exclusionary and often prioritized the preservation of sites that honored a racially divisive version of our public story. While more modern preservation efforts aim to provide a more inclusionary version of our shared past — the Historic Lexington Foundation is working to document and protect slave dwellings and historic African American schools and offers self-guided tours of the Green Hill and Diamond Hill neighborhoods — there is still much work to do. Recent community conversations are grappling with these issues, and this Plan acknowledges the need to address them by committing to telling a broader story of our community and reframing historic preservation as a means to improve the quality of life for all of Lexington's residents.

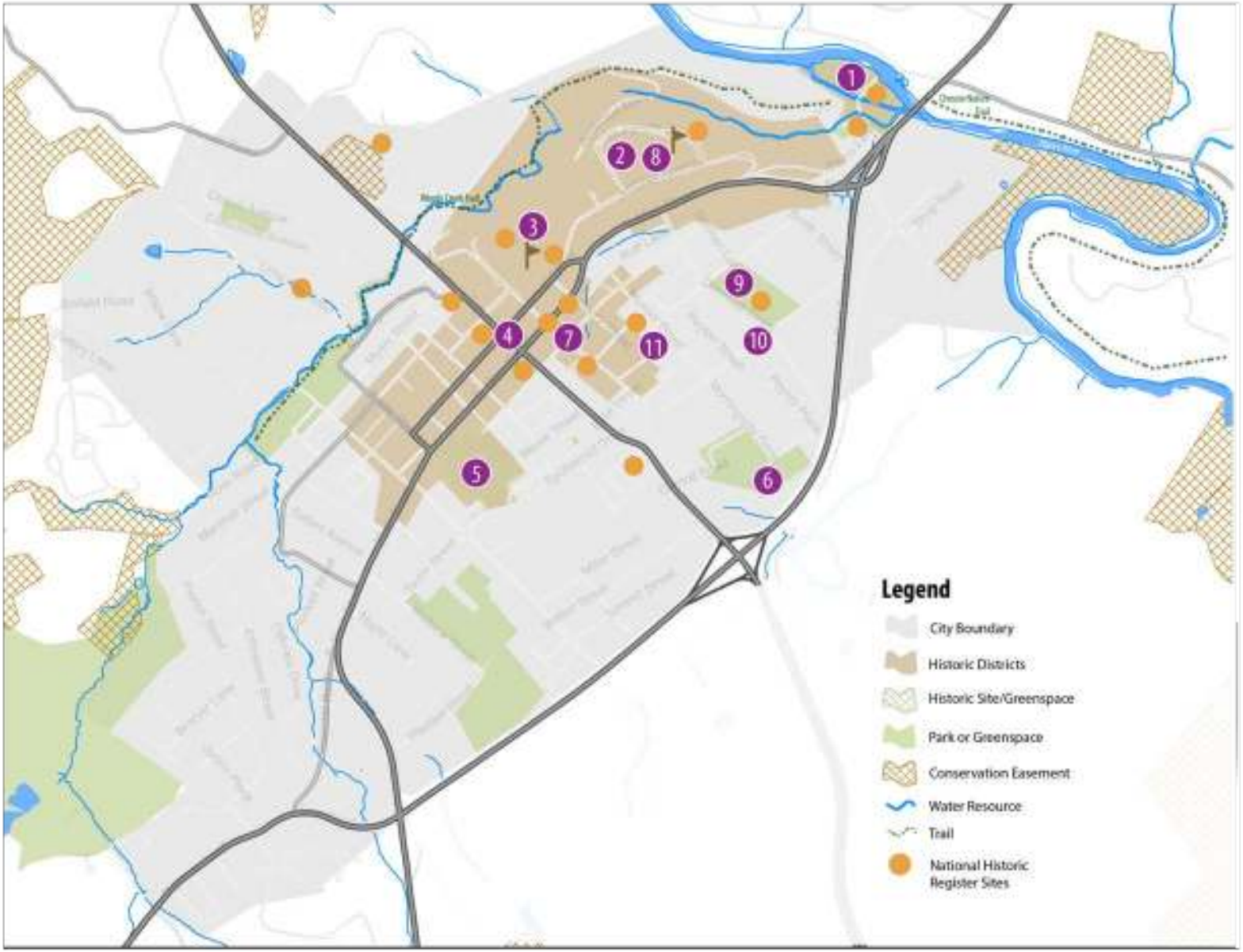


Map 3.1 Lexington Historic Districts

Historic Resources

Map 3.2
Existing Historic Resources

1. Jordan's Point/Miller's House Museum
2. Virginia Military Institute
3. Washington & Lee University
4. Historic Downtown Lexington
5. Oak Grove Cemetery
6. Evergreen Cemetery
7. Rockbridge Historical Society, Stonewall Jackson House, Visitor Center of Lexington
8. Marshall Foundation Museum and Library
9. Lylburn Downing Community Center
10. Diamond Hill Neighborhood
11. Green Hill Neighborhood



Historic Resources



▷ Planning Context

Historic Preservation and Sustainable Community Planning

When it comes to historic buildings and historic preservation, the case is clear — preservation promotes green development, bolsters economy through tourism, offers affordable housing options, reuses existing infrastructure and lessens the strain of providing community services, creates social connection, and improves quality of life.

In 2014, the National Trust for Historic Preservation completed an analysis, "Older, Smaller, Better: Measuring how the character of buildings and blocks influences urban vitality." The study demonstrates the unique and valuable role that older buildings play in the development of sustainable cities. Based upon statistical analysis of the built fabric of three major American cities, this research finds that established neighborhoods with a mix of older buildings perform better than districts with larger, newer structures when tested against a range of economic, social, and environmental outcome measures.

Historic preservation is the necessary first step to capitalize on the City's historic tourism potential – protecting assets that draw people to Lexington and fostering the creation of new amenities. Older, often smaller, buildings provide flexible, affordable space for entrepreneurs launching new businesses and serve as attractive settings for new restaurants and locally owned shops.

The rehabilitation of existing housing units and adaptive use of other building types for housing expands housing choices by providing residents with options that possess deeper cultural meaning and unique design qualities. The smaller size of many historic dwellings contributes to the City's stock of market rate affordable housing and workforce housing. Furthermore, each dollar spent on rehabilitation creates more local jobs than new construction, and more of that dollar stays in the local economy, circulating multiple times. To ensure the rehabilitation of historic resources, the City encourages the Historic Lexington Foundation and local lending institutions to continue funding and sponsoring a rehabilitation loan pool for downtown buildings.

Historic development patterns integrated land use and circulation in a compact street grid serving multiple modes of transportation. Reinvestment in historic districts and communities also promotes reuse of existing infrastructure and supports areas that generally are walkable and have good transit access options. For instance, Lexington's older residential neighborhoods and downtown receive Walk Scores of 78-81 whereas newer neighborhoods receive Walk Scores as low as 11. Preservation maintains these human-scale patterns of development, contributing to a more interconnected land use and transportation network where residents have choice in how they move throughout the city. Encouraging walkability, bikeability, and transit use results in reduced energy consumption by individuals and more efficient provision of community services by municipalities.

Carl Elefante, AIA, LEED AP coined the phrase, "The greenest building is one that is already built." In addition to using green building technology in new construction, sustainable development also embraces the preservation of existing buildings and structures. Reusing existing buildings saves landfill space and the energy expended in recycling materials from demolition. Furthermore, many of Lexington's historic neighborhoods have mature tree canopies that help with carbon sequestration, creating cleaner, healthier air for Lexington Residents.

These benefits of historic resources surpass the traditional definition of historic preservation and set the stage for the weaving of historic preservation principles into Lexington's broader planning activities. The preservation of Lexington's historic fabric has far reaching and meaningful planning implications, creating a more vibrant and sustainable city.

Historic Resources



▷ Partnerships and Initiatives

The success of historic preservation initiatives in Lexington is largely the result of active community organizations, including the Rockbridge Historical Society, Preservation Virginia, the Historic Lexington Foundation, and Main Street Lexington. Additional information on these organizations and their efforts can be found in Appendix A.

State and National Historic Registers

The National Register of Historic Places, administered by the U.S. Department of the Interior, designates properties of historic **significance. The Virginia Landmarks Register, administered by the Virginia Department of** Historic Resources, is a similar list of buildings, sites, structures, and historic districts that **reflect Virginia's historical, architectural, and archaeological significance. Both** designations are largely symbolic in that they do not regulate the use or change of listed buildings. These recognitions do **however hold significance as a special honor** and may provide tax incentives to eligible rehabilitations.

There are four nationally registered historic **districts within the City: the Virginia Military** Institute Historic District, the Washington and Lee University Historic District, Jordan's Point Historic District, and the Lexington Historic District. Additionally, the City has several properties that are individually listed on **the Virginia Landmarks Register and/or the** National Register of Historic Places.

Architectural Review Board

The Architectural Review Board (ARB) is an appointed body responsible for reviewing all **proposals for exterior modifications to buildings** and signs within the Historic Downtown Preservation District. The ARB's activities include applications for construction of new buildings or additions, demolition, signs, exterior renovations, and elements such as fences, walks, and **retaining walls. Approved modifications are granted a Certificate of Appropriateness (COA)** allowing work to proceed. The ARB also reviews **COA applications in the Residential Historic** Neighborhood Conservation District, but on a much more limited basis, where only demolition and new building construction are subject to ARB review.

In addition to efforts to create new design guidelines, the City has recently provided further training to the ARB, updated the board's by-laws, and updated historic property surveys to bring greater organization and clarity to future historic preservation efforts and projects.

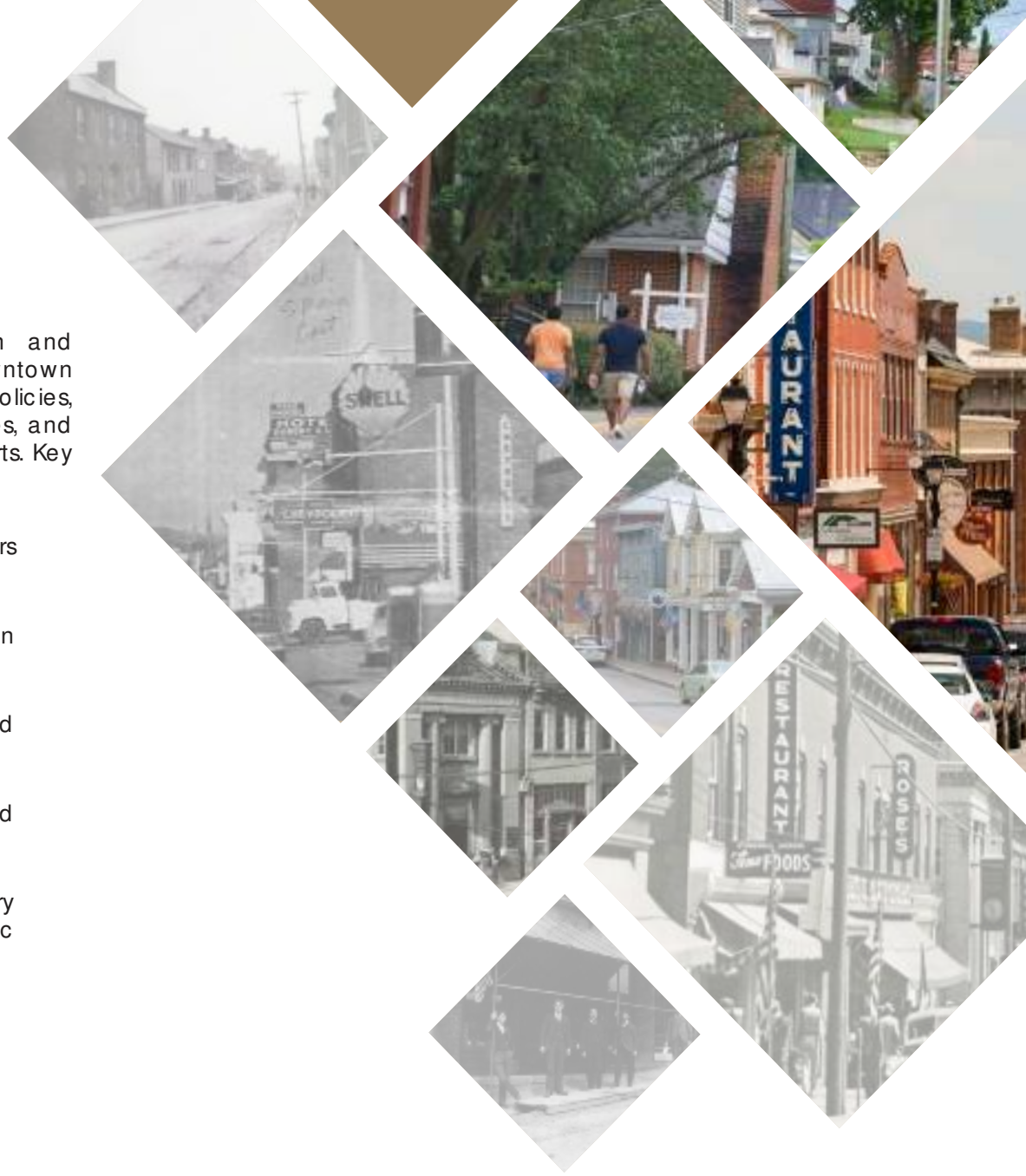
Historic Downtown Preservation District

In 1971, the City established the Historic Downtown Preservation District. A feature of the City's zoning ordinance, the district places additional requirements on signs and buildings within the historic downtown. This district is administered by both City staff and the ARB. Recently, the City has enhanced its commitment to historic **preservation by becoming a Certified Local** Government and creating comprehensive historic district design guidelines to inform preservation decisions.

Residential Historic Neighborhood Conservation Districts

In 2006, Lexington established two Residential Historic **Neighborhood Conservation Districts. One small** district is located east of the downtown and centered near Randolph and Massie Streets, while a second district covers a much larger area west and south of the downtown. Creation of these districts was the result of coordinated efforts involving the City Planning Commission, Historic Lexington Foundation, the Rockbridge Historical Society, and other local citizens committed to local historic preservation.

Historic Resources



▷ Needs Assessment

The City's long-standing attention to historic preservation and planning is apparent in the quality of Lexington's historic downtown and neighborhoods, as well as in the numerous programs, policies, and partnerships that are already in place. The goal, objectives, and strategies in this chapter continue and expand upon these efforts. Key needs include:

- Continued engagement of citizens and community partners in historic preservation efforts.
- Continued attention to researching and promoting an inclusive history of Lexington.
- Continued focus on context-sensitive development and preservation of historic structures.
- Continued use of resources to promote tourism and expand the local economy.
- Leveraging historic resources to promote complementary community goals, such as affordable housing, economic development, and sustainability.

Historic Resources

▷ Goal, Objectives, & Strategies

Historic Resources			
Goal: Continue to improve the quality of life for all Lexington residents by protecting its historic character, bolstering cultural and recreational opportunities, and promoting tourism to the region.			
Values	Objectives	Strategies	
	Promote historic preservation as a means to enhance the quality of life for all of Lexington's residents.	HR 1.1	Work with and support local organizations and institutions to promote the fullest understanding of the entirety of Lexington's history.
		HR 1.2	Coordinate with other City programs, such as affordable housing initiatives, to encourage preservation and support 'aging in place' by providing rehabilitation resources for owners of historic properties.
		HR 1.3	Create thematic walking trails and use green infrastructure linkages to connect historic resources.
	Continue to promote history, historic preservation, and tourism as key elements for a strong, resilient local economy.	HR 2.1	Encourage rehabilitation and adaptive reuse of historic downtown properties as a means of increasing downtown population and economic vibrancy.
	Build on Lexington's history and distinctive identity to create a more vibrant 21st century community.	HR 3.1	Ensure that new development within historic districts and conservation areas is sensitive to the historic character and context of those areas and preserves any archeological artifacts found during the construction process.
		HR 3.2	Encourage and support local preservation, rehabilitation, and beautification efforts and the use of green building design as complementary to the values of historic preservation.
		HR 3.3	Continue to invest in public infrastructure improvements to further enhance the historic character of the City.
	Empower citizens to protect and enhance Lexington's historic resources.	HR 4.1	Educate owners of historic properties on appropriate maintenance procedures and requirements and promote Lexington's historic district guidelines as an asset to property owners planning renovation, rehabilitation, new construction, or other substantive changes to historic properties.
		HR 4.2	Provide property owners with information on historic rehabilitations, financial incentives, and context sensitive design.
		HR 4.3	Continue to work with, support, and promote incentives for private-sector investment and use of historic properties.
		HR 4.4	Welcome citizen-initiated requests to rename streets linked to the confederacy and enslavement of people.
	Provide the appropriate planning information, regulation, and coordination for historic preservation and tourism.	HR 5.1	Continue to work with organizations, such as Main Street Lexington, Lexington & the Rockbridge Area Tourism Development, and Rockbridge Historical Society to promote history and tourism in the City.
		HR 5.2	Encourage the maintenance of the City's Certified Local Government status with the Virginia Department of Historic Resources by reviewing and managing the City's historic preservation programs.
		HR 5.3	Ensure the City's historic preservation activities are consistent with Virginia's Comprehensive Historic Preservation Plan.



Green Infrastructure & Natural Resources

Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.

Green Infrastructure & Natural Resources









▷ Introduction

Nestled in the Valley of Virginia and bordered by the Maury River, life in Lexington is defined by the natural environment and natural resources. The rolling terrain and natural features, including waterways and soils, have shaped development patterns and contribute to the City's unique character and form.

Within the downtown, pleasant streets give way to views of the surrounding mountains, inviting residents to appreciate nature, explore the outdoors, and lead healthy, active lifestyles. Throughout the City, parks offer opportunities to relax, play, and picnic with neighbors, while ecological corridors connect residents with rivers and wildlife. Beyond its borders, Lexington serves as a gateway to the scenic beauty, outdoor adventure, and natural wonders of the Valley of Virginia, attracting visitors and further spurring the local economy.



This chapter recognizes and builds on Lexington's long-standing connection to the environment and natural resources. For the first time, the "natural resources" chapter is being revised to include "green infrastructure" in order to track and manage natural resources with the same scrutiny as more traditional infrastructure.

Green infrastructure includes natural and nature-based systems and corridors that sustain clean air, water, wildlife, and biodiversity while enriching the quality of life for communities and their residents. At the regional scale, green infrastructure includes planned and unplanned networks of natural areas and open spaces, including parks, nature reserves, river corridors, trails, forests, and wetlands. At the local scale, green infrastructure can be parks and open space associated with schools, universities, major institutions, and cemeteries as well as rain gardens, bioswales, green walls and roofs, and tree canopy.

The goal and strategies in this chapter focus on plans, policies, and programs that support environmental stewardship, eco-friendly development, and equitable access to green infrastructure. Recognizing that environmental impacts extend beyond jurisdictional boundaries, extensive cooperation and coordination is encouraged to ensure that Lexington continues its longstanding connection to the environment.

Green Infrastructure & Natural Resources

▷ Community Engagement

Community engagement efforts for this Comprehensive Plan highlighted the importance of the natural environment and green infrastructure to the people of Lexington. Natural beauty was identified as a top characteristic that community members value, second only to the City's small-town character. Conservation/open space was identified as Lexington's number one land use challenge, and pedestrian and bike infrastructure and parks ranked among the top priorities for the community. These themes guided the development of this chapter and informed the work group's efforts to identify strategies for green infrastructure.

"Green Time"

The working group adopted the phrase "green time" as a way of promoting physical activity and making Lexington a more attractive City to work, study, and live by connecting the population to the natural world and each other. Green time is contingent upon green infrastructure for destinations and corridors for play and exercise, reducing stress and improving mood, encouraging social interaction and community building, and fostering appreciation of nature.



Green Infrastructure Working Group

As part of the Comprehensive Plan update, a green infrastructure working group was tasked with examining the existing conditions of green infrastructure in the Lexington community, as well as providing recommendations for improvement **to be considered by the Commission. The working group identified a key challenge for this chapter: how can we align** City planning with ecological principles that promote human well-being and respect the value of ecosystems as a cornerstone of sustainable development in Lexington?

- What local and state laws might need to be reviewed to realize certain objectives?
- How can green infrastructure assets be improved or created to serve people of all ages and cultural backgrounds?
- What actions can be taken by the City to improve green infrastructure in the immediate future as well as long term?
- How can the focus on green infrastructure serve the economic goal of attracting visitors to the area while ensuring that residents feel included and involved in the process?
- How can Lexington best cooperate with other local governments, educational institutes, and non-governmental organizations to achieve the desired goal of the chapter?

Green Infrastructure & Natural Resources



▷ Planning Context

Natural Resources

The City's location, terrain, and natural features present both assets and constraints that contribute to the quality and character of Lexington's built environment.

Topography

Lexington covers 2.5 square miles in the rolling hills of the Valley of Virginia. While most of the City's terrain is moderately sloping, there are a few areas in Lexington with steep slopes. Steep slopes are especially susceptible to erosion, which creates natural constraints on development. Engineering and construction requirements for sound, safe structures on these slopes further inhibits their development.

Soils

Soil type influences such processes as drainage, erodibility, fertility, and building foundation strength. Valley carbonate soils dominate the Lexington area and are rated as moderate regarding significant building restrictions based on features such as low strength, high shrink-swell potential for heavy clay soils, severe slope and shallow depth to rock. Karst formations are also found throughout the region, making the Lexington/Rockbridge area vulnerable to sinkholes and ground water contamination. To address these issues, the City Building Official may require soil tests be conducted, and may require footers be designed by a licensed professional if there is any concern about the bearing capacity of the soils at a building site.

Air and Emissions

Air quality is a significant factor in determining quality of life. In the Valley of Virginia, which includes Rockbridge County and Lexington, two factors — weak winds and thermal inversions — can combine to create stagnant air conditions. These stagnant air periods generally last four or five days before being cleared out by a storm system. Stagnant air causes the build-up of air pollution and can cause major health problems. Reducing fossil fuel consumption and emissions can help improve air quality and also reduce environmental impacts associated with climate change.

Climate Change

As global temperatures continue to change, it becomes imperative for localities and individuals to prepare for potential impacts. Among the numerous health and environmental concerns associated with climate change, increased rainfall and flooding is of particular concern for Lexington's aging storm and sewer infrastructure. Correlation between carbon emissions and climate change is conclusive, and Lexington should take measures to reduce its carbon footprint by partnering with community groups on public education campaigns, increasing its reliance on clean and renewable energy, promoting public and alternate forms of transportation, planting trees, and supporting waste reduction, recycling, and composting, among other strategies. These efforts can also help create a safer and more secure future, increasing community resilience and decreasing dependence on non-renewable resources. Development of a regional climate and energy plan is recommended.

Urban Tree Canopy

Lexington has made an extensive effort in the last 20 years to increase the number of trees throughout the community. First adopted in 2000, the City's tree ordinance mandated the creation of a City Tree Board and the hiring of a City Arborist. The City's 2009 urban tree canopy report measured between 44-47% coverage, an above-average level compared to other participating localities. Tree canopy coverage is generally highest in single-family residential areas, and lowest in commercial and multifamily areas.

Increasing Lexington's tree canopy offers many benefits, including improving air quality, absorbing stormwater runoff, preventing soil erosion, mitigating urban heat islands therefore reducing energy demand, providing wildlife habitat, and creating a more attractive community. Efforts to increase tree canopy in underserved areas should be paired with the policies that promote the use of native vegetation to ensure healthy growth, limit invasive species, and support pollinators.

Green Infrastructure & Natural Resources



▷ Planning Context

Open Space and Conservation

The land use policy and development decisions in Lexington extend beyond the City's borders. As the geographic and economic heart of Rockbridge County, compact, urban development and infill in Lexington helps to conserve the natural beauty and bucolic farmland that define the greater region. According to the Valley Conservation Council (VCC), some 38% of Rockbridge County is under conservation, a much higher percentage than for the other ten counties that are members of the VCC. Rockbridge County also recognizes this with zoning that directs new growth to areas around Lexington. Along with initiatives to support compatible infill development, the City should ensure that development protects and restores environmentally sensitive areas, enhances access to natural open space, and encourages non-vehicular connectivity between neighborhoods.

Stormwater

Stormwater runoff is a major cause of localized flooding and water quality degradation in Lexington. As rain falls onto pavement and buildings, water cannot be absorbed as it would naturally by the ground. The engineered system of drains, gutters, and storm sewers collects and quickly transports water to Woods Creek and other local waterways, eroding stream banks and carrying sediment, fertilizer, and pet waste that degrade water quality. The steady annual increase in rainstorm intensity associated with climate change creates additional stormwater runoff to manage and exacerbates existing inflow and infiltration into the City's aging sewer lines. This impacts the capacity of the sewer system and could possibly constrain future development if not addressed, as discussed further in the Community Facilities and Infrastructure chapter. (See Community Facilities Strategy 2.3).

Stormwater best management practices (BMPs) offer an array of technical solutions to address stormwater management and water quality issues. Examples include removing pavement and limiting impervious surfaces, streambank restoration, riparian buffer restoration, bioswales, rain gardens, rain barrels, and green roofs. Several BMPs have been implemented in Lexington (See Map 4.1), many as part of the Woods Creek restoration efforts. Continued implementation of BMP design solutions should be paired with other regulatory mechanisms, such as robust landscaping requirements, to help improve local water quality and contribute to regional watershed goals.

Water Resources

The creeks and rivers in and around Lexington are wonderful natural assets that provide ecosystem, habitat, and recreation benefits. Lexington is located within the McCorkle watershed and the Woods Creek watershed. Both are a part of the larger Maury River watershed, which flows into the James River and ultimately to the Chesapeake Bay. The Maury River is also the source of Lexington's water supply.

Woods Creek has been the focus of restoration efforts since 2002, and several studies have been conducted to document sources of pollution and identify opportunities for improvement. Recent studies show that Woods Creek is impaired due to high levels of e. coli. The 2019 water quality improvement plan sets out a staged implementation plan to address sources of bacteria through a combination of agricultural and urban/residential best management practices. Lexington should support implementation of the water quality improvement plan and promote the use of rain gardens, riparian buffers, and pet waste reduction efforts identified in the plan.

Green Infrastructure & Natural Resources







▷ Planning Context

Green Infrastructure Assets

The City's green infrastructure can be classified as sites, linkages between sites, and waterways. Sites include parks, nature reserves, forests, community gardens, cemeteries, rain gardens, and green walls and roofs. Linkages serve as the connection between sites and may include natural corridors that serve as wildlife habitat or green streets that incorporate vegetation or stormwater BMPs. Waterways include streams, rivers, and wetlands. When publicly accessible, these "green time" assets also provide safe and pleasant opportunities for residents to enjoy the natural environment.

Existing green infrastructure assets are shown in Map 4.1. Within the City, there are 17 green infrastructure sites, three trails, and five waterways. Residents also have access to many regional sites, including 500+ City-owned acres at the Brushy Hills preserve. While not within walking distance for most citizens, the trails and expansiveness of this tract offer unique "green time" for those who explore it. Within the timeline of this Comprehensive Plan, Brushy Hills can become a walking or perhaps biking destination for Lexington residents.

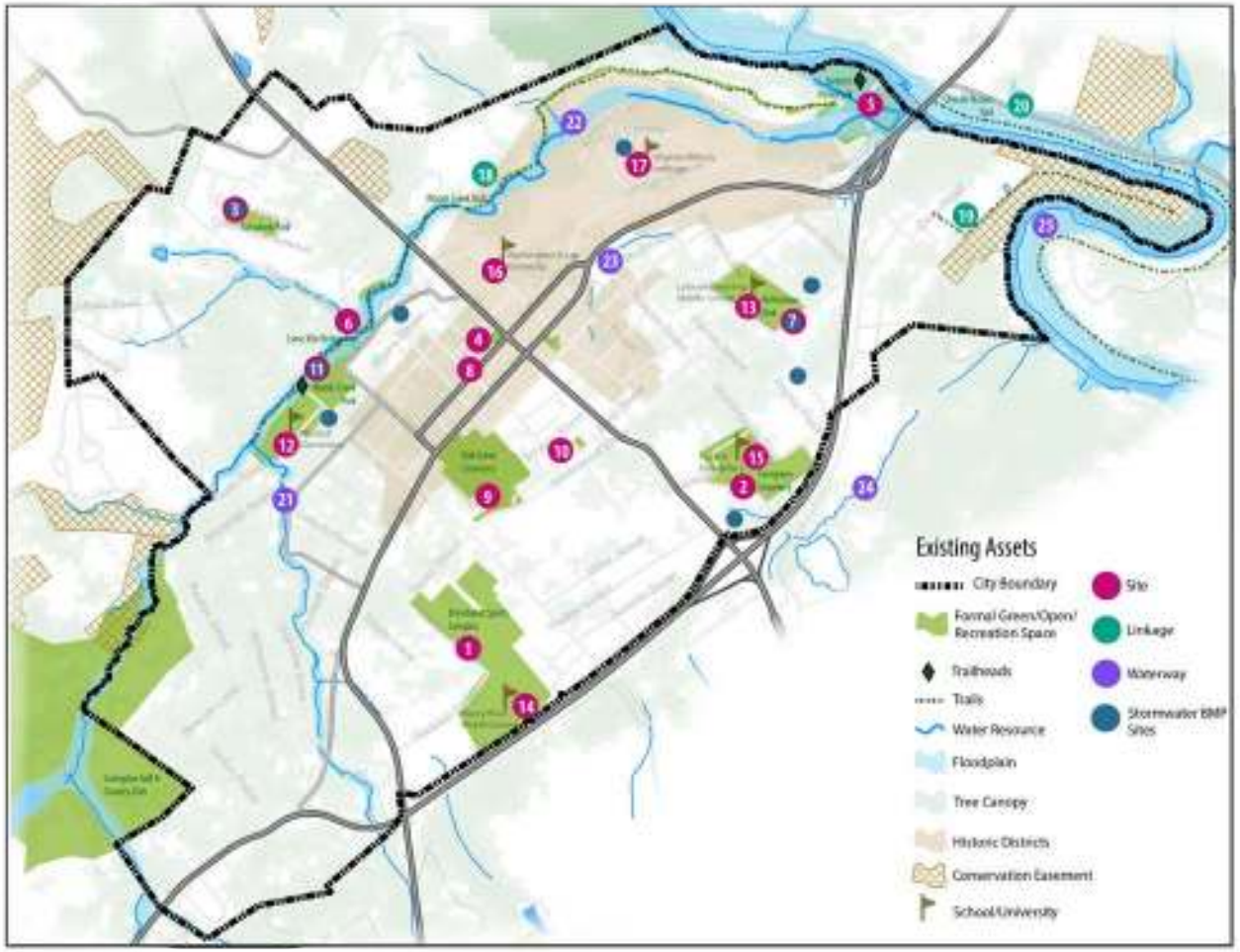
Green Infrastructure & Natural Resources

Map 4.1 Existing Assets Map

The City's existing green infrastructure can be classified as Sites, Linkages, and Waterways. Sites include parks, nature reserves, forests, community gardens, cemeteries, rain gardens, and green walls and roofs. Linkages serve as the connection between sites and may include natural corridors that serve as wildlife habitat or green streets that incorporate vegetation or stormwater BMPs. Waterways include streams, rivers and wetlands. When publicly accessible, these "green time" assets also provide safe and pleasant opportunities for residents to enjoy the natural environment.

Local Sites, Linkages & Waterways

1. Brewbaker Field Sports Complex
2. Evergreen Cemetery
3. Fairwinds Park / Morgan Park
4. Hopkins Green
5. Jordan's Point Park
6. Lime Kiln Bridge Park
7. McHenry Richardson Park
8. Ravenhorst-Loyall Park*
9. Oak Grove Cemetery
10. Taylor Street Park
11. Woods Creek Park
12. Wedgell Elementary School Park
13. Lylburn Downing Middle School Fields
14. Maury River Middle School
15. Central Elementary School
16. VWIL Campus & Woods*
17. VMI Post & Woods*
18. Woods Creek Trail
19. Uncas Trail
20. Chessie Nature Trail
21. Sarah's Run
22. Woods Creek
23. Town Branch
24. McCorkle Creek
25. Maury River



Regional Sites & Linkages

Boxley Hill Preserve**
Moore's Creek Dam***
Boxerwood Nature Center & Woodland Garden
Glen Maury Park (Buena Vista)
Lexington Golf & Country Club*
Vista Links Golf Course*
River Walk (Buena Vista)

*Private Site
**Boxley Hill Preserve is a 562-acre natural area tract owned by the City of Lexington featuring a 14-mile trail system.
***The Moore's Creek Dam site is difficult to reach and not limited access to the public for passive recreation and for fishing.

Green Infrastructure & Natural Resources

▷ Partnerships & Initiatives

Protecting, preserving, and promoting green infrastructure requires collaborations among public and private landowners and the creation of partnerships for long-term success. These include City departments and boards, businesses such as hospitals and golf courses, non-governmental organizations and citizen groups, and private citizens as well as neighboring localities, the Central Shenandoah Planning District Commission, and higher education institutions.



Boxerwood Nature Center and Woodland Garden

Boxerwood Nature Center and Woodland Garden is a 15-acre woodland garden operated by Boxerwood Education Association, a 501(c)3 **nonprofit. Open to the public, Boxerwood Nature** Center features a collection of unique and unusual international trees and shrubs as well as beautiful native plant areas. Many programs are provided by Boxerwood, including summer camps, teacher development programs, and several programs for students in local schools. A full list of their programming can be found on the Boxerwood website.

Cemetery Advisory Board

The Cemetery Advisory Board advises and recommends to City Council the policies of cemetery operation, costs of interment, lots, equipment, and all other things necessary in maintaining a cemetery. The board also makes recommendations concerning expansion and landscaping.

Tree Board

The Lexington Tree Board was created in 2000 by the **city's Tree Ordinance. The board advises City Council,** the Planning Department, and the city arborist. The **Tree Board's duties include reviewing notifications for** activities that affect trees within the Central Business District, conducting community outreach and education programs, assisting with the development, revision, and evaluation of the Comprehensive Tree Management Plan, seeking funding from state, federal, and other granting agencies, and evaluating yearly progress made toward the goals of the city's Tree **Ordinance.**

Central Shenandoah Planning District

As part of the Central Shenandoah Planning District Commission (CSPDC), the City has access to Virginia's Chesapeake Bay Watershed Implementation Plan resources and tools. More information on this effort is available at CSPDC's website.

Natural Bridge Soil & Water Conservation District

The Natural Bridge Soil & Water Conservation District (SWCD) is one of 47 soil and water conservation districts in Virginia. The Natural Bridge Soil & Water Conservation District works to give citizens the structure and the capability to solve conservation problems at a local grassroots level through the Urban Virginia Conservation Assistance Program. Soil & Water Conservation Districts are governmental entities that manage conservation programs and are involved in the implementation of the Virginia Agricultural BMP Cost-Share Program and other environmental programs.

Rockbridge Bird Club

The Rockbridge Bird Club was founded to encourage the enjoyment, knowledge, and conservation of birds in the Rockbridge area.

Green Infrastructure & Natural Resources

▷ Partnerships & Initiatives

Rockbridge Area Conservation Council

Headquartered in Lexington, Rockbridge Area Conservation Council's (RACC) mission is to promote the wise stewardship and sustainable use of natural and cultural resources through education, advocacy, and action in order to protect and enhance the quality of life for present and future inhabitants of Rockbridge. RACC promotes, facilitates, advocates, and encourages land use practices that conserve the local watersheds, air quality, wildlife habitats, and scenic forested and agricultural landscapes. The organization was integral in establishing the Chessie Nature Trail among other achievements.

Virginia Cooperative Extension

Virginia Cooperative Extension is an educational outreach program of Virginia Tech and Virginia State University with a focus on natural resources, agriculture, and community and leadership.

Native Plant Society & Master Gardeners Chapters

Lexington is served by the Upper James River Chapter of the Native Plant Society. The Society **is a nonprofit organization that seeks to further** the appreciation and conservation of Virginia's native plants and habitats. The Rockbridge Area Master Gardeners Association is an adjunct to the local Cooperative Extension and provides educational outreach on horticultural topics.

Lexington also has a strong framework of existing initiatives in place to support green infrastructure **strategies identified in this plan, including:**

Chesapeake Bay Watershed Implementation Plan

As part of the CSPDC, the City has access to the Chesapeake Bay Watershed Implementation Plan resources and tools. The plan calls for the installation of green infrastructure practices to improve local and regional water quality.

Downtown Enhancement Plan

The Downtown Enhancement Plan **identifies** opportunities to improve downtown Lexington, including pedestrian/bicycle connectivity, ADA accessibility, public art installations, streetscaping, undergrounding utilities, and other aesthetic upgrades. Since acceptance by City Council in 2013, approximately 30 changes contained within the plan have been approved by City Council. Approximately $25,000 is budgeted annually to implement the plan.

Tree City, USA

Since 2000, the City has been recognized annually by the National Arbor Day Foundation. Tree City, USA offers grants and resources to assist localities and citizens in greening their communities.

Healthy Eating Active Live "HEAL" City

In 2019, the City passed a resolution to become a HEAL Cities and Towns Campaign member. The **campaign supports elected officials to adopt** Healthy Eating and Active Living (HEAL) policies. As a HEAL member, the City will receive technical assistance to help people make healthy food choices and be physically active. The City resolved that the "personnel responsible for the design and construction of parks, neighborhoods, streets, and business areas should make every effort to promote bikeability and walkability…". This plan adopts these concepts along with providing natural buffers and spaces for green time.

Woods Creek Total Maximum Daily Load (TMDL) Water Quality Improvement Plan

Updated in 2019, the plan's goal is to reduce bacteria levels in Woods Creek by implementing best management practices to reduce water pollution associated with agriculture, residential septic practices, residential and urban stormwater, and pet waste. The Natural Bridge Soil & Water Conservation District partners with Lexington and Rockbridge County to achieve this plan.

Green Infrastructure & Natural Resources



▷ Needs Assessment

Promoting green infrastructure and "green time" requires conserving existing resources and increasing the availability and accessibility to open, natural spaces and waterways. Connecting these areas with sidewalks, shared-use paths, and trails and providing buffers of native trees and vegetation throughout the City will create a green urban fabric while preserving Lexington's historical charm. The integration and connection of green spaces and trails will make Lexington healthier and more attractive to the community of families, students, visitors, and wildlife. The existing conditions analysis identified the following opportunities and areas in need of improvement:

- Lack of an inventory of green infrastructure assets.
- Limited public access to major natural assets, such as the Maury River.
- Limited network of pedestrian and bicycle infrastructure including sidewalks, crosswalks, pedestrian signals, bike lanes/ trails, and bike racks.
- A need to increase accessibility for the disabled and continue efforts to achieve compliance with the Americans with Disabilities Act.
- Opportunity for conservation easements in areas designated as open space on the future land use map (FLUM) as green infrastructure sites and linkages to provide public recreational access to significant natural features, including the Maury River.
- Lack of understanding or knowledge in the community (e.g., landowners, business owners, general public) regarding the benefits of green infrastructure.
- Few incentives to encourage the use of green infrastructure or alternative development and stormwater management methods.
- Lack of resources addressing the importance of issues such as non-invasive/native plants, soil pollution from fertilizers, and other soil amending processes.
- A need for a coordinated approach among the public and private sectors and major institutions to identify opportunities for energy sustainability and environmental resilience.

Green Infrastructure & Natural Resources



▷ Needs Assessment

The strategies in this chapter are focused on improving green infrastructure and correcting the identified gaps. The accompanying green infrastructure concept map, Map 4.2, identifies key sites and projects that serve as catalysts for green infrastructure planning in Lexington.

In addition to these opportunities within Lexington, the Rockbridge Area Outdoor Partnership is continuing work on the Brushy Blue Trail System that is envisioned to ultimately connect the Brushy Hills Preserve to the Woods Creek Trail, the Chessie Nature Trail, and the Buena Vista Riverwalk and eventually connecting to the Blue Ridge Parkway. A key priority will be providing the missing Woods Creek trail section from its western terminus along Ross Road and Rebel Ridge Road to the Kendal parcel. Development of this section and the missing link on the Kendal property will complete the Brushy Blue Trail System in Lexington.

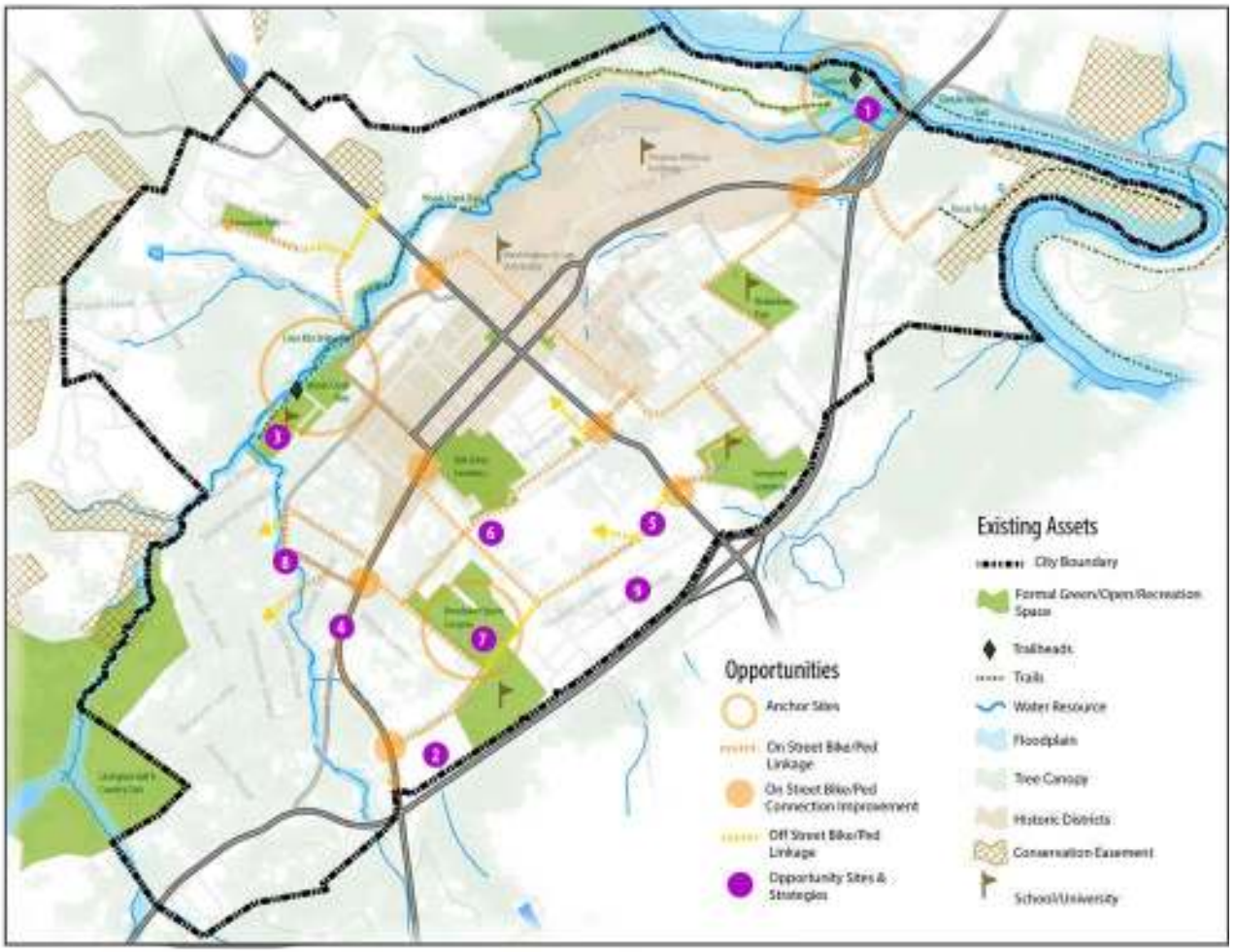
The expansion of green infrastructure sites and linkages will need to be coordinated with landowners and in compliance with local boards and policies, such as the Cemetery Advisory Board and the cemetery regulations. In addition, plans should engage the people responsible for operations and maintenance, such as the Department of Public Works, cemetery caretakers, school groundskeepers, Rockbridge Area Recreation Organization, and the City Arborist.

Virginia has initiated new legislation that can support Lexington's efforts for energy sustainability, mitigating climate impacts, and implementing resiliency and adaptive strategies. The Virginia Clean Economy Act of 2020 establishes programs and funding to reduce carbon emissions, invest in clean energy technologies and related job training, reduce barriers to energy efficiency programs and the energy burden for low-income customers. Additional climate related legislation creates a Virginia Community Flood Preparedness Fund to help communities subject to recurrent flooding. Programs are also available to finance clean energy and resiliency renovations. These potential resources, available best practices, and examples of initiatives among Virginia cities such as Blacksburg and Charlottesville provide a solid basis for considering a comprehensive Energy and Climate Action Plan for Lexington in cooperation with other regional stakeholders.

Green Infrastructure & Natural Resources

Map 4.2 Concept Map

The Sites, Strategies, and Linkages included in the Green Infrastructure Concept Map build on the Green Infrastructure Strategies included in this chapter. The concept identifies Anchor Sites – important community resources that should be the focus of Green Infrastructure linkage connections. Anchor Sites are connected to surrounding residential neighborhoods and Downtown Lexington through a series of on-street and off-street networks, which include sidewalks, bike lanes, and trails. The concept also identifies Opportunity Sites & Strategies – key sites, projects or strategies that serve as catalysts or example projects for green infrastructure planning in the City. Together these elements form the foundation for the development of a comprehensive green infrastructure plan that should include a complete inventory, mapping, condition assessment, and recommended improvements for all green infrastructure sites, linkages, and waterways within the City of Lexington.



1. Implement the Jacobs Point Park 2020 Master Plan and improve pedestrian connection across N. Main Street to better connect the park to residential areas of the City.
2. Incorporate green development, innovative stormwater management, and open space in the redevelopment of the Waddell Street opportunity site.
3. Improve the energy efficiency of City buildings and consider installing solar panels at Waddell Elementary School.
4. In order to enhance connections to Downtown, improve bicycle and pedestrian connections along S. Main Street from White Street to the R. J. II Bypass.
5. Formalize and enhance the pedestrian connections between Miller Street, S. Main Street, and the Hospital to better connect the Summit Street Neighborhood to surrounding amenities.
6. Incorporate green development, innovative stormwater management, and open space into redevelopment of the Spotswood Drive opportunity site.
7. Create formal pedestrian connections to the Brewbaker Sports Complex and Lexington Municipal Pool to better connect the facility to surrounding neighborhoods.
8. Enhance the protection of streams and natural wetlands by updating development standards and incentives to protect and restore buffer areas and discourage underground piping of streams.
9. Increase the Urban Tree Canopy throughout the City, particularly in underserved neighborhoods.

Green Infrastructure & Natural Resources

▷ Goal, Objectives, & Strategies

Green Infrastructure			
Goal: Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.			
Values	**Objectives**	**Strategies**	
	Create a connected system of green infrastructure to support biodiversity and "green time" access for individuals of all ages, abilities, and backgrounds in the community.	GI 1.1	Explore opportunities to improve or add public access sites and linkages and increase public access to waterways.
		GI 1.2	Enhance access to and connectivity of natural open space in all development, redevelopment, and capital projects.
		GI 1.3	Undertake a city-wide green infrastructure assessment and develop a plan to create a continuous publicly-accessible green infrastructure network that connects neighborhoods, destinations within the City, waterways, and regional assets.
		GI 1.4	Plan for access to healthy, affordable, locally-grown foods for all neighborhoods by supporting sustainable food initiatives, such as urban agriculture, farmers markets, and composting.
		GI 1.5	Encourage access to energy-efficient transportation options by supporting the siting of e-vehicle charging stations and facilities for bicycles and other micromobility devices.
		GI 1.6	Support urban wildlife and biodiversity initiatives, such as "Monarch Butterfly City" or "Bee City" designations and citizen-led efforts to install bird houses and bat boxes.
	Promote energy sustainability and environmental resilience.	GI 2.1	Encourage green building and green infrastructure in development proposals to increase property values and reduce infrastructure costs.
		GI 2.2	Improve energy efficiency of City buildings and operations and assess the feasibility of installing solar panels at Waddell Elementary School.
	Leverage green infrastructure to build a more beautiful, healthy, and sustainable community.	GI 3.1	Develop Jordan's Point Park in accordance with the 2020 Park Master Plan.
		GI 3.2	Grow and maintain the City's tree canopy coverage through the existing tree planting program and other grants, as may be available.
		GI 3.3	Continue strengthening zoning and development regulations that address landscaping, tree preservation, and native plants. Consider incentives to promote tree planting and preservation beyond minimum requirements.
		GI 3.4	Promote the installation of stormwater best management practices, such as bioswales, pervious surfaces, and rain gardens, including on City property and parking lots.
		GI 3.5	Enhance the protection of streams and natural wetlands by updating development standards and incentives to protect and restore buffer areas and discourage underground piping of streams.
		GI 3.6	Limit the extent of impervious surfaces that degrade water quality by considering reductions to minimum parking requirements and encouraging the use of pervious surfaces in development projects.

Green Infrastructure & Natural Resources

▷ Goal, Objectives, & Strategies

Green Infrastructure			
Goal: Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.			
Values	Objectives	Strategies	
	Engage citizens in efforts to create a greener, more sustainable city.	GI 4.1	Educate and encourage landowners to install green infrastructure best management practices, plant native trees and vegetation, and reduce fertilizer and pesticide use.
		GI 4.2	Identify and collaborate with local organizations to educate landowners on installing solar panels.
		GI 4.3	Continue to engage the support of local students, volunteers, and non-profit organizations to help the City achieve its environmental and green infrastructure goals.
	Support partnerships that improve green infrastructure and protect natural resources.	GI 5.1	Identify and collaborate with local organizations to promote development and use of green infrastructure sites, linkages, and waterways within the City and the larger region, including sports organizations, the Rockbridge Area Outdoor Partnership, Carilion Hospital, and retail businesses selling outdoor equipment.
		GI 5.2	Collaborate with regional organizations, such as the Central Shenandoah Planning District Committee and the Natural Bridge Soil & Water Conservation District, to seek funding and resources to implement green infrastructure best management practices to improve local and regional water quality.
		GI 5.3	Work with regional stakeholders to develop a comprehensive regional Energy and Climate Action Plan that identifies common issues, agreed upon approaches and principles, joint actions, and individual contributions by each participating locality and the major institutions of higher learning.

Local Economy

Market the City's assets, including its history and small-town character to attract business, increase employment opportunities, raise salaries, and expand local revenue.



Local Economy

▷ Introduction

Lexington is home to a vibrant and diverse economy built around education, health services, tourism, and regional commerce. The City provides a welcoming environment for employers and entrepreneurs drawn to the walkable community, highly educated workforce, and exceptional access to mountains, rivers, and major highways.

Lexington's flourishing downtown is the economic heart of the region and integral to the health of the economy. The local arts, history, culture, and food scene is thriving and remains central to attracting visitors, residents, and the businesses that serve them. Local institutes of higher learning, Washington & Lee University (W&L) and Virginia Military Institute (VMI), drive employment and bring a constant influx of fresh energy and talent to the community.

Lexington's economic strength, its universities, also presents a challenge, including a disproportionate number of untaxed properties. Even in its relative economic success, poverty affects a portion of Lexington's population who struggle with housing affordability and food security.

Addressing these challenges requires Lexington's government to be an active and cooperative participant in the economic development of the City. Working with local businesses and partners, the strategies in this chapter offer a path for Lexington to continue marketing its spectacular tourism assets, increase private investment and development, and diversify the economy to create new jobs and retain its young residents.







Local Economy

▷ Planning Context

Human Capital

Human capital indicators reflect Lexington's central role in the region and deep connection to institutions of higher learning. Lexington residents over the age of 25 are highly educated, with 44.9% holding a Bachelor's degree or higher compared to 25.1% in Rockbridge County and 31.3% in Virginia overall.

Signifying a relatively stable economy, median family income has remained around $62,000 and poverty rates have hovered between 14-15% since 2010. At 5.7%, the unemployment rate has recently fallen to levels reflective of rates before the Great Recession in 2009, although the rate still lags Virginia (3.8%) and Rockbridge County (4.1%). The labor force participation rate is indicative of a community with a significant student population not actively seeking employment – only 31% compared to Virginia's 51% and Rockbridge County's 47%.

Additional information and detailed statistics can be found in Appendix B, Community **Profile.**

▷ Community Engagement

Input from community members illuminated key strengths and challenges in Lexington's economy. Residents expressed a strong desire to maintain the current small-town charm and historic attractions that have made Lexington a popular tourism destination, while also balancing growth that brings new jobs and people. Lack of housing options, entertainment, and shopping was cited as a barrier to attracting permanent residents, particularly young people. While 61% say that Lexington should welcome residential and commercial growth, 20% wish for it to remain the same size it is now, highlighting the community's small-town appeal and the need to ensure that new growth is compatible with this character.





Local Economy



▷ Planning Context

Existing Businesses and Industries

Employment in Lexington is driven primarily by W&L, VMI, Carilion Community Hospital, and Lexington City government. Due to VMI, state government makes up 19.34% of employment in Lexington, followed by accommodation and food services (12.52%), and health care and healthcare and social assistance (11.15 %). (See Table 5.1)

The City's largest employers highlight the importance of education, health care, and government in providing job opportunity to residents in Lexington and the region. Lexington's institutions require employees of varying positions and skill levels and support a small but diverse supply chain in the surrounding community.

Table 5.1 Employment by Industry Sector

Industry	Employment	% of Total
Government Total	1,217	27.02%
Federal	51	1.13%
State	871	19.34%
Local	295	6.55%
Accommodation & Food Services	564	12.52%
Health Care & Social Assistance	502	11.15%
Retail Trade	323	7.17%
Other Services (Except Public Administration)	175	3.89%
Finance & Insurance	92	2.04%
Professional, Scientific, & Technical Service	75	1.67%
Real Estate, Rental, & Leasing	47	1.04%
Construction	33	0.73%
Manufacturing	26	0.32%
Information (producing, processing, or distributing information and cultural products)	20	0.44%
Unclassified	8	0.17%
Administrative, Support, & Waste Management	4	0.06%
Agriculture, Forestry, Fishing, & Hunting*	*	*
Mining, Quarrying, & Oil and Gas Extraction	0	0
Utilities	0	0
Wholesale Trade*	*	*
Management of Companies & Enterprises	0	0
Educational Services*	*	*
Total	4,504	--

Source: Virginia Employment Commission 2019

Note: Asterisk (*) indicates non-disclosable data

Local Economy



▷ Planning Context

The reliance on these institutions also highlights key challenges for Lexington's future – developing economic resiliency and expanding the tax base. Diversifying the local economy can help absorb the impact of recessions in the future. Furthermore, fostering a competitive business environment with lowered business taxes and operating costs can help economies rebound quicker and allow for faster business development. Continued expansion of broadband infrastructure and promotion of this technology is also important to attract knowledge-based jobs and retain young adults and families. With limited land available for new development and land-consumptive industries, infill and redevelopment of underutilized property for revenue-producing purposes is also key to ensuring a fiscally sustainable future. Lexington's future land use plan reinforces this goal.

While large institutions are critical to the local economy, small businesses and entrepreneurs also play an important role. More than a quarter of employment in the City is in businesses with fewer than 20 employees, indicating a strong environment for small businesses and startups. Supporting the growth of small businesses is a key component of Lexington's economic development plan. Promoting "economic gardening" with incentive and grant opportunities for local entrepreneurs, streamlining administrative processes, and working with local business owners to identify improvements to Lexington's business environment are all part of an effective strategy for local job creation and business growth.

Table 5.2 Lexington's Largest Employers

Rank	Business
1	W&L
2	VMI
3	Carilion Community Hospital
4	City of Lexington
5	Kroger
6	Heritage Hall
7	Lexington School Board
8	Parkhurst Dining
9	Rockbridge Farmer's Cooperative
10	Rockbridge Regional Library

Source: Virginia Employment Commission LMI 2019

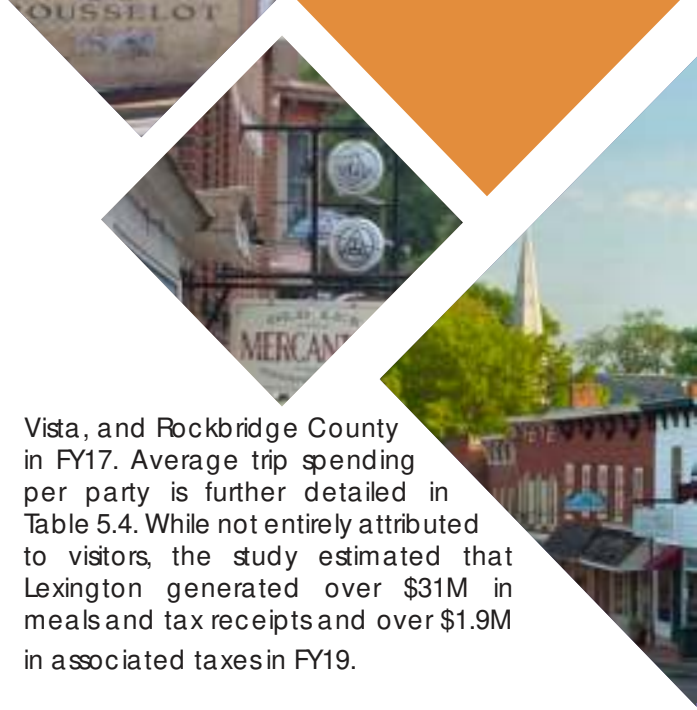
Table 5.3 Employment by Size of Establishment*

Category	Lexington City	Rockbridge County	Virginia
0-4 employees	288	460	235,552
5-9 employees	377	579	259,787
10-19 employees	488	717	393,338
20-49 employees	580	1,129	657,331
50-99 employees	417	670	511,805
100-249 employees	***	889	588,047
250-499 employees	0	***	386,792
500-999 employees	809	***	260,623
1000+ employees	***	0	682,778
Total	4,504	6,382	3,976,053

Source: Virginia Employment Commission LMI 2019
Note: Asterisks indicate non-disclosable data

**Employment counts only filled jobs, whether full or part time, and temporary or permanent, by place of work*

Local Economy



▷ Planning Context

Commuter Characteristics

As evidenced by commuter characteristics, Lexington is a regional employment center. Lexington is a net importer of labor, as many more workers commute into Lexington rather than commute from Lexington. Predictably, Rockbridge County is the largest source of workers, accounting for 66.9% of the all workers commuting into Lexington. While this is not uncommon for a small city, it does highlight the importance of regional cooperation in economic development. For most workers, living and working in the same municipality does not matter, so long as they can commute the preferred distance or live in a place they enjoy. Promoting economic development in Rockbridge County, Lexington, and Buena Vista together benefits all three localities due to the overlap of workers' preferred locations for homes, work, and entertainment.

The Sharing Economy

In today's rapidly changing economy, more individuals are earning income through the "sharing economy." In the sharing economy, individuals hire out services and goods, such as cars, homes, and personal time, to other individuals in a peer-to-peer fashion. This innovative way of doing business makes use of emerging technology, opens the market to entrepreneurs and micro-businesses, and provides flexibility to earned income. College-age people are often early adopters of tech and digital social interaction – as such the sharing economy has the potential to play a pivotal role in Lexington's economic growth and change over the next decade.

Tourism

Tourism is another important part of Lexington's economy. Natural beauty, history, and proximity to Interstate 81 make Lexington a destination for both vacations and pass-through visits. Lexington's institutions of higher learning also draw prospective students and their families for day trips and overnight visits throughout the year. In addition, countless events and venues attract visitors and contribute to the economic vitality of the community.

In 2018, a regional destination assessment was completed to analyze the impacts of tourism in Lexington, Buena Vista, and Rockbridge County. According to the study, hotel, motel, and B&B visitors spent an estimated $66,566,399 in Lexington, Buena Vista, and Rockbridge County in FY17. Average trip spending per party is further detailed in Table 5.4. While not entirely attributed to visitors, the study estimated that Lexington generated over $31M in meals and tax receipts and over $1.9M in associated taxes in FY19.

Table 5.4 Regional Spending per Party (2018)

Spending Category	Total	Leisure	University-Related	Virginia Horse Center
Average Spending per Day	$254	$238	$307	$354
Lodging	*$128*	*$119*	*$147*	*$155*
Food/Meals	*$61*	*$56*	*$83*	*$77*
Attractions/Entertainment	*$35*	*$37*	*$22*	*$72*
Shopping	*$30*	*$26*	*$55*	*$50*
Average Trip Nights	2.67	2.33	3.16	4.37
Total Spending per Trip	$678	$555	$970	$1,547

Source: Lexington, Buena Vista, & Rockbridge Area Tourism Destination Assessment, 2018

Local Economy



▷ Planning Context

Surveys conducted as part of the 2018 assessment highlighted Lexington's key role in the region's tourism industry. Table 5.5 shows that historic downtown Lexington, Natural Bridge State Park, and Lexington's institutions of higher learning are the largest drivers of tourism annually. Visitors to the region were asked which of the attractions in the table they visited or planned to visit during their trip. Over 50 percent of visitors selected historic downtown Lexington and Natural Bridge State Park while a quarter or more of all visitors selected either VMI or W&L. The importance of downtown Lexington as a regional draw highlights the value of continued investment and revitalization in downtown Lexington. Expanded events, entertainment options, and recreation opportunities should further bolster tourism and visitor spending. Marketing Lexington's tourism assets around the state and increasing their scale may also help to boost the returns on City investment in tourism and revitalization.

Table 5.5 Regional Tourism Drivers (2018)

Attraction	Visitors
Historic downtown Lexington	56%
Natural Bridge State Park	54%
VMI	29%
W&L	25%
Oak Grove Cemetery	19%
Caverns at Natural Bridge	19%
Brewery	16%
Vineyard	15%
Virginia Safari Park	9%
Lexington Carriage Tour	9%
Wade Mill	6%
Natural Bridge Zoo	6%
Glen Maury Park	6%
Downtown Buena Vista	6%
Lexington Ghost Tour	3%
Dinosaur Kingdom II	2%
Southern Virginia University	2%
None of these	16%
Other	11%

Source: Lexington, Buena Vista, & Rockbridge Area Tourism Destination Assessment, 2018

Local Economy

▷ Partnerships & Initiatives

There are several existing economic development partnerships and initiatives in Lexington and the surrounding area. Cities and counties benefit from marketing an entire region to businesses. Collaboration between governments, development groups, and non-profits has become increasingly important in promoting a city or regional brand.



City of Lexington

City government is a key partner in economic development. The City Manager's office is the primary conduit for economic development activities. The City is a partner in community events, including parades and festivals, and works with existing and prospective business owners to promote the City and available properties within it. The City should also continue efforts to explore the best use of currently underutilized City-owned properties, including properties on Enfield Road, Spotswood Drive, and the former VDOT property on Waddell Street.

Lexington and Rockbridge Area Tourism Office

The Lexington and Rockbridge Area Tourism Office oversees regional tourism programs including, marketing of the region, operation of visitor's centers, planning and guiding tours, and compiling visitor information. Lexington, Rockbridge County, and Buena Vista spent a combined $798,721 in 2018 to expand tourism in the region

Main Street Lexington

Main Street Lexington (MSL) is a volunteer-based, non-profit organization established in 2013 to enhance the economic prosperity and cultural vitality of the downtown area. MSL is part of the Virginia Main Street Program, which uses a "Four Point Approach" created by the National Main Street Center to achieve economic revitalization in the context of historic preservation. MSL receives funding from sponsorships, private fundraising, and the City of Lexington. MSL is focused on achieving three primary goals that are best summarized as: increasing the number of people living downtown, expanding innovation, art, and technology within Lexington, and making Lexington a magnet for destination travelers. These goals are supported by three committees — Economic Vitality, Organization, and Design — that work together to improve downtown Lexington. MSL has taken the initiative to organize community and business events, such as parades and sidewalk sales, to promote unused downtown properties through "underground" tours. MSL supports local businesses through economic gardening efforts that include a business plan competition with winners receiving startup funding, small business loans, publicizing available downtown properties, and supporting the "Destination Retail" retail enhancement program.

Chamber of Commerce

The local Chamber of Commerce is a membership organization comprised of local leaders that promote the Lexington, Buena Vista, and the Rockbridge County region. The Chamber sponsors business, political, and educational events throughout the year with the goal to promote the competitive enterprise system of businesses. They also provide business development services using information from partner agencies, such as educational institutions, governments, and economic development agencies. Additionally, they assist with marketing efforts.

Local Economy

▷ Partnerships & Initiatives

Shenandoah Valley Partnership

The Shenandoah Valley Partnership (SVP) works with public and private partners locally, regionally, and statewide to promote an economic climate for business success throughout the Shenandoah Valley. This process involves attracting new businesses by marketing potential sites, working with governments to promote the availability of incentives, and working to help existing businesses expand and guide workforce development. SVP also tracks various economic indicators and publishes an annual report that includes Shenandoah Valley economic performance overviews.

Dabney S. Lancaster Community College

Dabney S. Lancaster Community College (DSLCC) is supported in part by the City of Lexington. DSLLC provides opportunities for the extension of knowledge, skills, and personal enrichment in an environment that mantains high academic standards and respect for each individual.

In addition to these partnerships, Lexington has a strong framework of economic incentives in place to support economic development strategies identified in this plan, including:

Commercial Tax Abatement

The City of Lexington offers tax exemption on rehabilitated commercial or industrial buildings to help encourage private reinvestment in the City.

HubZone

The City of Lexington is designated as a Historically Underutilized Business Zone (HUBZone) through 2021. Through this federal program, small businesses gain preferential access to federal procurement opportunities. To qualify for the HUBZone program, businesses must meet certain size, ownership, and employment thresholds.

Major Business Facility Job Tax Credit

Major Business Facility Job Tax Credit qualified companies locating or expanding in Virginia are eligible to receive a $1,000 income tax credit for each new full-time job created over a threshold number of jobs. Companies locating in an economically distressed locality or an Enterprise Zone are required to meet a 25-job threshold; all other locations have a 50-job threshold. For this tax credit, a locality qualifies as economically distressed if its unemployment rate for the preceding year is at least 0.5 percent higher than the average statewide unemployment rate. Based on 2019 data, Lexington currently qualifies for the lower job creation threshold.

Opportunity Zones

The City of Lexington is designated as an Opportunity Zone under the 2017 Tax Cuts and Jobs Act. This designation provides an economic and community development tax benefit to investors with capital gains. It is designed to encourage long-term private investment in low-income census tracts. The designation is current through December 31, 2028.

Local Economy

▷ Needs Assessment

Lexington offers and supports numerous programs and initiatives to bolster the economic well-being of the City and its residents. While changes in a modern economy can never be fully predicted and planned for, Lexington can take actions to develop a more robust and resilient economy. The objectives and strategies for Local Economy are intended to address these needs. The following list identifies some of the most critical economic development needs as Lexington plans for 2040:

- A more diversified economy with expanded opportunity for residents, particularly young professionals.
- An expanded real estate tax base through better use of underutilized property, including adaptive reuse, infill, and redevelopment.
- A supportive business environment with easily accessible resources and incentives for local entrepreneurs and businesses.
- Increased dialogue to proactively address needs or problems confronting the business community and identify ways the City can help businesses succeed.
- More opportunities for Lexington business owners to recommend improvements to the City's business environment.



Local Economy

▷ Goal, Objectives, & Strategies

Local Economy			
Goal: Market the City's assets, including its history and small-town character to attract business, increase employment opportunities, raise salaries, and expand local revenue.			
Values	Objectives	Strategies	
	Offer a business-friendly environment with opportunity for all residents.	LE 1.1	Assess business licensing, permitting, and other regulatory requirements and streamline process, where needed, that might hamper new businesses and "side-gigs".
		LE 1.2	Encourage the development of safe, affordable, quality childcare.
		LE 1.3	Practice "economic gardening" by offering startup loans and low-cost financial advice to small and minority-owned businesses, connecting citizens to federal micro-enterprise loan programs until local programs can be established.
	Attract new business and investments that increase the city's tax base, diversify the economy, and promote job growth.	LE 2.1	Actively recruit new businesses and assist expansion of existing businesses poised for growth.
		LE 2.2	Aggressively promote local and regional tourism through a variety of means, focusing on history and outdoor recreation.
		LE 2.3	Promote economic development incentive programs, such as HUBZONE, Job Tax Credits, and Opportunity Zones, to encourage desirable investments – including start-up businesses, hiring, and affordable dwelling opportunities.
		LE 2.4	Sell, lease, or otherwise leverage under-utilized City-owned properties to strengthen Lexington's tax base and economic strength.
		LE 2.5	Continue to invest in broadband and other telecommunication developments that are often cited as important determinants of local and regional economic growth.
	Make strategic investments that enhance the quality of the community to attract visitors, businesses, and employees.	LE 3.1	Continue to pursue streetscape improvements associated with the Downtown Improvement Plan, including pedestrian upgrades that make the downtown district safer and more enjoyable for visitors.
	Leverage the business community to strengthen economic development and growth.	LE 4.1	Connect developers, real estate professionals, and lenders with resources and educational materials to help them promote Lexington to potential investors and businesses.
	Partner with adjacent communities, community organizations, and educational institutions to achieve the shared economic success of the region.	LE 5.1	Recognizing the scarcity of development sites in Lexington, coordinate with Rockbridge County and the City of Buena Vista to promote economic improvement that can improve the regional economy.
		LE 5.2	Provide reliable funding to, and partner with, Main Street Lexington to expand downtown improvement strategies that may include branding campaigns, façade grants, business visitation and exit surveys, and business incubation programs.

Arts& Culture

Foster the expansion of the artistic and cultural assets in the Lexington region by effectively using existing resources and talent to attract and expand new opportunities.



Arts& Culture





▷ Introduction

Lexington is a small but culturally vibrant, independent city situated in the Valley of Virginia between the larger, more urban centers of Staunton and Harrisonburg to the north and Roanoke to the south. With the presence of Washington and Lee University (W&L) and Virginia Military Institute (VMI) within City limits, Lexington has developed a unique character centered around small-town charm while emphasizing the importance of arts and culture in the community. As with most university communities, Lexington has a longstanding tradition of artistic, musical, and cultural endeavors that continues to influence and inform the local arts and culture scene today.

The goals and strategies included in this chapter aim to transform Lexington into an even more vibrant cultural hub than it is today. The strategies are founded in the understanding that successful arts and culture initiatives are coordinated regionally; rely on citizen involvement, not just public investment; sustain and enhance local identity and character; contribute to a strong local economy; and can build a more inclusive community. Many venues, organizations, and initiatives relating to arts and culture in the Lexington community exist within or operate across the neighboring localities of Rockbridge County and the City of Buena Vista. As such, extensive cooperation and coordination is encouraged across a broad range of governments, institutions, and organizations to achieve the desired goal of this chapter.

This chapter builds on the City's long-standing support of the arts in the community. As Lexington's first formal effort to incorporate arts and culture into its Comprehensive Plan, this chapter examines the status quo of such initiatives in the community and makes recommendations for how Lexington can further expand and support arts and culture initiatives. This assessment:

- *Identifies existing assets, initiatives, and gaps in the City's ability to facilitate the growth of arts and culture in the community;*
- *Suggests a series of strategies to structure improvement; and,*
- *Makes formal recommendations for action to be considered by the Planning Commission and City Council.*

Arts& Culture

▷ Community Engagement

Arts and culture is important to the Lexington community. Nearly 30 percent of Comprehensive Plan survey respondents indicated that culture and events was one of the most valued characteristics of their community. As an economic driver, growing Lexington's arts scene may also support two areas of concern for City residents identified through the Comprehensive Plan survey – lack of job opportunities and lack of shopping and services.



Arts and Culture Working Group

As part of the Comprehensive Plan update, an arts and culture working group was tasked by the Planning Commission in early 2019 with examining the existing conditions of arts and culture in the Lexington community, as well as setting forth a series of recommendations for improvement to be considered by the Commission. In conducting their assessment, the work group asked the following questions:

- What local and state laws might need to be reviewed to realize certain objectives?
- How can diversity be promoted within the Lexington arts and culture community to include people of all ages and cultural backgrounds?
- What actions can be taken by the City to improve arts and culture infrastructure in the immediate future as well as long term?
- How can the development of an enhanced arts and culture infrastructure serve the economic goal of driving tourists to the area while ensuring that locals feel included and involved in the process?
- How can the City of Lexington best cooperate with other local governments, educational institutes, and non-governmental organizations to achieve the desired goal of the chapter?

Arts & Culture







▷ Planning Context

Existing Conditions

Lexington's arts and culture venues, organizations, and initiatives are fundamental to the high quality of life enjoyed by residents. Not only do these organizations improve the community as a place to live, work, and play, they support the local economy by attracting tourism, driving events-related spending, creating jobs, and generating revenue through meals and lodging taxes.

As defined by the City's arts and culture working group, arts and culture generally include festivals, live music events, public art exhibitions, dance performances, food, and a variety of recreational activities. The area's three institutions of higher learning are major contributors to and hosts of events and performances. Outdoor recreation is also a major component of the City's culture given Lexington's idyllic location situated between the Blue Ridge and Shenandoah Mountains.

In addition to existing venues, organizations, and initiatives, Lexington is home to dozens of independent artists, musicians, builders, artisans, professors, people skilled in crafts and trades, and an overall abundance of human capital and talent who contribute immensely to the community's arts and culture scene.

Existing Assets

Lexington boasts a wide range of community arts and cultural assets. From museums and performance arts to its historic physical character and annual events, Lexington affords residents and visitors a unique blend of history and tradition along with the energy of a college campus and a vibrant downtown. Although not an exhaustive list, Map 6.1 details arts and culture events, venues, organizations and other assets, which create a strong foundation for the goal and strategies presented in this chapter.

MUSEUMS 8

21+ Sites HISTORIC

12+ Theater Music VENUES

5 EVENT VENUES

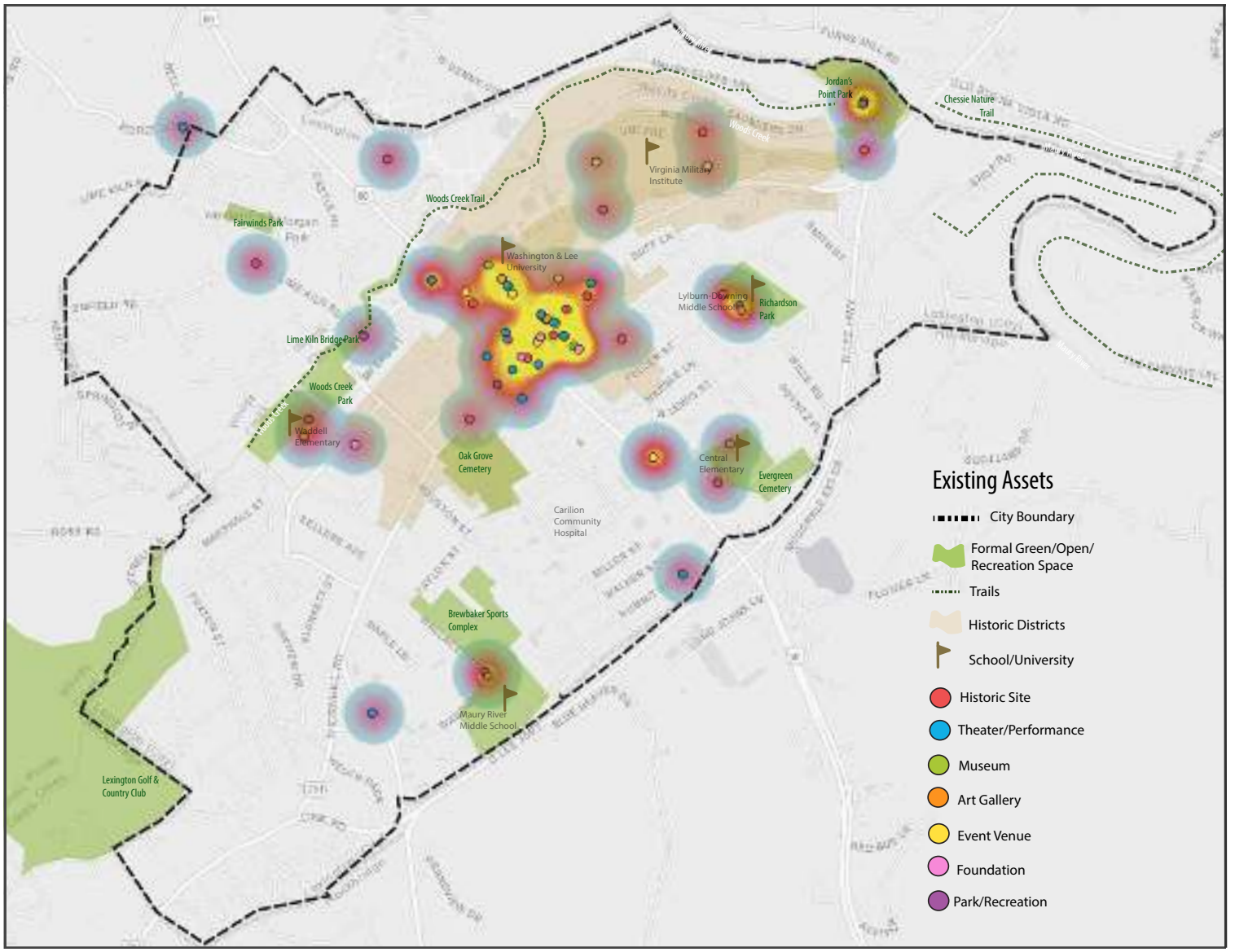
Art 5 Galleries

Arts& Culture

Map 6.1 Arts & Culture Assets

The City's existing arts and culture assets can be classified as museums, historic sites, venues & event spaces, green spaces & parks, and community-based organizations & initiatives. Although not an exhaustive list, this map shows the concentration of assets available to the Lexington community.

The greater Lexington Region is host to additional assets such as: Southern Virginia University, Virginia Horse Center, Boxerwood Nature Center and Woodland Garden, Rockbridge Artisan Produces, Rockbridge Symphony, and the Shenandoah Ballet just to name a few.



Arts & Culture

▷ Partnerships & Initiatives

In addition to identified arts and culture assets, Lexington supports arts and culture through several partnerships and initiatives, including:



Boards and Commissions

Several of Lexington's boards and commissions deal directly or indirectly with arts and culture in the community: The Architectural Review Board, Cemetery Advisory Board, Regional Tourism Board, and the Rockbridge Regional Library.

Downtown Enhancement Plan

The Downtown Enhancement Plan was accepted by City Council in 2013 with the goal of creating an attractive, vibrant, walkable, and bikeable Downtown. The plan recommends a variety of public improvements that contribute to green infrastructure, including street trees, green space, and bicycle/pedestrian connectivity. To date, approximately 30 changes contained within the plan have been approved by City Council, and roughly $25,000 per year is allocated for implementing the plan.

Media Organizations

There are several media organizations that help promote arts and cuture opportunities in the City of Lexington. These sources include The News-Gazette, The Rockbridge Advocate, WLUR-FM 91.5 radio station, and others.

Main Street Lexington

Main Street Lexington is a volunteer-based, non-profit organization established in 2013. The organization works to enhance economic prosperity and cultural vitality of the downtown Lexington area. Several events sponsored by Main Street Lexington are intended to bring arts and culture into the City and into downtown specifically.

Zoning Ordinance

The zoning ordinance includes regulations for the Downtown Historic Preservation District and the City's residential historic districts. The City received a grant from the Virginia Department of Historic Resources to develop a set of design guidelines for its historic districts. The new guidelines were enacted in 2019.

Arts& Culture





▷ Needs Assessment

Lexington has long supported arts and culture throughout the City and, as demonstrated through existing programs, has a solid foundation for bolstering investment in community arts and culture. However, the existing conditions analysis performed by the arts and culture work group identified the following opportunities and areas in need of improvement. The goal, objectives, and strategies that follow are intended to address these existing gaps.

- Limited diversity of cultural and artistic expression in the community in terms of promoting a wide variety of content for individuals of all ages and backgrounds.
- Multiple underutilized spaces (such as alleys, abandoned buildings, bridges, vacant lots, entry corridors, etc.) throughout the City that could benefit from visually-engaging public art installations.
- Lack of clear, organized leadership, vision, communications infrastructure, and funding for stimulating arts and culture initiatives in both the private and public sectors.
- A need for safe and accessible sidewalks in the downtown area.
- Easing restrictions regarding the consumption of alcohol and dining in outdoor spaces in the downtown area to allow for food trucks and encourage the development of nightlife.
- Limited information and resources for promoting outdoor activity and recreation in the community.
- Limited space for workshops, classes, camps, and other small events.
- Examining Lexington's history in the context of its rich artistic and cultural contributions rather than focusing on political or military history.

Arts & Culture

▷ Goal, Objectives, & Strategies

Arts & Culture			
Goal: Foster the expansion of the artistic and cultural assets in the Lexington region by effectively using existing resources and talent to attract and expand new opportunities.			
Values	Objectives	Strategies	
	Foster access to arts and culture in Lexington.	AC 1.1	Improve the accessibility and inclusivity of civic, arts, and cultural facilities, venues, and activities with the goal that they will be more diverse and universally accessible.
		AC 1.2	Support affordable housing, flex live/work spaces, and resources for artists and artisans creating new businesses in Lexington.
	Support a strong local arts and culture economy.	AC 2.1	Encourage the development or designation of community space(s) as a general arts and culture center for the greater Lexington community, capable of hosting both national and local artists as well as other community events.
		AC 2.2	Adopt tax incentives for the renovation of underutilized spaces and buildings (e.g., Cultural Enterprise Zones — tax incentives and subsidies to attract cultural organizations and private investors).
		AC 2.3	Consider amending the zoning ordinance to create an arts/entertainment overlay district.
		AC 2.4	Work with community organizations to promote cultural tours that showcase the arts, culture, and area architecture through coordinated festivals, live music events, and other celebrations of local culture (e.g., host monthly mini-festivals that highlight one particular aspect of arts and culture).
	Use art and culture as a placemaking tool in the community.	AC 3.1	Use public art to revitalize, define, and enhance the character of Lexington and its neighborhoods.
		AC 3.2	Improve the aesthetic quality of the City's entrance corridors to be more inviting and appealing to visitors and locals alike.
		AC 3.3	Support the temporary re-use of vacant/underutilized building, facades, and sites for art exhibitions, events, and murals.
		AC 3.4	Include an arts and culture component in development requests for proposals for city-owned sites, when appropriate.
	Encourage and support citizen-led arts and culture events and initiatives.	AC 4.1	Streamline the public art/mural installation process to promote public art in the City.
		AC 4.2	Examine local regulations related to street festivals (food trucks, arts, music, food, drink, booths, etc.) to more easily accommodate special events.
		AC 4.3	Streamline the event registration/permitting application to be more easily accessible and user-friendly.
	Provide resources and support for arts and culture in the greater Lexington region.	AC 5.1	Promote partnerships between local and regional government, local businesses, organizations, schools, university art programs, and charitable foundations to enhance event, programming, and facility development.
		AC 5.2	Establish an independent Arts and Culture Community Council to better facilitate arts and culture programming, initiatives, funding, and promotion between organizations and institutions in Lexington and Rockbridge County.
		AC 5.3	Publish an arts and culture directory of programs, services, and funding available in the Lexington area.

Housing

Conserve and foster the improvement of the City's neighborhoods to ensure safe, affordable, and desirable places to live.



Housing

▷ Introduction

Access to housing is critical to the health, well-being, and economic vitality of Lexington and its citizens. Quality housing allows people to live comfortably, safely, and in a desired location. Housing construction, contracting, and other residential services create jobs, support the local economy, and contribute to local tax revenue.

With difficult topography and little undeveloped land, the City has seen little recent housing development. At the same time, with a strong economy and high quality of life Lexington is in demand as a place to live. These factors contribute to high average housing costs and make housing affordability a key issue for Lexington's future.

This chapter of the Comprehensive Plan reviews the city's existing housing stock and develops strategies for the future. This chapter combines the community's input and involvement in guiding the Plan with the data and observations gathered by city officials.



▷ Community Engagement

The online survey and community meetings for the Comprehensive Plan revealed a need for affordable housing in the city that is supported by housing data gathered during the planning process. Affordability was one of the most frequently cited concerns for Lexington's future and was highlighted as the most-needed type of residential development. Single family homes, housing for seniors and the elderly, workforce housing, and homes within walking distance to employment were also commonly shared needs.

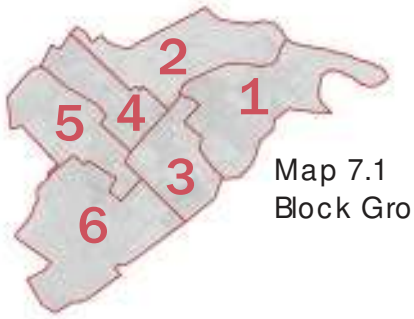
Housing



▷ Planning Context

Existing Conditions

In order to formulate a future plan for housing in Lexington, it is important to understand the current trends. By using American Community Survey data (5-year estimates, 2014-2018) along with US Census Block Group boundaries, housing data is visualized specific to location to allow for a detailed analysis. The Census Block Group Maps included in this chapter offer a glimpse into the specific housing and habitation patterns within the City of Lexington. There are six block groups within the City; each encompasses relatively equal population numbers but contains varying housing characteristics. Block Group 2 primarily encompasses Virginia Military Institute and Washington and Lee Campuses; note that the housing data for this Block Group is anomalous but was not excluded since it is partitioned into one Block Group.

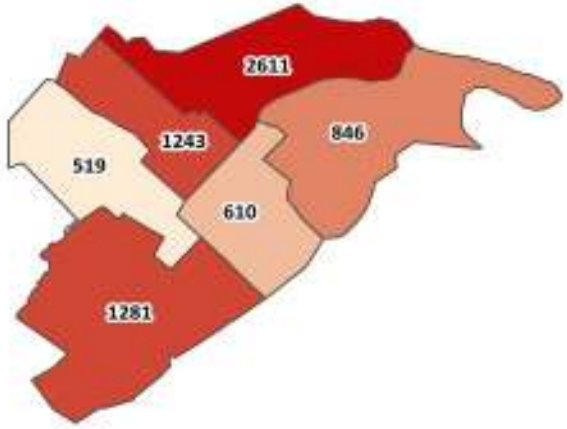


Map 7.1
Block Groups

Map 7.2 Population

Population count for number of people living in each Block Group

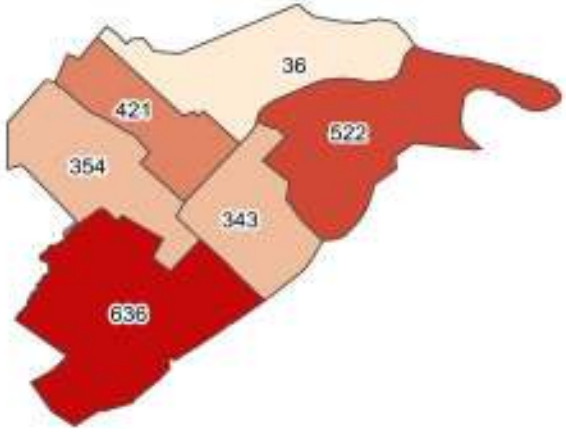
Total: 7110



Map 7.3 Housing Units

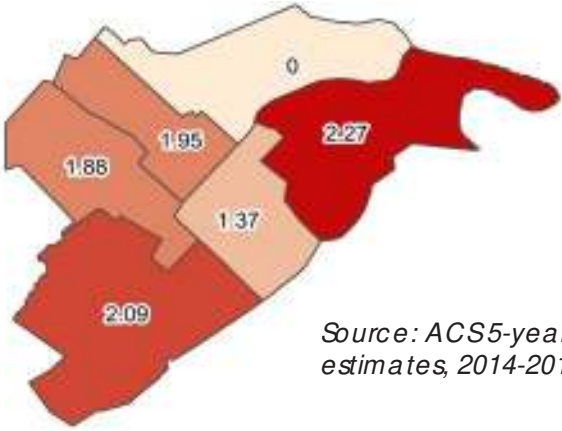
Number of available housing units in each Block Group.

Total: 2312



Map 7.4 Household Size

Average size of household living in each Block Group.



Source: ACS5-year estimates, 2014-2018

Housing

▷ Planning Context

Housing Type

Lexington's neighborhoods provide a variety of housing options for City residents. The housing stock is predominantly single-detached units, but there is also a relatively large share of apartments, attached, and accessory units throughout the City. Washington and Lee and Virginia Military Institute also provide on-campus dwellings for students, which are considered group living quarters and are not counted in the traditional housing statistics, which can be found in Appendix B.

Housing Tenure

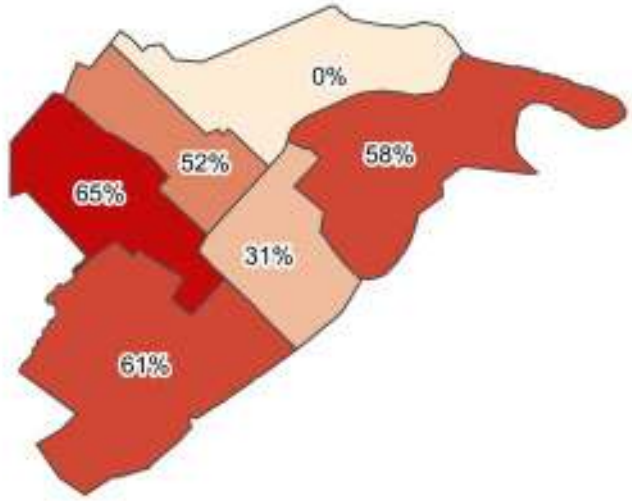
A little more than half of Lexington households own their homes compared to more than 75% in Rockbridge County, indicative of the City's denser development pattern and student demand for rental units. Though rental units are well-distributed throughout the City, the concentration of rental units is slightly higher in eastern portions of the City near W&L and downtown.

Housing Age

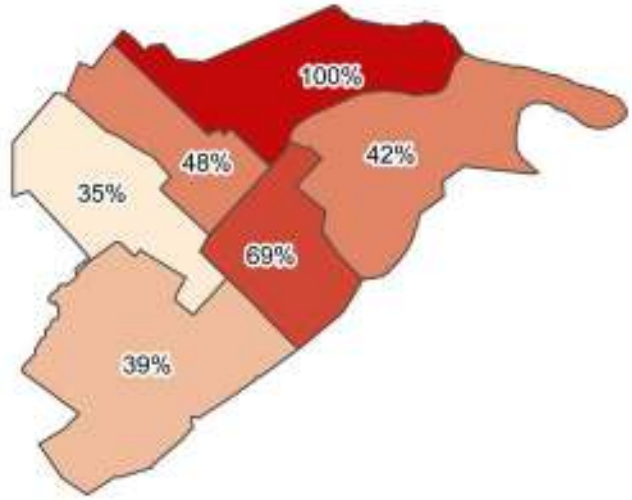
Lexington is home to many historic neighborhoods, reflecting the long history of the community. More than a third of Lexington's homes were built before 1940, and more than 75% were built before 1980. Only eight new housing units were constructed between 2010 and 2015, highlighting the limited amount of recent development.

While older, historic homes contribute to the beauty and charm of Lexington, they may not meet the accessibility, energy efficiency, or other needs of modern consumers. These older units may also require complex and costly repairs as they age. Housing rehabilitation programs, such as those provided through Lexington's partnerships and initiatives, can help prevent the displacement of low-income households who otherwise may struggle to keep their home in livable condition.

Map 7.5 Percent Owner Occupied Homes



Map 7.6 Percent Renter Occupied Homes





Housing

▷ Planning Context

Housing Turnover

Housing turnover rates show a relatively strong inclination for owners to stay in Lexington, with nearly 25 percent of homes being occupied by the same owner for thirty years or more. Predictably, apartment turnover is much higher, reflecting student living and home ownership preferences.

Block Group 1 and Block Group 6 have a large percentage of owners who have lived in their homes for more than 40 years. These areas could soon see a transition in ownership from older residents to younger families or rental properties as these homes are sold or inherited. Neighborhood improvements, such as sidewalks, signals, and benches, could also help making these areas more accessible and friendly for aging residents that wish to "age in place".

Housing Vacancy

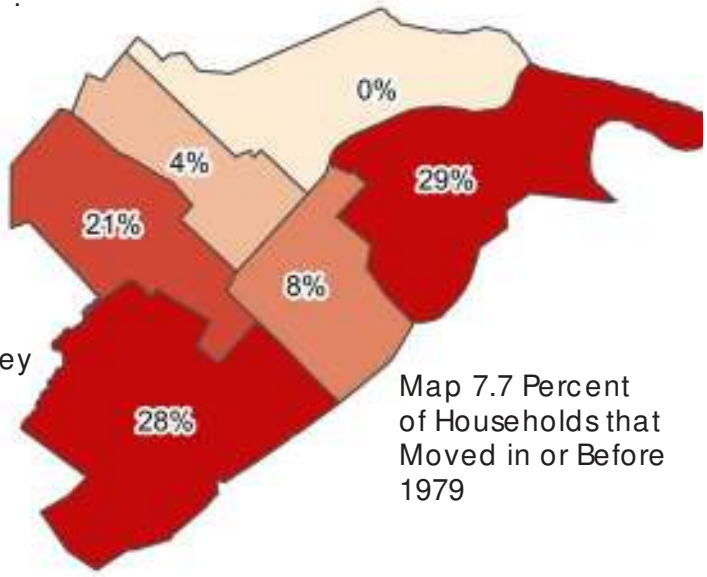
Slow growth in housing construction has resulted in very low housing vacancy.

The highest vacancy rates are found in Block Group 1 and Block Group 5. For Block Group 1, this may be a result of the low demand for the type or location of housing available in this area. The average year built is 1959, home values tend to be lower here, and it is relatively inaccessibility to downtown and the college campuses. However, the low rental/high vacancy ratio and median resident age of 40.5 may evidence opportunity for an increase of rental properties in this area for non-student residents.

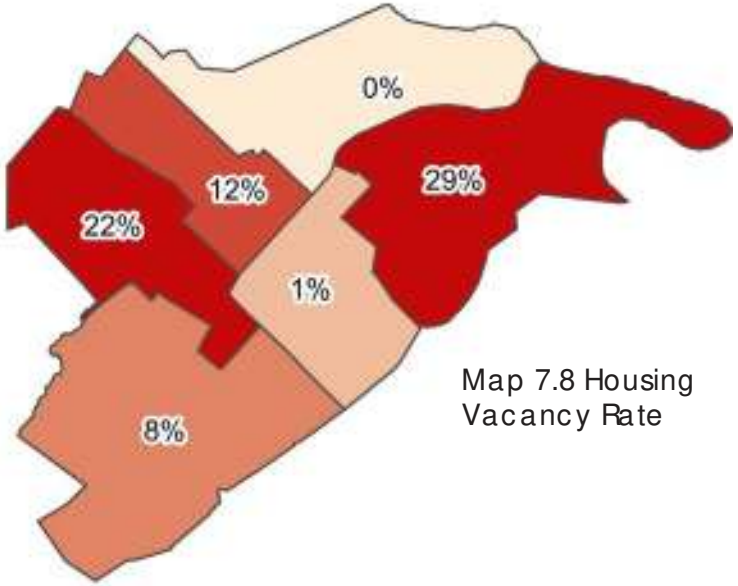
The data tells a very different story about Block Group 5. Here, the rental rate is low, and the median age is high. The median resident age here is 60, while the median male age is 63.8 (the national median age is 38.2). This, along with the significant number of houses for sale in the $500,000 price range, indicates that this area is likely in transition as older well-established residents are shifting their assets and lifestyle. The rate at which this neighborhood successfully transitions could be an indicator of the future housing demand.



Block Groups Key



Map 7.7 Percent of Households that Moved in or Before 1979



Map 7.8 Housing Vacancy Rate

Housing

▷ Planning Context

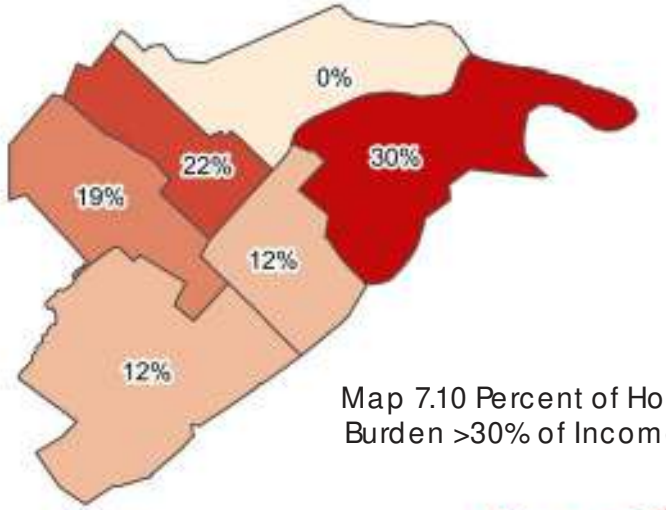
Housing Affordability

Housing affordability is a pressing issue for Lexington and the region. Households that spend over 30% of their income on housing costs are considered "cost burdened," as they are likely paying more for housing than they can reasonably afford. These households may have trouble paying for other basic necessities such as food, transportation, and health care. In Lexington, 56% of mortgaged homeowners and 58% percent of renters exceed this threshold. By comparison, 36.5% of mortgaged homeowners and 52% of renters are cost burdened in Rockbridge County.

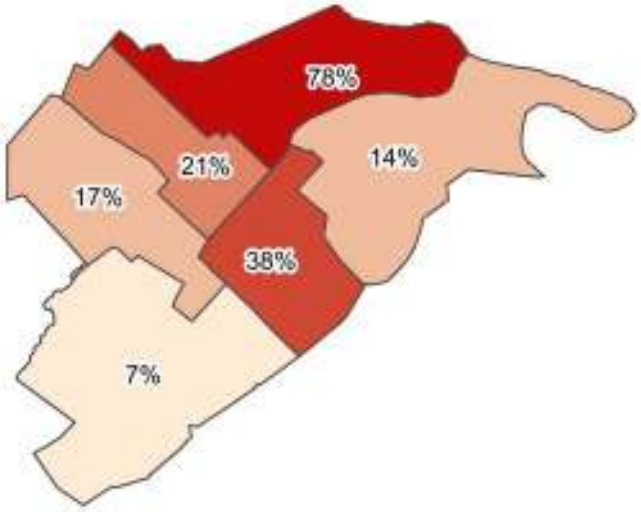
Cost burden is shown geographically in Map 7.9 and 7.10 The areas with the highest percentage of residential units being rented, other than on college campuses, are the neighborhoods along the Route 60 corridor, thus that is the area that experiences the greatest cost burden to renters. The highest housing cost burden for homeowners is found in the area with the lowest average home value (Block Group 1) and in Block Group 4, nearest the Washington and Lee campus. This data concludes that Block Group 4 exhibits the highest cost burden for both renters and owners.

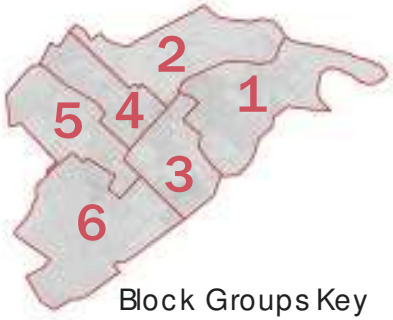
Adding housing supply is one way to alleviate housing cost burden and affordability by making units available at different price points. In addition, renovating and retrofitting homes with more efficient building materials and systems can help to reduce the overall cost of owning a home, while also supporting the sustainability goals within the Green Infrastructure and Natural Resources chapter. Housing affordability must also be addressed through active participation with local and regional partners, which is one of the key goals of the Threshold Housing Commission discussed later in this chapter.

Map 7.9 Percent of Households with Mortgage Cost Burden >30% of Income by Census Block Group



Map 7.10 Percent of Households with Rental Cost Burden >30% of Income by Census Block Group





Block Groups Key

Housing





▷ Planning Context

Housing Value

Housing values in Lexington are higher than Rockbridge County, reflecting the desirability of the City's historic, walkable neighborhoods and proximity to employment, education, and services. In 2017, median value in Lexington was $252,500, compared to $197,200 in Rockbridge County.

Regionally, the Lexington area housing market has seen a slow but steady increase in value, particularly since the housing market crash in 2008. From July 2009 to July 2019, the median home value estimate of area homes climbed from $198,700 to $217,300. Between April and July 2019, the median sales price of a home was $278,750, based on 44 home sales. For 2019, the average price per square foot was $156, an 18 percent increase over 2018. For potential sellers who have large amounts of equity in their homes, increasing home value is a good sign, but the same trend can increase the tax burden on long-term residents and make Lexington unaffordable to buyers.

Figure 7.1 - Lexington Median Home Value Estimate (Zillow)



Subsidized Housing

Lexington has several subsidized housing assets that provide housing options for low income residents. Demand for subsidized units is high, and many properties have waiting lists for available units. Recent market studies revealed that the ten apartments in the region with rents subsidized by Section 515 Rural Development and Low-Income Housing Tax Credit programs have a vacancy rate of 1.5%.[1]

Properties subsidized through the low income housing tax credit program are susceptible to market-rate conversions once the original term agreements expire. The City and its local housing advocates should be cognizant of the terms on these properties and work with property owners to reduce the risk of losing affordable units to market-rate conversions. This may include identifying development partners, such as non-profits, with the ability to acquire the property, secure financing, and maintain affordability.

Recent Development

While limited land is available for large-scale suburban residential construction, new residential development continues to occur in Lexington. Forty-eight homes are projected for construction through 2020. New development is concentrated in the Weatherburn Subdivision in the southeast (Block Group 6) and in the Thompson's Knoll subdivision to the northeast (Block Group 1). There has also been recent expansion at "Kendal at Lexington", the continuing care retirement community on the western edge of the city.

[1]Revised Market Analysis for Renovation Green Hills Apartments Lexington, VA; Prepared by S. Patz and Associates, Inc.; February 2019

Housing

▷ Planning Context

Market Forces

Supply and Demand

As with most assets and commodities, housing price is impacted by supply and demand. Generally, demand drives up the price of an asset, which, if not met by an increase in the supply of that asset, leads to shortages and ever higher prices. The price of housing and real estate is especially contingent on this delicate balance of supply and demand.

The rental market is in particularly high demand in Lexington. A 2019 market study showed that the current market-rate and tax credit apartment supply is 98.8% occupied. Given the limited number of traditional apartments available, students and other renters who cannot secure a conventional apartment must occupy single-family homes, duplexes, and other rentals or live outside City limits. Development of new market rate apartments will open new housing opportunities for renters and potentially support the re-conversion of existing rental homes back to single-family use. Construction of additional rental units may also stimulate housing churn, creating new opportunities for buyers and renters alike.

Ideally, the demand for housing would be met with an equal supply of housing. However, Lexington's housing market is limited by supply rather than demand, and the City is handicapped in its ability to build new housing by its small geographical size. While this small geographical size certainly lends itself to the charm and character of the City, it does not readily foster new housing construction to meet the current and future demands of the citizens. Housing demand unable to be accommodated within the City of Lexington will naturally spread into Rockbridge County, highlighting the importance of regional cooperation and a coordinated approach to development and growth.

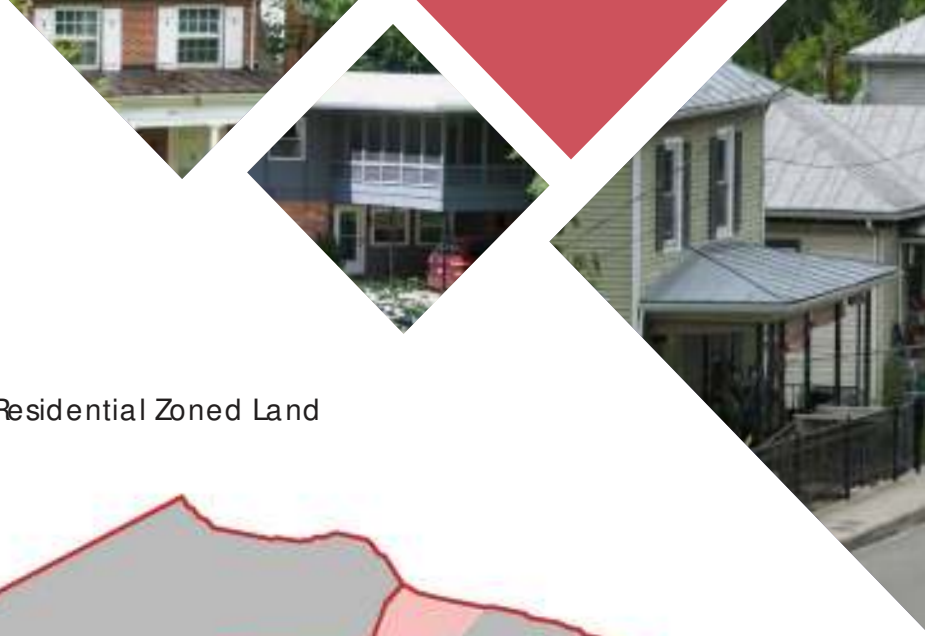
Revitalization and Infill

Lexington's quaint downtown and walkable, traditional neighborhoods make it a desirable urban center within the region. While Main Street Lexington has helped promote revitalization in the downtown, upper stories of some buildings remain unoccupied and underutilized. Rehabilitation and adaptive reuse of these buildings for multifamily housing should be actively promoted and supported, along with compatible infill development of surface parking and vacant lots. At the same time, revitalization in the downtown may place pressure for the conversion of residential property to commercial use. While encouraging a diverse and sustainable economy is a cornerstone of this Plan, the City is committed to balancing the economic development and housing needs of the community by protecting neighborhoods from commercial conversions that might further constrain the housing market or otherwise degrade the quality of neighborhoods.

Institutions of Higher Learning

W&L students have a significant impact on Lexington's housing market. While VMI students must live on-post, many W&L students have historically lived off-campus in rented houses spread throughout Lexington and the County. In 2016, the University opened new third year housing facilities and began requiring that juniors live on-campus. This decision was undertaken to improve the sense of student body community and connectivity but has affected the local housing rental market. The reduction in demand for off-campus student rentals has freed up units for non-student rentals, or in some cases caused former rental houses to be sold. At this time, W&L has not announced any similar effort to require seniors or law students to live in on-campus housing. In 2018, W&L enrolled 407 seniors, for whom minimal on-campus housing is available, and 394 law students, for whom no on-campus housing is available. At double occupancy, these students represent 401 student households that compete with long-term residents for rental housing in Lexington and surrounding community. While W&L has made efforts to concentrate students on campus, senior and law students continue to place high demand on Lexington's rental market. The market study estimated that student households represent 82% of the apartment base.

Housing



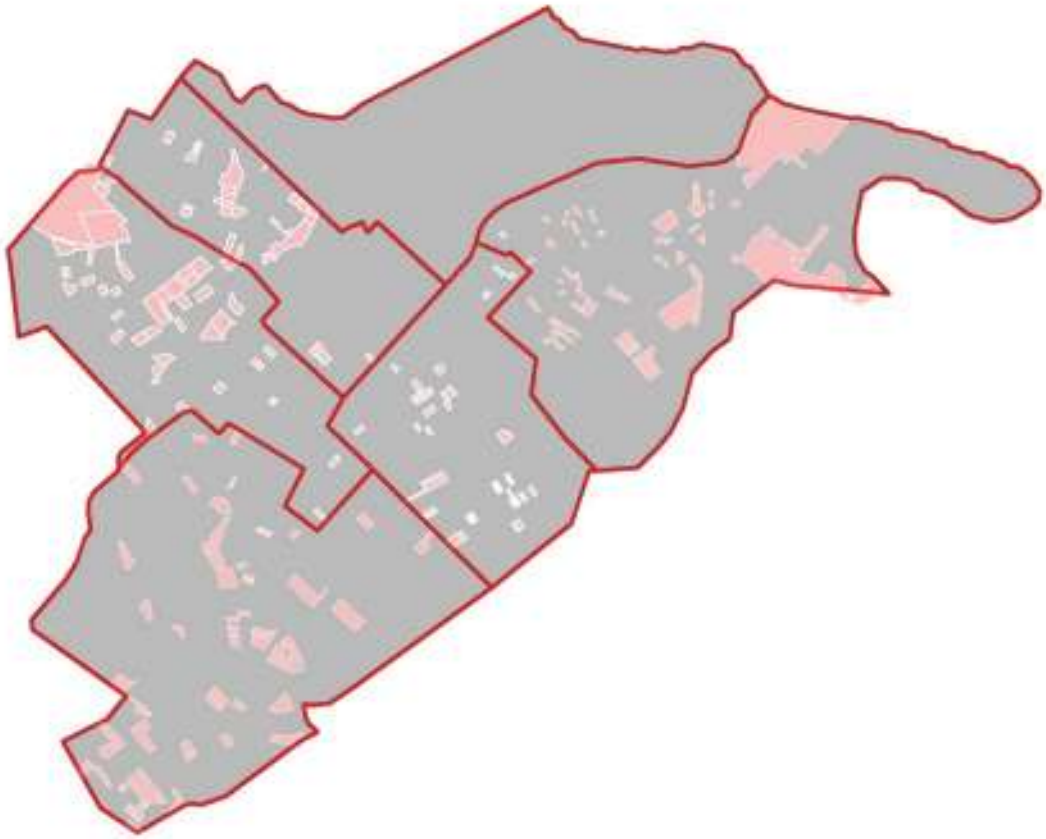
▷ Planning Context

Development Potential

Limited opportunities for development are scattered throughout the City, but most open land is limited in area and is burdened with development limitations. Map 7.11 highlights existing vacant residential parcels that could potentially be developed in the future. Some of these lots are undersized while others are completely landlocked. While recent zoning updates have allowed more flexible development regulations, additional modifications, such as reducing frontage requirements to allow infill residential development in large rear yards, should be explored.

In addition, the land use chapter highlights key opportunity areas where additional residential density should be promoted. New residential construction is most likely to be realized through multi-family infill, rehabilitation and reuse of underutilized downtown buildings, and the addition of accessory dwelling units.

Map 7.11 Undeveloped Residential Zoned Land



Housing



▷ Planning Context

Age-Friendly Housing & Neighborhoods

Lexington's aging population and high rate of long-term owners indicates a need for senior housing options. A 2019 market study showed a strong need for active adult and senior housing with services in Lexington. Currently, there are no market-rate apartment properties designated for older adults (age 55 and over) in Lexington or the surrounding area. New opportunities for senior living have been developed at the Kendal at Lexington, a continuing care retirement community on the western edge of the city, which recently developed approximately 30 cottages to accommodate the older population. Additional development of age-restricted and senior housing will create new housing options for those wishing to stay in Lexington but downsize out of homeownership. If local seniors are making a move to Kendal at Lexington or other supportive environments such as Heritage Hall or The Mayflower, it could stimulate transfer of real estate in areas with older populations and open the housing market to a new generation of homeowners who wish to call Lexington home.

To support its aging population, Lexington should also take actions that support successful aging in place. Ensuring age-friendly neighborhoods requires solutions covering the range of planning elements discussed throughout the Comprehensive Plan. Community design features, such as ADA-accessible sidewalks and benches, can make it easier for aging-residents to stay active and healthy. Transportation options can help seniors travel to reach shopping and services outside their neighborhood. Housing rehabilitation programs, such as those noted under the Local Advocacy section below, can help seniors maintain and modify their homes to be more accessible. Accessory dwelling units, discussed in the following section, can help offset rising housing costs or create living space for live-in caregivers.

Accessory Dwellings

Accessory dwelling units are an increasingly common tool used to respond to housing demand in constrained markets. Where traditional zoning practices have limited single-family neighborhoods to one home per lot, accessory dwelling unit ordinances allow a second small dwelling to be constructed on the same grounds of a standard single-family home. In 2018, Lexington revised its zoning ordinance to allow the construction of accessory dwelling units in single family neighborhoods, provided they are attached to or located within the existing dwelling unit. The City should also explore the modification of zoning policies to allow detached accessory dwelling units to further expand rental opportunities. As an added benefit, accessory dwelling units can provide supplemental income to cost burdened homeowners, helping increase housing affordability for renters and owners alike.

Short-Term Rentals

Short-term rentals are a relatively new component of Lexington's housing market. Short-term rental registration requirements and standards were adopted into the zoning ordinance in October 2017. In 2019, the first full year of the program, 19 short-term rentals were registered.

Short-term rentals offer substantial positive economic impacts by providing a supplemental source of income to the owner and supporting increased tourism activity and spending in the community. However, they are not without their own planning considerations. When unregulated, short-term rentals may negatively impact neighborhood character and quality of life with issues such as parking, traffic, and noise. They may also reduce the amount of housing available for long-term occupancy, which can lead to increased housing and rental prices in constrained markets. As a city with limited space for new housing development, Lexington will need to continue monitoring and regulating short-term rentals to balance community housing needs and protect quality of life in neighborhoods.

Housing

▷ Partnerships and Initiatives

The City of Lexington works with local partners and has undertaken a variety of housing advocacy programs over time, including grant programs aimed at housing rehabilitation, the purchase and renovation of aging homes, and new construction of affordable housing.



Local Advocacy

Local organizations also play a role in advocacy and housing issues. Total Action for Progress (TAP) and Mission Next Door both provide home repair and rehabilitation for people in need. Habitat for Humanity is well known for its work to build affordable housing and is active in Lexington. The Rockbridge Area Relief Association also provides homelessness prevention programs and HelpLine financial assistance to low-income area residents.

Rental Assistance Office

The Rockbridge Area Rental Assistance Office provides safe, sanitary, and affordable rental housing for low income citizens in the Rockbridge County area through the Section 8 Housing Choice Voucher Program. The Section 8 program is overseen by the US Department of Housing and Urban Development (HUD) and administered on a state level by the Virginia Housing Development Authority (VHDA). The vouchers allow low-income residents to find a home of their choice and use the program voucher to pay for all or part of the rent.

Rental Housing Inspection Program

In 2006, the City of Lexington adopted a rental housing inspection program, which required the inspection of residential rental units in six designated districts as well as the multifamily complexes located in Lexington. The program also provided for the inspection of properties located outside an inspection district based on observations of City staff or complaints from landlords, tenants, or the public. In 2020, the program was dissolved with the direction to reevaluate the ordinance in fiscal year 2021.

Threshold Housing Commission

The City's Threshold Housing Commission supports the housing needs of low- and moderate-income families, the elderly, and the handicapped. Since 1988, Threshold has successfully implemented housing rehabilitation projects for eligible low- and moderate-income families using federal Community Development Block Grant (CDBG) funds, city funds, and financing from local banks. Despite Threshold's impact on the community, efforts to develop a new affordable housing community using CDBG funds were unsuccessful due to eligibility requirements that were unattainable for Lexington's low to moderate-income residents. Threshold continues to provide housing assistance and coordinate the efforts of various local housing assistance providers.

Housing



▷ Needs Assessment

As discussed in this chapter, Lexington faces many challenges when it comes to meeting the housing needs of current and would-be residents. While a balanced housing market provides opportunities for most residents, very low housing vacancy rates, as found in Lexington, can drive up housing prices and limit opportunities for new buyers and renters alike. Research, market studies, and surveys specifically show a need for:

- Preservation and expansion of affordable housing opportunities.
- Additional appropriate and compatible multifamily, rental housing.
- New age-friendly housing opportunities, including age-restricted multi-family and senior living.
- Continued promotion of adaptive reuse, revitalization, and infill development.
- Continued exploration and expansion of innovative housing options, such as accessory dwelling units.
- Protection of neighborhood character by limiting encroachment from commercial uses, promoting homeownership, and supporting housing rehabilitation programs.

Housing

▷ Goal, Objectives, & Strategies

Housing			
Goal: Conserve and foster the improvement of the City's neighborhoods to ensure safe, affordable, and desirable places to live.			
Values	Objectives	Strategies	
	Promote a variety of safe and affordable housing options for all of Lexington's residents.	HO 1.1	Pursue funding strategies such as Community Development Block Grants or local revolving loan funds to finance the rehabilitation of housing on behalf of residents in need.
		HO 1.2	Review regulations allowing accessory dwelling units in separate structures in appropriate residential areas.
	Pursue policies that bolster Lexington's housing market, promote new development, and reduce long-term financial burdens on property owners.	HO 2.1	Encourage energy efficiency and other green principles in the planning, design, construction, and rehabilitation of Lexington housing to reduce long-term ownership costs for residents.
		HO 2.2	Expand provisions of Lexington's Zoning Ordinance allowing density bonuses for the creation of low- and moderate-income affordable housing units.
	Protect and enhance the quality and character of Lexington's residential neighborhoods.	HO 3.1	Provide housing rehabilitation resources for elderly and low-income residents to support "aging in place" and preservation of neighborhood character.
		HO 3.2	Protect existing affordable neighborhoods from losing housing stock to commercial conversions or other non-residential uses.
		HO 3.3	Facilitate the redevelopment and expansion of East Nelson Street and South Main Street commercial areas into vibrant mixed-use neighborhoods with higher densities, a mix of housing types and a range of complementary uses.
		HO 3.4	Explore revisions to the zoning and subdivision ordinances to allow lots without street frontage, where appropriate, making additional infill lots possible.
	Engage Lexington residents and property owners to create a more robust local housing market.	HO 4.1	Conduct outreach to owners of downtown buildings with underutilized upper floors, explaining upper story zoning and building codes.
	Leverage community resources to support diverse, safe, and affordable housing.	HO 5.1	Partner with local organizations to educate the public about heating systems, window-repair systems, storm windows, insulation, roof ventilation, and other energy-saving features suitable for existing buildings.
		HO 5.2	Continue partnership with the Threshold Housing Commission as an affordable housing agency to coordinate and support the work of local housing non-profits. Cooperate with Threshold Housing Commission to organize and facilitate seminars and workshops on housing issues identified in the Comprehensive Plan needs assessment.
		HO 5.3	Explore modifying the City's zoning regulations to facilitate the creation of a variety of safe, affordable, and innovative housing options, including the establishment of small lot, attached units, and other housing types that achieve higher densities and a diversity of housing options.
		HO 5.4	Reevaluate the Rental Housing Inspection Program.

Land Use

Plan for strategic, efficient, and quality development that increases the economic vitality of Lexington by building on local character and identity; protecting sensitive resources; and prioritizing connectivity between neighborhoods and services.

Land Use

▷ Introduction

Lexington is a historic and charming city with quality neighborhood, commercial, and institutional areas centered around its traditional downtown center. While Lexington is a mature community with limited land for new development, growth is welcomed and is expected to occur mostly as compact infill that is compatible with the character of the existing community.

Land use constitutes the base upon which all other aspects of development are founded. Land use policies and development patterns establish the foundation for the Comprehensive Plan. The future planning framework articulated in this chapter was developed following an analysis of existing development patterns and extensive public input that together define the community's vision for the future. Recognizing that land use patterns in the City are largely set, the policies in this chapter focus largely on the form, connectivity, and character of development.

Through the recommended future land use framework and strategies, this Plan considers how future growth and development could make Lexington a more accessible and diverse community; bolster the local economy; enhance local identity and character; more closely involve citizens; and improve management and collaboration regionally and with local institutions.



▷ Community Engagement

Public Survey

Lexington residents value their community's strong sense of place and identity. In the Comprehensive Plan survey, Lexington's small city character was cited as the top characteristic that people value about their community. Nearly 50% of survey respondents noted the importance of preserving history and architectural character, and over 60% of survey respondents reported that Lexington should welcome new residential and commercial growth.

Regarding land use, the survey results showed a need for a variety of housing types and retail, restaurants, and healthcare uses. Respondents showed a strong desire that, in the next ten years, Lexington would see thriving businesses and downtown and preserved history/small town character. More shopping/entertainment options and more community/family/kid friendly spaces/events were commonly cited changes that would make Lexington a more livable and enjoyable city. The survey results also identified land use challenges common for mature communities, including conservation/open space and lack of developable land, along with the presence of institutions of higher learning.

These results highlight the need for a flexible land use framework that preserves and enhances the community's character while offering new opportunities for development and amenities for residents.



Land Use



▷ Planning Context

Lexington is organized along two major streets, Main and Nelson. The intersection of these streets marks the center of the historic downtown. North Main Street passes Lexington's two institutions of higher learning before joining Lee Highway as it passes over the Maury River. A bypass carries Lee Highway away from the downtown and along the City's southern border.

Lexington has three main commercial areas. The City's historic downtown core is home to a variety of small retail stores, offices, service uses, restaurants, hotels, and government uses. The downtown is largely made up of older, multi-story buildings in a dense configuration with pedestrian facilities and limited parking. South of the downtown, where East Nelson Street meets Lee Highway, a suburban commercial area includes shopping centers and national chain retailers on larger sites with ample parking. A second suburban commercial zone at South Main Street and Lee Highway includes a motel, farmer's co-op, and other automobile-oriented commercial uses.

Institutional uses also make up a major part of Lexington. The two institutions of higher learning that help define the City are found north and east of the downtown. Importantly, while Virginia Military Institute (VMI) is a branch of state government and therefore exempt from local zoning and other land use regulations, Washington and Lee (W&L) is a private institution whose land use is governed by a university master plan approved by the City. Both institutions include relatively dense mixes of residential, classroom, administrative, and recreational spaces, and both feature abundant open and green spaces. Other institutional uses include the campus of Carilion Community Hospital south of the downtown, as well as a variety of church and organizational uses such as Lexington's three national fraternity headquarters.

Residential uses in Lexington are predominantly single-family detached homes, with older homes on smaller lots found nearest the downtown and larger lots with more modern homes found along the City's edge, particularly south and west of the downtown. Occasional duplexes or multi-family residential buildings are scattered throughout Lexington. Many are small multi-family buildings rather than large apartment complexes and are well-integrated into single-family residential neighborhoods.

Park and civic uses make up the remainder of Lexington, including two major cemeteries, government offices for both the City and County, parks, and both City and County elementary and middle schools. Civic spaces also include utilitarian spaces dedicated to transportation rights-of-way, water and sewer facilities, and maintenance yards.

Land Use







▷ Planning Context

Development Potential

Lexington is a relatively constrained land area of 2.5 square miles and is largely built-out, with few vacant parcels for new development. Growth and development are anticipated to occur primarily through individual infill projects that add residential density or commercial space or through redevelopment and adaptive reuse that converts one land use to another.

Numerous residential properties in the City are made up of more than one parcel of land, often with a house on one lot and another lot making up part of the yard. While in some cases these yard lots are too small to build on, it may be possible to add a new house on these lots, potentially infilling existing neighborhoods with occasional new houses. This is a positive addition to the City and should be encouraged where possible. In other cases, residential lots may contain enough land area to be subdivided but remain one parcel. A limited number of large rear yards could be used for infill housing except that Lexington's subdivision ordinance requires all lots to have street frontage. The City should study the opportunity to change this requirement, allowing driveway easements to access infill lots to the rear of existing residential parcels where enough land exists. **(See Housing Strategy 3.4).**

A small number of substantial development sites can be found, including two areas of East Lexington near Campbell Road, a commercially-zoned parcel east of the Nelson Street/Lee Highway interchange, acreage near Lexington's water storage facility along Enfield Road, and a City-owned site on Spotswood Drive, among others. With so few sites available, it is important that these sites be considered carefully and are developed to meet the City's goals, including higher-density housing and valuable additions to the tax base.

Land Use

▷ Planning Context

Regional Land Use Considerations

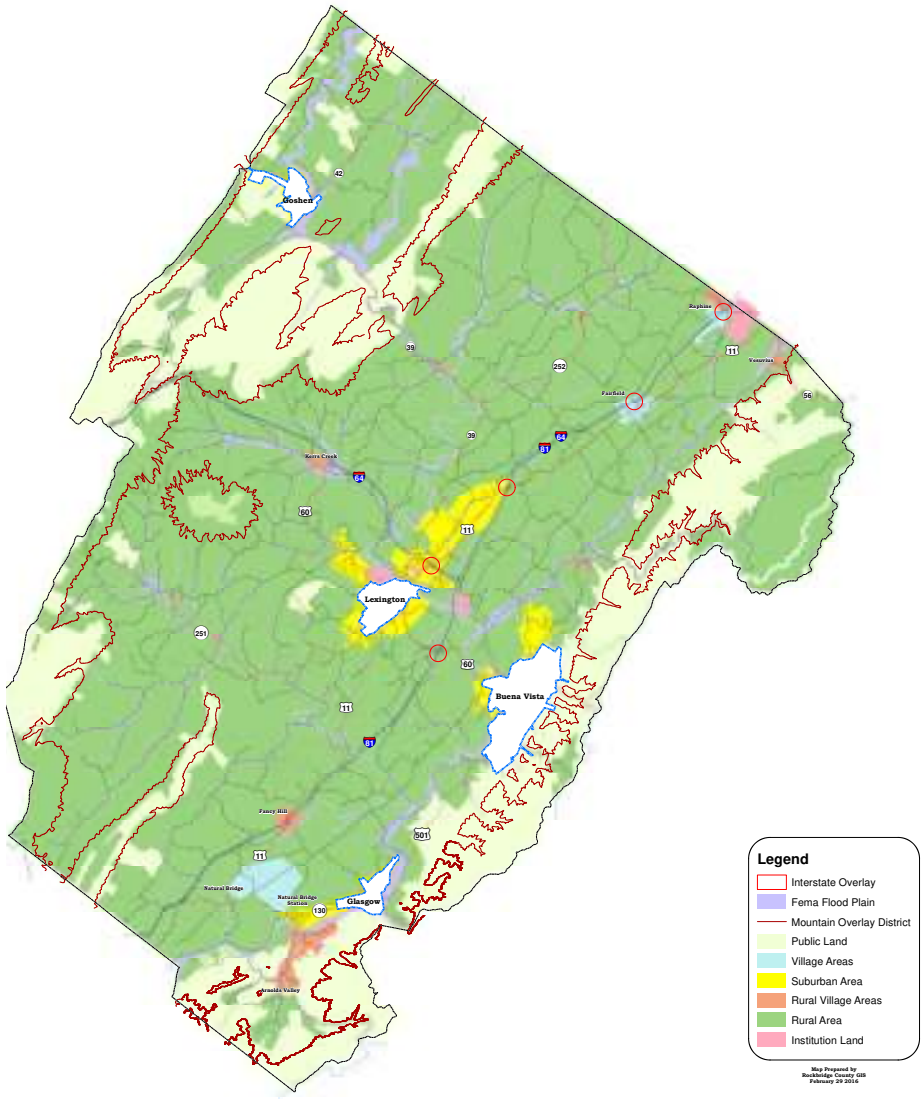
While this Plan is specific to the boundaries of the City of Lexington, land use in the real world is not so clearly defined. Lexington is an employment, shopping, and entertainment destination for residents of Rockbridge County and the region, and, with few parcels available in the City itself, new development increasingly locates on county lands adjacent to Lexington.

In its own Comprehensive Plan, adopted in 2016, Rockbridge County prescribed that rural areas of the County should be preserved while new development should be encouraged adjacent to existing settlements and in areas well-served by existing transportation and utility infrastructure. These areas are labeled Suburban Areas and are found in areas adjacent to Lexington and Buena Vista. Suburban Areas are planned for mixed residential, commercial, and industrial uses. The County's 2016 Comprehensive Plan also calls for development that serves and takes advantage of interstate highway interchanges. Lands around these exits are planned for regional shopping centers, major office or industrial employment centers, large-scale recreation or tourism uses, and traveler services such as fueling, restaurants, and accommodations.

The County has already made progress toward its goal of encouraging development near Lexington and preserving rural areas. Changes in 2008 introduced sliding scale zoning to further discourage rural area development and provide a new R-2 zoning district in key areas to promote compact single-family and multi-family residential uses. The County also extended water and sewer service in 2007 from the vicinity of Lexington along U.S. 11 to Raphine and is planning to extend sewer service along U.S. 60 to I-81 at Exit 188.

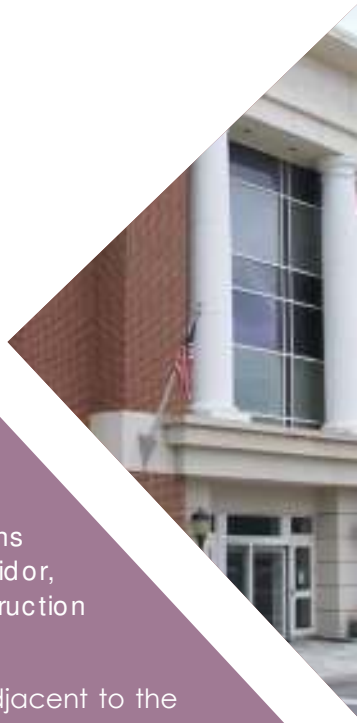
Lexington and Rockbridge County have previously undertaken joint planning initiatives in South Lexington and East Lexington and should continue such cooperation where adjacent neighborhoods and commercial areas offer opportunities to enhance vehicular, pedestrian, and bicycle connectivity as well as common urban design and land use objectives.

Map 8.1 Rockbridge County Future Land Use Map



Land Use

▷ Partnerships & Initiatives



Coordination with Institutions of Higher Learning

Lexington benefits enormously from the presence of W&L and VMI. These institutions raise the profile of the City, provide employment opportunities, host cultural events, attract visitors, and support local organizations through partnerships and student involvement. Both institutions are inseparable parts of the history and character of Lexington. Both institutions conduct their own strategic and land use planning processes, which shape the land use, transportation, and other elements of the City's future.

VMI Master Plan

As a branch of State government, VMI is not subject to local zoning or other authority. The institution does, however, have a positive working relationship with the City. VMI has an enrollment of approximately 1,700 cadets and in-City facilities covering approximately 134 acres. Facilities include housing, classrooms, offices, dining facilities, support services, and indoor and outdoor sports and training facilities. VMI maintains a Post Facilities Master Plan, updated annually, to guide changes and additions to the Institute's facilities. The school has also conducted a strategic planning process, whose guidance is found in a document titled Vision 2039.

The overall strategic vision of VMI includes a variety of upgrades and renovations to the Post but does not include significant plans to expand VMI's land holdings within Lexington or to grow significantly beyond its current enrollment of approximately 1,700 cadets. Efforts to renovate and modernize a variety of facilities will be ongoing but will have little effect on the larger City. The most recent addition to VMI has been the Corps Physical Training Facility, opened in October 2016 and located on the south side of North Main Street, adjacent to existing VMI facilities. This is a 200,000 square foot LEED certified building housing an indoor running track and other athletic facilities with parking beneath and connected to the main Post by a pedestrian bridge over North Main Street. While very large, the building maintains the character of VMI and the North Main corridor, with complementary design and traditional construction materials.

An indoor aquatics facility is planned for a site adjacent to the new Corps Physical Training Facility along North Main Street, which may increase traffic during large events. The North Main Street corridor in this area will also be affected by the City's own plans to remove on-street parking and enhance pedestrian spaces through a new streetscape program.

W&L Master Plan

W&L is a private institution and is therefore subject to City land use authority. All parcels that make up the University are zoned, and most university properties are covered by the City's Institutional Overlay zone.

W&L enrolls approximately 1,800 undergraduate students and 400 law students on a 325-acre campus. In its own strategic planning process, completed in 2018, W&L expressed little desire for significant growth in land area or enrollment, but does plan for significant construction, additions, and other improvements to the campus to create new programs, better serve students, and to increase environmental sustainability – a shared goal in Lexington's Comprehensive Plan.

Land Use

▷ Partnerships & Initiatives



W&L is currently undertaking a significant campus master planning effort, the adoption of which is subject to City review and approval. In considering such proposals, the City will continue to encourage W&L to look within its present holdings for future growth rather than acquiring additional land. Not only would additional expansion further erode the City's tax base, removal of viable commercial activities from an already limited downtown is harmful to the health and vigor of this vital commercial district.

The University owns most, but not all, of the houses in a block bounded by Glasgow, Nelson, and McLaughlin Streets and adjacent to the University's Lenfest Center for the Arts and Gaines Hall. Any proposed redevelopment of this block should mimic the scale and architecture of adjacent historic homes.

Land Use



▷ Future Land Use Plan

As a historic city with a great deal of existing development, Lexington must carefully plan for those areas where change is possible. The following framework establishes the desired pattern and character for future development that affords the City an opportunity to create organized and attractive City entrances, add development that supports the City's economy and tax base, and create unique neighborhoods that attract investment and tourism.

The Future Land Use Map (See **Map 8.2**) provides a depiction for how the City should grow to achieve its vision of the future. The map identifies a framework of gateways, centers, corridors, opportunity areas, and pattern areas where Lexington should encourage change and redevelopment. Because Lexington is a compact, largely developed community, the Future Land Use Map acts as a tool to guide redevelopment and infill.

The Plan prioritizes the creation of a more connected and accessible community, the expansion of traditional neighborhood patterns, and the protection of sensitive cultural and natural resources. The Future Land Use Map is informed by environmental features, existing development patterns, and existing and planned transportation and utility networks. The map and associated planning objectives and design strategies are crafted to provide flexibility for future trends while holding to an overall defined pattern for shaping development in the City of Lexington. In weighing development applications, Lexington's staff, Planning Commission, and City Council should be mindful of the Future Planning Framework as well as the needs of a changing city, the desire of Lexington residents for top-quality development, and the economic necessity of improving the City's tax base.

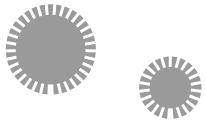
The Future Land Use Plan establishes five overarching Land Use Areas — Gateways, Centers, Corridors, Opportunity Areas, and Pattern Areas — with supporting Planning Ojectives and Design Principles for each. Corridors are further articulated into two types and Pattern Areas into seven types.

Land Use

▷ Future Land Use Plan

Future Planning Framework — Land Use Types

The Future Planning Framework establishes the following land use areas for the community, based on the significant planning objectives (See **Table 8.1**) for each area:



Gateways

Gateways are key places where the regional road network enters the City. These gateways serve as the community's front door, establishing first impressions and reinforcing perceptions of the City. Planning strategies should prioritize improving the image and attractiveness of these gateways.



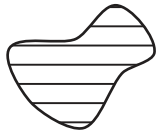
Centers

Centers are community focus areas – bridges between the transportation networks and surrounding neighborhoods. Centers are anchors of the community where services and amenities for the surrounding neighborhoods may be clustered. Focusing growth and investments in Centers encourages more compact and walkable development and encourages efficiency in new infrastructure investments.



Corridors

Corridors are important local and regional travel routes and commercial destinations. These areas strongly influence the City's accessibility, attractiveness, and economic vitality. Civic corridors are intended to be regional connectors, while neighborhood corridors are intended to connect residential areas to centers and commercial areas. Improving the conditions, character, and quality of these corridors is a primary planning focus.



Opportunity Areas

Opportunity Areas represent key areas of focus for revitalization, infill, redevelopment, or development. Opportunity Areas are locations for change in which Lexington has the opportunity to create organized and attractive development, add density that supports the economy and tax base, and create unique neighborhoods that attract investment and tourism.

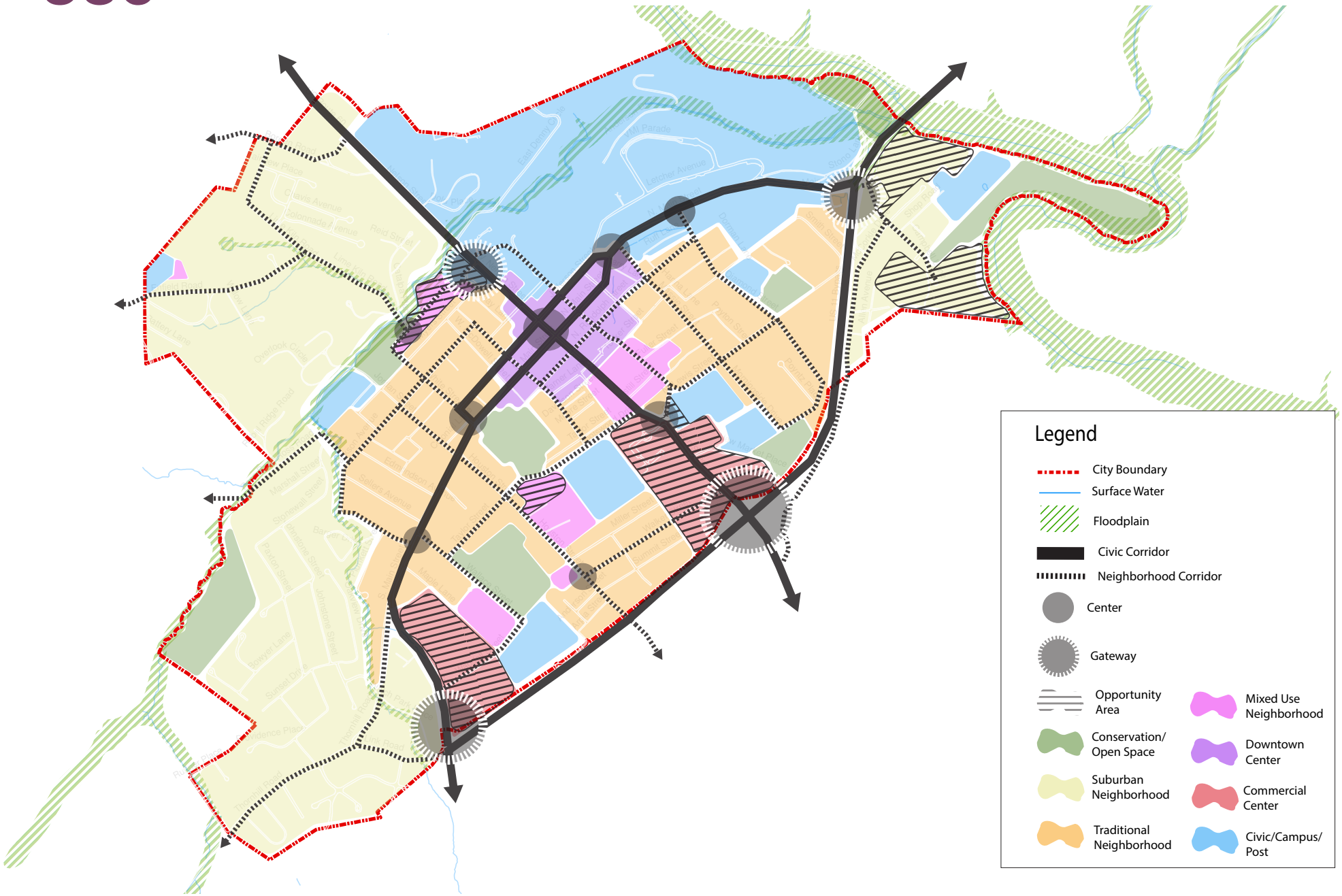


Pattern Areas

Patterns Areas are areas of the City that share distinct characteristics by virtue of geographic location, built form, and/or types of use. As a planning tool, these areas reflect the intended form, character, and planning objectives of future development and redevelopment. As development applications are evaluated, these pattern areas will serve as a guide for City leaders and staff in evaluating the appropriateness of future developments. This Plan identified seven distinct Pattern Areas. (See **Diagram 8.1** Pattern Area Transect)

Land Use

Map 8.2 Future Land Use Map



Land Use

▷ Planning Objectives

Table 8.1 Future Planning Framework — Planning Objectives

	Focus on infill or redevelopment	Implement traffic calming measures	Design for pedestrian & bicycle friendly community	Enhance and protect cultural resources	Connect neighborhoods through a network of green infrastructure	Encourage mixed use development	Improved streetscaping & landscaping	Enhanced design & development standards	Enhance & protect natural resources and open space	Improved wayfinding measures	Build on and promote local character and identity	Foster the development of a variety of housing types, including affordable housing	Incorporate sustainable development standards	Promote coordination of regional development and land use decisions
Gateways		X	X				X	X		X	X			X
Centers			X	X		X	X	X		X	X		X	
Civic Corridors	X	X	X				X	X		X				X
Neighborhood Corridors	X	X	X		X		X	X		X				
Opportunity Areas	X		X		X	X	X	X	X		X	X	X	

Land Use

▷ Planning Objectives

Table 8.1 Future Planning Framework — Planning Objectives

Pattern Areas	Focus on infill or redevelopment	Implement traffic calming measures	Design for pedestrian & bicycle friendly community	Enhance and protect cultural resources	Connect neighborhoods through a network of green infrastructure	Encourage mixed use development	Improved streetscaping & landscaping	Enhanced design & development standards	Enhance & protect natural resources and open space	Improved wayfinding measures	Build on and promote local character and identity	Foster the development of a variety of housing types, including affordable housing	Incorporate sustainable development standards	Promote coordination of regional development and land use decisions
Conservation / Open Space					X				X					
Suburban Neighborhood	X	X	X		X				X			X	X	
Traditional Neighborhood	X	X	X	X	X			X	X		X	X	X	
Mixed Use Neighborhood	X	X	X		X	X	X	X			X	X	X	
Downtown Center	X		X	X	X	X	X	X		X	X	X	X	
Commercial Center	X		X		X	X	X	X		X	X		X	X
Civic/Campus/Post			X	X	X					X				X

Land Use

▷ Design Principles

The planning framework approach places greater emphasis on the quality of development and its form than on the separation of individual uses. The design principles that follow present the context, density, character, and land use appropriate within each pattern area.

Diagram 8.1 Pattern Area Transect



Land Use

▷ Design Principles

Gateways, Corridors, and Centers

Gateways, Corridors, and Centers serve as an orienting network that overlays the designated pattern areas. The appearance and functionality of Gateways, Corridors, and Centers help to integrate the distinct pattern areas and create a strong impression for the overall community.

Development along and within Gateways, Corridors, and Centers should incorporate appropriate features within the public and private realm that enhance the design character and quality of the community. Landscaping, sign controls, and underground utilities should be provided to elevate community appearance. Removal of existing mature trees should be minimized along the frontage of sites, and parking should be screened from off-site views using plants of different types and heights. Gateways should incorporate special signage, public art, and landscaping to create a sense of arrival into the City. Corridors should incorporate enhanced streetscaping and encourage multiple travel options, with Neighborhood Corridors providing sidewalks on at least one side of the street and Civic Corridors providing bike facilities and sidewalks on both sides of the street. Centers should provide community amenities, such as pocket parks, benches, and bike racks, for the surrounding neighborhoods. Gateways, Corridors, and Centers should also be prioritized for enhancement projects, such as undergrounding utilities, sidewalk infill, and wayfinding signage.







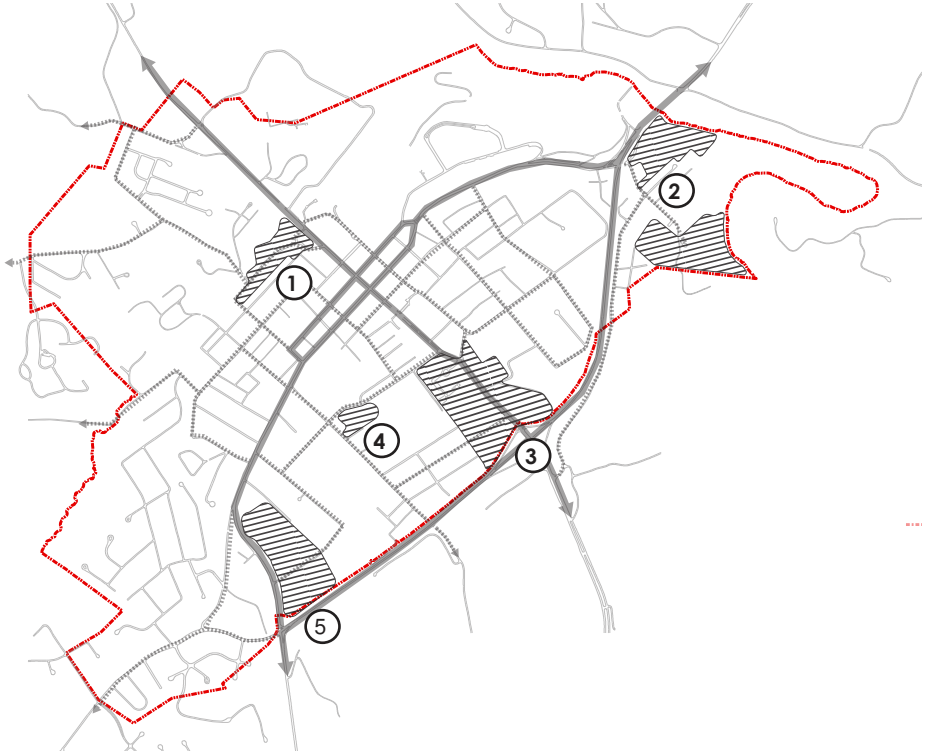
Land Use

▷ Design Principles

Opportunity Areas

New development, infill, and redevelopment are expected to be focused within Opportunity Areas. Each Opportunity Area is unique and must be considered in light of the underlying pattern area and surrounding uses. For example, the suburban-style commercial areas offer opportunities to increase density through redevelopment or infill outparcel development, while the McLaughlin Street area is poised to create a unique live-work arts district as an expansion of downtown. Development proposals should incorporate high quality architectural design and provide gradual transitions to surrounding land uses using design features, such as setbacks, height step downs, and landscaping. These areas also offer the opportunity to improve sidewalk and pedestrian access and add green infrastructure.

The unique planning, design, and investment prospects within Opportunity Areas may warrant additional study through the development of small area plans in the coming years. The planning process should begin with a community discussion to identify specific development goals for each area and assess the need for additional guidance on planning, design, and investment. The small area planning process will be most appropriate for those areas where significant revitalization or development may impact surrounding neighborhoods or vary from the underlying pattern area principles. The small area planning process will examine these areas holistically with full engagement of the public, elected and appointed officials, and planning professionals. The small area planning process may also qualify such areas for exemption from certain conditional rezoning proffer restrictions under Virginia Code Section 15.2-2303.4(F), allowing Lexington more flexibility to achieve its development goals.



1 McLaughlin Street

2 East Lexington

3 E. Nelson Street

4 Spotswood Drive

5 S. Main and Waddell Streets

Land Use

▷ Design Principles

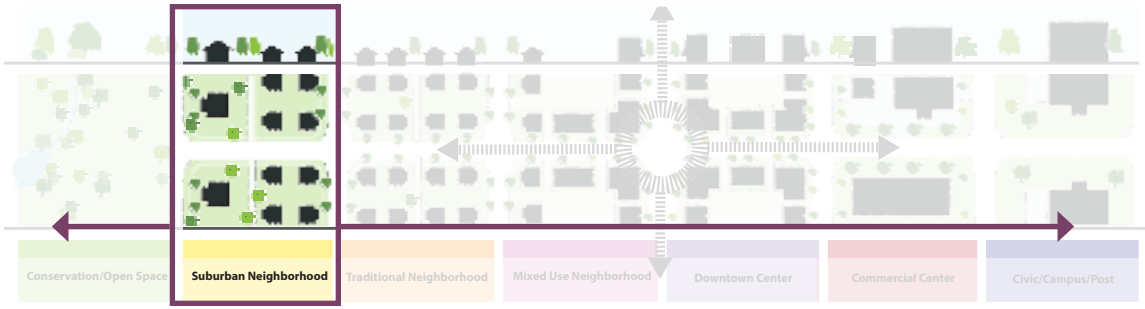
Suburban Neighborhoods

Suburban Neighborhoods will continue to be an important part of Lexington's future. These larger homes on large lots are found mostly on the City's western and southern edges and take on a more suburban than urban character.

Neighborhood preservation and enhancement is the key focus for Suburban Neighborhoods. While few large development sites are present in this area, individual infill lots exist. New and infill development should include homes with ample setbacks from streets and neighboring properties, as well as ample private open space and landscaping within individual lots. Siting of homes, driveways, and other residential features should be sensitive to existing trees, watercourses, and Lexington's complex topography.

Despite its somewhat suburban character, transportation access in these areas both by car and on foot remains important. While on quiet residential streets pedestrians and slow speed vehicle traffic may be compatible, major streets should be redesigned with sidewalks and other pedestrian amenities over the long term. Connections between neighborhoods and schools, parks, and civic places should be prioritized.









Land Use

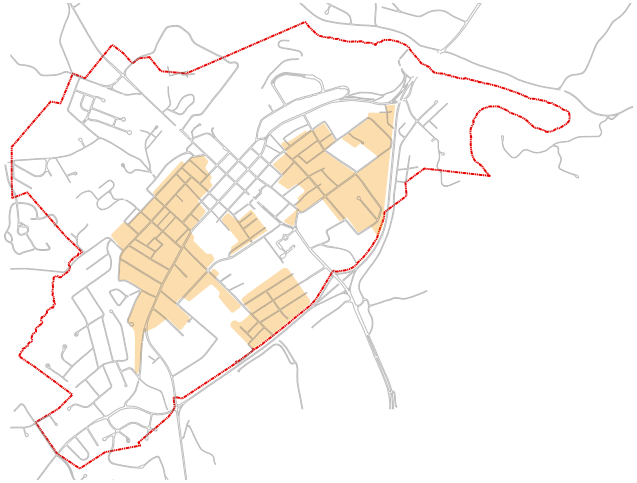
▷ Design Principles

Traditional Neighborhoods

Traditional neighborhoods represent areas of moderate density in closer proximity to Lexington's downtown core, with smaller lot sizes and greater urban character. These urban residential areas are found west, south, and east of the downtown and have primarily short blocks and a grid pattern of streets.

With very few available building sites, small infill projects are the most likely avenue for these areas to grow. Any new development should continue the street grid found throughout the downtown, include buildings that actively address the street, and provide full pedestrian connections. The proximity of these neighborhoods to the downtown is an essential part of their character, and so connections should be emphasized and promoted. Small urban lots also reduce the availability of personal open space, making parks, trails, and civic spaces increasingly important within these areas.

While Suburban Neighborhood areas are exclusive to single-family homes, the Traditional Neighborhood category also includes two-family homes, or duplexes. Duplexes create an opportunity to increase density and provide a more affordable residential option in near-downtown areas while maintaining the architectural appearance of existing neighborhoods. Duplexes should be of high-quality design, respecting the scale of the neighborhood through architectural forms, sizes, and styles compatible with the buildings in the neighborhood









Land Use

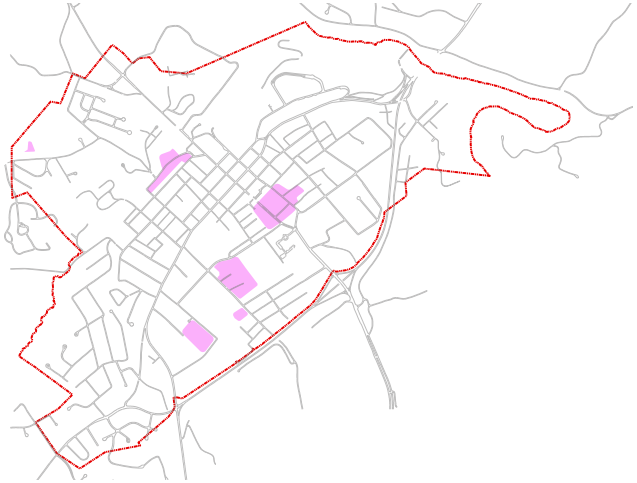
▷ Design Principles

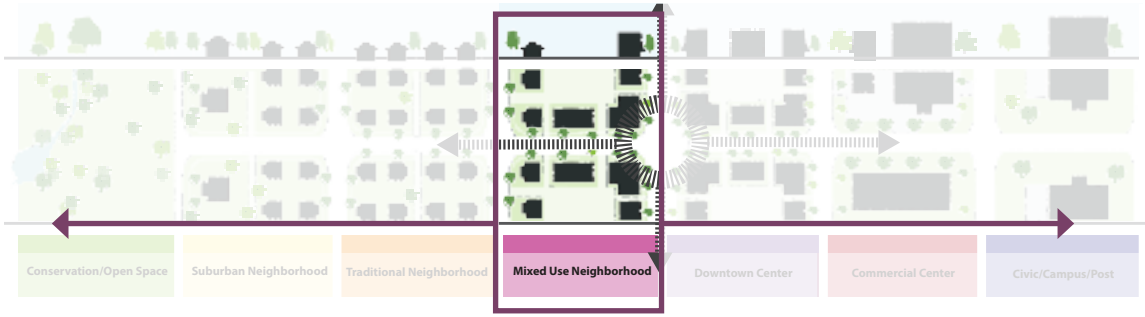
Mixed Use Neighborhood

Mixed Use Neighborhoods are intended to be a transitional zone between downtown commercial areas and other areas. Because these sites are adjacent to other land uses and not isolated, the siting and architecture of infill development must meet the context of nearby buildings in design, density, and character.

Mixed Use Neighborhoods are appropriate for higher density residential uses, such as apartments and townhomes, and also for light commercial uses, such as offices, financial institutions, and boutique retail. Commercial uses should focus on service functions that can serve neighborhood residents while fitting in with the character of nearby neighborhoods. Motor vehicle-related uses and other high intensity or highly active businesses are not appropriate for these areas.

Good design should be varied using materials and geometry that divide large buildings into smaller visual pieces. Commercial and residential uses may be located in adjacent separate structures or in single structures that include both use types in a coordinated building plan. New buildings should be oriented toward the street to create comfortable pedestrian environment. Commercial uses should occupy ground floors, street corners, or other logical spaces with exclusive entrances. Surface parking and delivery areas should be located to the rear of the structures and appropriately sited and buffered so as not to disrupt pedestrian circulation and adjacent residences. Lighting and signage should be limited in quantity, scale, and intensity to reduce over-lighting and negative impacts on neighborhoods. While uses transition between residential and commercial, building design should likewise transition between typical residential design and the appearance of Lexington's historic downtown.







Example Mixed Use Neighborhood (Not located in Lexington).



Land Use

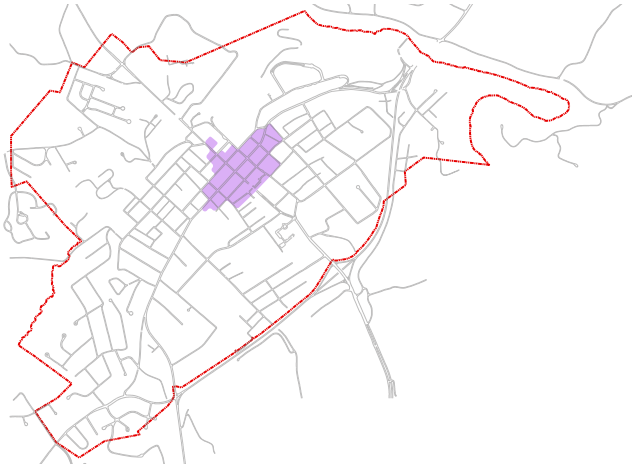
▷ Design Principles

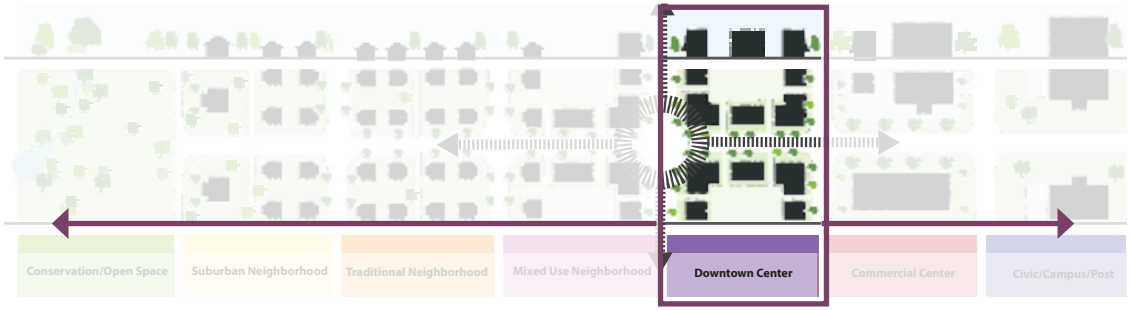
Downtown Center

Lexington's historic downtown core is both an essential hub of commerce for city and county residents and a major attraction for visitation and tourism. The downtown is a dense mix of commercial uses, including shopping, restaurants, hotels, and upper floor residences. While the footprint of the commercial core should not expand in any way that endangers residential neighborhoods, the use and intensity of the downtown may expand in ways that are compatible with its historic and architectural character.

The Downtown Center is the appropriate area for commercial uses that are pedestrian-oriented, enhance a vibrant street life, and contribute to the economy of the larger downtown business zone. The downtown should maintain a balance of local and tourist-focused retail along with restaurants, accommodations, and other uses that contribute to an active street life and thriving economy. While there are very few opportunities to build new structures in the downtown, redevelopment proposals are likely given the downtown's appeal. The City should embrace downtown investment while also ensuring preservation of historic structures and carefully guarding the character and architectural quality of the downtown through careful site planning, architectural review, and construction planning.

Active commercial uses on the street front are important to downtown vitality and should continue to be encouraged. Additional investment and vitality downtown may come from more fully using second and third floor spaces above street front commercial as offices and residences. Residential uses should be welcomed in the downtown to increase the use of downtown businesses and extend business activity into weekdays and evenings. The overall focus of downtown land use should not be on any one use, but on the maintenance of a cohesive district where a variety of businesses all contribute to the success of their neighbors.







Land Use

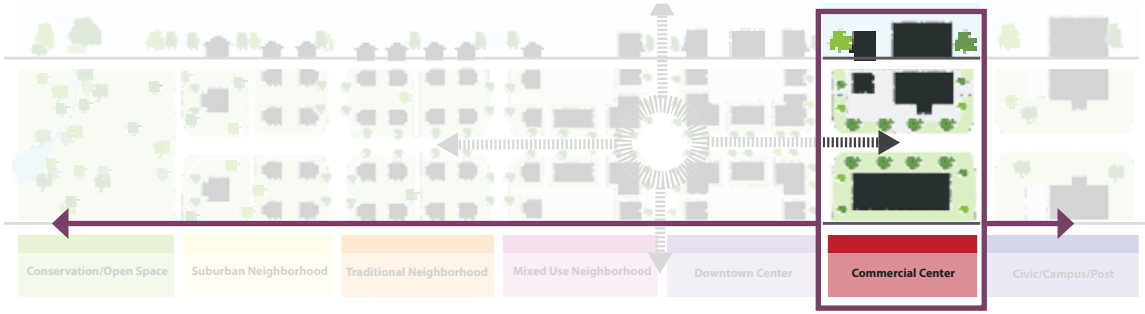
▷ Design Principles

Commercial Center

Commercial Centers are a lower-density element of Lexington's commercial economy found where East Nelson and South Main Streets meet the U.S. Route 11 Bypass. These areas lack the historic significance or tourism interest of the downtown but provide goods and services that are necessary to everyday living. Uses include grocery, pharmacy, general retail, fueling, automotive service, and other day-to-day uses, and may include national chain retailers. This zone also differs from the downtown in that it is primarily automobile oriented rather than pedestrian oriented, including shopping centers that focus on providing ample parking.

Despite the practical nature of Commercial Centers, Lexington should expect high-quality design and construction in these areas that line important entrance corridors to the City. Increased landscaping, pedestrian connectivity and safety, and access management should be encouraged, along with infill development within existing surface parking lots. Façade and sign improvements should be encouraged for existing uses, and trees and colorful landscaping should be incorporated to give visual interest between buildings, streets, and within and between parking lots. New buildings should be oriented toward the street and provide a visually rich and detailed architectural character with quality, enduring materials.









Example Commercial Center (Not located in Lexington).

Land Use

▷ Design Principles

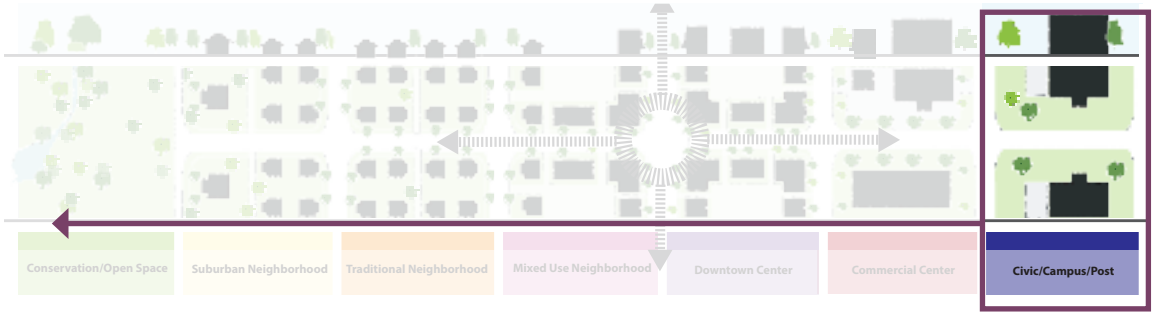
Civic/Campus/Post

Civic/Campus/Post describes Lexington's two institutions of higher learning and civic uses, such as public school campuses and City facilities. These areas employ specialized structures to meet specific needs and may maintain master plans of their own to guide future growth and development. Institutional structures are often larger than typical Lexington residential or commercial uses.

Each of Lexington's major civic and institutional uses should encourage strengthened connections to existing neighborhoods and the downtown core through pedestrian connections, public spaces, and program policies. As some of the City's largest landowners, civic and institutional uses should continue to provide open and green space within urban areas of Lexington. While each institution of higher learning maintains its own unique character, other new or redeveloped civic and institutional buildings should match the history, style, and character of the City in their design and materials.

Because of W&L's proximity to Lexington's historic downtown, it is paramount that new or expanded buildings complement the scale and architectural quality of surrounding buildings. The City should also ensure that any campus master plan proposal evaluate and mitigate current and anticipated parking, transportation, and economic impacts.







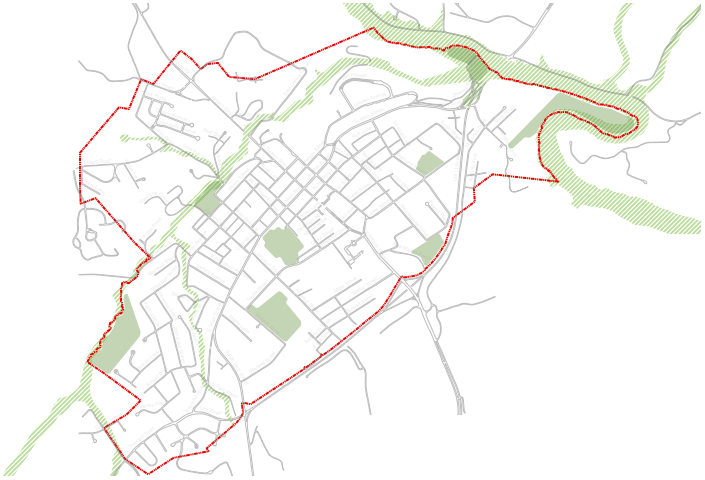


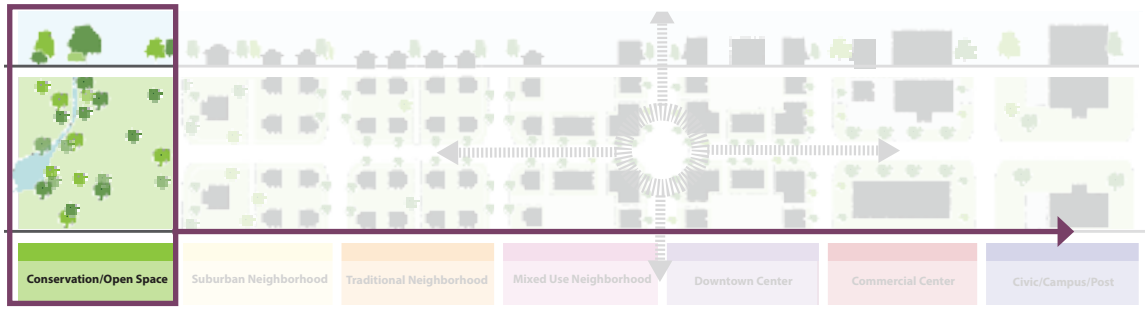
Land Use

▷ Design Principles

Conservation/Open Space

Conservation/Open Space areas are important elements of Lexington's land use, providing recreation space for urban residents, offering alternative ways to travel via paths and trails, contributing to the beauty of the City, and protecting environmental features. This category includes a range of unbuilt uses, from active recreation spaces like playing fields to passive woodlands that may provide no usable amenities. While most conservation areas are publicly owned and open to all residents, at least one large property in the East Lexington area has recently been recorded under conservation easement, an arrangement that maintains private ownership but prevents future development of a large in-City parcel. The City should take the position that while agriculture and open space preservation are laudable goals, they are best reserved for rural areas of the County. The City should not accept any future conservation easement within the City limits unless a significant public benefit is derived, such as public recreational access to significant natural features, including Maury River. Instead, Lexington should continue to plan for parks and open spaces that are most useful and most accessible for residents.









Land Use

▷ Future Land Use

Future Land Use and Zoning

While the Comprehensive Plan provides guidance for future land use in Lexington, the City's primary tool for shaping and regulating land use is the City's Zoning Ordinance. The Zoning Ordinance is a legal requirement that divides the City into eight zones and specifies allowed uses and dimensional requirements for each zone.

Future land use differs from zoning, although the two are related. Future land use can be thought of as a picture of what the City should strive to achieve within the next 20 or more years. This map does not change what is allowed on a piece of property right now, although it should be used to guide decisions on rezonings and conditional use permits. To determine the appropriate use and development form for a specific parcel, property owners should refer to the Future Land Use Map and the corresponding planning objectives and design principles. Ultimately, the specific use and zoning of an individual parcel will be reviewed by the City using the Comprehensive Plan as a guide.

Table 8.2 illustrates the relationship between the Future Land Use Map and Lexington's existing zoning categories.

Table 8.2 Future Land Use and Zoning

Future Land Use Pattern Area	Zoning Districts								
	General Residential District (R-1)	Suburban Residential District (R-2)	Multifamily Residential District (R-M)	Residential Light Commercial District (R-LC)	Central Business District (C-1)	General Commercial District (C-2)	Parks and Open Space District (P-OS)	Planned Unit Development	Institutional Overlay District (I-1)
Suburban Neighborhood		X					X	X	
Traditional Neighborhood	X						X	X	
Mixed Use Neighborhood			X	X	X			X	
Downtown Center					X				
Commercial Center				X		X		X	
Civic/Campus/Post							X		X
Conservation							X		

Land Use

▷ Needs Assessment

This chapter provides a future land use plan to guide the character and location of development, infill, and redevelopment over the next 10-20 years. The goals, objectives, and strategies that follow complement the future land use plan and are intended to address key land use issues, such as:

- Maintaining Lexington's historic development forms while allowing for additional infill and redevelopment, where appropriate.
- Promoting connectivity and mobility through land use decisions and policies.
- Balancing the community's housing needs with economic development goals.
- Enhancing community character.
- Continuing to work with the Planning Commission, Architectural Review Board, homeowners' associations, and other citizen groups to promote maintenance, investment, and enhancement of existing neighborhoods.
- Encouraging participation in development decisions that affect residents.
- Coordinating regionally to accomplish shared goals with Rockbridge County, institutions of higher learning, and other non-profit and private partners.
- Ensuring that land use policies and regulations are updated and adapted to meet community goals.





Land Use

▷ Goal, Objectives, Strategies

Land Use			
Goal: Plan for strategic, efficient, and quality development that increases the economic vitality of Lexington by building on local character and identity; protecting sensitive resources; and prioritizing connectivity between neighborhoods and services.			
Values	Objectives	Strategies	
	Support development patterns that are interconnected and provide opportunities for all of Lexington's residents.	LU 1.1	Improve ADA, pedestrian, and bicycle access, safety, and connectivity along Neighborhood and Civic Corridors.
		LU 1.2	Identify opportunities to connect neighborhoods through sidewalks, shared use paths, and trail improvements and require such connections in new development or redevelopment proposals.
	Implement land use and growth policies that minimize the burdens placed on the community and increase resiliency and adaptability.	LU 2.1	Collaborate with the private sector to attract investments in Opportunity Areas that increase the City's tax base and offer unique residential, shopping, dining, lodging, and entertainment opportunities.
		LU 2.2	Promote the economic vitality of Commercial Centers through the coordination of public and private sector investment to enhance their function and attractiveness.
		LU 2.3	Strongly encourage W&L to program new construction within the present University boundaries to preclude any further loss of local business and industry, as well as the loss of limited taxable land.
	Encourage innovative development that respects, complements, and builds on Lexington's historic character.	LU 3.1	Facilitate creative residential, commercial, and mixed-use development designs that enhance the community's sense of place and character.
		LU 3.2	Prioritize capital improvements such as wayfinding, streetscaping, and undergrounding utilities in designated Gateways, Corridors, and Centers.
		LU 3.3	Create an attractive Gateway along South Main Street near Lee Highway, including redevelopment of the former Virginia Department of Transportation parcel.
		LU 3.4	Encourage attractive redevelopment along the Civic Corridor at Lee Highway and East Nelson Street, adding pedestrian and bike facilities to this automobile-focused area.
		LU 3.5	Assess the implementation of the Downtown Enhancement Plan to create a more attractive, vibrant, walkable, and bikeable downtown.
	Encourage participation in land use plans, policies, and decisions.	LU 4.1	Enhance the City's online GIS tools to incorporate the Future Planning Framework map and additional zoning information, such as land use conditions and proffers.
		LU 4.2	Engage the community to identify development goals for Opportunity Areas and assess the need for small area plans for these areas.
	Work with local and regional organizations, institutions, and groups to further Lexington's land use and development goals.	LU 5.1	Evaluate land use applications and capital improvements against the applicable Future Planning Framework design principles and planning objectives.
		LU 5.2	Review the impact and implications of Future Planning Framework designations on existing zoning ordinances and procedures and recommend changes necessary to align the City's ordinances with the Plan's concepts.
		LU 5.3	Consider developing a Design and Construction Standards Manual to support implementation of the Future Planning Framework and ensure consistent and quality development throughout the City.
		LU 5.4	Explore the creation of a new Planned Unit Development zoning district focused on unique and flexible mixed residential development.
		LU 5.5	Continue communication and coordination between City and County planning staff and long-range plans to achieve regional land use goals.
		LU 5.6	Continue regular communication and coordination with W&L and VMI leadership to maintain Lexington's engagement in physical and programmatic additions to these institutions of higher learning.

Transportation

Build an interconnected and attractive transportation **network that provides all residents with safe and efficient** mobility choices — including automobile, bicycle, and pedestrian travel.



Transportation

▷ Introduction

A community's transportation network is a vital element of economic development, a key factor in growth management, the backbone of the land use framework, and in the case of Lexington, a contributor to historic character. Lexington is one of several historic Virginia communities with streets initially designed for horse and buggy traffic. As such, the City's core developed along a close grid with narrow streets. The historic and human-scale of much of Lexington's transportation infrastructure creates a strong network for alternative modes of transportation. At the same time, constraints due to the network's age and narrow right-of-way presents modern-day maintenance, design, and retrofit challenges requiring sensitive and thoughtful planning.

The Comprehensive Plan provides a framework for improving safety, accessibility, and connectivity while at the same time adapting to emerging transportation needs and trends. Transportation improvements recommended in this chapter are based on a detailed inventory and assessment of the existing transportation system and its relationship to the needs of the community. The Plan's strategies identify ways to leverage Lexington's existing system to increase mobility choices for residents, ensure safe and efficient connections for cars and people, and protect the City's vibrant historic character such that the transportation system will continue to positively shape Lexington's character into the future.

▷ Community Engagement

The 2018 Comprehensive Plan public survey highlighted the importance of transportation in Lexington. When asked about the top concerns for Lexington's future, traffic and road maintenance was the fourth most selected concern for survey respondents. Respondents were also asked to rank what Lexington's priorities should be on a scale of 1-7, with 7 being the highest priority and 1 being the lowest. Streets and roads scored an average 4.13, just below parks and recreation at 4.14, and higher than fire, rescue, and police at 3.39.

Disconnected or inadequate sidewalks were the most cited transportation problem, with insufficient downtown parking and lack of bicycle lanes as other commonly noted problems. When asked what street, road, or parking improvements residents would like to see in Lexington, respondents selected repaving and downtown parking as the two top answers. Residents also wanted to see more bike lanes, wider sidewalks, and safer crosswalks in the city. Speeding was cited as a transportation problem by only five out of 489 total respondents.



Transportation



▷ Planning Context

A safe, efficient, and effective transportation system is vital for local and regional economic growth and development. Recognizing the importance of transportation to community development, state code requires that comprehensive plans include elements from state plans and programming documents and that Virginia Department of Transportation (VDOT) review local comprehensive plans for conformance.

The inventory that follows, along with the supplemental data in Appendix C, was developed in conformance with these requirements and provides quantitative and qualitative analyses that inform the existing transportation needs for the City.

Roads

Lexington is located near the junction of Interstate 81 (I-81) and Interstate 64 (I-64). I-81 at exit 188 intersects US 60 east of the city limits, and I-64 at exit 55 intersects US 11 to the northeast of the City. While not located within City limits, the proximity of these interstates impacts Lexington's road network and traffic patterns. Within City limits, the City has approximately 214,000 linear feet of roadway, which is equivalent to about 40 linear miles. As an independent city, Lexington has local responsibility for its own streets with financial assistance from VDOT.

Much of Lexington's road network developed along a traditional grid network with several unique, forked intersections, many of which are due to topography and historic development patterns. Heading south through the City's northeast limits, US 11 forks into US 11 Business North Main Street and US 11 Lee Highway, which is also known as the US 11 bypass. Continuing south on US 11 Business North Main Street past Virginia Military Institute (VMI), North Main Street forks again into two opposing direction one-way arterial streets, Jefferson Street and Main Street. These one-way streets, along with Randolph Street, form the north-south roadways of the central downtown grid. Washington Street, US 60 Nelson Street, and Preston Street intersect the central downtown grid. At the downtown center, US 11 Business intersects US 60 Nelson Street.

Transportation



▷ Planning Context

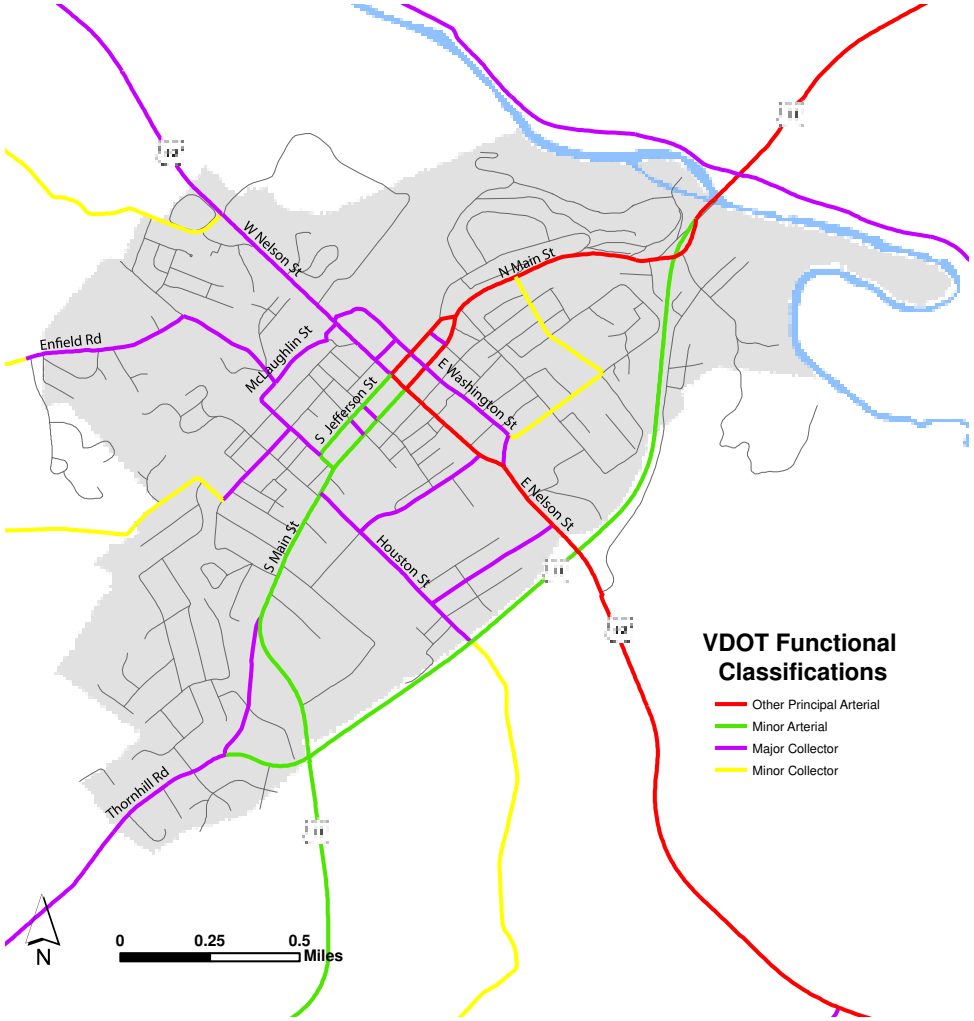
Functional Classification and Characteristics

Functional classification is the process of grouping streets and highways into systems based on the character of services they provide. Functional class is used to determine Federal-aid funding eligibility, design standards, and funding formulas for jurisdictions that maintain their own roads. VDOT's 2014 Functional Classification Comprehensive Guide describes the roadway functional classifications, and a definition of each road type are located in Appendix C.

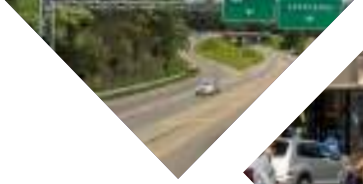
Though Lexington is located near two major interstates, the traffic network within City limits is limited to arterials, collectors, and local streets. Lexington's Main Street and Nelson Street are examples of principal arterials, which connect to regional and interstate systems. Washington Street and Houston Street are local examples of collectors, which collect traffic from residential and commercial areas and distribute it to the arterial system. A map of the City's functional classification is provided in Map 9.1.

As an older, established community with little room to increase existing road widths, Lexington cannot meet many of VDOT's functional class design standards without significant impact to the environment and character of the City. Using a context-sensitive approach, VDOT grants the option of waiving requirements and allowing construction to lesser standards at a locality's request to allow flexibility in design. Context- sensitive design is important in a historic City such as Lexington to ensure that transportation improvements avoid destructive impact on neighborhoods.

Map 9.1 Functional Classification



Transportation







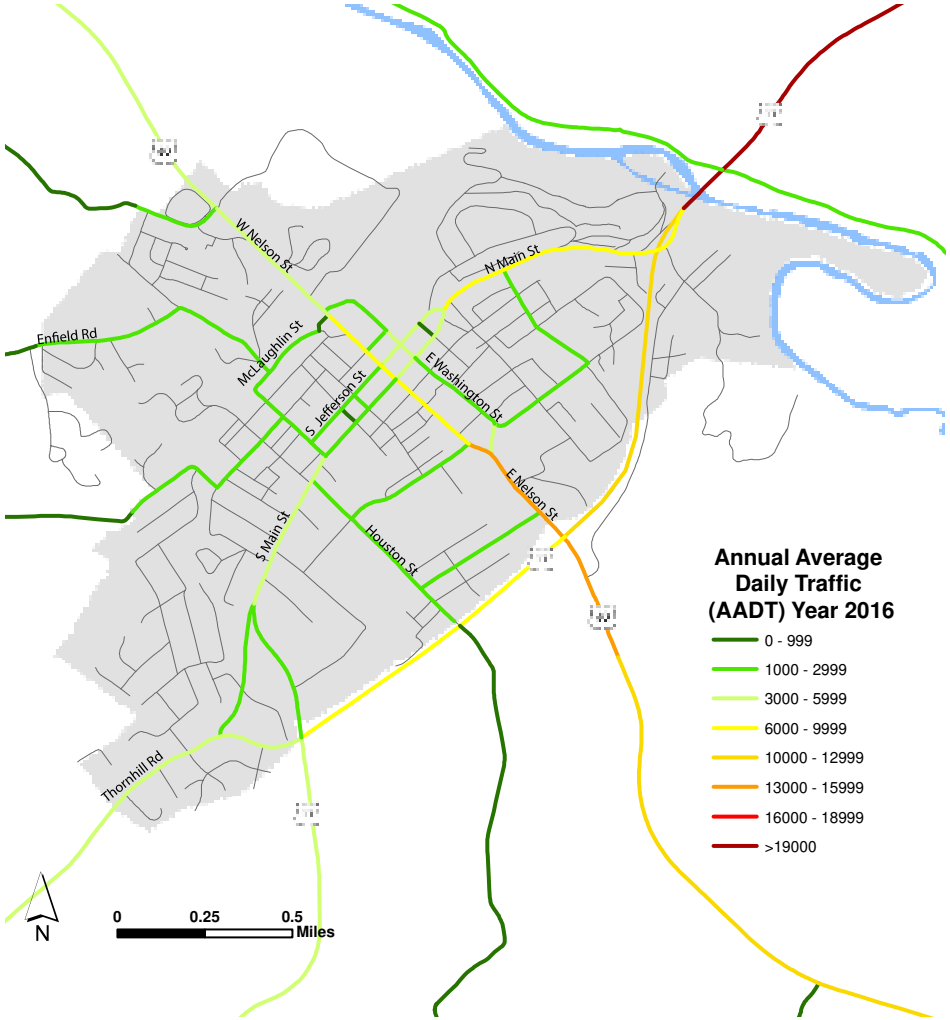
▷ Planning Context

Annual Average Daily Traffic

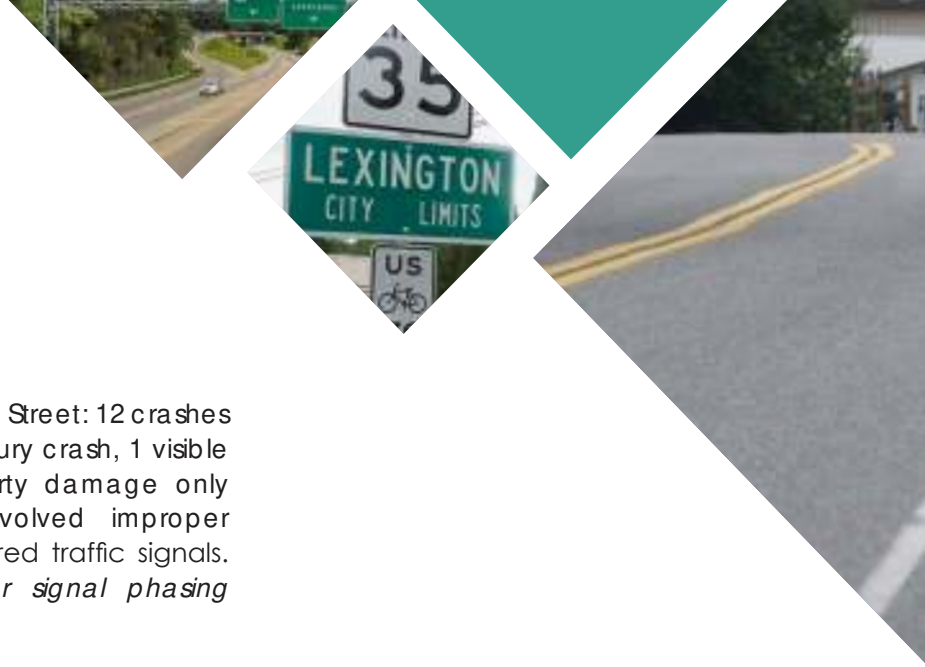
Lexington's estimated 2016 Annual Average Daily Traffic (AADT) volumes are shown in Map 9.2. The latest traffic counts were completed in 2016 for all arterials and collector roads and can be reviewed in Appendix C. Local roads are not included due to a lack of data.

The AADT map highlights the nature of travel in Lexington and is consistent with the functional classifications of Lexington's roads. Traffic is highest on the arterials of US 11 Main Street, US 11 Business, and US 60. In general, traffic levels are low to moderate throughout the City. US 60 Nelson Street carries between 3,800-15,000 vehicles per day, and US 11 Main street carries between 4,000-8,700 vehicles per day. There are no roads in Lexington where the traffic volumes exceed roadway design capacity limits.

Map 9.2 Annual Average Daily Traffic (AADT) Year 2016



Transportation



▷ Planning Context

Safety Needs

A detailed crash analysis is provided in Appendix C. Between 2013 and 2018, 387 total crashes were recorded, an average of 64 crashes per year. Of the total number of crashes, 47 were injury crashes, which equates to an average of 7.8 injury crashes per year.

The crash analysis shows injury crash clusters at four major Downtown intersections, and the Route 60 commercial corridor from Lewis Street to US 11 Lee Highway. There is also a crash cluster outside of the City at the signalized intersection of Old Buena Vista Road and US 11. The intersections within the City that had the most concerning numbers and types of crashes for the 2013-2018 analysis period were:

- South Main Street and South Lee Highway/ Link Road: 14 crashes total. 2 severe crashes, 6 visible injury crashes, 1 non-visible injury crash, 5 property damage crashes. Some crashes were due to drivers failing to yield to left turning movements. There are many rear-end crashes at the US 11 Lee Highway northbound right turn/ ramp. *Recommendation: Need to study the appropriate left turn signal phasing condition. Must determine protected-only phasing (green arrow) versus permissive-protected phasing (flashing yellow arrow) to address the failure to yield angle crashes.*
- South Main Street and Nelson Street: 12 crashes total. 1 severe pedestrian injury crash, 1 visible injury crash, and 10 property damage only crashes. Many crashes involved improper left turns or failure to yield red traffic signals. *Recommendation: Consider signal phasing that protects left turns.*
- West Nelson Street and South Jefferson Street: 11 property damage crashes and 1 visible injury crash. 10 crashes were angle crashes indicating a problem with sightlines and/ or left turning movements. 2 crashes were sideswipe. Crash reports indicate that 8 out of 12 crashes were failure to yield red traffic signals. *Recommendation: Consider restricting right turns on red, and singal phasing that protects left turns.*
- North Jefferson Street and West Washington Street: 10 property damage only crashes that consist of 5 sideswipe crashes, 3 angle crashes, 1 off-road crash, and 1 backed-into crash. Crash reports suggest that 6 out of 10 of the crashes at this intersection involved parked vehicles or vehicles performing parking maneuvers.
- Washington and Main Street: 2 pedestrian crashes and several rear end crashes within the analysis period. *Recommendation: Consider adding pedestrian signals, traffic calming measures from the Downtown Enhancement Plan, and signal phasing that protects left turns.*

Transportation



▷ Planning Context

Parking

According to the Downtown Historic District Parking Management Plan performed in 2010, the City has an inventory of 876 publicly available parking spaces with 435 located on-street and 441 in off-street facilities. There are 279 private parking spaces downtown that are restricted to specific user group needs, for a total inventory of 1,155 public and private spaces. Parking surveys conducted at the peak 12:00 PM period showed 574 of the 876 publicly available spaces were occupied, resulting in a utilization rate of 66%.

Overall, the study found that Lexington has ample on and off-street parking to serve existing and future demand. However, there was also a significant block-by-block deficiency. This means that certain blocks of the downtown have higher demand for parking than others, which forces drivers to park further away from their destination. There is evidence to suggest that the vehicular movements associated with the search for parking cause a significant number of crashes, as explained previously in this chapter. The City should continually monitor downtown parking needs and consider additional wayfinding signage as a simple, cost-effective solution to alleviate perceived parking problems and better direct traffic downtown.

Bicycle and Pedestrian Infrastructure

Lexington's interconnected street grid and compact scale make it ideal for walking and biking. While modern suburban areas must construct strategies to control volume and speed of traffic and create a more pedestrian-friendly environment, Lexington's slow speeds and narrowed irregular streets naturally accomplish these aims. Walking is an integrated form of transportation in the City, as evidenced by 2017 American Community Survey data indicating that 32% of Lexington workers use walking as their primary means of transportation to work.

Lexington has an expansive, but aging sidewalk network that requires maintenance and investment. Many existing sidewalks are substandard and require upgrades to meet Americans with Disabilities Act (ADA) standards for width, grade, and curb ramps. The City has no bicycle lanes or roadway-adjacent shared use paths. Sharrows and "share the road" signs can be seen on a portion of South Main Street.

Most of the sidewalk system is located within the former city boundary before Lexington annexed Rockbridge County land in the 1960s. Most streets included in the annexed portion do not have sidewalks, which is a significant disconnect for pedestrians living in the neighborhoods that were annexed. In some cases, pedestrians must walk in the road for a good portion of the way. An example is Thornhill Road between South Main Street and Link Road.

The 2018 Comprehensive Plan survey indicated strong support for expansion in the City's bicycle and pedestrian infrastructure. Disconnected and inadequate sidewalks were the primary transportation problems indicated in the survey. Citizens also expressed strong desire for more bike lanes, indicating a demand for bicycling and an opportunity for Lexington to shift motorized traffic to bicycling as transportation. Given the limited right-of-way and site constraints, opportunities to expand the bicycle and pedestrian network should be identified through a comprehensive bicycle and pedestrian plan. The plan should be coordinated with green infrastructure efforts and identify opportunities to improve connectivity between neighborhoods; explore innovative design solutions to enhance walkability and biking in the downtown; and incorporate considerations of mobility equity.

Lexington should also continually work to ensure the safety and comfort of users of all ages and abilities. On-going maintenance of pavement markings and signage, removing or relocating obstructions such as overgrown trees and utility poles, and the addition of on-street bike facilities and crosswalks during repaving are low-cost improvements that enhance the user experience. Similarly, streetscaping upgrades such as trees, lighting, benches, and bike parking should be promoted to create a more appealing environment for pedestrians and

Transportation



▷ Planning Context

bicyclists. Map 4.2 in the green infrastructure chapter highlights a future vision of a city-wide bicycle and pedestrian transportation network.

Transit and Social Service Transportation

The Maury Express offers a deviated fixed-route transit service to the citizens of Lexington, Buena Vista, and Rockbridge County. The service operates six days a week, Monday – Friday between the hours of 8:00 a.m. and 6:00 p.m. and Saturdays, 10:00 a.m. – 4:00 p.m. Local university students and children under age 6 ride for free, and all other passengers cost $0.50 cents per ride. Individuals who are ADA certified may request the van to deviate up to ¾ miles off its route to make pick-ups and drop offs.

Founded by Lexington resident Joan Manley, Rockbridge Area Transit System (RATS) operates an on-demand, low-cost transportation company with service covering Rockbridge County, Lexington, Buena Vista, nearby airports from Roanoke to Richmond, and train stations in Charlottesville and Lynchburg. RATS has a fleet of 13 wheelchair accessible vans and three cars.

Valley Program for Aging Services (VPAS) is a dedicated mobility service organization that provides transportation for the elderly, and includes Lexington, Rockbridge, and Buena Vista in its service area.

The Virginia Breeze bus service provides daily service between Blacksburg and the Washington DC Metro area, including a stop in Lexington. Initiated in December 2017, it has exceeded its overall ridership predictions by over 200%, currently around 19,300 annual ridership. The Virginia Breeze is an important transportation alternative that improves regional connections between educational centers and enhances Lexington's knowledge economy.

Rideshare

CSPDC administers the Regional Rideshare Program, which serves the Lexington area, and offers free carpool matching, vanpool coordination, and a Guaranteed Ride Home program. The Kerr's Creek park-and-ride lot has 20 parking spaces and is located to the west of the City, near the I-64 Exit 50, at the intersection of US 60 West Midland Trail and VA 623 Fredericksburg Road. Lot occupancy was last checked by VDOT in 2016, and 4 out of 20 spaces were in use.

Transportation



▷ Planning Context

Air Travel

Lexington is served by multiple regional airports with commercial flights that connect to major national and international airport hubs. Roanoke-Blacksburg Regional Airport is located about 50 miles to the south, Lynchburg Regional airport is about 50 miles to the southeast, and Shenandoah Valley Regional Airport is located in Weyers Cave, about 50 miles to the north. Some residents may also use Charlottesville-Albemarle regional Airport about 75 miles to the northeast. The nearest airports offering international commercial flights are in Richmond, Dulles, and Greensboro, North Carolina.

Rail

Lexington is not served directly by passenger rail, but two stations are located within 30 miles in Clifton Forge and Staunton. Both of these stations are served by Amtrak's Cardinal line, which runs from Chicago, Illinois to New York, New York passing through Charleston, West Virginia and Washington, D.C. Rail service is also available from Lynchburg and Charlottesville, which serves Amtrak's Crescent line running between New York City and New Orleans. There are no railroad crossings of public streets in Lexington.

Goods Movement

Goods movement in the Valley of Virginia is primarily by truck and rail services. Truck freight utilizes I-64, I-81, US 60, US 220, and US 250. I-81 is one of the primary truck freight corridors on the eastern seaboard. Freight generators and shippers were identified by the Central Shenandoah Planning District Commission in the 2011 Rural Long Range Transportation Plan as being centered primarily in the localities and areas along I-81, I-64, US 11, US 33, and US 250.

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks to operate on the Interstate and on certain primary routes called The National Network. There is one STAA designated heavy truck freight route in the City that extends from the intersection of US 11 South Lee Highway and US 60 Nelson Street to a manufacturing facility southwest of the City on VA 251/ Thornhill Road. The truck route has about 3-4% heavy vehicles, which equates to about 150-250 heavy vehicles per day on average.

The Class I rail lines in the region are owned by Norfolk Southern as a part of its Crescent Corridor and CSX Transportation, Inc. CSX supplies local freight service to Glasgow and to Goshen. Norfolk Southern and CSX operate trailer-on-flatcar (TOFC) loading facilities in Roanoke and Lynchburg, respectively. The trains on the corridor along I-81 are intermodal, general merchandise, and auto trains. Resurgence in freight transfer from truck to rail is occurring and will likely continue; however, I-81 and I-64 are still expected to be key freight corridors.

Transportation



▷ Planning Context

Planning Assumptions

Identifying development patterns, trends, and forecasting where future growth and development are likely to occur are essential to making good transportation planning decisions and infrastructure investments. The following land use and planning assumptions were used to identify where the existing transportation network will need to be improved to meet demand generated by future growth and land use changes:

- VTRANS 2045
- Economic Profile
- Population and Demographics
- Commuter Characteristics
- Land Use
- Urban Development Areas (UDA) Needs
- Projected Traffic Volumes in the Year 2040

VTRANS

State and federal transportation dollars are allocated through VDOT, in part based on how well projects support the goals and objectives of VTrans 2045, the statewide transportation plan. As such, this transportation plan and recommendations have been developed to ensure consistency with the plan. VTrans 2045 focuses on the needs of the Commonwealth's Corridors of Statewide Significance, the multimodal regional networks that support travel within metropolitan regions, and improvements to promote Urban Development Areas (UDA). The state has significantly shifted mobility priorities from being primarily single-occupancy vehicle-oriented to a multimodal model that addresses a variety of transportation options.

Population and Demographics

Population and demographic information that informed transportation needs can be found in Appendix C. Lexington's demographics indicate two trends: an aging population and continuing reductions in family size. These trends support the need for an enhanced sidewalk network that is safe and accessible for all users, including those with disabilities.

While it is unlikely that Lexington's population will grow dramatically in the future, the City remains an attractive community with a strong economy where some level of redevelopment growth is likely. Growth pressure not accommodated within the City itself is likely to spill into Rockbridge County and the nearby City of Buena Vista, which may further exacerbate peak traffic from in-commuters.

Transportation



▷ Planning Context

Economic Profile

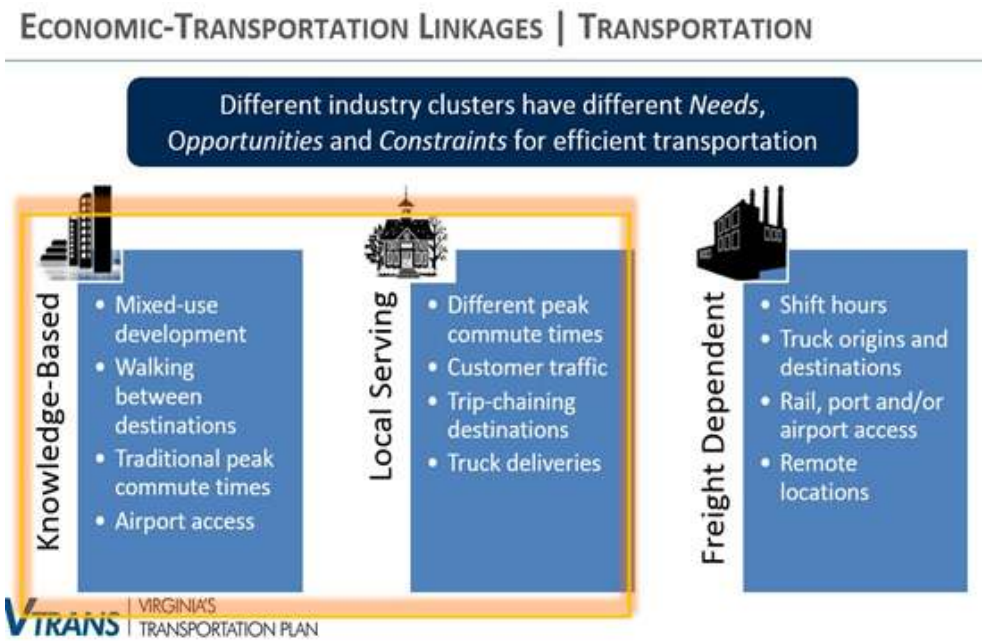
VTrans2045, the statewide multi-modal transportation plan, will, in part, identify transportation needs based on regional economic connectivity profiles. Profiles are based on transportation characteristics of local market, freight-dependent, and knowledge-based industries that serve as engines of regional economic growth. Lexington's primary economic activities stem from higher education, retail, and tourism.

Diagram 9.1 describes the economic-transportation linkages and their relationship to Lexington's top economic industries. Lexington's top five job industries suggest that future transportation needs should serve the knowledge-based and local serving linkages.

Land Use

The City anticipates minimal future land use and development impacts, and these assumptions were used in the development of future traffic projections. The City does not anticipate any new large commercial, residential, or industrial developments between now and the planning horizon year of 2040. There are five opportunity areas for infill and redevelopment as shown in the Land Use chapter. In the long term, the City recognizes the need to coordinate policies with Rockbridge County and work together for the best overall growth pattern occurring along US60.

Diagram 9.1 Economic-Transportation Linkages



Transportation



▷ Planning Context

Commuter Characteristics

Lexington's commuter trends show a large inflow of workers that live outside of the City, suggesting a need for continued transportation investments that support commuters in their journeys to work during the morning and evening peak periods. The Longitudinal Employer-Household Dynamics (LEHD) program is part of the Center for Economic Studies at the U.S. Census Bureau. Using LEHD data, the city can be analyzed as both a labor source and destination. Approximately 17% (527) of all workers that are employed in the City are residents, and 83% (2,542) of all workers in Lexington live outside of the City, according to U.S. Census Bureau, OnTheMap, 2017.

Lexington residents stated that their primary means of transportation to work were: drive alone (53%), walk (32%), worked at home (5%), carpool (3%), and bicycle (2%), according to the 2017 American Community Survey estimates. The mean average travel time to work is 16 minutes.

The 2018 Comprehensive Plan survey responses specified a need to expand its multimodal transportation network to improve non-motorized safety, mobility, and a high quality of life for all residents. Transportation Demand Management (TDM) strategies like carpooling, rideshare, and park-and-ride lots help support this goal and may also help offset resident transportation costs from economic swings or rising fuel costs in the future.

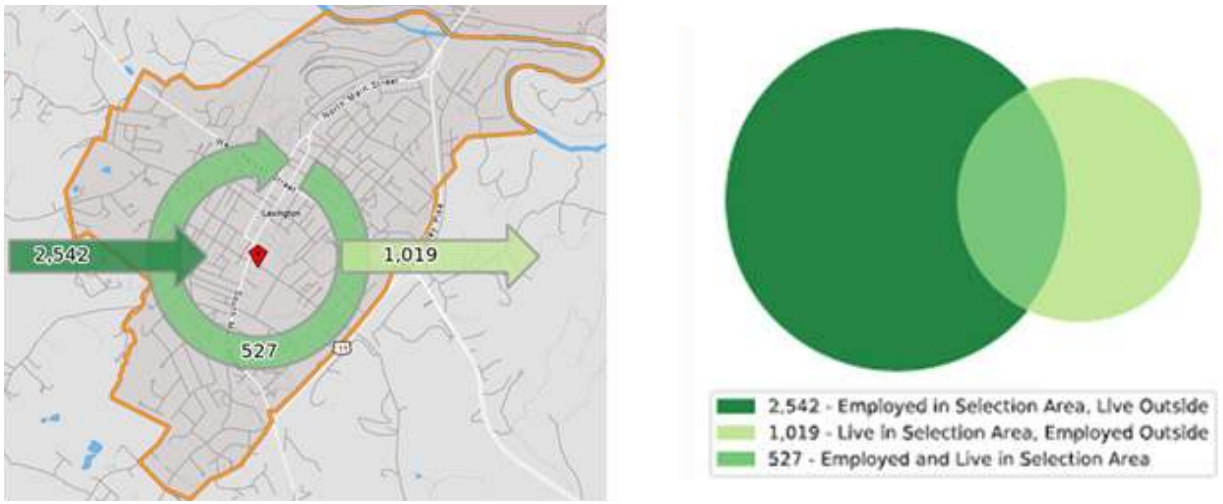


Diagram 9.2 Inflow/Outflow of Commuters

Transportation



▷ Planning Context

UDA Needs

The City has designated its full geographic area as its Urban Development Area (UDA) under Code of Virginia, §15.2-2223.1. UDAs coordinate land use and transportation planning efforts and are intended to embody the principles of Traditional Neighborhood Design. Traditional Neighborhood Development 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

The General Assembly has directed that transportation improvements that support UDAs be consistent with the needs assessment contained in VTrans 2045, as well as to be considered in the SMART SCALE statewide prioritization process for project selection. In 2014, House Bill 2 was passed, now known as SMART SCALE, concerning prioritization of projects funded by the Commonwealth Transportation Board. The legislation links transportation project eligibility for funding specifically to UDA needs.

The City's internal UDA needs are listed in Table 9.1

Table 9.1 UDA Needs

Transportation Needs	UDA Needs	Improvement Type Icon
Sidewalks	Moderate	
Other pedestrian infrastructure	High	
Bicycle infrastructure	High	
Other complete streets[1] improvements	Moderate	N/a
Traffic calming features	Low	N/a
Intersection design or other improvements	Moderate	
Street grid	Low	N/a
Signage/wayfinding	High	
Safety features	Moderate	
Transit capacity & access	Low	N/a
Transit facilities & amenities	Low	N/a
Transit operations	Low	
Transit frequency	Low	N/a
On-street parking capacity	Low	N/a
Off-street parking capacity	Low	N/a
Roadway capacity & infrastructure improvements	Low	N/a
Roadway operations	Moderate	
Improvements to the natural environment; stormwater management; site design; or landscaping	Moderate	N/a

[1]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 users including, but not limited to, pedestrians, bicyclists, transit, motorists, emergency vehicles, and commercial vehicles.

Transportation



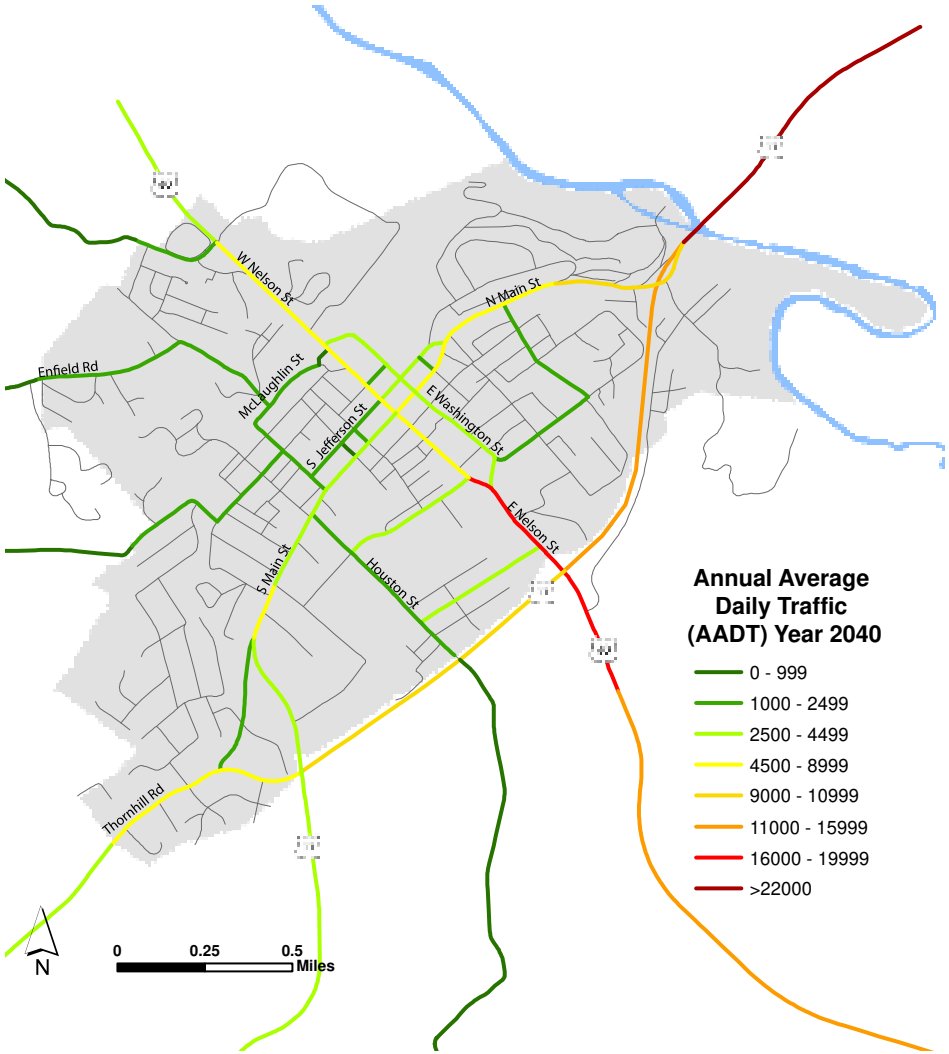
▷ Planning Context

Projected Traffic Volume

VDOT's Statewide Planning System (SPS) is a data system designed to organize transportation planning related data and information such as roadway geometric inventories, traffic volumes, capacity analyses, and traffic projections. Traffic growth rates in SPS are based on the historic traffic trends within VDOT's Staunton Construction District. The City co-developed and approved revised traffic growth rates and 2040 traffic forecasts using data from SPS.

Updated traffic growth rates and forecasts for Lexington can be reviewed in Appendix C and Map 9.3. Based on the 2040 traffic forecast, there are no roads in Lexington where future traffic volumes exceed roadway design capacity limits. Lexington's Principal and Minor Arterial systems are projected to see the highest increases in forecasted traffic due to future land uses, projected development growth, or redevelopment, along the corridors. Specifically, US 11 Lee Highway, US 11 Main Street, and US60 Nelson Street are projected to see the highest increases. These routes are still within capacity thresholds in the year 2040, although the projected traffic increases may potentially overburden the City's local streets.

Map 9.3 Projected Annual Average Daily Traffic Year 2040



Transportation



▷ Partnerships & Initiatives

Central Shenandoah Planning District Commission

The Central Shenandoah Planning District Commission (CSPDC) assists localities in meeting transportation challenges by providing a diverse and comprehensive spectrum of transportation planning services that can help move a project from the concept stage to implementation. Some of the services and programs the CSPDC offers include transportation studies, long range transportation plans and plan updates, technical assistance, grant writing and administration, on-call transportation consulting, and metropolitan and rural transportation planning.

Virginia Department of Transportation

The Virginia Department of Transportation (VDOT) is responsible for building, maintaining, and operating the state's roads, bridges, and tunnels. The City of Lexington is part of the Staunton District which includes more than 7,000 miles of roads in 11 counties, 7 cities, and 28 towns.

Recent Plans and Studies

Many recent plans, studies, and initiatives have been conducted to inform transportation planning decisions. These include:

City of Lexington and Rockbridge County - Route 60 Corridor Study

This study, completed in 2016, provides transportation recommendations to establish Route 60 as a vibrant gateway corridor for the City of Lexington and Rockbridge County. The study focuses on enhancing mobility and safety for all users, while improving aesthetics to create a true gateway corridor. The study evaluated existing and future transportation conditions along the Route 60 corridor from Spotswood Drive within the city to Quarry Lane in the county. Context Sensitive Solution (CSS) methods were employed to identify the unique characteristics of the study corridor. These characteristics and the transportation needs of the public were used to develop future improvement alternatives that complement the characteristics of the corridor. See Appendix C for more details.

Downtown Enhancement Plan

The Downtown Enhancement Plan, accepted by the City in 2013, identifies numerous transportation improvements that support placemaking in the downtown. Recommendations include mid-block crossings, converting Main Street to a two-way street, signage/signal upgrades, curb extensions, streetscaping, alleyway upgrades, intersection bulb-outs, and many other items. The midblock crosswalk recommendations on Main Street are a low-cost, low-impact solution to pedestrian-vehicle conflicts, and should be evaluated thoroughly in the City's Bicycle and Pedestrian Plan.

Transportation

▷ Partnerships & Initiatives



Lylburn Downing Middle School Safe Routes To School (SRTS) Walkabout Study

In 2018, the City was awarded a grant from the Virginia Department of Transportation as part of the Safe Routes to School program. The grant will fund improvements to the school's parking lot entrance, crosswalk, and sidewalk networks. The improvements are based on the recommendations of a 2017 Walkabout Study that was performed through partnership between city officials, VDOT, and the Central Shenandoah Planning District Commission.

Randolph Street was identified as a potential bicycle boulevard based on the origin-destination analysis of students. A bicycle boulevard is a low-stress shared roadway bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. Randolph Street was selected due to its lower traffic volumes, and its central location that connects grade school student populations that live in the western part of the City to Lylburn Downing Middle School. On-street parking and additional traffic calming measures require further study.

Green Infrastructure Plan

The Green Infrastructure chapter identifies the need for a Green Infrastructure Plan and highlights opportunities to improve green infrastructure connectivity. The Bike and Pedestrian Plan proposed in this chapter should be coordinated with future green infrastructure planning efforts.

Current Transportation Plans & Projects

Lexington accomplishes its transportation projects utilizing local, state, and federal funding. The Capital Improvements Plan (CIP) lists projects that the City intends to construct in the near term. VDOT's Six Year Improvement Program (SYIP) outlines planned spending for transportation projects proposed for construction or study within a six-year horizon. Six projects are currently programmed in the SYIP (FY 2020-2025) for the City of Lexington, as shown in Table 9.2.

Transportation

▷ Needs Assessment

Table 9.2 Virginia Transportation Six-Year Program (FY 2020-2025) Projects for Lexington, VA

UPC	Description	Estimate	Previous	FY20	FY21-25	Balance
						(Values in Thousands of Dollars)
113689	SAFE ROUTE TO SCHOOLS- LYLBURN DOWNING MIDDLE SCHOOL - construct two pedestrian crossings along Diamond Street, add a pathway from the school to Thompson's Knoll neighborhood, and improve the school driveway entrance.	$94	$8	$87	$0	$0
111057	SMART SCALE 2018 - (ST) LEXINGTON N. MAIN ST COMPLETE STREETS ENTRY - add new bike facilities and improve sidewalks and crosswalks to a 0.62-mile section of North Main Street (US11) at VMI, eliminate on-street parallel parking on both sides of the street.	$2,846	$167	$210	$2,469	$0
112939	TAYLOR STREET RECONSTRUCTION	$780	$780	$0	$0	$0
113113	RESURFACING N. LEE HIGHWAY (RT. 11) - PRIMARY EXTENSION	$446	$446	$0	$0	$0
T22541	NORTH MAIN STREET - PRIMARY EXTENSION PAVING	$52	$0	$52	$0	$0
112964	STATE OF GOOD REPAIR- LIME KILN ROAD BRIDGE REPLACEMENT	$1,663	$0	$0	$1,663	$0

Transportation



▷ Needs Assessment

Lexington has a small but complex transportation network that must accommodate a growing number of users. As the City looks toward the future, it must consider ways to equitably balance the needs of pedestrians, bicyclists, transit riders, and drivers, while also preserving the historic character of the community. Since Lexington's road network is projected to accommodate automobile traffic through 2040, transportation needs focus heavily on pedestrian, bicycle, and safety improvements. The transportation needs assessment identified the following key areas for improvement:

- Intersection improvements to improve safety for all users.
- Pedestrian and bicycle infrastructure including sidewalks, crosswalks, pedestrian signals, bike lanes/ trails, and bike racks.
- Increased accessibility for the disabled and continue efforts to achieve compliance with the Americans with Disabilities Act (ADA).
- Improved multimodal connectivity between neighborhoods and amenities.
- Transportation Demand Management solutions to reduce peak traffic from in-commuters.

By addressing these needs, Lexington will become a healthier, more sustainable community by decreasing reliance on the single-occupancy vehicle and creating safer conditions for pedestrians, cyclists, and the disabled.

Transportation

▷ Needs Assessment

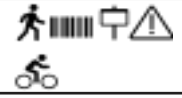
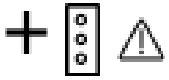
Priority Transportation Projects

In addition to the strategies in this chapter, the projects and studies in Table 9.3 were identified based on Lexington's existing and future transportation needs. The transportation system recommendations for Lexington are divided into two phases. Short-term recommendations are needs that can be met based on relatively low costs, impacts, and ease of implementation. Long-term improvements correct deficiencies based on projected costs and/or potential impacts that would require a greater number of years to plan and fund. Planning-level cost estimates were developed using VDOT's Transportation and Planning Mobility Division (TMPD) worksheet and are shown in 2020 dollars. Use the VTrans 2045 mid-term needs key in Table 9.1 for the improvement type icons.

Map 9.4 Priority Transportation Projects



Table 9.3 Recommended Priority Transportation Projects

Project	Description	Cost	Improvement Type
Short-Term Recommendations			
1) Waddell Street Pedestrian Improvements	Construct minimum 5-foot sidewalk from South Main Street to Wallace Street (0.26 miles)	$1.1 M	
2) Myers Street and McLaughlin Street Intersection Crosswalk	Extend a short segment of sidewalk and construct a pedestrian crosswalk and improve signage at intersection of Myers Street and McLaughlin Street	$55 K	
3) Thornhill Road Improvements	Add bike lanes and extend sidewalk on Rt 251, reconstruct/ widen bridges (Thornhill Road) from the VA 251 Link Road to S. Main Street (0.78 miles)	$5.8 M	
Long-Term Recommendations			
4) South Main Street Bicycle and Pedestrian Improvements	Construct bike and pedestrian infrastructure and improve signage along S. Main Street from Wallace Street to U.S. 11 Lee Highway (0.56 miles)	$3 M	
5) Downtown Intersection Improvements	Install pedestrian crosswalk signals, high visibility signal backplates, adjust signal phasing, add turn on red restrictions, install traffic calming measures and other treatments from the Downtown Enhancement Plan at the following intersections: Main Street and Nelson Street; West Nelson Street and Jefferson Street; Jefferson Street and Washington Street; Washington and Main Street	TBD	
Route 60 Corridor Study Improvements*	6) Urban Gateway Improvements	$2.2 M	
***These improvements are explained in** detail in Appendix C and extend into Rockbridge County, and are consistent with Rockbridge County's Comprehensive Plan	7) Regional Service Area Improvements	$3.1 M	
8) South Main Sreet and South Lee Highway/Link Road Intersection	Safety Improvements to address crashes at this intersection. Flashing Yellow Arrow signal conversion to address left turn crashes, add extra yield signage to Northbound US11 channelized right turn lane. (See *Safety Needs*)	$600 K	
Studies			
Bicycle and Pedestrian Plan	Identify existing connections and routes, as well as map optimal future sidewalk, bike lane, and off-road trail routes throughout the City.	N/A	N/a
Road Safety Study	This study would directly inform Project 5 - Downtown Intersection Improvements; and develop the appropriate safety countermeasures for each intersection, as well as create a funding and implementation strategy.	N/A	N/a

Transportation

▷ Goal, Objectives, & Strategies

Transportation			
Goal: Build an interconnected and attractive transportation network that provides all residents with safe and efficient mobility choices - including automobile, bicycle, and pedestrian travel.			
Values	Objectives	Strategies	
	Provide safe transportation options for residents of all ages and abilities.	TR 1.1	Implement safety and ADA accessibility improvements, including signage, traffic calming, and traffic control devices where appropriate.
		TR 1.2	Identify and make improvements to the City's busiest intersections to organize traffic and increase safety.
		TR 1.3	Develop a comprehensive bicycle and pedestrian plan to retrofit streets to make them safer for bicycles and pedestrians.
		TR 1.4	Support the development of facilities and parking for bicycles and other micromobility devices.
	Pursue fiscally responsible transportation improvements that promote accessible, resilient, and adaptable transportation networks.	TR 2.1	Develop and implement design requirements for new construction and redevelopment projects to upgrade sidewalks and improve access management provisions, such as interparcel connections and limitations on curb cuts.
		TR 2.2	Require identification and mitigation of initial and long-term transportation and parking impacts associated with proposed developments.
		TR 2.3	Support the development and siting of e-vehicle charging stations and facilities to assist the transition to lower emission vehicle use.
	Ensure Lexington's transportation networks are attractive, equitable, and improve the quality of life for all city residents.	TR 3.1	Balance and appropriately mitigate impacts to historic, cultural, and natural resources throughout the transportation planning and construction process.
		TR 3.2	Develop streetscape standards for entrance corridors, such as E and W Nelson Street and N and S Main Street.
		TR 3.3	Implement wayfinding for key gateways, corridors, intersections, and parking areas.
		TR 3.4	Create an interconnected network of pedestrian and bicycle infrastructure to link neighborhoods to downtown, parks, and other historic and green infrastructure amenities. Target bicycle and pedestrian connection and corridor improvements along Neighborhood and Civic Corridors.
	Use citizen input to guide decisions regarding community transportation network improvements and opportunities.	TR 4.1	Ensure fairness, equity, and community engagement in the transportation planning process and its nexus with housing, services, health, safety, and livelihood needs of all citizens and groups.
	Coordinate with local and regional agencies and organizations to implement improvements to Lexington's transportation network.	TR 5.1	Ensure that multimodal improvements, such as sidewalk and bike facilities, are included in the Capital Improvement Plan and street repaving plans, and identify additional funding sources, including public-private partnerships, to complete and maintain projects.
		TR 5.2	Share planning and costs with other jurisdictions when City road improvements have mutual benefits.
		TR 5.3	Support regional efforts to increase ridesharing, carpooling, transit, telecommuting, and public transportation.

Community Facilities & Infrastructure

Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.



Community Facilities & Infrastructure

▷ Introduction

One of the most important purposes of local government is to deliver quality services to its residents. A wide range of public services and facilities are available to the residents of Lexington. Quality public recreation facilities, fire and rescue services, schools, and libraries are but a few of the community assets that make Lexington a great place to live. These public facilities and services include both physical locations, such as parks, schools, and libraries, and direct services that reach beyond a brick and mortar building, such as utilities and fire and rescue.

While Lexington strives to ensure the highest standard of public facilities are met, the City's infrastructure is aging and requires investment to maintain and enhance services and respond to changing needs of residents. This chapter describes Lexington's existing community facilities and services along with required investments and capital improvements anticipated over the duration of this Comprehensive Plan. The goal, objectives, and strategies in this chapter provide an action plan to meet service demands, improve existing infrastructure, and capitalize on opportunities and partnerships to enhance these services.



▷ Community Engagement

Public Survey

The 2018 Comprehensive Plan survey revealed **a number of service priorities for the citizens** of Lexington. One of the areas that survey respondents valued the most about Lexington **is the plentiful recreation opportunities. Parks and open space was one of the most cited focus areas for the City as it plans for the future. Concerns over traffic and road maintenance coupled with aging infrastructure highlights a community need for action. A** majority of respondents felt that **pedestrian and bike infrastructure** should be the highest priority for improving **public facilities, followed by social services, streets and roads, and parks and recreation.**

Staff Input

Input from City staff was used to identify needed improvements to facilities and services. Generally, aging facilities and space constraints were common issues across City departments.

Community Facilities & Infrastructure



▷ Planning Context

Existing Conditions

Map 10.1 shows the location of community facilities and services within the City of Lexington. Additional information on facilities and services is provided in the sections that follow.

Administration

City administrative offices are located in City Hall, at 300 East Washington Street. They include the City Manager's Office, the Department of Planning and Development, the Finance Department, the Commissioner of the Revenue, the Treasurer, the Electoral Board and Registrar and offices for Human Resources, and Information Technology. In addition, a mid-sized meeting room on the first floor is available for public use. The building was constructed in the early 1890s and was used for over sixty years as a public school. In 1960, it was renovated for use as the town hall, which became city hall after Lexington became an independent city in 1966. Since then, it has undergone minor upgrades and renovations; however, the space does not function well as a modern public administration building and needs complete renovation to extend its service life and improve utilization. As such, the City should consider exploring options to renovate the existing building or relocate and market the existing building for reuse and historic rehabilitation.

Public Works

The City's Public Works Department is located on 10 acres at the end of Shop Road. The complex houses equipment and supplies for street maintenance, refuse collection, water and sewer, equipment maintenance, and other services. An administrative office building was added to the complex in 2008.

The existing structures at the Public Works facility at Shop Road are antiquated and poorly designed for the current use. Heating and lighting are inadequate, and shop and storage space is extremely limited. Traffic circulation is poor, and site pavement is also in rapidly deteriorating condition. Improvements to the complex are expected to require a complete demolition and replacement of existing structures.

Refuse and Recycling Collection

Lexington offers garbage and brush collection to residents and businesses. Residential customers have no service fee while a bimonthly sanitation fee is collected from businesses. Residential garbage is collected by the Public Works Department once weekly, including holidays except Christmas Day, and businesses garbage is collected six days a week, Monday through Saturday. No-fee brush collection is offered one day per week to all residents and businesses. No-fee bagged leaf collection is also offered to residents between October and December. All garbage is hauled to the Rockbridge County landfill for disposal.

Until fiscal year 2021, recycling collection was offered to citizens and businesses. The reinstitution of the curbside recycling collection should be re-evaluated in the future.

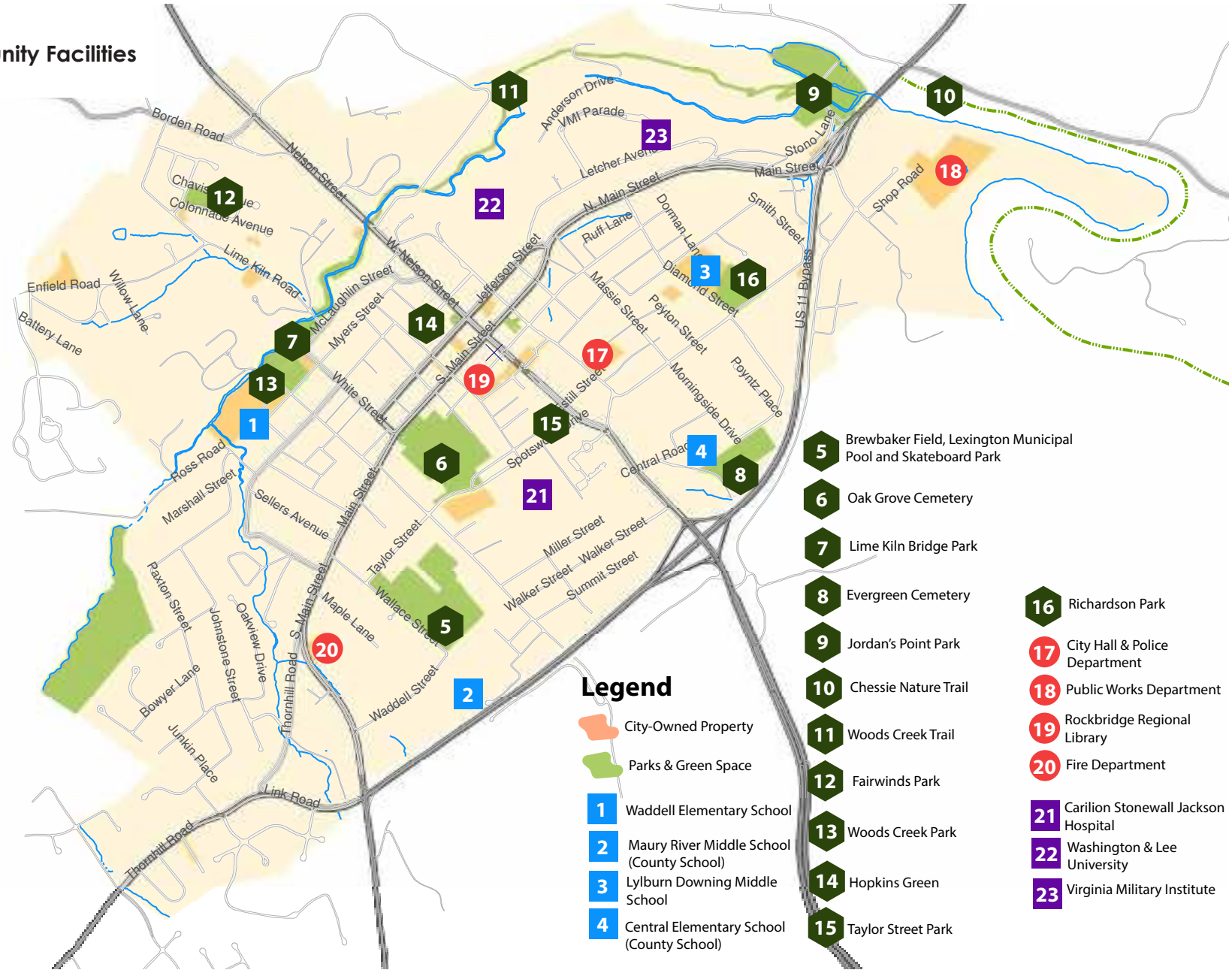
Water and Sewer System

Lexington purchases water and wastewater services from Maury Service Authority (MSA), which provides water and sewer to all residential and commercial buildings in Lexington and to some adjoining sections of Rockbridge County. MSA water and wastewater usage rates are provided in Table 10.1.

Lexington's potable water is sourced from the Maury River and treated at the MSA Water Treatment Plant on Osage Lane. The plant, constructed in 1975 and upgraded in 2004, uses advanced filtration and chemical treatment techniques to provide high quality drinking water. Its existing 3.9 million gallons per day capacity ensures that the plant will be adequate to serve the growing needs of the area for many years to come. Annual average daily consumption by the MSA's 9,000 consumers typically ranges from 1.3-1.4 million gallons per day.

Community Facilities & Infrastructure

Map 10.1 Community Facilities



Community Facilities & Infrastructure









▷ Planning Context

Treated water is pumped to the MSA's three-million-gallon water tank located on Enfield Road, which also serves as an extended wet well for the MSA's Enfield pump station. From here, treated water is pumped to Lexington's one-million-gallon water tank on Houston Street, which is transmitted via City-owned distribution mains for domestic use and fire suppression. The City distributes between 0.50 to 0.60 million gallons per day to its approximately 2,700 customers.

The Lexington-Rockbridge Regional Wastewater Treatment Plant, also owned by the MSA, is a 3-million gallon per day capacity facility that began operation in 1999 and was upgraded in 2011. The plant treats wastewater received from the City of Lexington and the Rockbridge County Public Service Authority as well as septage from septic tanks and commercial customers. Treated wastewater is released back into the Maury River. The City, on average, disposes of 0.58 to 0.89 million gallons per day of wastewater into the MSA. Some of the County's treated wastewater passes through the City owned infrastructure and is included in the City's average.

Although the existing water and wastewater treatment plants have the capacity to meet current and anticipated treatment needs, the distribution lines are aging and require maintenance and investment to ensure continued quality and reliable service. Based on a 2013 study, seventy percent of the existing lines will require replacement in the next 20-30 years, as the average water and sewer line is 70-80 years old. Deficiencies in the sewer lines allow stormwater and groundwater to enter the system. This inflow and infiltration (I&I) causes the lines to perform at or near capacity and degrades water by allowing sewage transfer to nearby streams. During periods of significant rain, instantaneous peak flows to the wastewater treatment plant exceed capacity by 200-300 percent. Repairs and upgrades are needed to correct these deficiencies, reclaim sewer line and wastewater treatment plant capacity, and provide looped water service to improve water flow and quality.

In addition to these improvements, Lexington will need to consider the future of the City-owned property at Moore's Creek Dam in western Rockbridge County. This area was intended to serve as an emergency water supply for Lexington after the original water treatment facility was decommissioned in the 1970s. However, the transmission connections from the dam was terminated or rerouted, and the lines are not connected to the water treatment plant operated by the MSA. Prior efforts to decommission the Moore's Creek Dam were thwarted by legal action instigated by Rockbridge County, which asserted its rights to a portion of the waters contained within the impoundment. Although the area currently provides limited recreation benefits to the community, upkeep of the Moore's Creek Dam to meet state safety standards is cost prohibitive.

Community Facilities & Infrastructure



▷ Planning Context

Stormwater

The City's stormwater collection system is much less extensive than its water and wastewater infrastructure. Presently, the City's stormwater infrastructure inventory includes 6.6 miles of stormwater pipe, 535 drainage structures, and four detention/bio-basin facilities. Given the City's population, Lexington is not required to maintain a Municipal Separate Storm Sewer System (MS4) operator status under the Virginia Stormwater Management Act. Development plans are audited for state stormwater compliance by independent consultants, or DEQ directly.

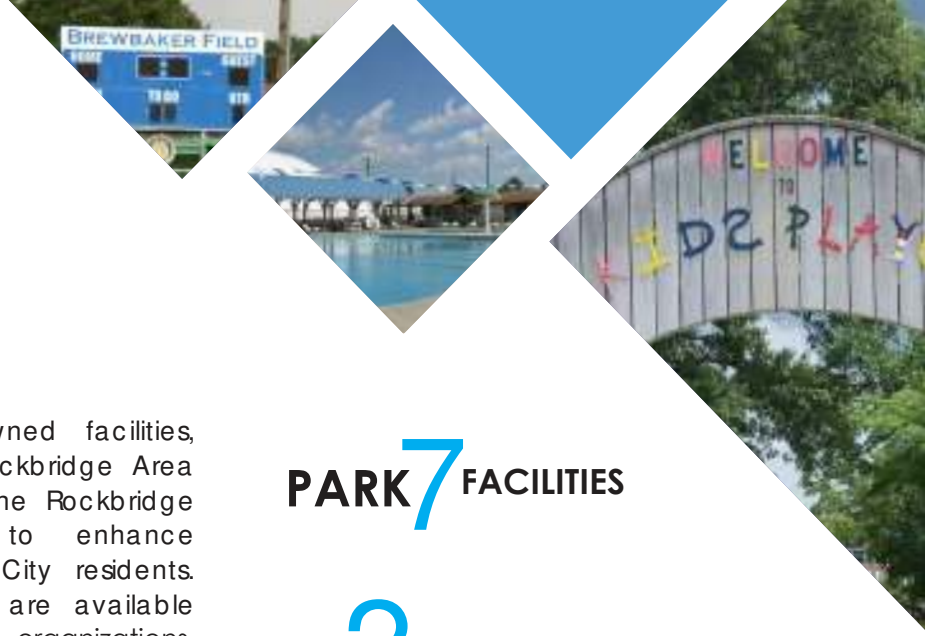
Historically, the majority of stormwater infrastructure is designed for the 10-year rainfall event. However, as weather patterns shift and rainfall intensity increases, the need to replace, rehabilitate, and upgrade aging infrastructure will continue to grow. Since 2015, the City has worked to complete studies and implement stormwater improvement projects, primarily in reaction to problem areas. Three projects have been completed, and two additional projects have been deferred to unprogrammed status. The City intends to continue studying its stormwater infrastructure to determine adequacy for storm events of increasing intensity. Because Lexington's topography and limited right of way, stormwater collection will be challenging and costly. As such, localized green infrastructure as described in Chapter 4 is a key solution to address stormwater issues in a cost-effective manner. In addition, the City will need to consider implementing a stormwater fee to fund improvements to the City's stormwater management system.

Table 10.1 Water and Wastewater Usage

Fiscal Year	Water Produced		Wastewater Treated	
	Millions of Gallons	**Average Daily** Consumption	Millions of Gallons	**Average Daily Influent**
2018	466	1.28MG	Not Available	Not Available
2017	478	1.33MG	Not Available	Not Available
2016	517	1.42MG	Not Available	Not Available
2015	526	1.44MG	Not Available	Not Available
2014	516	1.41MG	312	0.85MG
2013	503	1.38MG	314	0.86MG
2012	493	1.35MG	338	0.93MG
2011	509	1.39MG	319	0.87MG
2010	488	1.34MG	359	0.98MG
2009	519	1.42MG	308	0.84MG
2008	542	1.48MG	296	0.81MG
2007	512	1.40MG	353	0.97MG
2006	510	1.40MG	315	0.86MG
2005	468	1.28MG	305	0.84MG

Source: Maury Service Authority

Community Facilities & Infrastructure



▷ Planning Context

Parks and Recreation

The City of Lexington owns and operates a swimming pool, two City school athletic fields, and seven park facilities: three large parks, three neighborhood parks, and an athletic field complex. The facilities are shown in Map 10.1 and detailed in Table 10.2.

All facilities are open to the residents of the City and the Rockbridge County area. The Lexington outdoor municipal pool located at the intersection of Waddell and Wallace Streets is available to residents, while the Friends of Rockbridge Swimming operate the indoor municipal pool next door. Additionally, the Lylburn Downing Community Center, adjacent to the middle school, houses the Office on Youth, which provides after-school, summer, and recreational programs for students.

The City also owns two tracts of land in Rockbridge County that are available for hiking, mountain biking, bird watching, and the enjoyment of nature. Brushy Hills is a 600-acre preserve just west of the City that has hiking, mountain biking, and horseback trails. Moore's Creek is a 59-acre area located 12 miles south west of the City. It includes a 32-acre reservoir and is available for passive recreation and fishing with an access permit from the US Forest Service.

In addition to these City-owned facilities, Lexington partners with the Rockbridge Area Recreation Organization and the Rockbridge Area Outdoor Partnership to enhance recreational opportunities for City residents. Many additional opportunities are available through private and non-profit organizations, such as YMCA and the Maury River Senior Center.

While Lexington residents have access to a wide range of park and recreation opportunities, additional facilities and investments are needed, particularly for adult recreation leagues and trails. Opportunities to renovate and expand Brewbaker Athletic Complex are being considered to meet these needs, and a master plan is underway to develop Jordan's Point Park as a more effective community asset. In addition, the 2017 Rockbridge Area Outdoor Recreation and Trail Plan identifies two projects in Lexington to improve trail connectivity and river access – the Brushy Hill Connector Trail and the Chessie Nature Trail expansions. These investments will ensure that Lexington residents have ample access to parks, recreation, and trail assets that support the health and wellness of the community.

PARK 7 FACILITIES

2 School Athletic FIELDS

2 Swimming *Pools*

3 *LARGE* PARKS

neighborhood parks 3

ATHLETIC Complex 1

2500+ *ACRES OF* RECREATIONAL SPACE

Community Facilities & Infrastructure



Table 10.2 Recreation Space and Facilities

Location	Size	Facilities
Brewbaker Athletic Complex	13.3 acres	Outdoor swimming pool, indoor swimming pool, athletic fields, playground (Kids Playce), skate park
Brushy Hills Preserve	560 acres	Hiking trails, passive recreation
Chessie Nature Trail	7 miles	Walking trail from Lexington to Buena Vista (Managed by VMI)
Courthouse Square	0.16 acres	Tables, benches, open space
Evergreen Cemetery	5.5 acres	Historic grave sites
Fairwinds Park	1.2 acres	Playground, picnic area, open space
Hopkins Green	0.32 acres	Picnic area, open space
Jordan's Point Park	9.5 acres	Walking trail, picnic area, pavilion, boat ramp, athletic fields
Lime Kiln Bridge Park	0.7 acres	Playground, picnic area
Lylburn Downing Community Center	0.75 acres	Multipurpose room, meeting rooms
Lylburn Downing Middle School	3 acres	Athletic fields, gymnasium, outdoor basketball court
M. Leroy Richardson Park	4.5 acres	Playground, pavilion
Moore's Creek Dam	59.6 acres	Passive recreation, fishing
Oak Grove Cemetery	11 acres	Historic grave sites
Taylor Street Park	0.5 acres	Playground, picnic area
Woods Creek Park and Trail	3 acres	Open space, 2.8 mile walking trail
Waddell Elementary	3 acres	Athletic fields, playground, multipurpose rooms, outdoor basketball court, outdoor pavilion

Source: City of Lexington

Community Facilities & Infrastructure







▷ Planning Context

Public Safety

Public safety services in Lexington are provided by the Lexington Police Department and the Lexington Fire and Rescue Department. Lexington is also home to the Rockbridge County Sheriff's Office, which works closely with the Lexington Police Department and offers numerous law enforcement services. The existing public safety community risk reduction program has proven extremely beneficial in improving the safety of Lexington residents.

Police

The Lexington Police Department is located adjacent to City Hall in a facility constructed in 2003. The Police Department is the primary law enforcement agency of the City and consists of 18 sworn officers and three civilian support personnel. The Police Department works closely with Washington & Lee's public safety department and has a succesful community risk reduction program that has proven extremely beneficial in improving safety. The department's three divisions (Support Services, Operations, and Special Enforcement) work together to provide comprehensive law enforcement services to the City. The department has maintained accreditation by the Virginia Law Enforcement Professional Standards Commission since 1998. The Police Department currently meets standards of the International Association of Chiefs of Polices that call for cities to have 1.4 to 2.4 officers per 1,000 residents. Using Weldon Cooper's 2020 population projections for Lexington as a baseline population, 2.4 officers per 1,000 residents equates to 17.8 officers. Lexington, with 18 officers, is on target for current service needs, especially considering the higher daytime population given the number of in-commuters and visitors.

Fire and Rescue

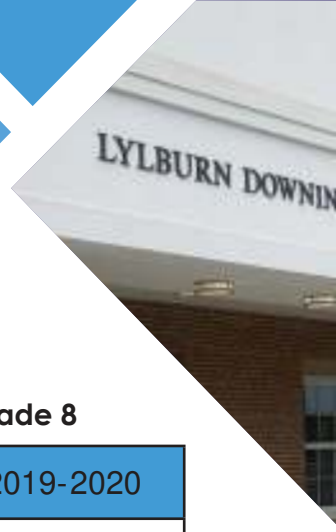
The Lexington Fire and Rescue Department is located on South Main Street and includes both professional and volunteer personnel. The Fire and Rescue Department provides fire, rescue, emergency medical services, hazardous materials response, and community risk reduction services along with emergency management responsibilities. The City also participates in a regional fire and rescue commission, and the fire department serves portions of Rockbridge County. Overall, the department's service area is 55.9 square miles. The fire department also works closely with Washington & Lee University and Virginia Military Institute and numerous other local and regional partners. As a result of the quality services provided by the department, Lexington's Insurance Services Office (ISO) Community Risk Rating has improved from a "6" to a "3" since 2009, resulting in reduced insurance costs for city residents.

Growth in Lexington will require additional investment in fire and rescue services. Currently, the fire department does not always meet minimum national standards for staffing, and long-term operation will require more professionals amid the national trend of declining volunteer availability. The Department also anticipates the need to replace the 22-year-old ladder truck in the next two to three years. In addition, the existing fire station, constructed in 2002, is nearly 20 years old and has space constraints that limit the proper functioning of the Department. A comprehensive needs assessment and facility plan is recommended to identify solutions to address space needs and maximize fire and rescue response times.

Central Dispatch

The Rockbridge Regional Public Safety Communications Center serves as the Central Dispatch Center for Lexington, Buena Vista, and Rockbridge County. The center dispatches for local police, fire, rescue, and emergency services. The center is overseen by the Public Safety Communication Board and an executive director manages day-to-day activities.

Community Facilities & Infrastructure



▷ Planning Context

Schools

The City of Lexington is committed to providing progressive educational opportunities and challenging experiences that are responsive to the needs and talents of all students.

The City provides its own public elementary and middle school education facilities, while high school is provided under a joint services agreement with Rockbridge County. Table 10.3 provides enrollment data by grade for Lexington public schools.

Some Rockbridge County students attend city schools as non-resident students who pay tuition, while students in the City attend Rockbridge High School. Division-wide, approximately 27% of students are classified as economically disadvantaged, as determined by qualifying for free and reduced meal services. The school system is led by the Lexington City School Board, a five-member board that is appointed by the Lexington City Council.

The City owns two school buildings, Harrington Waddell Elementary School on Pendleton Place and Lylburn Downing Middle School on Diamond Street. Waddell Elementary School was originally built in 1927 and was used as the City's high school. In the 1960's, it was converted to use as an elementary school. That school was demolished, and a new building was constructed on the same site in 2017. Lylburn Downing Middle School was originally built in 1949 as an addition to an existing African American school. It was converted to a middle school in the 1960s and has undergone two major renovations and additions since its construction. School board offices are housed at the Lylburn Downing Community Center, which also provides preschool services, meeting spaces, and a heritage center with historical items.

Table 10.3 Enrollment by Grade, Pre-Kindergarten to Grade 8

Grade	2017-2018	2018-2019	2019-2020
Pre-kindergarten	0	0	0
Kindergarten	51	50	51
Grade 1	51	63	53
Grade 2	48	62	61
Grade 3	49	53	60
Grade 4	54	55	55
Grade 5	60	50	59
Total Elementary	*313*	*333*	*339*
Grade 6	62	62	51
Grade 7	72	58	62
Grade 8	68	69	57
Total Middle	*202*	*189*	*170*
Total Students	*515*	*522*	*509*

Source: Virginia Department of Education, Lexington City Public School Quality Profile

Community Facilities & Infrastructure





▷ Planning Context

Public Libraries

The City of Lexington is a partner in the Rockbridge Regional Library System. The system is headquartered on South Main Street and also serves the Counties of Bath and Rockbridge and the City of Buena Vista. Maintenance and other operating expenses are shared by the jurisdictions in the regional library system. In addition to physical collections, classes, programs and story times for children, each location offers wi-fi and computers for public use.

Modern libraries have become community centers for individuals to interact and learn together. While the existing library space has functioned well over the years, a major renovation or replacement of the library in Lexington would be beneficial to the community as the existing space is cramped and not suited to its full potential as a center of community. Shared spaces with other community partners in one location could be one way to achieve a better library and better service to patrons.

Cemeteries

The City of Lexington owns and maintains two active cemeteries: Evergreen Cemetery and Oak Grove Cemetery. The smaller of the two cemeteries, Evergreen Cemetery, is a historically African American cemetery located on 5.5 acres on New Market Place. Oak Grove Cemetery is an 11-acre site on Main Street. The operation of both cemeteries is funded by a small service charge and public funds. A six-member Cemetery Advisory Board advises staff and City Council on issues pertaining to the operation and maintenance of the two cemeteries.

Both cemeteries are nearing capacity. Based on current rates of burial, Oak Grove Cemetery has approximately 10 to 15 years of ground interment spaces remaining, while Evergreen has approximately five years. An inventory expansion study was conducted in 2018, and the City is currently evaluating implementation of the plan.

Community Facilities & Infrastructure

▷ Partnerships & Initiatives

The City of Lexington fosters and maintains many partnerships and initiatives with other organizations. These organizations all provide valuable community services and maintain an important physical presence in service provision to the Lexington community. Continuing to work with these groups is necessary to provide quality community services to the public.



Blue Ridge Resource Authority

The Blue Ridge Resource Authority, formerly the Rockbridge County Solid Waste Authority, was created in 2017 to own and operate the Rockbridge Regional Landfill. A seven-member committee governs the Authority with two members appointed by Lexington City Council. Each participating jurisdiction is responsible for its proportionate share of operating costs.

Central Shenandoah Planning District Commission

The Central Shenandoah Planning District Commission (CSPDC) is a political subdivision of the state chartered by the Regional Cooperation Act in 1969. The CSPDC serves the City of Lexington and 20 other local governments including Rockbridge County, other cities, and various towns throughout the region. The organization provides local and regional planning services including transportation, natural resource management, disaster mitigation and preparedness education, and many others. Lexington contributes a portion of funding to the commission along with all other member localities.

Institutes of Higher Education

Lexington's institutes of higher education, Washington & Lee University and Virginia Military Institute, are longstanding partners with the City of Lexington. Both institutes contribute to the advancement of the community through services, such as volunteer firefighting and emergency response, and publicly available facilities, such as libraries. Students from both institutions volunteer in the broader Lexington community and provide valuable services to some of Lexington's most in-need citizens.

Rockbridge Area Department of Social Services

The Rockbridge Area Department of Social Services provides services to all of Rockbridge County, the City of Lexington, and the City of Buena Vista. It is governed by a regional board with representatives appointed by each locality. The department is supervised by the state but locally administered. The department offers a wide variety of resources, including foster care and adoption, childcare assistance, food security assistance, and community support programs such as 2-1-1 Virginia and the AmeriCorps State program.

Rockbridge Area Relief Association

The Rockbridge Area Relief Association (RARA), founded in 1972, is the largest nonprofit organization focused on alleviating hunger and poverty in Lexington. The RARA operates out of the Piavano Building (the former rescue squad building) on Spotswood Drive. The City provides some funding for RARA's mission.

Rockbridge Area Recreation Organization

The Rockbridge Area Recreation Organization (RARO) was established in 1988 by the Lexington City Council as the regional recreation provider for both the City and County. It is an independent recreation authority governed by a nine-member board and funded by three jurisdictions, including the Cities of Lexington and Buena Vista, and the County of Rockbridge. It operates a wide variety of sports programs,

Community Facilities & Infrastructure

▷ Partnerships & Initiatives

primarily geared to the youth of the community. RARO offers 33 different programs serving over 1,500 Rockbridge County residents per year. A small building on White Street, which housed the School Board offices until 2010, now provides administrative and program space for the organization.

Transportation Providers

Lexington-area transportation providers support access to public facilities and services by providing safe and reliable transportation options. These providers include Maury Express, Rockbridge Area Transportation System (RATS), and Valley Program for Aging Services (VPAS). A more detailed description of these providers can be found in the Transportation chapter of this Comprehensive Plan.

Telecommunications

Technology-based economic growth is a key focus of the City's strategic plan and should be supported through the provision of high-speed, high-quality telecommunication infrastructure. The backbone for a high-speed fiber optic communication system has been put in place in the downtown and commercial areas through the regional Rockbridge Area Network Authority (RANA). The City should promote this service to businesses along the established routes to ensure the economic success of RANA. The City should also look toward a plan for expansion of the fiber system to other areas of the City where customers express a desire for this service. The goal is to eventually make this service available to all areas of the City.

Energy Providers

Lexington is served by a variety of private utility providers. Electricity in Lexington is provided by Dominion Virginia Power and BARC Electric Cooperative. Natural gas is provided by Columbia Gas.

Rockbridge Regional Jail

Rockbridge Regional Jail serves Lexington, Rockbridge County, and Buena Vista under a contractual joint services agreement. The jail houses adult prisoners serving short sentences and suspects awaiting trial. The jail, which was built in 1988 to hold 56 inmates, was double bunked to hold 111 inmates. When capacity is reached, inmates are assigned to other facilities, resulting in increased operating costs. As of November 2019, the inmate population was 158.

The Rockbridge Regional Jail Commission oversees operations and is responsible for jail policy and financing. The Commission is comprised of the Sheriff, per State Code, and four other representatives, including one from Lexington.

The Virginia Compensation Board supports salaries for authorized personnel and provides some operational funds. These funds are not adequate to support jail expenditures, which have increased significantly in recent years due to overcrowding, rising medical expenses, and maintenance costs. By agreement, the localities must fund the shortfall should the jail revenues be insufficient to pay operating expenditures. Per the agreement, any revenue shortfall must be assessed to the localities based on their number of prisoner days. Faced with these rising costs, Lexington should continue working with Rockbridge County, Buena Vista, and the Commission to implement cost reduction measures and reduce overcrowding at the jail.

Community Facilities & Infrastructure



▷ Needs Assessment

Municipal services—such as parks, infrastructure, public safety, trash collection—directly affect the daily life of residents and impact overall quality of life. Population growth and development can impact demands on these services. Likewise, changing demographics and evolving needs of residents require an adaptive and responsive approach to facility and infrastructure planning and service delivery. Along with these challenges, aging infrastructure and facility issues associated with deferred maintenance present a costly yet critical needs that, in some cases, also have major environmental implications. Key community facility and infrastructure needs identified through the development of this Plan include:

- Integrating cost-saving and climate-friendly technologies.
- ADA improvements to facilities to support the City's aging and disabled populations.
- Continued investments in parks and recreation for a healthier population and a greener City.
- Improvements to the water, wastewater, and stormwater systems, particularly to address inflow and infiltration that leads to water quality and wastewater treatment capacity issues.
- Improved facility condition and utilization at City Hall, public works, and fire and rescue facilities.
- Ensuring that the quality and capacity of infrastructure does not become a constraint to revenue-generating development and redevelopment.
- Addressing capacity issues in the City's cemeteries and regional jail system in a coordinated and cost-effective manner.
- Continued partnerships between local and regional agencies for more efficient delivery of shared services, such as libraries, jails, hospital, and high school.

As Lexington looks to 2040, infrastructure and facilities will be a high priority as the City seeks to keep pace with maintenance, regulatory requirements, advancing technology, and evolving resident needs. In some cases, these needs can be fulfilled by working with citizens, businesses, and regional institutions to develop innovative and equitable solutions. The goal, objectives, and strategies that follow have been developed with these needs and priorities in mind.

Community Facilities & Infrastructure

▷ Goal, Objectives, & Strategies

Community Facilities & Services			
Goal: Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.			
Values	Objectives	Strategies	
	Improve access to community facilities and services for all residents.	CF 1.1	Conduct an ADA accessibility study of City facilities, streets, and walkways and implement recommendations, as appropriate.
		CF 1.2	Integrate accessibility and safety into park facility design to ensure that parks and playgrounds are safe and inclusive for all users.
		CF 1.3	Ensure equity in service delivery for all of Lexington's neighborhoods and demographics.
		CF 1.4	Investigate the need for a community center to provide quality facilities that promote lifelong learning and achievement for all residents.
	Offer efficient and effective community services and facilities that meet the needs of residents and businesses of the City.	CF 2.1	Review the city's building systems and the use of renewable energy sources for upgrades to achieve energy efficiency and potential cost-savings.
		CF 2.2	Resolve the contingency water supply agreement with Rockbridge County due to the impracticability of piping water from the Moore's Creek Reservoir to the City's water treatment facility.
		CF 2.3	Evaluate the feasibility of implementing a stormwater fee to fund improvements to the City's stormwater management system.
		CF 2.4	Construct water, wastewater, and stormwater system improvements to reclaim capacity and ensure efficient and high-quality service.
		CF 2.5	Repair and upgrade the City's sewer lines to address inflow and infiltration (I&I) to protect water quality and ensure sewer capacity is maintained.
		CF 2.6	Implement cemetery improvements that support the financial sustainability and viability of the facilities by increasing burial capacity.
		CF 2.7	Ensure that new development assesses impacts on public facilities and infrastructure and adequately mitigates impacts specifically attributable to that development.
		CF 2.8	Regularly evaluate the refuse and recycling program to identify cost-effective improvements and opportunities for program expansion.
	Ensure public facilities and services complement the community's design while satisfying the highest level of service for the citizens.	CF 3.1	Evaluate administrative space needs at City Hall and explore options to renovate the existing building or relocate and market the existing building for reuse and historic rehabilitation.
		CF 3.2	Reconstruct the public works complex to provide safe, functional, and operationally-efficient facilities.
		CF 3.3	Continue efforts to provide high-quality parks and recreation resources by implementing the Jordan's Point Park master plan, expanding amenities at the Brewbaker Athletic Complex, and maintaining existing parks.
		CF 3.4	Support continued investment in the regional library system that improves the Lexington library as a center of community and learning.
		CF 3.5	Ensure that improvements of the public realm (sidewalks, curbs, street trees) are planned and executed in an integrated, coordinated manner when undertaking upgrades to sewer, water, or road infrastructure.
	Commit to engaging community members in substantive policy- and decision-making to provide the highest possible level of service provision.	CF 4.1	Continue to seek citizen input on service needs and priorities to ensure equitable investment in infrastructure and facilities.
		CF 4.2	Continue public safety engagement and programs, such as volunteer fire and rescue and community risk reduction programs, that encourage cooperation between public safety officials and citizens.

Community Facilities & Infrastructure

▷ Goal, Objectives, & Strategies

Community Facilities & Services			
Goal: Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.			
Values	Objectives	Strategies	
	Maximize service delivery through effective management and partnerships.	CF5.1	Perform periodic studies/surveys of adequacy, quality, effectiveness, and equity of City service delivery, including service expansion.
		CF5.2	Coordinate and support internal, local, and regional partnerships for shared services, infrastructure, and facilities that benefit City residents and ensure sustainable and cost-effective services.
		CF5.3	Include public and private utility providers in the planning stage of all infrastructure and development projects to determine needs and upgrades as part of project development.
		CF5.4	Continue partnerships with the Rockbridge Area Recreation Organization and the Rockbridge Area Outdoor Partnership and support implementation of the Rockbridge Area Outdoor Recreation and Trail Plan.
		CF5.5	Conduct a comprehensive fire and rescue needs assessment and facility plan to address space needs and maximize fire and rescue response times.
		CF5.6	Continue partnering with Rockbridge County to provide state-of-the-art education and facilities for Lexington high school students.
		CF5.7	Enhance the City's disaster preparedness through continued participation in regional Hazard Mitigation Planning through the Central Shenandoah Planning District Commission.
		CF5.8	Work with Rockbridge County and Buena Vista to assess and address the long-term needs of the Rockbridge Regional Jail.
		CF5.9	Work with the health system and other health providers to implement the Rockbridge Area Community Health Assessment, where possible.

Governance

Provide an inclusive, accessible, and responsive government that works for and with the people of Lexington to achieve its vision and implement its long-range plans.

Governance

▷ Introduction

The Comprehensive Plan sets Lexington on a path of proactive, long-term, and fiscally sound decision-making. The Plan better enables City leaders and community members to demand excellence and quality in everything the City and its partners do. The work does not end with adoption of the Plan. The Comprehensive Plan is intended to be a living document that provides the direction to move Lexington toward its long-term vision. Implementation occurs through expertise, consistent application, utilization of tools, and review. To bring the shared vision to fruition, there must be familiarity with each goal, progress toward the strategies to achieve the goals, and consistency with the future land use map. This applies to all users, including businesses, applicants, citizenry, and City officials.

This chapter of the Comprehensive Plan builds on the Cty's commitment to transparency, accountability, and civility. The chapter examines the functional role of the City government as well as initiatives to increase citizen participation and ensure information is disseminated both timely and accurately. Finally, this chapter summarizes goals and action strategies. It is encouraged that these be reviewed on an annual basis to measure progress and adjust as priorities evolve.

▷ Community Engagement

Community engagement efforts for this Comprehensive Plan included a public survey and individual stakeholder interviews with representatives of various city departments and organizations. While a majority of comments, feedback, and results produced from these outreach methods focused on specific items, such as the character of Lexington and concerns for the future, some general thoughts and desires concerning good governance became evident through analysis.

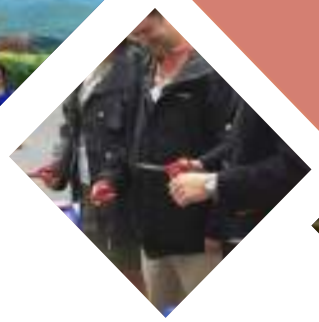
A desire for more cooperation between the City and Rockbridge County in planning and development efforts was a common theme in stakeholder interviews. The public survey revealed a need for responsiveness to constituents, including transparency in government actions. Concerns over affordability in Lexington were cited along with a tax base impacted by several parcels of tax-exempt land in the city.





Governance







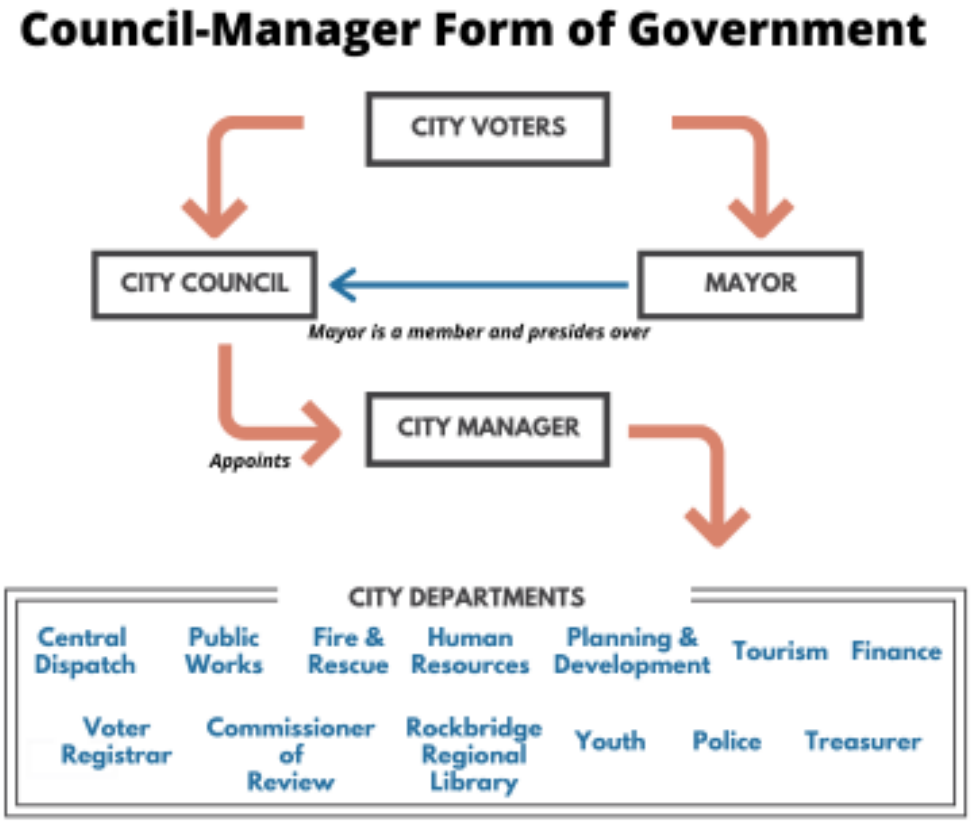
▷ Planning Context

City Government Structure

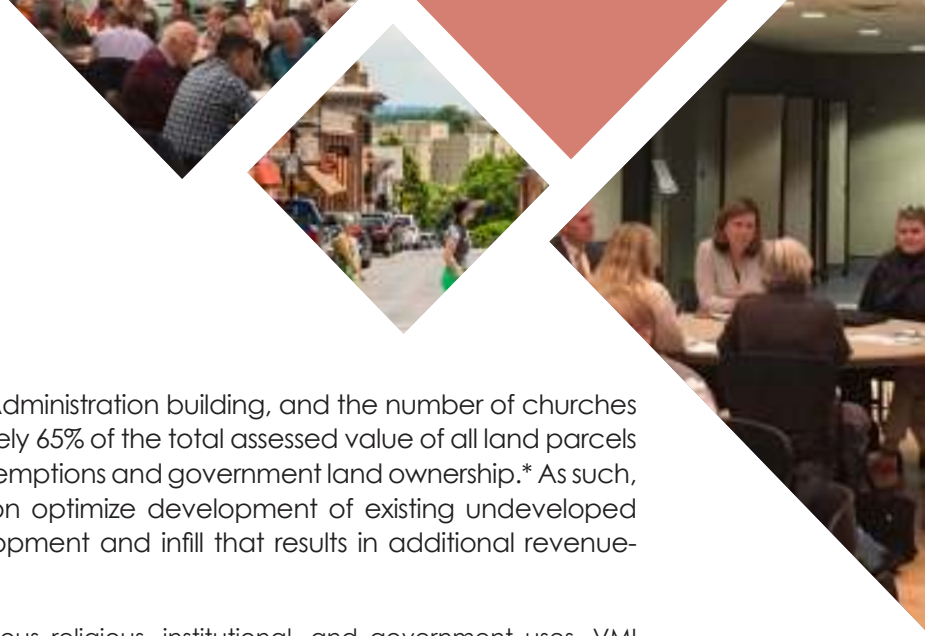
The City of Lexington is small compared to most cities in the Commonwealth, but its responsibilities are not reduced. The city must meet the needs of its citizens by providing goods and services such as police, fire protection, water, and other utility services, parks, recreation programs, streets, and other public works improvements. These needs are met through the power of the City Council to levy taxes, pass ordinances, and adopt a budget with day-to-day operations occurring under the leadership of the city manager.

As provided in the City Charter, Lexington has a council-manager form of government. The council-manager structure combines the strong political leadership of elected officials with the managerial experience of an appointed city manager. City Council serves as the legislative body elected by the community to enact ordinances, adopt the budget and capital improvement plans, and approve land use decisions, among other responsibilities. Lexington's Council consists of six council persons elected at large and a popularly elected mayor who presides over council. The city manager is appointed by Council to administer local government projects and programs on behalf of the Council. The manager prepares the budget, makes policy recommendations for Council consideration, oversees City departments and staff, and carries out adopted policies.

Diagram 11.1 City Structure



Governance



▷ Planning Context

City Budget

The City's budget establishes the plan of revenue and expense activities for the fiscal year and provides a coordinated financial program to attain the City's goals and objectives, including those identified in the Comprehensive Plan. The City of Lexington publicizes budget data on an annual basis. As shown in Table 11.1, annual expenses have increased modestly over the past four years with revenues increasing proportionately.

Tables 11.2 and 11.3 provide the City's general fund revenues and expenditures for 2019. The City's revenues are varied, including property taxes and other local taxes, permits and licenses, fines and forfeitures, service charges, state and federal grants, and other miscellaneous sources. Lexington's single largest general fund expenditure, outside of non-departmental spending, is through Public Safety followed by Public Works. The spending categorized as non-departmental includes insurance, debt services, and interfund transfer.

Lexington's ability to finance operations and capital improvements is intrinsically tied to the City's taxable land value. Like most cities, property taxes make up the largest percentage of the City's revenue. However, compared to other localities in the Commonwealth, Lexington is less able to generate additional revenues from its current tax base. This is largely due to the amount of tax exempted property associated with Lexington's institutions of higher learning, the presence of two County schools and the County Administration building, and the number of churches enjoyed by residents. Approximately 65% of the total assessed value of all land parcels in Lexington is not taxed due to exemptions and government land ownership.* As such, it is highly desirable that Lexington optimize development of existing undeveloped parcels and encourage redevelopment and infill that results in additional revenue-producing uses and structures.

*Tax-exempt property includes various religious, institutional, and government uses. VMI does not pay a tax or fee. W&L contributes a PILOT (payment in lieu of taxes) to offset a portion of its impact on City revenue and services.

Table 11.1 Revenues and Expenses (2015-2019)

0	Year	2015	2016	2017	2018	2019
Revenues	Amount	$ 15,566,762	$ 17,009,612	$ 17,564,620	$ 18,058,189	$ 18,369,271
	% Change	- -	9.27%	3.26%	2.81%	1.72%
Expenses	Amount	$ 15,542,115	$ 16,863,742	$ 17,432,156	$ 17,943,297	$ 18,241,764
	% Change	- -	8.50%	3.37%	2.93%	1.66%

Source: City of Lexington

Governance



▷ Planning Context

Capital Improvement Plan

A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document and is reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities. CIPs are typically designed to consider both immediate and long-term capital assets and infrastructure needs. Public and private investors and relationships are needed for a robust CIP. The community benefits and the long-range vision is achieved when the priorities of the CIP and updates to ordinances align with the Comprehensive Plan.

City Code of Ordinances

The collection of laws passed by a local governing body is known as the City Code of Ordinances. The zoning and subdivision ordinance regulations, and the landscaping, parking, and signage standards contained therein are at the forefront in implementing the Comprehensive Plan. Lexington's land use regulations are the primary Plan implementation tool and, therefore, should be kept up to date along with the Plan.

Table 11.2 General Fund Revenues (2019)

Type	Revenue ($)
Property Taxes	$6,872,000.00
Other Local Taxes	$4,232,300.00
Permits & Licenses	$343,150.00
Fines & Forfeitures	$62,500.00
Revenue from Use of Money & Property	$203,240.00
Charges for Services	$704,510.00
Misc. Revenues	$2,599,620.00
Recovered Costs	$634,779.00
State- Noncategorical	$1,265,462.00
State Categorical	$1,230,150.00
Federal Categorical	$101,560.00
Transfers	$120,000.00

Source: City of Lexington

Table 11.3 General Fund Expenditures (2019)

Type	Revenue ($)
General Government Administration	$1,364,678
Judicial Administration	$350,441
Public Safety	$4,076,013
Public Works	$3,323,405
Health, Education & Welfare	$909,895
Leisure Services	$532,088
Community Development	$785,916
Nondepartmental	$6,899,328

Source: City of Lexington

Governance



▷ Partnerships & Initiatives

The partnerships described below are critical for transparent, effective, and efficient governance and implementation of the Comprehensive Plan.

Citizens

Citizen engagement is a key component of good governance. Engagement provides transparency, predictability, and accountability. Engagement must occur with individuals but also with interest groups, committees, and agencies. Without this kind of public engagement, citizens can feel removed from the government entity that is working to serve them. The approval of ordinances and levying of taxes may feel forced and without forethought. City officials recognize this and identified engagement as one of the five main principles in the 2019 five-year strategic plan. The city has made great strides to engage citizens through initiatives such as public participation planning processes, easy to understand budget visualization tools and reports, weekly reports and "Meet the City Manager" forums, and events and partnerships with community institutions and organizations.

Public participation was a critical component of drafting this Plan, and engagement must continue through implementation. A comprehensive plan is only successful if the community and its leaders strive towards each goal, taking ownership of their role.

Commissions and Boards

The City Council establishes and appoints members to various boards and commissions and charges them with specific responsibilities. Members of boards and commissions are citizens who voluntarily serve the citizens of Lexington. Some boards are local, while others are regional in nature. In certain instances, members of City Council serve on these boards as a Council liaison. Boards provide policy and operational recommendations to the City Council to assist in its decision making and, in limited instances, make final decisions themselves. The City's local boards and commissions can be found in Appendix B.

While each appointed body should remain informed and engaged in the implementation of the Comprehensive Plan, the Planning Commission, Architectural Review Board, and Board of Zoning Appeals are the three key bodies with responsibilities related to land use and physical development in the City. The Planning Commission is charged with the development, review, and implementation of the City's Comprehensive Plan. The Architectural Review Board reviews development and improvements within historic districts to ensure that the City's historical character is preserved. The Board of Zoning Appeals hears and acts on requests for variances from the terms of the city's Zoning Ordinance and on appeals of zoning decisions made by the Zoning Administrator. Decisions by each of these bodies ultimately impact the character, form, and quality of development in the City of Lexington.

Governance

▷ Partnerships & Initiatives

Regional Coordination and Partnerships

While Lexington has the autonomy to create its own plans and ordinances, land use and community planning issues do not stop at political boundaries. Shared, consistent regional planning and coordination is critical to the success of the goals and strategies included in this document. The city currently participates in a number of regional services and planning efforts – library system, a central emergency communications center, a community services board, a tourism office and board, regional water and wastewater plants, workforce investment board, and economic development, to name a few. These efforts are vitally important, and further coordination with Rockbridge County and local institutions and organizations on community and land use planning issues will ensure the long-range success of this Plan.



Governance



▷ Needs Assessment

The Comprehensive Plan is intended to be a dynamic document – evolving and changing to reflect the needs of the community. While the Comprehensive Plan is primarily a guide for physical development, its implementation touches upon all areas of government. The financial resources needed to implement the plan impact City budgeting and must be balanced with other funding priorities. An informed and engaged community is critical to ensure that citizens understand Lexington's governance and implementation challenges and voice their priorities. Key governance challenges related to the Comprehensive Plan include:

- Building an inclusive, engaged, and transparent government responsive to the priorities and needs of all citizens.
- Identifying ways to make Lexington a more attractive, welcoming, and desirable place for teachers and administrators of color.
- Improving coordination between the budget, capital improvement plan, and Comprehensive Plan.
- Improving monitoring of progress on the Comprehensive Plan through annual reviews and updates.
- Engaging City department directors in an annual review of Comprehensive Plan-related activities in conjunction with the CIP process and identifying implementation challenges and the impact of Plan goals on service provision, expansion, or adjustment.
- Continued coordination of City and County planning policies through communication, knowledge sharing, and regular joint Planning Commission meetings.

The goal, objectives, and strategies that follow are designed to ensure that Lexington maintains an effective and transparent city government that works on behalf of the citizens of the city to implement the Comprehensive Plan. The Implementation chapter elaborates further, providing specific direction for making this Plan a reality.

Governance

▷ Goal, Objectives, & Strategies

Governance			
Goal: Provide an inclusive, accessible, and responsive government that works for and with the people of Lexington to achieve its vision and implement its long-range plans.			
Values	Objectives	Strategies	
	Ensure Lexington's leadership is available to and representative of all City residents.	GO 1.1	Actively foster diversity in recruiting and appointments to boards and commissions.
		GO 1.2	Create a diversity hiring initiative plan for the City and school system workforce.
	Advance fiscal responsibility and resiliency in all city decisions.	GO 2.1	Work with Main Street Lexington, Chamber of Commerce, and other organizations to engage businesses and promote the City's continued economic growth.
	Make decisions that reflect and enhance the values and character of the Lexington community.	GO 3.1	Ensure that the City's land use regulations are reviewed regularly and updated accordingly to reflect the community's vision.
		GO 3.2	Ensure that the City's land use regulations are applied and enforced in a professional and consistent manner.
	Use innovative techniques, tools, and platforms to engage citizens in decision making processes.	GO 4.1	Experiment with civic engagement techniques to create new opportunities for public participation.
		GO 4.2	Improve the transparency and exchange of information, incorporating comprehensive and contemporary communication strategies to engage residents and increase equity in public participation across generations and demographics.
	Advance Lexington's community planning goals through internal coordination and external partnerships.	GO 5.1	Maintain and strengthen partnerships, collaboration, and communication between the City and institutions of higher learning.
		GO 5.2	Improve coordination with Rockbridge County and the City of Buena Vista on policies including, but not limited to, long-range planning, strategic initiatives, and other regional interests.
		GO 5.3	Link the annual budget review and the update of the Capital Improvement Plan (CIP) to the Comprehensive Plan and the Strategic Plan involving all City departments.
		GO 5.4	Conduct an annual review of accomplishments to implement the Comprehensive Plan, including recommendations for budget and work plan priorities, as part of Planning Commission's annual report to City Council.
		GO 5.5	Support the School Board in identifying successful techniques for ensuring all students are successful as defined by measures of best practices.



Implementation

▷ Using the Plan ▷ Implementation Matrix

Implementation

▷ Using the Plan

The Planning Commission and City Council should refer to the Comprehensive Plan and consider its vision prior to making recommendations and decisions. Code of Virginia § 15.2-2232 states that the Comprehensive Plan "shall control the general or approximate location, character, and extent of each feature shown in the plan." Consistently measuring each land use application and budgetary decision to the long-range vision of the Comprehensive Plan ensures proper implementation.

To assess the Plan's effectiveness, the City should review and monitor specific issues that impact the goals, objectives, and action strategies outlined within this document. Where prudent and necessary, the Plan should be amended periodically. It is incumbent upon City Council to carefully consider whether specific amendments are congruent with the Plan's overarching vision. Any modification or amendment should be considered with long-term policy implications.



▷ Tools for Implementation

A variety of tools should be utilized to enable Lexington's long-range vision to become a reality. The following tools are the most vital to ensuring the successful implementation of this Plan.

Annual Budget

The City Council and staff should keep the recommendations of the Comprehensive Plan in mind when preparing the City's annual budget. The budget works hand-in-hand with the Comprehensive Plan and Capital Improvement Plan to move the City toward a thriving, resilient future.

Capital Improvement Plan

A Capital Improvement Plan (CIP) coordinates the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The community benefits and the long-range vision is achieved when the priorities of the CIP and updates to ordinances align with the Comprehensive Plan.

Land Use Regulations

The process for development approvals, including rezoning and subdivision plats, are a central means of implementing the Comprehensive Plan. The zoning ordinance; subdivision regulations; landscaping, parking, and signage standards; and other land use and development standards and procedures are at the forefront in implementing the Comprehensive Plan.

Review and Update

Continuous review and progress monitoring holds everyone accountable to the City's long-range vision. The Code of Virginia § 15.2-2230 requires that Comprehensive Plans be reviewed every five years. In addition to the five-year review and update, annual reviews and revisions of ordinances and plans is considered a best practice. Reviewing the Plan regularly helps measure success in achieving Plan goals. It also provides an opportunity to propose and integrate strategic initiatives and policy changes that can be incorporated into the annual budget process, if necessary. This annual review helps set budgetary priorities that are consistent with the community's vision and ensures that monitoring is systematic and planned.

Implementation

▷ Planning Commission's Road Map

In addition to developing the Conprehensive Plan, the Planning Commission is charged with specific responsibilities in using, coordinating, and updating the Plan. The following action items are specific to the Planning Commission's role in implementing the Comprehensive Plan.



Catalyst Projects

The Planning Commission, after the formal adoption of the Comprehensive Plan, will recommend to City Manager strategies that can be completed in the short term (i.e., within the next year). The identification of Catalyst Projects is not intended to be an annual endeavor, but rather an immediate one-time effort to activate the plan once it is adopted and connect it to other departments in City hall, residents, businesses, and policy makers (primarily, City Council). The summary of catalyst projects will include an explanation of what category of implementation they are, and how the outcome will be measured.

Issue Identification

As is done with the Zoning Ordinance, an ongoing list will be compiled of issues and questions that arise over the course of the year concerning the Comprehensive Plan for annual review and action where needed.

Budget and CIP Coordination

In accordance with best practices in planning and governance, Lexington's Comprehensive Plan will be reviewed and considered when developing the annual budget and capital improvement plan. The Planning Commission will be integrated into this review process and provide recommendations to the City Council.

Annual Review

Each year, the Planning Commission will review progress toward completion of various projects / strategies, in preparation for its annual report to City Council. This activity will be scheduled into the Planning Commission's work calendar.

Implementation

▷ Implementation Matrix

The Plan Implementation Matrix provides the specific direction to make this Plan a reality. The matrix builds on the strategies included in each plan element by identifying tools, responsible parties, and anticipated timeframes for completion. The matrix also correlates strategies with specific policies, goals, and values set forth in the Plan. The implementation matrix should be reviewed annually as part of the City's budgeting process to set budgeting priorities as well as measure progress towards meeting the City's vision for the Lexington of 2040.

"A Road Map" to 2040

The Implementation Matrix provided in this chapter is our roadmap forward. Listed below are the step-by-step directions to achieve our vision for the Lexington of 2040. The key to its success will be a proactive approach by the Planning Commission in cooperation with City Council, City departments, residents, businesses, and community institutions and organizations.

The Implementation Matrix includes the following information:

- **Implementation Strategy**
  The specific action to be taken.
- **Type of Implementation**
  Categories include:
  - Community Education
  - Programs and Services
  - Capital Projects
  - Ordinance Updates
  - Plans and Studies
  - Partnerships
- **Responsible Agency**
  The organization(s) responsible for partnering, administering, managing, and/or implementing the specific action item. These organizations include:
  - City of Lexington
  - Nonprofit Organizations
  - Local Business Partners
  - Regional and Institutional Partners
  - Citizens
- **Schedule**
  Timeframe in which action will be taken.
  - Short-term (1-5 years)
    Short-term actions can be completed within five years of the Plan's adoption.
  - Long-term (5+ years)
    Long-term actions may be initiated within five years but will be completed beyond the first five years of the Plan's adoption.
  - Ongoing
    Ongoing actions should continue for the life of the Plan.

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	HR1.1	Work with and support local organizations and institutions to promote the fullest understanding of the entirety of Lexington's history.	Partnerships	City of Lexington, Nonprofit Organizations, Citizens	On Going
	HR1.2	Coordinate with other City programs, such as affordable housing initiatives, to encourage preservation and support 'aging in place' by providing rehabilitation resources for owners of historic properties.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners	On Going
	HR1.3	Create thematic walking trails and use green infrastructure linkages to connect historic resources.	Partnerships	Nonprofit Organizations	Long Term
	HR2.1	Encourage rehabilitation and adaptive reuse of historic downtown properties as a means of increasing downtown population and economic vibrancy.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	On Going
	HR3.1	Ensure that new development within historic districts and conservation areas is sensitive to the historic character and context of those areas and preserves any archeological artifacts found during the construction process.	Ordinance Updates	City of Lexington	On Going
	HR3.2	Encourage and support local preservation, rehabilitation, and beautification efforts and the use of green building design as complementary to the values of historic preservation.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners, Citizens	On Going
	HR3.3	Continue to invest in public infrastructure improvements to further enhance the historic character of the City.	Capital Improvements	City of Lexington	On Going
	HR4.1	Educate owners of historic properties on appropriate maintenance procedures and requirements and promote Lexington's historic district guidelines as an asset to property owners planning renovation, rehabilitation, new construction, or other substantive changes to historic properties.	Community Education	City of Lexington, Citizens	On Going
	HR4.2	Provide property owners with information on historic rehabilitations, financial incentives, and context sensitive design.	Community Education	City of Lexington, Local Business Partners, Citizens	On Going
	HR4.3	Continue to work with, support, and promote incentives for private-sector investment and use of historic properties.	Partnerships	City of Lexington, Local Business Partners	On Going
	HR4.4	Welcome citizen-initiated requests to rename streets linked to the confederacy and enslavement of people.	Partnerships	City of Lexington, Citizens	
	HR5.1	Continue to work with organizations, such as Main Street Lexington, Lexington & the Rockbridge Area Tourism Development, and Rockbridge Historical Society to promote history and tourism in the City.	Partnerships	City of Lexington, Nonprofit Organizations, Regional and Institutional Partners	On Going
	HR5.2	Encourage the maintenance of the City's Certified Local Government status with the Virginia Department of Historic Resources by reviewing and managing the City's historic preservation programs.	Programs and Services	City of Lexington, Regional and Institutional Partners	On Going
	HR5.3	Ensure the City's historic preservation activities are consistent with Virginia's Comprehensive Historic Preservation Plan.	Plans and Studies	City of Lexington	On Going

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	GI 1.1	Explore opportunities to improve or add public access sites and linkages and increase public access to waterways.	Plans and Studies	City of Lexington, Nonprofit Organizations, Local Business Partners	Short Term
	GI 1.2	Enhance access to and connectivity of natural open space in all development, redevelopment, and capital projects.	Plans and Studies	City of Lexington, Local Business Partners	On Going
	GI 1.3	Undertake a city-wide green infrastructure assessment and develop a plan to create a continuous publicly-accessible green infrastructure network that connects neighborhoods, destinations within the City, waterways, and regional assets.	Plans and Studies	City of Lexington, Regional and Institutional Partners	Short Term
	GI 1.4	Plan for access to healthy, affordable, locally-grown foods for all neighborhoods by supporting sustainable food initiatives, such as urban agriculture, farmers markets, and composting.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners	On Going
	GI 1.5	Encourage access to energy-efficient transportation options by supporting the siting of e-vehicle charging stations and facilities for bicycles and other micromobility devices.	Programs and Services	City of Lexington, Local Business Partners	On Going
	GI 1.6	Support urban wildlife and biodiversity initiatives, such as "Monarch Butterfly City" or "Bee City" designations and citizen-led efforts to install bird houses and bat boxes.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	Short Term
	GI 2.1	Encourage green building and green infrastructure in development proposals to increase property values and reduce infrastructure costs.	Programs and Services	City of Lexington, Local Business Partners	On Going
	GI 2.2	Improve energy efficiency of City buildings and operations and assess the feasibility of installing solar panels at Waddell Elementary School.	Capital Improvements	City of Lexington	Short Term
	GI 3.1	Develop Jordan's Point Park in accordance with the 2020 Park Master Plan.	Plans and Studies	City of Lexington	Short Term
	GI 3.2	Grow and maintain the City's tree canopy coverage through the existing tree planting program and other grants, as may be available.	Programs and Services	City of Lexington	On Going
	GI 3.3	Continue strengthening zoning and development regulations that address landscaping, tree preservation, and native plants. Consider incentives to promote tree planting and preservation beyond minimum requirements.	Ordinance Updates	City of Lexington	On Going
	GI 3.4	Promote the installation of stormwater best management practices, such as bioswales, pervious surfaces, and rain gardens, including on City property and parking lots.	Programs and Services	City of Lexington	On Going
	GI 3.5	Enhance the protection of streams and natural wetlands by updating development standards and incentives to protect and restore buffer areas and discourage underground piping of streams.	Ordinance Updates	City of Lexington	Short Term
	GI 3.6	Limit the extent of impervious surfaces that degrade water quality by considering reductions to minimum parking requirements and encouraging the use of pervious surfaces in development projects.	Ordinance Updates	City of Lexington	Short Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	GI 4.1	Educate and encourage landowners to install green infrastructure best management practices, plant native trees and vegetation, and reduce fertilizer and pesticide use.	Community Education	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	On Going
	GI 4.2	Identify and collaborate with local organizations to educate landowners on installing solar panels.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	On Going
	GI 4.3	Continue to engage the support of local students, volunteers, and non-profit organizations to help the City achieve its environmental and green infrastructure goals.	Community Education	City of Lexington, Nonprofit Organizations	On Going
	GI 5.1	Identify and collaborate with local organizations to promote development and use of green infrastructure sites, linkages, and waterways within the City and the larger region, including sports organizations, the Rockbridge Area Outdoor Partnership, Carilion Hospital, and retail businesses selling outdoor equipment.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	Short Term
	GI 5.2	Collaborate with regional organizations, such as the Central Shenandoah Planning District Committee and the Natural Bridge Soil & Water Conservation District, to seek funding and resources to implement green infrastructure best management practices to improve local and regional water quality.	Partnerships	City of Lexington, Regional and Institutional Partners	Short Term
	GI 5.3	Work with regional stakeholders to develop a comprehensive regional Energy and Climate Action Plan that identifies common issues, agreed upon approaches and principles, joint actions, and individual contributions by each participating locality and the major institutions of higher learning.	Partnerships	City of Lexington, Regional and Institutional Partners	Long Term
	LE 1.1	Assess business licensing, permitting, and other regulatory requirements and streamline process, where needed, that might hamper new businesses and "side-gigs".	Programs and Services	City of Lexington	Short Term
	LE 1.2	Encourage the development of safe, affordable, quality childcare.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners	Short Term
	LE 1.3	Practice "economic gardening" by offering startup loans and low-cost financial advice to small and minority-owned businesses, connecting citizens to federal micro-enterprise loan programs until local programs can be established.	Programs and Services	City of Lexington, Local Business Partners, Regional and Institutional Partners	On Going
	LE 2.1	Actively recruit new businesses and assist expansion of existing businesses poised for growth.	Programs and Services	City of Lexington, Local Business Partners	On Going
	LE 2.2	Aggressively promote local and regional tourism through a variety of means, focusing on history and outdoor recreation.	Programs and Services	City of Lexington, Local Business Partners, Regional and Institutional Partners	On Going
	LE 2.3	Promote economic development incentive programs, such as HUBZONE, Job Tax Credits, and Opportunity Zones, to encourage desirable investments – including start-up businesses, hiring, and affordable dwelling opportunities.	Programs and Services	City of Lexington	Short Term
	LE 2.4	Sell, lease, or otherwise leverage under-utilized City-owned properties to strengthen Lexington's tax base and economic strength.	Programs and Services	City of Lexington	Long Term
	LE 2.5	Continue to invest in broadband and other telecommunication developments that are often cited as important determinants of local and regional economic growth.	Capital Improvements	City of Lexington	On Going

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	LE 3.1	Continue to pursue streetscape improvements associated with the Downtown Improvement Plan, including pedestrian upgrades that make the downtown district safer and more enjoyable for visitors.	Capital Improvements	City of Lexington	On Going
	LE 4.1	Connect developers, real estate professionals, and lenders with resources and educational materials to help them promote Lexington to potential investors and businesses.	Community Education	City of Lexington, Local Business Partners	Short Term
	LE 5.1	Recognizing the scarcity of development sites in Lexington, coordinate with Rockbridge County and the City of Buena Vista to promote economic improvement that can improve the regional economy.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	LE 5.2	Provide reliable funding to, and partner with, Main Street Lexington to expand downtown improvement strategies that may include branding campaigns, façade grants, business visitation and exit surveys, and business incubation programs.	Partnerships	City of Lexington, Nonprofit Organizations	Short Term
	AC 1.1	Improve the accessibility and inclusivity of civic, arts, and cultural facilities, venues, and activities with the goal that they will be more diverse and universally accessible.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Parnters, Regional and Institutional Partners	On Going
	AC 1.2	Support affordable housing, flex live/work spaces, and resources for artists and artisans creating new businesses in Lexington.	Partnerships	Nonprofit Organizations, Local Business Partners, Citizens	On Going
	AC 2.1	Encourage the development or designation of community space(s) as a general arts and culture center for the greater Lexington community, capable of hosting both national and local artists as well as other community events.	Plans and Studies	City of Lexington	Short Term
	AC 2.2	Adopt tax incentives for the renovation of underutilized spaces and buildings (e.g., Cultural Enterprise Zones — tax incentives and subsidies to attract cultural organizations and private investors).	Ordinance Updates	City of Lexington	Short Term
	AC 2.3	Consider amending the zoning ordinance to create an arts/entertainment overlay district.	Ordinance Updates	City of Lexington	Short Term
	AC 2.4	Work with community organizations to promote cultural tours that showcase the arts, culture, and area architecture through coordinated festivals, live music events, and other celebrations of local culture (e.g., host monthly mini-festivals that highlight one particular aspect of arts and culture).	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners	Short Term
	AC 3.1	Use public art to revitalize, define, and enhance the character of Lexington and its neighborhoods.	Programs and Services	City of Lexington, Citizens	On Going
	AC 3.2	Improve the aesthetic quality of the City's entrance corridors to be more inviting and appealing to visitors and locals alike.	Programs and Services	City of Lexington	On Going
	AC 3.3	Support the temporary re-use of vacant/underutilized building, facades, and sites for art exhibitions, events, and murals.	Partnerships	City of Lexington, Local Business Partners	On Going
	AC 3.4	Include an arts and culture component in development requests for proposals for city-owned sites, when appropriate.	Programs and Services	City of Lexington, Local Business Partners	On Going

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	AC 4.1	Streamline the public art/mural installation process to promote public art in the City.	Partnerships	City of Lexington, Nonprofit Organizations, Citizens	On Going
	AC 4.2	Examine local regulations related to street festivals (food trucks, arts, music, food, drink, booths, etc.) to more easily accommodate special events.	Ordinance Updates	City of Lexington	Short Term
	AC 4.3	Streamline the event registration/permitting application to be more easily accessible and user-friendly.	Ordinance Updates	City of Lexington	Short Term
	AC 5.1	Promote partnerships between local and regional government, local businesses, organizations, schools, university art programs, and charitable foundations to enhance event, programming, and facility development.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	On Going
	AC 5.2	Establish an independent Arts and Culture Community Council to better facilitate arts and culture programming, initiatives, funding, and promotion between organizations and institutions in Lexington and Rockbridge County.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	Long Term
	AC 5.3	Publish an arts and culture directory of programs, services, and funding available in the Lexington area.	Community Education	City of Lexington	Short Term
	HO 1.1	Pursue funding strategies such as Community Development Block Grants or local revolving loan funds to finance the rehabilitation of housing on behalf of residents in need.	Programs and Services	City of Lexington, Regional and Institutional Partners, Citizens	On Going
	HO 1.2	Review regulations allowing accessory dwelling units in separate structures in appropriate residential areas.	Ordinance Updates	City of Lexington	Short Term
	HO 2.1	Encourage energy efficiency and other green principles in the planning, design, construction, and rehabilitation of Lexington housing to reduce long-term ownership costs for residents.	Programs and Services	Local Business Partners, Citizens	On Going
	HO 2.2	Expand provisions of Lexington's Zoning Ordinance allowing density bonuses for the creation of low- and moderate-income affordable housing units.	Ordinance Updates	City of Lexington	Short Term
	HO 3.1	Provide housing rehabilitation resources for elderly and low-income residents to support "aging in place" and preservation of neighborhood character.	Ordinance Updates	City of Lexington	On Going
	HO 3.2	Protect existing affordable neighborhoods from losing housing stock to commercial conversions or other non-residential uses.	Ordinance Updates	City of Lexington	On Going
	HO 3.3	Facilitate the redevelopment and expansion of East Nelson Street and South Main Street commercial areas into vibrant mixed-use neighborhoods with higher densities, a mix of housing types and a range of complementary uses.	Capital Improvements	City of Lexington, Local Business Partners	Long Term
	HO 3.4	Explore revisions to the zoning and subdivision ordinances to allow lots without street frontage, where appropriate, making additional infill lots possible.	Ordinance Updates	City of Lexington	Short Term
	HO 4.1	Conduct outreach to owners of downtown buildings with underutilized upper floors, explaining upper story zoning and building codes.	Community Education	City of Lexington, Local Business Partners, Nonprofit Organizations, Citizens	Short Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	HO 5.1	Partner with local organizations to educate the public about heating systems, window-repair systems, storm windows, insulation, roof ventilation, and other energy-saving features suitable for existing buildings.	Community Education	City of Lexington, Local Business Partners, Nonprofit Organizations, Citizens	Short Term
	HO 5.2	Continue partnership with the Threshold Housing Commission as an affordable housing agency to coordinate and support the work of local housing non-profits. Cooperate with Threshold Housing Commission to organize and facilitate seminars and workshops on housing issues identified in the Comprehensive Plan needs assessment.	Partnerships	City of Lexington, Nonprofit Organizations	On Going
	HO 5.3	Explore modifying the City's zoning regulations to facilitate the creation of a variety of safe, affordable, and innovative housing options, including the establishment of small lot, attached units, and other housing types that achieve higher densities and a diversity of housing options.	Ordinance Updates	City of Lexington	Short Term
	HO 5.4	Reevaluate the Rental Housing Inspection Program.	Programs and Services	City of Lexington	Short Term
	LU 1.1	Improve ADA, pedestrian, and bicycle access, safety, and connectivity along Neighborhood and Civic Corridors.	Capital Improvements	City of Lexington	Long Term
	LU 1.2	Identify opportunities to connect neighborhoods through sidewalks, shared use paths, and trail improvements and require such connections in new development or redevelopment proposals.	Plans and Studies	City of Lexington	On Going
	LU 2.1	Collaborate with the private sector to attract investments in Opportunity Areas that increase the City's tax base and offer unique residential, shopping, dining, lodging, and entertainment opportunities.	Partnerships	City of Lexington, Local Business Partners	On Going
	LU 2.2	Promote the economic vitality of Commercial Centers through the coordination of public and private sector investment to enhance their function and attractiveness.	Partnerships	City of Lexington, Local Business Partners	On Going
	LU 2.3	Strongly encourage W&L to program new construction within the present University boundaries to preclude any further loss of local business and industry, as well as the loss of limited taxable land.	Partnerships	City of Lexington, Regional and Institutional Partners	Short Term
	LU 3.1	Facilitate creative residential, commercial, and mixed-use development designs that enhance the community's sense of place and character.	Programs and Service	City of Lexington	On Going
	LU 3.2	Prioritize capital improvements such as wayfinding, streetscaping, and undergrounding utilities in designated Gateways, Corridors, and Centers.	Capital Improvements	City of Lexington	Long Term
	LU 3.3	Create an attractive Gateway along South Main Street near Lee Highway, including redevelopment of the former Virginia Department of Transportation parcel.	Capital Improvements	City of Lexington, Local Business Partners	Short Term
	LU 3.4	Encourage attractive redevelopment along the Civic Corridor at Lee Highway and East Nelson Street, adding pedestrian and bike facilities to this automobile-focused area.	Capital Improvements	City of Lexington, Local Business Partners	Short Term
	LU 3.5	Assess the implementation of the Downtown Enhancement Plan to create a more attractive, vibrant, walkable, and bikeable downtown.	Capital Improvements	City of Lexington	On Going
	LU 4.1	Enhance the City's online GIS tools to incorporate the Future Planning Framework map and additional zoning information, such as land use conditions and proffers.	Programs and Service	City of Lexington	Short Term
	LU 4.2	Engage the community to identify development goals for Opportunity Areas and assess the need for small area plans for these areas.	Community Education	City of Lexington, Citizens	Short Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	LU 5.1	Evaluate land use applications and capital improvements against the applicable Future Planning Framework design principles and planning objectives.	Ordinance Updates	City of Lexington	On Going
	LU 5.2	Review the impact and implications of Future Planning Framework designations on existing zoning ordinances and procedures and recommend changes necessary to align the City's ordinances with the Plan's concepts.	Ordinance Updates	City of Lexington	Short Term
	LU 5.3	Consider developing a Design and Construction Standards Manual to support implementation of the Future Planning Framework and ensure consistent and quality development throughout the City.	Community Education	City of Lexington	Short Term
	LU 5.4	Explore the creation of a new Planned Unit Development zoning district focused on unique and flexible mixed residential development.	Ordinance Updates	City of Lexington	Short Term
	LU 5.5	Continue communication and coordination between City and County planning staff and long-range plans to achieve regional land use goals.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	LU 5.6	Continue regular communication and coordination with W&L and VMI leadership to maintain Lexington's engagement in physical and programmatic additions to these institutions of higher learning.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	TR 1.1	Implement safety and ADA accessibility improvements, including signage, traffic calming, and traffic control devices where appropriate.	Plans and Studies	City of Lexington	Short Term
	TR 1.2	Identify and make improvements to the City's busiest intersections to organize traffic and increase safety.	Ordinance Updates	City of Lexington	Short Term
	TR 1.3	Develop a comprehensive bicycle and pedestrian plan to retrofit streets to make them safer for bicycles and pedestrians.	Ordinance Updates	City of Lexington	Long Term
	TR 1.4	Support the development of facilities and parking for bicycles and other micromobility devices.	Ordinance Updates	City of Lexington	Long Term
	TR 2.1	Develop and implement design requirements for new construction and redevelopment projects to upgrade sidewalks and improve access management provisions, such as interparcel connections and limitations on curb cuts.	Ordinance Updates	City of Lexington, Local Business Partners	Short Term
	TR 2.2	Require identification and mitigation of initial and long-term transportation and parking impacts associated with proposed developments.	Partnerships	Regional & Institutional Partners, City of Lexington	Short Term
	TR 2.3	Support the development and siting of e-vehicle charging stations and facilities to assist the transition to lower emission vehicle use.	Plans and Studies	City of Lexington, Local Business Partners	Short Term
	TR 3.1	Balance and appropriately mitigate impacts to historic, cultural, and natural resources throughout the transportation planning and construction process.	Capital Improvements	City of Lexington, Regional & Institutional Partners	On-Going
	TR 3.2	Develop streetscape standards for entrance corridors, such as E and W Nelson Street and N and S Main Street.	Ordinance Updates	City of Lexington	Short Term
	TR 3.3	Implement wayfinding for key gateways, corridors, intersections, and parking areas.	Capital Improvements	City of Lexington	Short Term
	TR 3.4	Create an interconnected network of pedestrian and bicycle infrastructure to link neighborhoods to downtown, parks, and other historic and green infrastructure amenities. Target bicycle and pedestrian connection and corridor improvements along Neighborhood and Civic Corridors.	Capital Improvements	City of Lexington	Short Term

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Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	TR 4.1	Ensure fairness, equity, and community engagement in the transportation planning process and its nexus with housing, services, health, safety, and livelihood needs of all citizens and groups.	Programs and Services	City of Lexington	On-Going
	TR 5.1	Ensure that multimodal improvements, such as sidewalk and bike facilities, are included in the Capital Improvement Plan and street repaving plans, and identify additional funding sources, including public-private partnerships, to complete and maintain projects.	Capital Improvements	City of Lexington	On-Going
	TR 5.2	Share planning and costs with other jurisdictions when City road improvements have mutual benefits.	Partnerships	Regional & Institutional Partners, City of Lexington	On-Going
	TR 5.3	Support regional efforts to increase ridesharing, carpooling, transit, telecommuting, and public transportation.	Partnerships	Regional & Institutional Partners, City of Lexington	Short Term
	CF 1.1	Conduct an ADA accessibility study of City facilities, streets, and walkways and implement recommendations, as appropriate.	Programs and Services	City of Lexington	On Going
	CF 1.2	Integrate accessibility and safety into park facility design to ensure that parks and playgrounds are safe and inclusive for all users.	Capital Improvements	City of Lexington	Long Term
	CF 1.3	Ensure equity in service delivery for all of Lexington's neighborhoods and demographics.	Programs and Services	City of Lexington, Citizens	On Going
	CF 1.4	Investigate the need for a community center to provide quality facilities that promote lifelong learning and achievement for all residents.	Programs and Services	City of Lexington, Regional and Institutional Partners	Long Term
	CF 2.1	Review the city's building systems and the use of renewable energy sources for upgrades to achieve energy efficiency and potential cost-savings.	Plans and Studies	City of Lexington	Short Term
	CF 2.2	Resolve the contingency water supply agreement with Rockbridge County due to the impracticability of piping water from the Moore's Creek Reservoir to the City's water treatment facility.	Partnerships	City of Lexington, Regional and Institutional Partners	Short Term
	CF 2.3	Evaluate the feasibility of implementing a stormwater fee to fund improvements to the City's stormwater management system.	Programs and Services	City of Lexington	Short Term
	CF 2.4	Construct water, wastewater, and stormwater system improvements to reclaim capacity and ensure efficient and high-quality service.	Capital Improvements	City of Lexington	Long Term
	CF 2.5	Repair and upgrade the City's sewer lines to address inflow and infiltration (I&I) to protect water quality and ensure sewer capacity is maintained.	Capital Improvements	City of Lexington	Long Term
	CF 2.6	Implement cemetery improvements that support the financial sustainability and viability of the facilities by increasing burial capacity.	Capital Improvements	City of Lexington	Long Term
	CF 2.7	Ensure that new development assesses impacts on public facilities and infrastructure and adequately mitigates impacts specifically attributable to that development.	Ordinance Updates	City of Lexington, Local Business Partners	On Going
	CF 2.8	Regularly evaluate the refuse and recycling program to identify cost-effective improvements and opportunities for program expansion.	Programs and Services	City of Lexington	On Going

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Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	CF3.1	Evaluate administrative space needs at City Hall and explore options to renovate the existing building or relocate and market the existing building for reuse and historic rehabilitation.	Capital Improvements	City of Lexington	Short Term
	CF3.2	Reconstruct the public works complex to provide safe, functional, and operationally-efficient facilities.	Capital Improvements	City of Lexington	Long Term
	CF3.3	Continue efforts to provide high-quality parks and recreation resources by implementing the Jordan's Point Park master plan, expanding amenities at the Brewbaker Athletic Complex, and maintaining existing parks.	Capital Improvements	City of Lexington	Long Term
	CF3.4	Support continued investment in the regional library system that improves the Lexington library as a center of community and learning.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF3.5	Ensure that improvements of the public realm (sidewalks, curbs, street trees) are planned and executed in an integrated, coordinated manner when undertaking upgrades to sewer, water, or road infrastructure.	Plans and Studies	City of Lexington	On Going
	CF4.1	Continue to seek citizen input on service needs and priorities to ensure equitable investment in infrastructure and facilities.	Community Education	City of Lexington, Citizens	On Going
	CF4.2	Continue public safety engagement and programs, such as volunteer fire and rescue and community risk reduction programs, that encourage cooperation between public safety officials and citizens.	Community Education	City of Lexington, Regional and Institutional Partners, Citizens	On Going
	CF5.1	Perform periodic studies/surveys of adequacy, quality, effectiveness, and equity of City service delivery, including service expansion.	Plans and Studies	City of Lexington	On Going
	CF5.2	Coordinate and support internal, local, and regional partnerships for shared services, infrastructure, and facilities that benefit City residents and ensure sustainable and cost-effective services.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF5.3	Include public and private utility providers in the planning stage of all infrastructure and development projects to determine needs and upgrades as part of project development.	Partnerships	City of Lexington, Local Business Partners, Regional and Institutional Partners	On Going
	CF5.4	Continue partnerships with the Rockbridge Area Recreation Organization and the Rockbridge Area Outdoor Partnership and support implementation of the Rockbridge Area Outdoor Recreation and Trail Plan.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF5.5	Conduct a comprehensive fire and rescue needs assessment and facility plan to address space needs and maximize fire and rescue response times.	Plans and Studies	City of Lexington	Short Term
	CF5.6	Continue partnering with Rockbridge County to provide state-of-the-art education and facilities for Lexington high school students.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF5.7	Enhance the City's disaster preparedness through continued participation in regional Hazard Mitigation Planning through the Central Shenandoah Planning District Commission.	Plans and Studies	City of Lexington, Regional and Institutional Partners	On Going
	CF5.8	Work with Rockbridge County and Buena Vista to assess and address the long-term needs of the Rockbridge Regional Jail.	Partnerships	City of Lexington, Regional and Institutional Partners	Long Term
	CF5.9	Work with the health system and other health providers to implement the Rockbridge Area Community Health Assessment, where possible.	Partnerships	City of Lexington, Regional and Institutional Partners	Long Term

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Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	GO 1.1	Actively foster diversity in recruiting and appointments to boards and commissions.	Programs and Services	City of Lexington, Citizens	On Going
	GO 1.2	Create a diversity hiring initiative plan for the City and school system workforce.	Programs and Services	City of Lexington	Short Term
	GO 2.1	Work with Main Street Lexington, Chamber of Commerce, and other organizations to engage businesses and promote the City's continued economic growth.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	On Going
	GO 3.1	Ensure that the City's land use regulations are reviewed regularly and updated accordingly to reflect the community's vision.	Ordinance Updates	City of Lexington, Citizens	On Going
	GO 3.2	Ensure that the City's land use regulations are applied and enforced in a professional and consistent manner.	Ordinance Updates	City of Lexington	On Going
	GO 4.1	Experiment with civic engagement techniques to create new opportunities for public participation.	Community Education	City of Lexington, Citizens	On Going
	GO 4.2	Improve the transparency and exchange of information, incorporating comprehensive and contemporary communication strategies to engage residents and increase equity in public participation across generations and demographics.	Programs and Services	City of Lexington, Citizens	On Going
	GO 5.1	Maintain and strengthen partnerships, collaboration, and communication between the City and institutions of higher learning.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	GO 5.2	Improve coordination with Rockbridge County and the City of Buena Vista on policies including, but not limited to, long-range planning, strategic initiatives, and other regional interests.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	GO 5.3	Link the annual budget review and the update of the Capital Improvement Plan (CIP) to the Comprehensive Plan and the Strategic Plan involving all City departments.	Capital Improvements	City of Lexington	On Going
	GO 5.4	Conduct an annual review of accomplishments to implement the Comprehensive Plan, including recommendations for budget and work plan priorities, as part of Planning Commission's annual report to City Council.	Plans and Studies	City of Lexington	On Going
	GO 5.5	Support the School Board in identifying successful techniques for ensuring all students are successful as defined by measures of best practices.	Programs and Services	City of Lexington	On Going



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Appendix A: History of Lexington

▷ Early Settlement

Lexington is located at the gateway to Virginia's Shenandoah Valley, which takes its name from its Native American past: Shenandoah —Clear-Eyed Daughter of the Stars. Archaeological evidence suggests that Native Americans were present in the area 11,000 years ago. Migratory tribes, including the Monacan, Saponi, and Tutelo, traveled and hunted in the region through the ensuing centuries. When European immigrants began settling in the Valley in the mid-1700s, the dominant tribes were the Iroquois Confederacy and the Shawnee.

Europeans first looked upon the Shenandoah Valley in 1716 when Virginia's Lieutenant Governor Alexander Spotswood and his "Knights of the Golden Horseshoe" band of explorers gazed into it from the crest of the Blue Ridge Mountains. European immigrants began settling in the Valley in the 1730's when Scots-Irish and German immigrants moved south from Pennsylvania through the Valley and into what would become Rockbridge County. The earliest European settlers followed the path into the Shenandoah, and this route down the center of the Valley – called the Great Wagon Road – continued to function as the primary thoroughfare for trade and travel. This same course is followed today by U.S. Route 11, the Valley Pike.

By the late 1700s, colonial land patents and sometimes deadly frontier conflict would drive most all native communities out of this part of the Valley. The expansion of the African and domestic trade of enslaved people through the 18th and 19th centuries would advance the area's agricultural, industrial, commercial, and educational growth; the 1860 Lexington census shows that 1/3 of its 2,150 residents were of African descent (29% of them enslaved, with yet more hired from Rockbridge and nearby counties).

The Virginia legislature created Rockbridge County in 1778, drawn from parts of Augusta and Botetourt Counties, building out from the first royal land patents in the 1739 'Borden Grant,' and stretching south to the James River. Lexington was designated as its new county seat, named in honor of the revolutionary Battle of Lexington-Concord, which had occurred only three years before. To provide an accessible courthouse, the town was located in the center of the county at the intersection of the Great Wagon Road and the North River at Gilbert Campbell's Ford.

The name Rockbridge was derived from a popular eighteenth-century name for Natural Bridge – Rock Bridge. In 1774, Thomas Jefferson, a member of the state legislature, bought the tract that included Natural Bridge and is reported to have played a part in choosing the name. The original town, which was 1,300 feet long and 900 feet wide, was laid out in a grid pattern and included what is today the greater part of Lexington's downtown. Three streets generally running north and south – Randolph, Main, and Jefferson Streets – were intersected by Henry, Washington, and Nelson Streets, forming four interior blocks. All but one of the streets were named for men prominent in the new nation's struggle for independence. A central block was designated for a courthouse and jail. Many of the first buildings, including a courthouse, were constructed of logs. In 1796, before the community was 20 years old, a massive fire destroyed almost all the town, which was quickly rebuilt. The new buildings were mostly brick in the nineteenth century style, which still dominates in the historic section of the city.

Martin's Virginia Gazetteer of 1835 reports that Lexington had Presbyterian and Methodist Churches, a printing office, five shoemakers, four taverns, four carpenters, three hatters, two tanneries, two tin-plate works, two cabinetmakers, two wheelwrights, two jewelers, two blacksmiths, and one bricklayer. Three libraries were open to the public. There were about 150 dwellings and nearly 900 inhabitants. Lexington was incorporated as a town in 1841.

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▷ Washington & Lee University

Along with its support from the County's agricultural system, Lexington's main industry has almost always been education. The various religious academies for boys in the Valley of Virginia, which were the predecessors of Washington and Lee University, go back to the early days of European settlement. In the early 1780's, Liberty Hall was built to house the academy headed by the Reverend William Graham, a Presbyterian minister. The building burned in 1803 and the massive stone walls of the structure can still be seen from West Nelson Street. Shortly thereafter, the college moved to its present location in Lexington.

After George Washington's sizeable gift to the college's endowment, Liberty Hall's name was changed to honor the country's first president. At the end of the Civil War, the trustees of Washington College offered former Confederate General Robert E. Lee the presidency of the institution. During the five years before his death in 1870, Lee modernized the college's curriculum, attracted much needed funding, and added several new buildings to the campus. Immediately after Lee's death, the trustees renamed the college Washington and Lee University (W&L).

▷ Lexington's Virginia Military Institute

In 1816, three arsenals were established in Virginia by the General Assembly for the purpose of housing arms. One of these was built in Lexington. This brought a real change to this rather remote Valley town, and the presence of state militiamen was, at times, a concern to native Lexingtonians. By the mid-1830's, a Lexington lawyer and Washington College graduate, John T. L. Preston, advocated the establishment of a state military school at the arsenal. After much debate, locally and in the legislature, Virginia Military Institute (VMI) was founded, and its first cadets were enrolled on November 11, 1839.

By 1849, VMI had proven itself a viable experiment and created the new barracks in the then-popular Gothic Revival form. VMI prospered during the pre-Civil War days. Among its faculty was Major Thomas J. Jackson, soon to become known as General "Stonewall" Jackson. Many other VMI faculty served in important military leadership roles in the Civil War.

▷ The Civil War Era

At the time of the Civil War and for many decades thereafter, Lexington's population was approximately 30% Black. In 1860, there were a total of 2,150 residents (including students at the two institutions of higher learning), 615 enslaved persons and about 90 free Blacks for a total of 705. The percentage of Blacks was 32.8%.

By 1860, a series of dams, canals, and locks made the North River (later re-named Maury River), a tributary of the James River, navigable up to Lexington. The fortunes of both Lexington and the county changed dramatically with the sudden ease of transport to Richmond. Lexington was an important port from 1860 to the 1880's, when the railroad arrived. In addition to farm produce and flour from local mills, canal boats shipped considerable quantities of iron from the then-thriving iron industry. The waterfront at East Lexington and Jordan's Point became an active commercial center. The first commercial operations sold for cash or traded household or farm products for produce, which could be shipped on the canal.

Like many of the areas west of the Blue Ridge Mountains, the coming of the Civil War found these communities more divided around the question of secession, relative to those in the Piedmont or Tidewater. Indeed, the two electors from Lexington-Rockbridge both voted against secession in the Spring of 1861. Two weeks later, after President Lincoln called on Virginia and other southern states to supply troops following Fort Sumter, one of the local electors again voted to remain with the Union. One elector changed support to secession, as the Convention's majority voted to join the Confederacy on April 17, 1861. For the next four years, residents and soldiers from Lexington were now officially at war.

Even before the start of the war, VMI Cadets had been called on to stand guard at the hanging of John Brown at Harper's Ferry in 1859. In May 1864, the entire Cadet Corps would march from Lexington to fight at the Battle of New Market, still a central element in VMI tradition today.

In June 1864, the war would visit Lexington for the first time. General Hunter's Union troops burned the barracks at VMI when they raided Lexington in

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1864. Confederate soldiers under the command of General McCausland burned the covered bridge which crossed to Jordan's Point over the North River (later Maury River) at Jordan's Point in an effort to prevent Union troops from entering the city. The rebuilding of the bridge was not begun until 1870 and not completed until about 1879.

▷ After the Civil War

The county's primarily agricultural economic base continued to diversify in the 1880's with the arrival of the railroad. The first train from Richmond chugged into East Lexington in 1881; however, the station was ultimately built near the future site of the Castle Hill Hotel rather than at Jordan's Point. This decision, and the ever-present threat of flooding on the island, led to the eventual decline of the Point as an industrial and commercial center for the City.

The Lexington Land Company was formed late in a speculative real estate boom, which hit the county and the country at large in the early 1890's before the collapse of the nationwide "1893 Panic." During the same time, seven miles from Lexington in eastern Rockbridge, the town of Buena Vista was established in 1897 where the Maury River bent south towards the James River. The Buena Vista Land Company also looked to provide the county with a new commercial center, offering a host of new land parcels for sale, a promising industrial platform, and accessible river and rail networks.

The Lexington Land Company, aiming to grow the County seat, purchased 1,275 acres immediately west of town, along the railroad and the river to the east. This land included Honeysuckle Hill, Castle Hill, Sunnyside, the old golf course (now Fairwinds) and Mulberry Hill and extended north to the Maury River. It extended east and included land beyond the railroad line.

The Company constructed the Hotel DeHart, a sprawling structure of stone, brick, and wood. Reachable by a bridge over Woods Creek and overlooking Lexington from the west, it would be later know as Castle Hill. Lots were actively marketed in the spring and summer of 1891. There were few buyers. According to The Proceedings of the Rockbridge Historical Society, Volume 5, "Within less than a year from its inception, Lexington's great boom was in a state of collapse, with nothing to show for it but a vast, empty hotel, a ready-made site for tennis courts, a wide expanse of unsold lots, and a financial tangle of the first order." The Hotel DeHart was never opened as a hotel but remained boarded up for nearly two decades. In 1908 until the early 1920's, it was used as a student dormitory and as a summer hotel. It was about to be converted to a boys' boarding school when it was consumed in a spectacular early morning fire in September of 1922.

▷ Early- to Mid-Twentieth Century

African Americans in Lexington During the Time Period

The block of North Main Street situated between the First Baptist Church (established in 1867) and the expanded Court House (rededicated in 1896) was home to Black entrepreneurs for much of the twentieth century. One notable business was the butcher shop operated by Harry Lee Walker in the building later known as the Willson-Walker House, located at 30 North Main Street. Walker's grocery store was quite successful, with major clients including VMI and W&L.

The town's historically Back neighborhoods, clustered east of Main Street, were called Green Hill (Tucker, Massie, Henry, Fuller and part of Randolph Street and Marble Lane); Diamond Hill (Diamond, Maury, Lewis, High, and North Randolph Streets); and, Centreville or Mudtown (its muddy drainage basin east of Nelson Street stretching between Varner Lane and Taylor, East Preston, Moore, and Davidson Streets).

In 1880, town council acquired six acres of land a half-mile east of town as burial grounds for its African American citizens. The "old colored cemetery" or "Old Burying Ground" at the corner of Washington and Lewis Streets had become overcrowded, as its interments extend back into

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the age of enslavement. In the late 19th and early 20th centuries, several headstones and remains were removed and transferred during later land development at that site, but others likely remain buried there. The newer site was named Evergreen Cemetery and was managed by a group of African American trustees until 1971. The cemetery is still operated by the City of Lexington today.

During the 1960's, several businesses located downtown were owned and operated by Black entrepreneurs. Woven into the fabric of a vibrant downtown retail center were physicians, barbers, butchers, innkeepers, and restaurateurs who comprised a Black middle class. The aging of Lexington's African American entrepreneurs, with many of their children moving away in search of jobs, led to the gradual decline of these family and community businesses. The decline was exacerbated when many Black public schoolteachers lacking opportunities left Lexington in the wake of school desegregation (in 1965) for teaching jobs elsewhere.


Main Street 1900

Education in Lexington

Along with its noted leadership in higher education, Lexington's private and public schools would expand to serve its evolving community needs during the 19th and 20th centuries. The pioneering Ann Smith Academy, a classical school for girls, opened in 1807, and counted Thomas Jefferson as one of its early supporters. In time, it would expand to a prominent site downtown on Nelson and Lee. In 1927, the building would become home to Lexington High School, which moved to a larger site south of town in 1933. Named for Lexington School's Principal/ Superintendent Harrington Waddell, and substantially renovated in 2015, the building now serves is the City's sole elementary school.



Main Street 1939

Immediately after the Civil War in 1865, a Freedmen's School was opened on South Randolph Street. Its opportunities soon led to overcrowding and would eventually lead to the 1927 construction of a larger brick building atop Diamond Hill for the area's African American students. The school was named for Rev. Lylburn L. Downing, born enslaved in Lexington and a prominent preacher and educational leader in Roanoke. After the slow

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arrival of federal and state school desegregation, Lylburn Downing School would close in 1965. Now housing a Community Center and the Lexington Schools' administrative offices, the National Register of Historic Places building flanks the City's middle school, also named for Llyburn Downing.

Infrastructure in Lexington

In 1935, a new bridge was built over the Maury River at East Lexington. It was meant to take the traffic from the old covered bridge, a historic landmark that survived until 1947. The present Route 11 going up the hill from the bridge was constructed after the bridge was completed. The Route 11 by-pass was constructed in 1955 and 1956, giving drivers the option of going around rather than through the town.

The B&O's rail line from Staunton to Lexington was abandoned in 1942. The rails were melted down to provide steel for the war effort. The final vestige of railroad service was washed away by hurricane Camille in 1969, which ruined the C&O rail line along the Maury River and destroyed the wooden trestle at East Lexington. A recreational trail, the Chessie Trail, was constructed along the old railroad bed between Lexington and Buena Vista in 1981.

In 1949, the deed of the Lexington's historic cemetery on South Main Street was transferred from the Lexington Presbyterian Church. The town's first church had managed the growing burial grounds there since first meeting in a brick building in the wooded grove there in 1789 (the church would move to its larger, present location on Main and Nelson in 1845). Former church deacon Thomas J. "Stonewall" Jackson had been buried there in 1863 and would be reburied under a new monument bearing his name in 1891. Through the late 19th and early 20th centuries, the church and city shared costs for cemetery maintenance and expansion until the town council took full control in 1949 and renamed it Stonewall Jackson Memorial Cemetery. In the summer of 2020, Lexington's City Council voted to rename the cemetery.

▷ Arrival of the Interstate

Interstate I-81 was constructed through the heart of the Shenandoah Valley in the early 1960's and Lexington was provided with two exits. The arrival of the Interstate meant that I-81, rather than Route 11, became the major north-south artery connecting urban areas in the Valley. It also meant that the Valley became a major conduit for through truck and automobile traffic. I-64 West to Charleston, West Virginia was completed in 1978. Its interconnection with I-81 is just north of Lexington. Thus, Lexington is located adjacent to the junction of major north-south and east-west highway networks.

▷ Lexington Today

Today, Lexington serves as a retail and cultural center of Rockbridge County, as well as the home of local government and courts. In recent years, the addition of major shopping centers to the north and east of the city has changed the character of retail business in the Central Business District. But thanks to imaginative programs by Historic Lexington Foundation, Lexington Downtown Development Association (now Main Street Lexington) and others, Lexington's downtown has not only survived but continues to serve as a focal point for the tourist trade and the area's economy.

More history of Lexington has been chronicled in The Architecture of Historic Lexington, written by Royster Lyle and Pam Simpson and published by Historic Lexington Foundation (1977), and Remarkable Rockbridge by Charles Bodie, published by the Rockbridge Historical Society.

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▷ Historic Preservation Efforts

The work of preserving Lexington's historic fabric has been ongoing for many years, including the physical rebuilding of damaged structures, the designation of historic places (Table A.1), and the promotion of the city's historic assets.

VMI

After the disaster of the 1796 fire that destroyed the fledgling town, the first substantial historic preservation project in Lexington was the rebuilding of VMI after the Civil War. When Union General David Hunter occupied Lexington in June 1864, the barracks and other Institute buildings were burned, along with looting at neighboring Washington College. After the war, VMI's first order of business was repairing and rebuilding.

VMI undertook a second major preservation project in 1914, when it adopted a plan by Bertram G. Goodhue to redesign the Post and create the Parade Ground. Three of the original residences designed by A. J. Davis in the 1850's were disassembled and rebuilt adjacent to the new Parade Ground.

Rockbridge Historical Society

In 1939, the Rockbridge Historical Society was formed, in part, as an effort to save the Nannie Jordan House on Main Street. Thought to be one of the oldest frame structures in the community, local leaders, including Ruth Anderson McCulloch, organized to try to save it, but during the Great Depression, funding was limited. The building was lost, but the historical society was born. Local preservationists were also unable to save the Old Blue Hotel, which was demolished by Washington & Lee in 1947.

Table A.1 Sites on the National Register of Historic Places

Site Name	Address
Alexander-Withrow House	2 N. Main St.
Barracks, VMI	VMI
Blandome	101 Tucker St.
Col Alto	401 E. Nelson St.
First Baptist Church	103 N. Main St.
Jacob Ruff House	21 N. Main St.
Jordan's Point Historic District	Moses Mill Rd
Lexington and Covington Turnpike Toll House	452 Lime Kiln Rd.
Lexington Historic District	Downtown Lexington — Includes VMI and W&L
Lexington Presbyterian Church	120 S. Main St.
Lylburn Downing Community Center	300 Diamond St.
Mulberry Hill	115 Liberty Hall Rd.
Reid-White-Philbin House	208 W. Nelson St.
Stono	Junction of US 11 and US 11A — Jordan's Point
Virginia Military Institute Historic District	VMI
Washington and Lee University Historic District	W&L
Lee Chapel and Museum	100 N. Jefferson St.
Stonewall Jackson House	8 E. Washington St.

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In 1945, the Society gained a home through Hale Houston's bequest of The Castle, the unique fieldstone building on S. Randolph Street. It was one of Lexington's oldest buildings, built ca.1790 for the law offices of Andrew Reid, the first clerk of the new Rockbridge County Court. Along with the Alexander-Withrow House on Main Street, The Castle was one of only two structures in Lexington to survive the devastating fire that swept the fledgling town in 1796. For many years, The Castle served as the Rockbridge Historical Society headquarters, before its sale in 2019, with covenants that continue its stewardship for historic preservation. Today, the Society owns and maintains two historic properties on East Washington Street, both built in 1845: the Sloan House, and the Campbell House, which houses the RHS Museum of community history.

Association for the Preservation of Virginia Antiquities (APVA) – Preservation Virginia

The APVA (today known as Preservation Virginia) founded the Ruth Anderson McCulloch chapter in 1896 with efforts to preserve Old Monmouth Church. The local chapter was reactivated in 1935 in an effort to save the old covered bridge in East Lexington. The most recent revival of the APVA in Lexington took place in 1964, when several important historic houses, including the Barclay House and the Alexander-Withrow House, were threatened with demolition. The houses were saved.

As a local chapter of a state-wide organization, the APVA was not allowed to own property resulting in the forming of the Historic Lexington Foundation that could own property, receive legacies, and raise funds for preservation.

Historic Lexington Foundation

It was the threat that the Barclay House might be torn down by a national fraternity that spurred the creation of the Historic Lexington Foundation in 1966. The Alexander-Withrow House was its first effort with a Revolving Fund. Using the area of lower Main Street between Washington and Henry Streets as the "Pilot Block," HLF bought and restored seven properties in the 1970's including the Central Hotel, the Jacob Ruff House and the Dold Building. The buildings were purchased, stabilized and the exteriors conserved, then they were sold with protective easements to sympathetic buyers who undertook the interior restorations.

In the mid-1970's, HLF undertook the project of restoring the Stonewall Jackson House to its 1850's appearance and then owned and operated it until 1995, when the Stonewall Jackson Foundation was formed.

HLF then returned to its primary mission of preservation. Recent projects have included the Miller's House at Jordan's Point and the Roberson-Phalen House on Jefferson Street. HLF's goals have always been to preserve historic properties, enhance the beauty of Lexington, and encourage others in similar efforts. The appearance of downtown Lexington gives ample evidence of HLF's success.

In 1974, the city undertook a five-year capital project that included the redesign of traffic lights, burying utility wires and the installation of new brick sidewalks in the downtown.

Main Street Lexington

More recently, Main Street Lexington was founded in 2013 as a volunteer-based, non-profit organization established to enhance the economic prosperity and cultural vitality of the downtown area. MSL is part of the Virginia Main Street Program, which uses approaches created by the National Main Street Center to achieve economic revitalization in the context of historic preservation.

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Appendix B: Community Profile

Analyzing existing trends and conditions is critical for understanding conditions that shape and impact the community. This appendix provides a baseline of common knowledge that informs the Lexington Comprehensive Plan. The report draws from existing data, primarily from the US Census, to provide a strategic "snapshot" of information about the City.

▷ Demographics

Historical Population

The population of Lexington has risen and fallen over time, sometimes dramatically. However, overall population has been relatively steady over the past 50 years, with only small fluctuations. It is very important to note that census counts of the City's population include students at Lexington's two institutions of higher learning, adding large numbers of residents within a narrow age range, and who may or may not remain in Lexington when their education is complete.

Population Projections

Each year, the Weldon Cooper Center develops and releases the official population estimates for Virginia and its counties and independent cities. These estimates provide the best approximation of the population count on July 1st of the prior year. Population estimates are an important tool used by a variety of state agencies in their planning processes — from developing budgets to determining salaries for public officials.

With very little undeveloped land, it is unlikely that Lexington will grow dramatically in the future, but the City remains an attractive community with a strong economy where some level of growth is likely. Growth pressure not accommodated within the city itself is likely to spill into close-in areas of Rockbridge County.

Table B.1 Population of Lexington

Year	Population	% Change
1900	3,203	- -
1910	2,931	-8.5
1920	2,870	-2.1
1930	3,752	30.7
1940	3,914	4.3
1950	5,976	52.7
1960	7,537	26.1
1970	7,597	0.8
1980	7,292	-4.0
1990	6,959	-4.6
2000	6,867	-1.3
2010	7,042	2.5
2016 (*est.)	7,036	--
2017 (*est.)	7,113	--
2018 (*est.)	7,110	--

Source: United States Census 1900-2010
**U.S. Census American Community Survey, 5-year estimates*

Table B.2 Population Projections

Year	Lexington		Rockbridge County	
	Population	%Change	Population	%Change
2020	7,447	-	22,636	-
2030	7,622	2.34	23,290	2.89
2040	7,698	1.01	23,643	1.52

Source: University of Virginia Weldon Cooper Center, Demographics Research Group. (2020). Virginia Populaion Estimates

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Age

With a median age of 21.5 years old and 58.4% of the population between 15-24 years old, higher education institutions have a strong impact on Lexington's demographics. By comparison, the median age in Rockbridge County is 48.5, with the population almost evenly split among age groups. The age groups after college age show that most students do not stay in the Lexington after graduation and entry level workers are looking elsewhere for employment.

Educational Attainment

Lexington's residents have an extremely high average level of educational attainment among residents over the age of 25. This is very likely due to the influence of higher education institutions, whose employees, both professors and administrators, have high levels of education. While quality education and high levels of educational achievement can be very positive signs for Lexington's economic wellbeing, it must still be acknowledged that the city relies on service, hospitality, and other employment that do not require high levels of education. High educational attainment is one factor in the challenge of affordability that affects Lexington.

Gender

Lexington has slighlty more male residents than female residents.

Table B.3 Age

	Lexington (%)		Rockbridge County (%)	
	2010	2016	2010	2016
Median Age	22.4	21.5	45.3	48.5
Under 5 years	5.4	2.5	4.9	4.8
5 to 9 years	2.4	1.7	6.6	5.3
10 to 14 years	2.3	1.5	4.4	4.6
15 to 19 years	22.8	25.9	5.9	5.1
20 to 24 years	24.5	32.5	5.6	5.3
25 to 34 years	7.6	5.4	9.6	9.9
35 to 44 years	6.5	3.3	12.6	10.3
45 to 54 years	6	5	15.7	14.2
55 to 59 years	2.7	4.6	8.5	8
60 to 64 years	4.4	3.6	6.5	8.4
65 to 74 years	8.4	7.3	11	13.1
75 to 84 years	3.1	4.9	6.3	7.8
85 years and over	3.9	2	2.3	3.1

Source: U.S. Census American Community Survey, 5-year estimates (2010 & 2016)

Table B.4 Educational Attainment

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
% High School Graduate or Higher	81.3%	85.0%	79.6%	86.2%
% Bachelor's Degree or Higher	44.4%	44.9%	21.8%	25.1%

Table B.5 Gender

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Male	3,785 (54.1%)	3,979 (56.6%)	10,969 (49.4%)	11,150 (49.7%)
Female	3,205 (45.9%)	3,057 (43.4%)	11,248 (50/6%)	11,300 (50.3%)

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Race and Ethnicity

The racial mix in Lexington is similar to surrounding Rockbridge County. Both areas are primarily made up of Caucasian citizens with relatively few minority residents, although Lexington does include a greater share of Black or African American, Hispanic, and Asian residents. This greater diversity may be due to the city's urban setting or to the influence of diversity in the city's higher education institutions.

Table B.6 Race and Ethnicity

	Lexington				Rockbridge County			
	2010		2016		2010		2016	
Total Population	6,990	--	7,036	--	22,217	--	22,450	--
Hispanic or Latino (of any race)	465	6.7%	294	4.2%	34	0.2%	351	1.6%
Not Hispanic or Latino	6,525	93.3%	6,742	95.8%	22,183	99.8%	22,099	98.4%
White alone	5,549	79.4%	5,667	80.5%	21,475	96.7%	20,917	93.2%
Black or African American alone	463	6.6%	633	9.0%	470	2.1%	572	2.5%
American Indian and Alaska Native alone	-	0.0%	-	0.0%	29	0.1%	22	0.1%
Asian alone	210	3.0%	278	4.0%	17	0.1%	138	0.6%
Native Hawaiian and Other Pacific Islander alone	10	0.1%	-	0.0%	85	0.4%	28	0.1%
Some other race alone	88	1.3%	-	0.0%	3	0.0%	-	0.0%
Two or more races	205	2.9%	164	2.3%	104	0.5%	422	1.9%

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Household Size

Almost one half of the households in Lexington consist of one person, while just 6.5% include 4 or more persons. In addition, just 13.4% of households in Lexington include children. These statistics, when compared to the surrounding county, show that a relatively low number of families call Lexington home, likely due to student and retiree demographics.

Table B.7 Household Size

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Total Households	2,108	1,856	9,372	9,277
1 Person Household	867 (41.1%)	913 (49.2%)	2,427 (25.9%)	2,507 (27.0%)
2 Person Household	663 (31.5%)	486 (26.2%)	3,777 (40.3%)	3,954 (42.6%)
3 Person Household	185 (8.8%)	336 (18.1%)	1,603 (17.1%)	1,153 (12.4%)
4+ Person Household	393 (16.6%)	121 (6.5%)	1,575 (16.8%)	1,663 (17.9%)
Average Household Size	2.13	1.91	2.4	2.4
Households with Children	436 20.7%	249 (13.4%)	2,708 (28.9%)	2,236 (24.1%)

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▷ Economy

Income & Insurance

While economic prosperity is a key goal for the city, and educational attainment is high, reported income is relatively low. This may be due to the relatively low presence of working age population in the city, the effect of college students who have not yet begun to earn, and retirees who are no longer earning. In a positive sign for economic and community wellbeing, Lexington sees a high percentage of residents with health insurance.

Examining median family income rather than median household income shows only family earnings and eliminates the many college students who make other income measures appear artificially low. In family earnings, Lexington has long led surrounding Rockbridge County, but has recently been eclipsed. Both localities trailed the Virginia average, but also enjoy a lower cost of living than Northern Virginia and other high-population areas of the state.

Table B.8 Income & Insurance				
	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Median Household Income	$31,571	$34,464	$44,417	$52,478
Residents with Heatlh Insurance	*Not Available	5,182* (92.6%)	*Not Available	19,690 (88.4%)

**Based on Civilian Population of 5,595*

Table B.10 Median Family Income			
Year	Lexington	Rockbridge County	Virginia
2010	$62,109	$53,889	$73,514
2011	$60,033	$53,793	$75,962
2012	$62,521	$55,088	$76,566
2013	$57,868	$59,165	$76,754
2014	$59,219	$60,233	$77,939
2015	$56,250	$58,614	$78,390
2016	$67,457	$61,820	$80,068
2017	$62,600	$64,865	$83,164

Source: American Community Survey Estimates, 2010-2017

Table B.9 Household Income		
Household Income	Households	% of Households
Less than $10,000	278	14.4 %
$10,000 – $15,000	212	11.0 %
$15,000 – $25,000	170	8.8 %
$25,000 – $35,000	253	13.1 %
$35,000 – $50,000	252	13.0 %
$50,000 – $75,000	363	18.8 %
$75,000 – $100,000	152	7.9 %
$100,000 – $150,000	140	7.2 %
$150,000 – $200,000	17	0.9 %
More than $200,000	98	5.1 %

Source: 2017 American Community Survey Estimates

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Poverty

Poverty is an issue facing both Lexington and Rockbridge County. Poverty rates are higher in Rockbridge and Lexington than Virginia overall, perhaps due in part to college-aged students with little income. Still, input from social service organizations indicates that poverty is a struggle for many in the region, including affordability of housing, food, and medical care.

Unemployment

Unemployment rates descended following a peak in 2009, but poverty rates remained relatively steady. This could be explained by a variety of factors related to the financial crisis in 2009, such as losses in home asset wealth, high unemployment that extended into 2012-2013, or underemployment resulting from structural shifts in the economy.

Table B.11 Residents Below Poverty Line by Age

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Under 18 year	267	52	756	967
18-64 years	445	521	1,567	807
65 years and over	169	80	485	464

Table B.12 Poverty Rate

Year	Lexington	Rockbridge County	Virginia
2010	13.8%	n/a	10.3%
2011	14.3%	n/a	10.7%
2012	14.9%	12.0%	11.1%
2013	15.4%	12.6%	11.3%
2014	15.6%	13.2%	11.5%
2015	15.5%	13.9%	11.4%
2016	15.1%	14.7%	11.2%
2017	14.6%	15.6%	14.6%

Table B.13 Unemployment Rate

Locality	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Lexington	4.6%	6.4%	9.7%	9.3%	9.2%	8.8%	8.5%	7.8%	6.8%	6.2%	5.7%
Virginia	3.0%	3.9%	6.7%	7.1%	6.6%	6.1%	5.7%	5.2%	4.5%	4.1%	3.8%
Rockbridge County	2.9%	4.1%	6.5%	7.5%	6.8%	6.1%	5.8%	5.3%	4.7%	4.4%	4.1%

Source: Central Shenandoah Planning District Commission *Source: U.S. Census, American FactFinder* *Source: U.S. Census, American FactFinder*

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Commuting

Many more workers commute into Lexington rather than commute from Lexington. Predictably, Rockbridge County is the largest source of workers, accounting for 66.9% of the all workers commuting into Lexington. While this is not uncommon for a small city, it does highlight the need for close, affordable housing in Lexington. Furthermore, it highlights the importance of regional cooperation in economic development. For most workers, living and working in the same municipality doesn't matter, so long as they can commute the preferred distance or live in a place they enjoy. Promoting Rockbridge County, Lexington, and Buena Vista together benefits all three places due to the overlap of workers' preferred locations for homes, work, and entertainment.

Table B.14 Commuting Patterns

Top 10 Places Residents are Commuting To		Top 10 Places Residents are Commuting From	
Rockbridge County, VA	273	Rockbridge County, VA	1,614
Buena Vista City, VA	96	Buena Vista City, VA	306
Roanoke City, VA	81	Augusta County, VA	115
Henrico County, VA	48	Botetourt County, VA	70
Augusta County, VA	45	Roanoke County, VA	70
Fairfax County, VA	39	Bedford County, VA	60
Roanoke County, VA	39	Lynchburg city, VA	47
Harrisonburg City, VA	37	Campbell County, VA	44
Albemarle County, VA	36	Alleghany County, VA	43
Chesterfield County, VA	35	Roanoke City, VA	43

Source: Virginia Employment Commission LMI, 2019

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▷ Housing

Housing Type

Lexington has an estimated total of 2,248 housing units. Washington and Lee University and Virginia Military Institute also provide on-campus dwellings for students, which are considered group living quarters and are not counted in the traditional housing statistics found in this table.

Age of Housing Stock

Overall, Lexington has a larger proportion of older housing stock than Rockbridge County, with 31.8% of all housing units in Lexington having been built in 1939 or earlier. Rockbridge County, for comparison, has 16.3% of its housing units built in 1939 or earlier.

Table B.15 Housing Types (2017)		
Housing Type	Units	%
Lexington Total Units	2248	-
1, detached	1471	65.4%
1, attached - 4 units	370	16.5%
5-19 units	164	7.3%
20 units or more	230	10.2%
Mobile home	13	0.58%
Rockbridge County Total Units	11,352	-
1, detached	9,180	80.9%
1, attached- 4 units	417	3.67%
5-19 units	283	2.49%
20 units or more	106	0.9%
Mobile home	1225	11.1%

Source: American Community Survey, 2017

Table B.16 Age of Housing Stock (2017)		
Age	Units	%
Lexington Total	2248	- -
Built 2010 to 2017	8	0.4%
Built 2000 to 2009	176	7.8%
Built 1990 to 1999	193	8.6%
Built 1980 to 1989	164	7.3%
Built 1970 to 1979	315	14.0%
Built 1960 to 1969	160	7.1%
Built 1950 to 1959	419	18.6%
Built 1940 to 1949	99	4.4%
Built 1939 or earlier	714	31.8%
Rockbridge County Total	11,352	--
Built 2010 to 2017	429	3.78%
Built 2000 to 2009	2043	18.0%
Built 1990 to 1999	1823	16.1%
Built 1980 to 1989	1258	11.1%
Built 1970 to 1979	1448	12.8%
Built 1960 to 1969	1141	7.5%
Built 1950 to 1959	853	4.5%
Built 1940 to 1949	510	4.5%
Built 1939 or earlier	1847	16.3%

Source: American Community Survey, 2017

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Number of Bedrooms

While 60% of Lexington's residential units contain three or more bedrooms, the average household size in the City is just 1.91 people, a number that has trended down in recent years. These numbers may reflect the age of the local housing stock, where many homes were built in an era of larger families or may represent an aging population whose children have left the family home. Such trends may point to the need for smaller homes that fit a larger variety of lifestyles.

Housing Tenure

A little more than half of Lexington residents own their own home, as seen in Table B.18.

Housing Turnover

Housing turnover rates show a relatively strong inclination for owners to stay in Lexington, with nearly 25 percent of homes being occupied by the same owner for thirty years or more. Predictably, apartment turnover is much higher, reflecting student living and home ownership preferences.

Table B.17 Number of Bedrooms (2017)		
Number of Bedrooms	Units	%
Lexington Total	2248	-
No bedroom	133	5.9%
1 bedroom	306	13.6%
2 bedrooms	465	20.7%
3 bedrooms	800	35.6%
4 bedrooms	467	20.8%
5+ bedrooms	77	3.4%
Rockbridge Total	11,352	-
No bedroom	89	0.8%
1 bedroom	787	6.9%
2 bedrooms	2,663	23.5%
3 bedrooms	5,811	51.2%
4 bedrooms	1,538	13.5%
5+ bedrooms	434	4.1%

Source: American Community Survey, 2017

Table B.18 Owned vs. Rented Housing (2017)		
Housing Type	Units	%
Lexington	-	-
Owner occupied	2063	57.7%
Renter occupied	1510	42.3%
Rockbridge County	-	-
Owner occupied	7040	76.9%
Renter occupied	2120	23.1%

Source: American Community Survey, 2017

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Vacancy

Slow growth in housing construction has resulted in very low housing vacancy. In 2017, there were zero unoccupied homes and only 78 apartments for rent in Lexington. All municipalities have some vacancy, with the desired rate depending on population and housing prices. Large amounts of vacancy are typically a sign of outmigration or city decline, but simultaneously creates a buyer's market that encourages prospective movers to purchase homes there. With too little vacancy, prospective buyers will either have few homes to choose from or may locate outside the city as opposed to purchasing the few homes on the market. Lack of available homes for purchase may also limit housing churn, causing a barrier to entry for new home buyers.

Table B.19 Housing Turnover (2017)		
Turnover	Units	%
Total population in occupied housing units	3573	-
Owner occupied:	2063	57.7%
Moved in 2015 or later	91	2.5%
Moved in 2010 to 2014	329	9.2%
Moved in 2000 to 2009	763	21.4%
Moved in 1990 to 1999	373	10.4%
Moved in 1980 to 1989	113	3.2%
Moved in 1979 or earlier	394	11.0%
Renter occupied:	1510	42.3%
Moved in 2015 or later	306	8.6%
Moved in 2010 to 2014	1036	29.0%
Moved in 2000 to 2009	131	3.7%
Moved in 1990 to 1999	12	0.3%
Moved in 1980 to 1989	11	0.3%
Moved in 1979 or earlier	14	0.4%

Table B.20 Vacancy (2017)	
Status	Units
Total	313
For rent	78
Rented, not occupied	80
For sale only	0
Sold, not occupied	0
For seasonal, recreational, or occasional use	31
For migrant workers	0
Other vacant	124

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Cost Burden

Predictably, high-income earners spend relatively less on housing than low-income earners, likely because they have a greater selection of affordable housing relative to their income. Still, almost 44 percent of earners within the $50,000-$74,000 bracket pay greater than 30 percent of income on their mortgage as well. This data points to a significant affordable housing problem in Lexington, both for low-income and higher-income families.

Additionally, Lexington's housing has become expensive relative to its citizens' incomes. A rule of thumb is that prospective home buyers should not spend greater than three times their annual income on a home purchase. With 60.6 percent of homes valued at $150,000 or more and a median household income of $47,749, the majority of Lexington households cannot afford 60.6 percent of existing homes.

Table B.22 Cost Burdened Rates (2017)		
Home Owners Spending Greater Than 30% of Income on Housing	Households	Percentage
Total owner-occupied housing units	1147	-
Less than $20,000	145	88.4%
$20,000 to $34,999	136	67.0%
$35,000 to $49,999	15	12.1%
$50,000 to $74,999	121	43.8%
$75,000 or more	29	7.9%

Source: American Community Survey, 2017

Table B.21 Property Value; Owner Occupied Units (2017)		
Turnover	Units	Percentage
Lexington	1147	
Less than $50,000	96	84%
$50,000 to $99,999	185	16.1%
$100,000 to $149,999	170	14.8%
$150,000 to $199,999	64	5.6%
$200,000 to $299,999	280	24.4%
$300,000 to $499,999	290	25.3%
$500,000 to $999,999	62	5.4%
$1,000,000 or more	0	0.0%
Rockbridge County	7040	
Less than $50,000	532	7.6%
$50,000 to $99,999	939	13.3%
$100,000 to $149,999	1,045	14.8%
$150,000 to $199,999	1,054	15.0%
$200,000 to $299,999	1,430	20.3%
$300,000 to $499,999	1,274	18.1%
$500,000 to $999,999	723	10.3%
$1,000,000 or more	43	0.6%

Source: American Community Survey, 2017

Appendices

Potential Housing Demand

The potential future housing demand shown in Table B.23 was calculated using population projection baseline data and the following assumptions:

- Projected population for 2020, 2030, and 2040 is based on Weldon Cooper projected population data, 2020
- On-campus student population (estimated at 1,690 W&L students and 1,700 VMI students) will remain constant and are excluded from population-based household projections
- Lexington's average household size of 1.93 (American Community Survey, 2018) will remain constant and used to determine projected households based on population
- Lexington's estimated housing vacancy rate of 14.2% (American Community Survey, 2018) will remain constant and used to determine projected housing demand based on projected households

Table B.23 Projected Population, Households, and Housing Demand			
Year	Projected Population	Projected Households	Projected Housing Demand
2020	7,447	2,102	2,400
2030	7,622	2,193	2,504
2040	7,698	2,232	2,548

Appendices

Appendix C: Transportation Data

▷ Functional Classifications

Definitions of roadway Functional Classifications found in Lexington are as follows:

- Interstates are designated as part of the Eisenhower Interstate System. Roadways classified as interstates are limited access, divided highways with the highest level of mobility.
- Other Principal Arterials carry a significant amount of urban intra-area travel and serve demand between the central business district and outlying residential areas of a metropolitan area. In rural areas, Other Principal Arterials serve corridor movements of substantial statewide or interstate travel.
- Minor Arterials offer connectivity to the higher Arterial system, link cities and large towns, along with other major traffic generators. In urban areas, Minor Arterials interconnect with principal arterials, augment the urban principal arterial system, and provide service to trips of moderate length at a lower level of travel mobility than principal arterials.
- Major Collectors link rural places to nearby larger towns and cities, or with arterial routes. They provide land access and traffic circulation within urban areas, residential neighborhoods, commercial, and industrial areas.
- Minor Collectors serve the remaining smaller communities and link local traffic generators with their rural hinterland.

▷ Current and Future Year Annual Average Daily Traffic (AADT)

Table C.1 shows current and future year annual average daily traffic (AADT). Traffic growth rates and traffic forecasts for the City's arterial system were reviewed and co-developed by VDOT and the City for the year 2040. All major roadways in the City were anticipated to incur traffic growth between 0.25 percent, 0.5 percent, and 1 percent per year. The 2016 traffic volumes for each road segment were then multiplied by the respective growth factor to obtain the 2040 traffic projection for that segment of the roadway using simple linear growth. Growth rates were analyzed and checked against future land use, population growth, and planning assumptions.

Appendices

Table C.1 Current & Future Year Annual Average Daily Traffic					
Route Name	Route Number	Segment From	Segment To	YEAR 2016 AADT	YEAR 2040 FORECAST AADT
US-11N	S LEE HWY	RTE BUS 11	RTE 60	8,440	9,453
US-11N	S LEE HWY	RTE 764	RTE 11 BUS	3,333	3,533
BUS US 11 N	MAIN ST	SOUTH CITY LIMITS	THORNHILL ROAD	2,616	2,773
BUS US-11N	MAIN ST	THORNHILL ROAD	WALLACE STREET	4,448	4,715
BUS US-11N	MAIN STREET	WALLACE STREET	WHITE STREET	4,111	4,358
BUS US-11N	MAIN STREET	WHITE STREET	NELSON STREET	2,730	2,894
BUS US-11N	MAIN STREET	NELSON STREET	JEFFERSON STREET	4,718	5,001
BUS US-11N	MAIN STREET	JEFFERSON STREET	LETCHER AVENUE	6,805	7,622
BUS US-11N	MAIN STREET	LETCHER AVENUE	RTE 11	8,662	9,182
US-11N	N LEE HWY	US-60	BUS 11	10,857	13,463
US-11N	N LEE HWY	BUS 11	RTE 752	19,194	21,497
BUS(2) US 11P2	JEFFERSON STREET	MAIN STREET	NELSON STREET	1,759	1,865
BUS(2) US-11P2	JEFFERSON STREET	NELSON STREET	MAIN STREET	3,062	3,246
US-60E	MIDLAND TRAIL	BELL ROAD	WEST CITY LIMITS	3,736	3,960
US-60E	NELSON STREET	WEST CITY LIMITS	WOODS CREEK ROAD	3,837	4,067
US-60E	NELSON STREET	WOODS CREEK ROAD	GLASGOW STREET	5,660	6,339
US-60E	NELSON STREET	GLASGOW STREET	JEFFERSON STREET	6,005	6,726
US-60E	NELSON STREET	JEFFERSON STREET	RANDOLPH STREET	7,401	8,289
US-60E	NELSON STREET	RANDOLPH STREET	LEWIS STREET	6,968	7,804
US-60E	NELSON STREET	LEWIS STREET	EAST CITY LIMITS	13,332	16,532
US-60E	MIDLAND TRAIL	EAST CITY LIMITS	0.11 MI EAST OF RTE 702	12,319	13,790

Appendices

▷ Crash Analysis 2013-2018

Vehicle crashes in the City were analyzed using six years of crash data. Crash reports from January 1, 2013 to December 31, 2018 were obtained from an online database maintained by VDOT's Traffic Engineering Division. There were 387 total crashes recorded in six years, which is an average of 64 crashes per year. Of the total number of crashes, 47 were injury crashes, which equates to an average of 7.8 injury crashes per year.

Eight pedestrian crashes and one bicycle crash occurred; however, 1 pedestrian crash is believed to be a data entry error, and another was the result of a vehicle owner not placing their vehicle in park, causing it to roll over the owner. An accurate understanding of crash types is important in determining what kind of engineering solution is needed. The revised pedestrian crash total for the six-year period is six, and three of those occurred in 2018 alone. Of the 3 pedestrian crashes in 2018, two resulted in serious injuries requiring an ambulance. Main Street has a history of vehicle-pedestrian conflict.

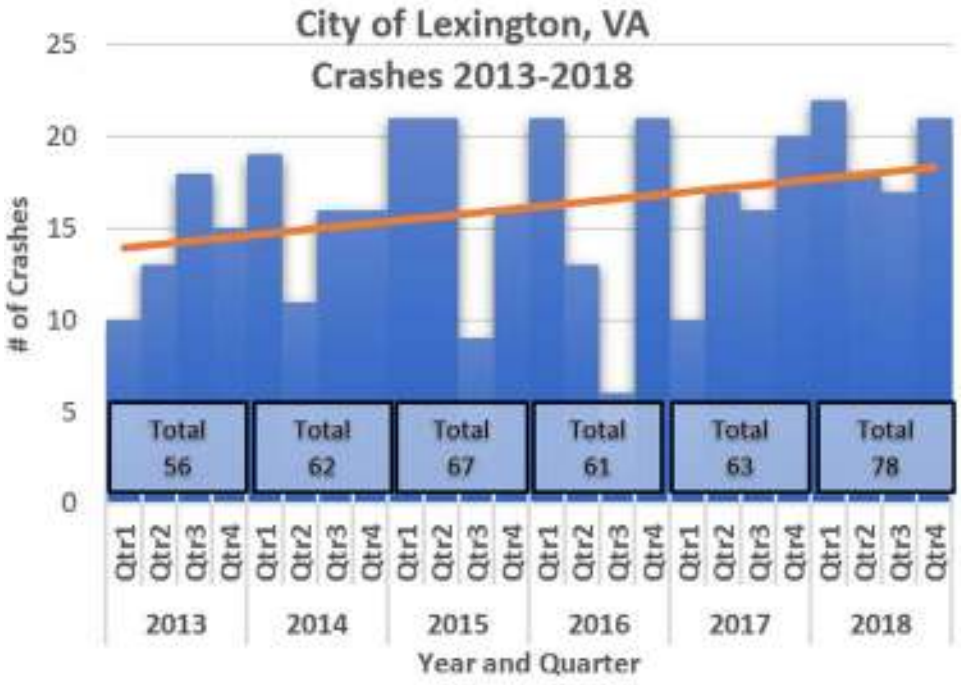
The chart on the right shows crashes over a period of six years between 2013-2018, and by quarter year increments. There is a significant crash increase for the year 2018 when compared to the previous years, and a general uptrend as indicated by the orange trendline.

The chart also reveals a higher crash occurrence in the fourth quarter (October-December), indicating a visibility problem during daylight savings time or other weather-related conditions.

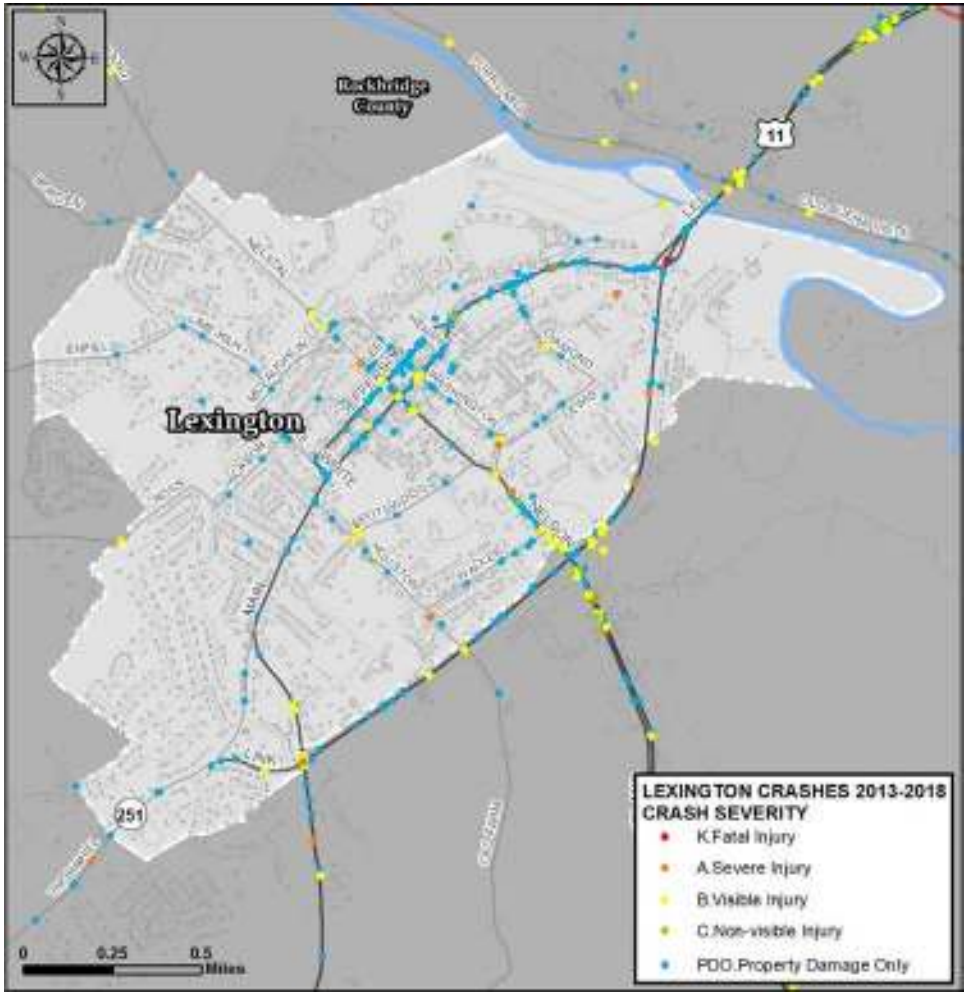
The increasing crash trend is consistent with state and national trends, and is partly related to an increase in vehicle-miles-traveled. The Federal Highway Administration reported that Americans drove 3.225 trillion miles in 2018, which is an increase of 0.4% from 2017, and a 1.6% increase from 2016. The crash trends will need close monitoring in future planning efforts for factors that may have an engineering, legal, or behavioral solution.

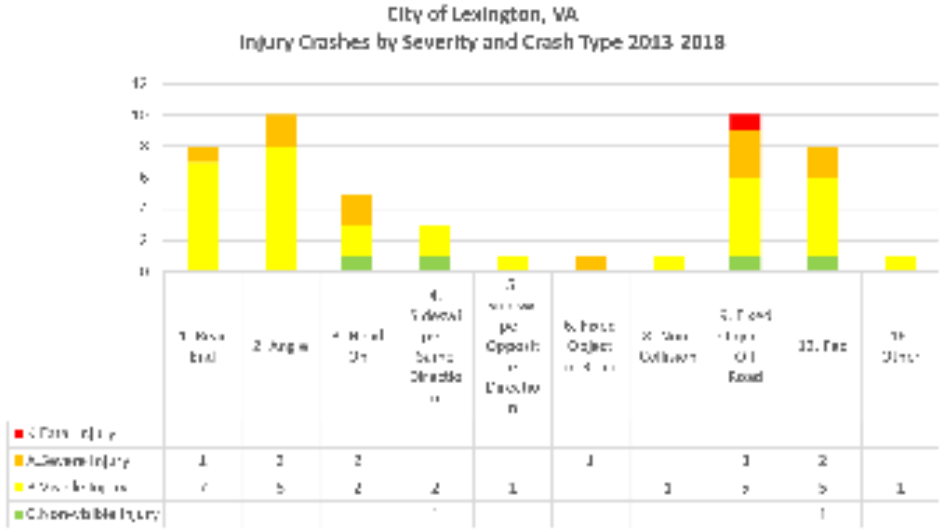
There were 47 crashes out of 387 in the six-year period that resulted in an injury, the remaining crashes were Property Damage Only (PDO). There was one fatal crash resulting in the death of two people in 2013. A minivan ran off the road on North Lee highway near the grade separated forked interchange with North Main Street.

In the color-coded chart below, vehicle crashes were broken into two main categories: 1) Crashes by Severity and 2) Crashes by Type. The most common types of injury crashes were off-road and angle crashes, followed by rear-end crashes, and pedestrian crashes. The crash types help engineers and planners determine the kinds of solutions that may be needed.



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Rockbridge County
Lexington
11
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LEXINGTON CRASHES 2013-2018
CRASH SEVERITY
K.Fatal Injury
A.Severe Injury
B.Visible Injury
C.Non-visible Injury
PDO.Property Damage Only
0
0.25
0.5
Miles


City of Lexington, VA
Injury Crashes by Severity and Crash Type 2013-2018

Appendices

Appendix D: Boards and Commissions

Architectural Review Board (ARB): A five-member board that reviews and approves new construction, demolition, and proposed design features on all buildings in the historic downtown area as well as demolition and new construction in the city's two residential historic districts.

Board of Equalization: A four-member board that sits following every general real estate re-assessment to hear appeals from property owners.

Board of Zoning Appeals (BZA): A five-member board that hears and acts on requests for variances from the terms of the city's Zoning Ordinance and on appeals of zoning decisions made by the Zoning Administrator.

Cemetery Review Board: A six-member board that advises staff and City Council on issues pertaining to the operation and maintenance of the city's two cemeteries.

Central Shenandoah Planning District Commission (CSPDC): A 21-member regional commission comprised of the counties of Augusta, Bath, Highland, Rockbridge, and Rockingham; the cities of Harrisonburg, Lexington, Staunton, and Waynesboro. Lexington has one appointed representative. The Commission works with its members to provide high quality planning technical assistance that address local, state, or regional needs.

Community Services Board (CSB): The Rockbridge Area Community Services Board provides mental health, intellectual disability, substance abuse services, and prevention measures to the residents of the Rockbridge Region and Bath County. It is a fifteen-member board, the City has three representatives.

Dabney S. Lancaster Community College Board: serves as an advisory board to the college, meeting with members of the school's administration to discuss and approve policies in the best interests of the college community. The eleven-member board has one representative from the City.

Disabilities Services Board: The Board is a regional advisory board charged with making recommendations to local governments for improving services provided to disabled persons.

Electoral Board: The Electoral Board appoints the Voter Registrar for a four-year term. The Electoral Board also appoints officers of election to work at the polls on elections days and conducts all general and special elections. After each election, the Electoral Board meets to canvass the vote for the City and certifies the results to the State Board of Elections. The Board is comprised of three members, two from the political party receiving the most votes in the prior gubernatorial election, and one from the political party receiving the second most votes in the prior gubernatorial election. The appropriate party submits a list of names to the Circuit Court, who appoints one member each for a three-year term.

Industrial Development Authority (IDA): A seven-member authority that issues tax-exempt industrial development bonds to enhance economic development opportunities. The Authority meets as needed.

Maury Service Authority: the Authority produces the bulk of water for the City and its surrounding area through ownership and operation of a water treatment plant. Wastewater is also treated. The Authority is comprised of five members; two members represent the City.

Planning Commission: A seven-member commission that advises the City Council on all land-use and zoning issues facing the city. This body approves all site plans and makes design decisions in certain zones. The Commission develops and recommends the city's Comprehensive Plan to City Council.

Public Safety Communications Board: The Public Safety Communications Board provides emergency services dispatching for Lexington, Buena Vista, and Rockbridge County. The Central Dispatch Center, located in Buena Vista, dispatches for local police, fire, rescue, and emergency services. The Board oversees the operations of the center and hires an executive director to manage the day-to-day activities. The Board meets as needed and is comprised of seven members; the City Manager represents the City and serves as ex-officio.

Regional Tourism Board: The Regional Tourism Board oversees the activities of the regional

Appendices

tourism program that includes Lexington, Buena Vista, and Rockbridge County. The goal of the Lexington & Rockbridge Area Tourism Development is to use a variety of marketing strategies to attract visitors to the area. The Board is comprised of seven members; one represents the City.

Rockbridge Regional Library Board: The Rockbridge Regional Library Board oversees the Rockbridge Regional Library system which serves Lexington, Buena Vista, Rockbridge County, and Bath County. The Board helps guide the library towards their mission of "bolster[ing] the power of education, cultivat[ing] opportunities for learning, foster[ing] the fun in reading, and serv[ing] communities as information professionals. The Board is comprised of thirteen members; three represent the City.

School Board: A five-member board, established by the state constitution, to oversee the management and operation of the city's school system. The School Board hires the Superintendent and all other school system employees.

Shenandoah Valley Partnership (SVP): The Shenandoah Valley Partnership collaborates economic development in the region to improve prosperity and quality of life. The SVP serves as an advocate for existing business expansion and assists with regional workforce development efforts while encouraging businesses to establish operation in the Shenandoah Valley through capital investments and job creation. The City Manager sits on the Board of Directors and represents the City.

Shenandoah Valley Workforce Investment Board: The Shenandoah Valley Workforce Investment Board serves as the fiscal agent and administrative entity for employment and training programs funded under Title I of the Workforce Investment Act for the Shenandoah Valley. They work with a wide range of regional and state partners to offer a variety of services such as employment information, career development training opportunities, easy access to support programs, and self-directed job search/job posting options, on the job training, work experiences, worker training and other business services.

Social Services Board: The Regional Social Services Department, comprised of Lexington, Buena Vista, and Rockbridge County, provides social services for Lexington residents. The Social Services Board sets policy for the Social Services Department and hires an executive Director to oversee day-to-day operations. The City is represented by two members.

Threshold: A seven-member board that provides advice to City Council and staff concerning the need for and ways to address workforce housing as well as overseeing the operation of the city's low-income housing program.

Total Action for Progress (TAP): The Total Action for Progress Board oversees the regional Total Action for Progress program. TAP provides a variety of services to help lift families and individuals from poverty including adult education programs and the Head Start preschool programs.

Tree Board: A five-member board that provides advice to the City Council and City Arborist on the management of the city's trees.

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Appendix E: Glossary of Terms

Accessory Dwelling Unit (ADU): A separate, complete housekeeping unit with a separate entrance, kitchen, sleeping area, and full bathroom facilities, which is an attached or detached extension to an existing single-family structure.

Access Management: Systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.

Affordable Housing: Housing where the occupant is paying no more than thirty (30) percent of gross income for gross housing costs, including utility costs.

American Community Survey: An ongoing survey that provides vital information on a yearly basis about our nation and its people.

Americans with Disabilities Act (ADA): A civil rights law that prohibits discrimination based on disability.

Area Median Income (AMI): The average income of persons and families living in a defined geographical area. The AMI is determined and published annually by the Department of Housing and Urban Development (HUD). The local AMI Is used to determine individuals' and families' qualifications for various Federal and state assistance programs, including affordable housing programs.

Assisted Living Facility: Facilities designed to accommodate frail, elderly, and people with disabilities, who can live independently but need assistance with activities of daily living.

Average Daily Traffic Volume (ADT): The average number of vehicles passing a specific point during a 24-hour period.

Buffer: An area of land established to separate land uses, or a natural area design to intercept pollutants and manage other environmental concerns or provide for open space.

Best Management Practices (BMP): A practice, or combination of practices, that have been determined to be the most effective and practical means in achieving an objective.

Capital Improvement Plan (CIP): A community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period.

Centers: Anchors of the community where services and amenities for the surrounding neighborhoods may be clustered.

City Budget: Establishes the plan of revenue and expense activities for the fiscal year and provides a coordinated financial program to attain the City's goals and objectives, including those identified in the Comprehensive Plan.

City Code of Ordinances: The collection of laws passed by a local governing body.

Comprehensive Plan: A long-range planning document that serves as a guide for the development of a locality.

Conservation Easement: A property interest or right granted by the landowner to a land trust to maintain in a natural state or limit the use of that land.

Corridors: Important local and regional travel routes and commercial destinations.

Density: The average number of dwelling units per gross acre of land on a development site, including all land within the land within the boundaries of the site for which the density is calculated.

Floodplain: A relatively flat or low land area adjoining a river, stream, or watercourse which is subject to partial or complete inundation; or, an area subject to the unusual and rapid accumulation of run-off or surface waters from any source.

Gateways: Key places where the regional road network enters the City.

Geographic Information Systems (GIS): A means of producing, analyzing, and storing computerized maps.

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Green Infrastructure: Natural and nature-based assets including sites (parks, sports fields, playgrounds, nature reserves, forests, community gardens, cemeteries), linkages between sites (sidewalks, bike lanes, and trails), and waterways (streams, rivers, and wetlands). Constructed green infrastructure features blend in with natural assets in a synergistic manner to survive and rebound from the impacts of natural and human-induced hazards.

Green Time: Connecting the population to the natural world and each other in order to promote physical activity and make Lexington a more attractive city to work, study, and live.

Impervious Surface: Any hard-surfaced, man-made area that does not readily absorb or retain water, including but not limited to building roofs, parking and driveway areas, graveled areas, sidewalks, and paved recreation areas.

Infill: The development of housing or other uses on vacant parcels or sites within already built-up areas.

Land Use Plan: A basic element of a comprehensive plan that designates the present and future location, form, class, and extent (size) within a planning jurisdiction for residential, commercial, industrial, and institutional use or reuse. The land use plan includes a map and a written description of the different land use areas or districts.

Mixed Use: A building, development, or area that incorporates two or more uses such as, but not limited to, residential, retail, public, or entertainment. Vertical mixed-use developments incorporate a mix of uses within the same building, typically with uses on different floors. Horizontal mixed-use developments incorporate a mix of uses within adjacent buildings.

Open Space: An area or portion of land, either landscaped or essentially unimproved and which is used to meet human recreational or spatial needs, or to protect water, air, or plant areas.

Opportunity Areas: Represent key areas of focus for revitalization, infill, or redevelopment, or development.

Passive Recreation: Refers to non-consumptive recreation uses such as wildlife observation, walking, biking, and canoing.

Pattern Areas: Areas of the City that share distinct characteristics by virtue of geographic location, built form, and/or types of use.

Pedestrian-Friendly Development: Pedestrian-friendly developments are designed with an emphasis primarily on the sidewalk and on pedestrian access to the site and building, rather than auto access and parking areas. A walkable environment should have all or some of these characteristics: well-maintained and continuous wide sidewalks, well-lit streets, high street connectivity, a safety barrier between pedestrians and motorized vehicles (such as trees, shrubs, street parking, green space between pedestrians and cars), minimal building setbacks, cleanliness, and land use patterns characterized as mixed-use.

Redevelopment: The placement of reconstruction of buildings that are not making efficient and effective use of the land on which they are located or are in substandard physical condition.

SMART SCALE: The method used by the Virginia Department of Transportation to score planned projects included in VTrans that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers.

Statewide Planning System (SPS): A Virginia Department of Transportation data system design to organize transportation planning related data and information such as roadway geometric inventories, traffic volumes, capacity analyses, and traffic projections.

Streetscaping: Elements to improve the appearance and experience within a particular corridor or street, including traffic management, sidewalk conditions and materials, landscaping, street furniture (utility poles, benches, garbage cans, etc.), and signage.

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Subdivision: The division of a parcel of land into three or more lots or parcels of less than five acres each for the purpose of transfer of ownership or building development, or, if a new street is involved in such a division, any division of a parcel of land.

Traditional Neighborhood Development: Also known as 'new urbanism,' 'neo-traditional,' or 'village-style' development, this type of development typically includes principles such as pedestrian-friendly road design, interconnection of new local streets with existing local streets and roads, connectivity of road and pedestrian networks, preservation of natural areas, satisfaction of requirements for stormwater management, mixed-use neighborhoods, including mixed housing types, reduction of front and side yard building setbacks, and/or reduction of subdivision street widths and turning radii at subdivision street intersections.

Thermal Inversions: A reversal of the normal behavior of temperature in the troposphere (the region of the atmosphere nearest the Earth's surface), in which a layer of cool air at the surface is overlain by a layer of warmer air. Under normal conditions air temperature usually decreases with height.

Traffic Calming: Design and management strategies that aim to balance vehicular traffic on streets with other uses and users by incorporating design features to slow motor vehicles and improve the environment for pedestrians and cyclists.

Urban Development Area (UDA): An area designated by a locality that is 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, to the extent feasible, to be used for redevelopment or infill development.

Wayfinding: A system of gateway signs, vehicular and/or pedestrian sign systems, or area-specific identification signs that help orient residents and visitors while promoting civic pride and enhancing community character.

Zoning Ordinance/Zoning Map: A zoning ordinance, along with a zoning map, controls land use by providing regulations and standards relating to the nature and extent of uses of land and structures. The zoning ordinances should be consistent with the comprehensive plan. The City's zoning ordinance divides Lexington into eight zones and specifies allowed uses and dimensional requirements for each zone.



LEXINGTON
COMPREHENSIVE PLAN 2040

City of Lexington, Virginia
Adopted
November 5, 2020

Resolution 2020-10

A RESOLUTION BY THE LEXINGTON CITY COUNCIL ADOPTING THE LEXINGTON COMPREHESIVE PLAN 2040

Re: The Lexington Comprehensive Plan 2040 (CPA #2020-02)

WHEREAS, Virginia Code §15.2-2223 requires that localities "prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction" and review that plan every five years; and

WHEREAS, the current Comprehensive Plan, The Comprehensive Plan of the City of Lexington, VA was last reviewed and the Economy chapter revised on September 15, 2011; and

WHEREAS, the Lexington Comprehensive Plan 2040 update draws on community input from outreach efforts conducted over a two-year period and engaging an estimated 200 community members in forward-thinking dialogue about the future of Lexington; and

WHEREAS, the Planning Commission met seventeen times from January 2018 to August 2020, met six times with subcommittee work groups, and held a kick-off meeting on March 8, 2018 to develop the draft Comprehensive Plan 2040 dated August 26, 2020; and

WHEREAS, the Planning Commission held a Virtual Public Forum to obtain public comments in response to a draft of the Lexington Comprehensive Plan 2040 on June 16, 2020; and

WHEREAS, the City of Lexington Planning Commission, after full compliance with all state code public hearing notice requirements, held a public hearing on the draft Lexington Comprehensive Plan 2040 on September 10, 2020, and ***RECOMMENDED APPROVAL***; and

WHEREAS, the Lexington City Council and Planning Commission held a joint worksession to review the draft Lexington Comprehensive Plan 2040 on October 1, 2020; and

WHEREAS, the Lexington City Council, after full compliance with all state code public hearing notice requirements, held a public hearing on the draft Lexington Comprehensive Plan 2040 on November 5, 2020, and

WHEREAS, pursuant to the Code of Virginia § 15.2-2223, the City Council finds that the proposed draft Lexington Comprehensive Plan 2040 will provide a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity, and general welfare of the inhabitants, including the elderly and persons with disabilities.

NOW, THEREFORE, BE IT RESOLVED this 5th day of November, 2020 that the Lexington City Council, pursuant to Code of Virginia § 15.2-2226, does hereby ***APPROVE*** the Lexington Comprehensive Plan 2040 (CPA #2020-02) in regular session on November 5, 2020, as updated to include the attached additional changes numbers 1 through 2 in Attachment A.

BE IT FURTHER RESOLVED, that upon adoption by the City Council of Resolution 2020-10, the Lexington Comprehensive Plan 2040 will supersede and replace, in their entirety, the previously adopted Comprehensive Plan of the City of Lexington Virginia (adopted December 07, 2006, as amended), the designation of the City of Lexington as an Urban Development Area (CPA 2016-01, adopted July 21, 2016), and the East Lexington Joint Planning Committee Report (accepted August 2007).

BE IT FURTHER RESOLVED, that the City Council hereby authorizes staff to make additional non-substantive edits, including edits to correct grammatical and typographical errors; to correct internal cross-references; to correct citations to any statutes, ordinances, regulations, maps or other documents identified in the plan; and otherwise as necessary to ensure internal consistency within the plan; provided, however, that staff shall not make any change, alteration, amendment, deletion, or addition of a substantive nature that has not been expressly approved by the City Council.

BE IT FURTHER RESOLVED that, upon incorporation of the additional revisions and edits authorized in this resolution, City Council hereby directs staff to prepare the final Lexington Comprehensive Plan 2040 for publication, including on the City's website as required by the Code of Virginia.

Recorded Vote:
Ayes: M. Alexander, D. Ayers, M. Hentz, D. Sigler, C. Smith, L. Straughan
Nays: _____
Absent: _____
Abstain: _____

LEXINGTON CITY COUNCIL

Adopted: _____
Frank W. Friedman, Mayor

Attest: _____
Jani L. Hostetter, Clerk of Council

Attachment A. Lexington 2040 Comprehensive Plan
City Council Public Hearing – Amendments
November 5, 2020

Amendment #	Chapter	Page	Amendment for Consideration
1	Welcome	12	Substitute "enhancing" for "preserving" in Vision statement. *The City of Lexington will develop strategically and sustainably by diversifying economic opportunities, housing options, and transportation methods while protecting the City's rich historic and natural resources and enhancing the quality of life enjoyed by its residents and visitors.*
2	Housing	83	Substitute "such as" for "including" in Housing Strategy HO 1.1. *Pursue strategies such as Community Development Block Grants or local revolving loan funds to finance the rehabilitation of housing on behalf of residents in need.*

Acknowledgments

The City of Lexington thanks the following people for their efforts in the development of the 2040 Comprehensive Plan:

Citizens, businesses, and organizations of the City of Lexington and surrounding region

City Council
Frank W. Friedman, Mayor
Marylin E. Alexander, Vice-Mayor
Dennis W. Ayers
Michele F. Hentz
David G. Sigler
Charles "Chuck" Smith
Leslie C. Straughan

Planning Commission
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Patrick Bradley, Vice Chair
Jamie Goodin
Mark Keeley
Camille Wright Miller
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Jim Halasz, City Manager
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Jani L. Hostetter, Executive Assistant
Bonnie Tombarge, Administrative Assistant

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Sandra Stuart
Craig Vinecombe
Dave Walsh

Local Organizations
50 Ways Rockbridge Racial Justice Issue Group
Court Appointed Special Advocates for Children
Central Shenandoah Planning District Commission
Chamber of Commerce
Kendal at Lexington
Local Branch of the National Association for the Advancement of Colored People
Main Street Lexington
Ministerial Association
Project Horizon
Rockbridge Area Recreation Organization
Rockbridge Area Conservation Council
Rockbridge Area Relief Association
School Board
Social Services
Threshold Housing Commission
Tourism Board
United Way
Virginia Military Institute
Washington and Lee University

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The Plan at a Glance

1 About the Plan

Section 1 establishes the legal context for the Comprehensive Plan, describes the Plan's functional relationship to other planning efforts in Lexington and the region, and summarizes the community input process - a key component of drafting the content of this plan.

2 Planning Framework

Section 2 outlines the Planning Structure, overarching Vision Statement, and a series of interconnected Planning Values. These Values set the stage for the goals, objectives, and strategies contained within each Planning Element.

3 Planning Elements

Section 3 contains the policies and strategies to achieve the vision of the Planning Framework. The section is organized into nine Planning Element chapters. Through the development of the Comprehensive Plan, Lexington identified the following Planning Elements as important to the community:

- ▷ Historic Resources
- ▷ Green Infrastructure & Natural Resources
- ▷ Local Economy
- ▷ Arts & Culture
- ▷ Housing
- ▷ Land Use
- ▷ Transportation
- ▷ Community Facilities & Infrastructure
- ▷ Governance

Each Element includes an overarching goal, supporting objectives, and specific strategies.

4 Implementation Plan

Section 4 brings the Comprehensive Plan to life. The Implementation Plan sets timelines for the strategies from each Planning Element and provides accountability by assigning responsibility for each strategy. The Implementation Plan provides specific guidance for decision-making and defines the ongoing process that will be used to monitor progress towards Lexington's vision for the future.

5 Appendix

The Appendix contains resources that explain and expand upon ideas contained within the Comprehensive Plan.

▷ How to Use this Plan

The Comprehensive Plan is a policy **guide for City officials and a resource** for community members. The Plan is a statement of community values and a framework to advance those values. It articulates Lexington's shared vision for the future and **identifies specific steps to realize** that vision. These steps, referred to as goals, objectives, and strategies, are based on a vision and supporting values that unify the plan under a coordinated planning framework.



Welcome to Lexington

Lexington, Virginia, is a historic community in Virginia's Great Valley. Since its founding in 1778, Lexington has evolved from a small Valley settlement along the Great Wagon Road into a vibrant center for education, culture, and commerce. Today, residents, students, and visitors alike enjoy Lexington's vibrant Main Street, world-class institutions, scenic views, and ample recreation opportunities within the City and in the surrounding Blue Ridge Mountains.

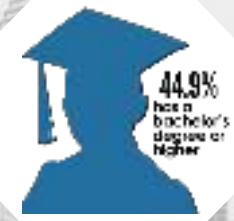
Lexington is situated on the Maury River approximately 50 miles north of Roanoke, Virginia, and 50 miles east of the West Virginia state line. Located at the intersection of historic US Route 11 and US Route 60 as well as Interstates 81 and 64, Lexington is the literal **and figurative center of the Lexington-Buena Vista- Rockbridge** County region. The region – covering approximately 610 square **miles of land and home to over 36,000 people – is recognized** for its many historic sites, outdoor recreation opportunities, and the scenic Blue Ridge Parkway. Lexington serves as Rockbridge County's seat and is home to both Washington and Lee University and the Virginia Military Institute. With a population just over 7,000, Lexington maintains a small-town feel mixed with nationally ranked academics, an eclectic arts culture, and deep historical roots.



Lexington Today

Lexington today is a remarkable city. But like any community, we face challenges and must define and measure our current successes and deficiencies. What are we getting right? Where are we falling short? By understanding the challenges and opportunities facing our community, we can decide what works and what we can do better. The Comprehensive Plan process allows us to assess our community and identify strategies to address any critical gaps. The following summarizes the key challenges and opportunities we face in making the Lexington of today the Lexington of 2040.



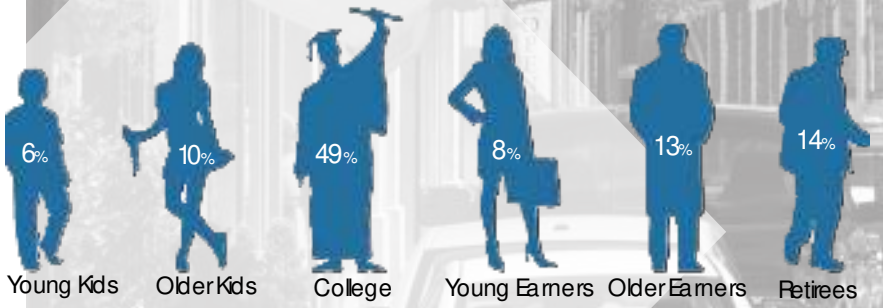




Lexington is one of the smallest cities in Virginia both in terms of area and population. Despite its size, it is a regional employment hub, and home to two major educational institutions and a wealth of cultural and recreational assets that support a thriving tourism industry. As a small, historic city that grew along traditional development patterns, Lexington does not have the major infill and redevelopment issues that larger more sprawling cities face. Rather, Lexington faces challenges due constrained city limits, little remaining undeveloped land, and aging infrastructure. As such, Lexington must employ forward-thinking land use and development policies to create more resilient infrastructure networks, meet market demands for shopping and housing, and provide for the needs of its residents.



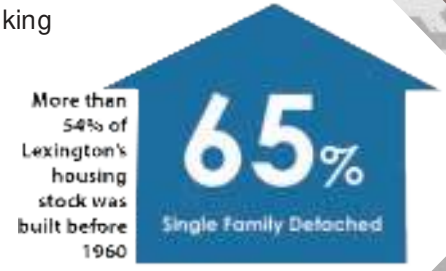
The people of Lexington are perhaps one of the City's greatest assets - highly educated and generally supportive of innovative community planning policies. Nearly 45% of Lexington residents hold a bachelor degree or higher, which is double the average in Rockbridge County and Virginia as a whole. The presence of Washington and Lee University and Virginia Military Institute contribute to high educational attainment rates in the City. These institutions are also key economic drivers and major employers for the City and region. Despite their powerful role in the City's economic makeup, Lexington struggles to retain the young, educated people who graduate from these institutions. Almost half of Lexington's population is comprised of college age people 18 to 24 years old. But young workers 25 to 39 years old only make up approximately 8% of Lexington's population. This disparity shows that most students do not



Lexington Today

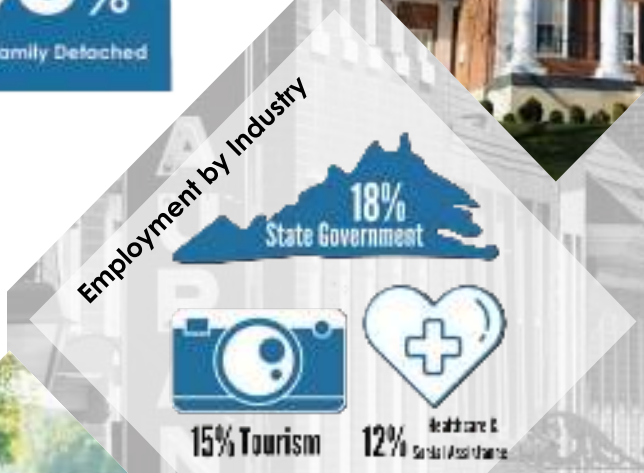
stay in Lexington after graduation and entry level workers are looking elsewhere for housing and employment.

Housing is one factor in Lexington's challenge to retain a younger workforce. A large percentage of both low and high income households are cost-burdened, meaning they spend 30% or more of their income on housing costs. Furthermore, 65% percent of Lexington's housing stock is single-family detached and greater than 54% was built before 1960. Housing in Lexington is larger, older, and more expensive to maintain than most young workers and families find appealing. This is further supported by Lexington's commuter patterns. The number of people commuting into Lexington is nearly 3.5 times greater than the number commuting out. With more affordable housing elsewhere in the region, easy commutes along interstates, and little remaining developable land, Lexington must implement creative policies to support a more equitable housing market and ensure growth management is coordinated regionally.



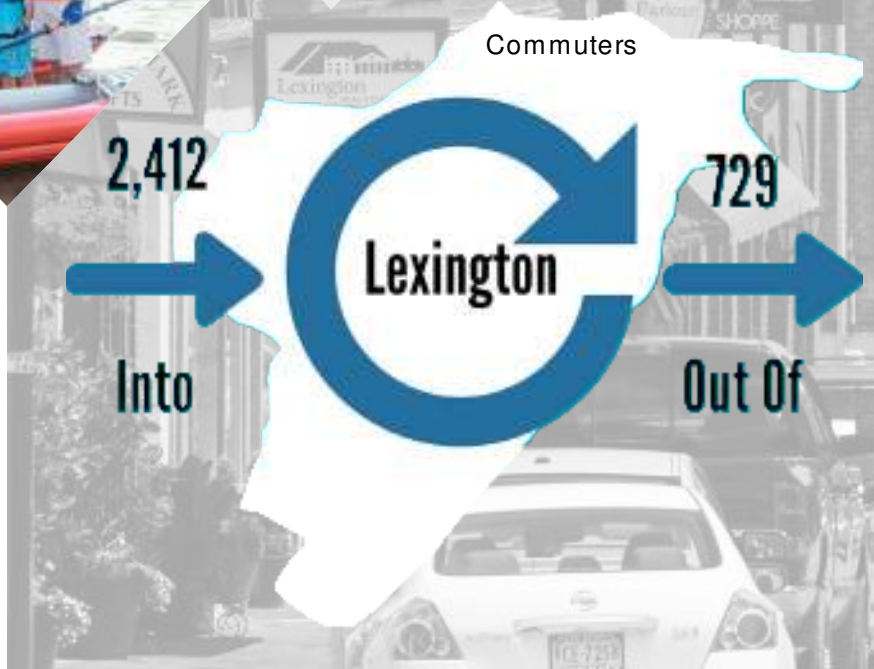








While creating more affordable housing options to help retain young workers and families is important to the long-term vitality of the City, we can't overlook the City's second largest population group — people age 65 and older. Just over 14% of Lexington's population is over 65. As such, Lexington should support expanded senior-living housing opportunities and also implement policies that allow residents to age in place – supporting the growth of the healthcare and wellness industries, providing safe alternative transportation, and continuing to support the development of amenities that allow people of all ages to enjoy a high quality of life.



Lexington provides a variety of community services and facilities for its residents. While the City strives to ensure the highest standard of public facilities, the City's physical infrastructure is aging and requires investment to maintain and enhance services, protect environmental quality, and accommodate future development. Maintenance and upgrades to the City's aging sewer and stormwater infrastructure are particularly critical to manage flooding, water quality degradation, and sewer capacity issues due to groundwater inflow and infiltration – issues made worse by the growing impacts of climate

Lexington Today

change. Looking to protect citizens, property, and the environment, Lexington must prioritize traditional infrastructure upgrades as well as look to innovative green infrastructure investments to offset the impact of development on our valuable natural resources. Lexington has a robust existing green infrastructure network that includes over 17 sites (such as public and private parks and open space), three trails, six waterways, and at least ten Low Impact Design stormwater sites. Increasing this network will enhance opportunities for alternative transportation and afford residents more opportunities for "green time", while also lessening the burdens on traditional infrastructure networks.







The traditional development patterns of many of Lexington's neighborhoods support the focus on alternative transportation. Connectivity between neighborhoods and shopping, dining, and entertainment amenities and choice in how residents get there creates a more affordable community by lessening the cost burden of transportation for households; allows people to safely age in place; lessens burdens on public infrastructure; and creates a more connected, healthy, and resilient community. Lexington's narrow, human-scale streets naturally-support bicycle and pedestrian travel between neighborhoods and amenities. At the same time, the narrow right-of-way presents challenges for retrofitting bike lanes and expanding sidewalks to improve safety and accessibility, an increasingly important issue both for young families and for aging residents.



Lexington already offers many quality of life amenities – a vibrant and historic downtown; two higher education institutions; one hospital; 20+ local restaurants just within downtown; 25+ museums, arts, theatre, and music venues; ten public parks or open spaces; a 500+ acre environmental preserve; three walking trails; and the Maury River - all within walking distance of most neighborhoods. As we plan for the Lexington of 2040, we must use these assets as opportunities to bridge the gaps in infrastructure, transportation, housing, and economic diversity.



In weighing the challenges and opportunities facing Lexington, it is clear that the City has much in its favor. The key is making use of those assets to address the challenges.

Lexington 2040

Our Vision

The City of Lexington will develop strategically and sustainably by diversifying economic opportunities, housing options, and transportation methods while protecting the City's rich historic and natural resources and enhancing the quality of life enjoyed by its residents and visitors.

The Lexington of today is a great place to live. The question, as we welcome future generations, is how can Lexington best expand and share these assets? How can we protect and amplify the special things we value about this place? How do we preserve our character and history as we grow and evolve with changing times? How do we increase housing and transportation choices for different types of individuals and families? How do we keep Lexington healthy, safe, beautiful, and affordable? How can we face our more difficult problems, improve the City, and meet our challenges head on?

The distinct benefit of a Comprehensive Plan is that it confronts these big issues in a big-picture way. The Comprehensive Plan fully considers how the whole community's values, people, places, and prosperity are interrelated and interdependent. In creating this plan, we identified the defining issues that are central to the future success of Lexington. The challenge before us now – in shaping the Lexington of 2040 – is to leverage our strengths as we grow, while mitigating the negatives. The Lexington 2040 Comprehensive Plan provides the direction to do that.





About the Plan

▷ About Comprehensive Plans ▷ Planning Process

About the Plan

▷ What is a Comprehensive Plan?

The Comprehensive Plan is a long-range planning document that serves as a guide for the development of a locality. The City of Lexington is charged with making many decisions on behalf of its citizens, all meant to serve the interests of the community. The Comprehensive Plan establishes the long-term vision for the future of Lexington so that each of these many decisions can be aimed toward shared goals for the City's future. The Plan describes the community's vision for where it wants to be in the next 20 years, along with strategies to achieve the community's goals. The strategies are based on community values that foster sustainable growth and enhance community character in order to create a more vibrant future for Lexington.



Legal Basis for Comprehensive Plans

All cities, counties, and towns in Virginia are required to adopt a Comprehensive Plan for the physical development of their community. Within statutory limitations afforded by state code, land development, community facilities, and other public improvements are managed according to the policies set in the Comprehensive Plan.

The Code of Virginia establishes the Plan's legal status as a general community development tool based on the following:

> *... it shall control the general or approximate location, character, and extent of each feature shown on the plan. Thereafter, no ... (improvement), whether publicly or privately owned, shall be established, constructed, or authorized, unless and until... submitted to and approved by the local commission as being substantially in accord with the adopted Comprehensive Plan or part thereof ...*

The Code of Virginia Sections 15.2-2223 and 15.2-2224, among others, outline the required and optional Plan elements and offer a general framework for plan activities. Typical elements of the Comprehensive Plan, include, but are not limited to:

- Future land use planning maps and recommendations for development
- A comprehensive system of transportation facilities, including maps and cost estimates for improvements
- A system of community service facilities
- Areas and implementation measures for the construction, rehabilitation, and maintenance of affordable housing
- Strategies to provide broadband infrastructure
- Urban development areas appropriate for higher density development, redevelopment, and infill

State requirements for Comprehensive Plans also recognize that community development is on-going and ever changing. For this reason, the Code of Virginia sets a requirement that all Comprehensive Plans be reviewed every five years and amended as needed.

About the Plan



▷ Planning Jurisdiction & Coordination

Lexington's official planning jurisdiction ends at City boundaries. At the same time, Lexington is an employment, shopping, and entertainment destination for residents of Rockbridge County and the region.

With few parcels available in the City itself, new development increasingly locates on county lands adjacent to Lexington. In its own Comprehensive Plan, adopted in 2016, Rockbridge County prescribed that rural areas of the County should be preserved while new development should be encouraged adjacent to existing settlements and in areas well-served by existing transportation and utility infrastructure.

Lexington is also home to two major institutions – Washington and Lee University (W&L) and Virginia Military Institute (VMI). As a branch of State government, VMI is not subject to local zoning or other authority and conducts its own strategic and land use planning processes.

Lexington is a member of the Central Shenandoah Planning District Commission (CSPDC), a regional organization that provides planning services and technical assistance to its member jurisdictions. CSPDC staff participated in the development of this Plan and were integral in drafting the Transportation Chapter.

Lexington's connections to the region and major institutions shape the City's future. As such, the Comprehensive Plan recognizes and prioritizes collaboration with its institutional and regional partners as a critical component of long-range planning.



About the Plan



▷ Relationship to Other Plans, Policies, & Ordinances

This Comprehensive Plan is grounded in Lexington's strong history of local planning and is integrally related to other plans, policies, and ordinances. This Plan includes valuable ideas from the last Comprehensive Plan, the Downtown Enhancement Plan, City Council's Five-Year Strategic Plan, and other community plans and planning processes. The Plan also sets the stage for future updates to community plans, ordinances, and strategic documents.

Previous Comprehensive Plans

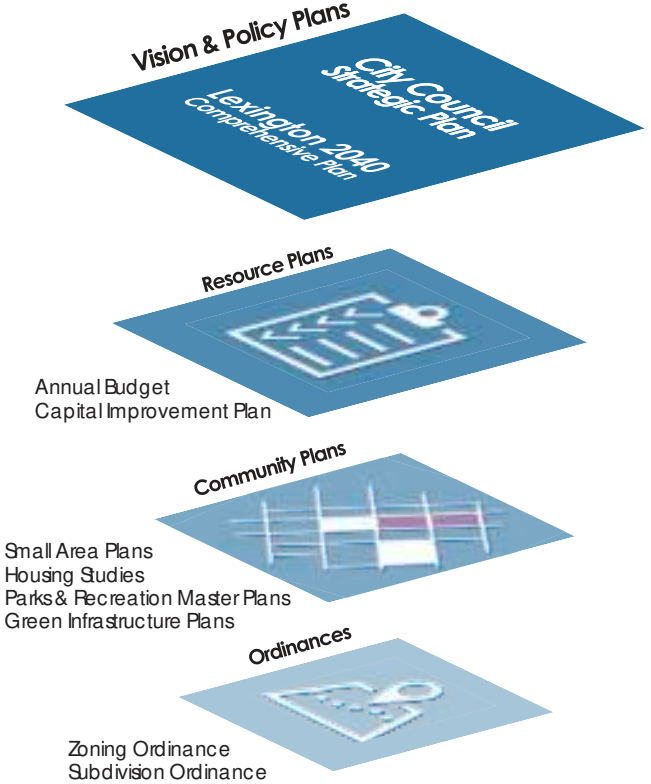
The first Comprehensive Plan for the City of Lexington was adopted in 1975 and was prepared by the Division of State Planning and Community Affairs. This Plan was updated in 1985 by the Lexington Planning Commission with the help of the Central Shenandoah Planning District Commission. In 1990, the Lexington City Council requested that the Comprehensive Plan be reviewed and updated. Following a 5-year process led by the Planning Commission and the City's Director of Planning and Development, an updated plan was adopted in June 1995. The Planning Commission and the City's Department of Planning and Development again updated the Comprehensive Plan in 2007 in a process that included a public input forum, survey, and meetings with local institutions, including Washington and Lee University, Virginia Military Institute, and Rockbridge County.

Zoning and Subdivision Ordinances

While the Comprehensive Plan sets planning policy for a community, land use and development are regulated through the City's zoning and subdivision ordinances. The Comprehensive Plan guides amendments to these ordinances and should be used to make decisions on land use applications, such as conditional use permits and rezonings. Because it is a guide for other City actions, the Comprehensive Plan will only be implemented through its diligent application by Lexington's staff and elected and appointed leaders.

In 2016, Lexington began a major review and update of the City's zoning ordinance, following many years of minor changes and patches. The new zoning ordinance was adopted in 2017 and subsequent amendments have been adopted. Since then, Lexington has updated the zoning ordinance annually, as is best practice to ensure continued compliance with state code and consistency with the Comprehensive Plan.

How the Tools Work Together



About the Plan



▷ Relationship to Other Plans, Policies, & Ordinances

City Council Strategic Plan

Lexington's City Council adopted its Five-Year Strategic Plan in January 2019. Like the Comprehensive Plan, the Strategic Plan provides a vision and prioritizes actions to address the needs of the community. The Strategic Plan is distinct from the Comprehensive Plan in its shorter-term planning horizon and broader focus beyond the physical environment. Where the Comprehensive Plan sets the planning context for private development, land use, and capital investments over a 20-year period, the Strategic Plan is focused on a five-year horizon and includes intangible or non-physical elements, such as operational and fiscal conditions. This distinction is evident in the City Council's strategic vision, which states that:

> *"Lexington is an inviting, open-minded and welcoming city. Our Community is known for its cultural, recreational, and education opportunities. Accomplishing this vision requires solution-focused and fiscally responsible city government, a vibrant and economically healthy downtown, and an engaged citizenry interested in friendly, livable and safe neighborhoods."*

While the Strategic Plan is broader in scope than the Comprehensive Plan, both plans should be coordinated and work together toward the same future. The five main principles set by the City Council to achieve its strategic vision can be applied to issues dealing with Comprehensive Planning:

- Healthy and Physically Active – Americans with Disabilities Act compliance, pedestrian, bicycle, and recreation facilities including Jordan's Point as a destination for outdoor activities.
- Economically Healthy – Appropriate scale and variety of commercial areas, enhance business activities and regional economic development initiatives, and diversify the tax base.
- Learning – Provisions for schools and affordable day care facilities, libraries, and access to the colleges.
- Safe – Safe transportation routes including pedestrian and bike accommodations as well as emergency services.
- Engaged – Community involvement in the Comprehensive Plan process itself.

Capital Improvement Plan

A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities. The community benefits and the long-range vision is achieved when the priorities of the CIP align with the City's Strategic and Comprehensive Plans.

Other Plans and Initiatives

Lexington's Comprehensive Plan relies on the body of knowledge and recommendations contained in many other plans, policies, and initiatives. Within each Planning Element, this Plan recognizes these existing documents and identifies new plans and studies that may be needed to support implementation.

About the Plan

▷ The Planning Process

A Phased Approach

To produce a plan that is clear, supported by the community, and suitably comprehensive, the process of creating the plan must be both open and organized. The planning process for Lexington's 2040 Comprehensive Plan was organized into four phases:

Phase 1 – Analyze existing plans and regulations; gather demographic and other data.
Phase 2 – Collect community input and establish a vision.
Phase 3 – Develop individual plan topics, sections, maps, and goals.
Phase 4 – Refine the plan through public review; adoption by elected leaders.





Community Input Process

Public input is essential for a Comprehensive Plan that is reflective of the community's vision for the future. This Plan is the result of a community-driven process that included broad outreach throughout the planning process.

The community involvement process, which began in Spring 2018, generated input from hundreds of residents. Through online surveys; public meetings and workshops; interviews with community stakeholders, including residents, business owners, leaders of City departments and other organizations, and county and regional leadership; and the guidance of thematic working groups, this Plan has been drafted and vetted with direct input from the community.

The information gathered in these community engagement activities guided the development of the Comprehensive Plan and are important aspects of all planning decisions regarding the future of the community.

- *Community Kick Off Forum*
- *Community Survey*
- *Interviews with Regional and City Stakeholders*
- *Joint Meetings with Rockbridge County Planning Commission*
- *Working Groups*
- *Drafting by Lexington Planning Commission*
- ***Public Review, Refinement, and Adoption***

About the Plan

▷ Community Input Summary

Community Kickoff Forum

An opening public forum was held at Virginia Military Institute's Marshall Hall on March 8, 2018, to introduce the comprehensive planning process, explain the role of the plan, and begin to collect public input on the future of the City. After presentations by City staff and planning consultants, attendees were asked to work in groups of four to eight to answer questions identifying the top issues and projects they would like to see the plan address.

Top planning issues included:

- Affordable housing
- Economic development
- Balancing growth and preservation (both historic and environmental)
- Pedestrian and bicycle networks
- Jobs and employment

The top projects identified included:

- Creation of additional greenspace
- Pedestrian improvements
- **Beautification projects**
- Affordable housing development and programs
- Attracting tourism



Community Survey

A community survey was available for residents of both the City and surrounding areas between June 15 and August 31, 2018. The survey was completed by 489 respondents who gave input on transportation, vision, priorities, and other topics. The survey was available online, with paper copies also available. Participation in the survey was promoted through the City's website, social media, in newspapers, and at local events. The results of this survey are summarized here and are vital to this plan:

- Top 3 concerns for Lexington's future: lack of job opportunities, affordability, and lack of shopping or services.
- Top 3 existing assets: small city character, natural beauty, and historic sites and buildings.
- Residents desire economic development while also preserving history and providing affordable living options.
- Priorities for the City's public facilities and services: basic needs of the public schools, public water and sewer systems, and emergency services.
- Type of residential growth needed: affordable housing, single family homes, and housing for seniors. Respondents also noted a need for condos, apartments, duplexes, and townhouses.
- Type of commercial development needed: general retail, healthcare, specialty retail, and restaurants.
- Top transportation challenges: parking, issues with sidewalks, and lack of bicycle lanes.
- Important characteristics of neighborhoods: friendliness, quiet, historic architecture, proximity to downtown and mature trees.
- Land use challenges: conservation of open space, limited developable land, and the presence of institutions of higher learning that impact the amount of land available.
- Top 5 changes needed to make Lexington more livable and enjoyable: more shopping and entertainment; community, family, kid friendly spaces; increased affordability, walkability, and economic development; and job opportunities for young people.
- What Lexington should look like in the next 10 years: thriving businesses and a downtown; historical and small-town character; increased opportunities for youth, young families and young professionals; no change; and a welcoming and diverse City.

About the Plan

▷ Community Input Summary

Interviews with City and Regional Stakeholders

As a follow-up to input from the public through the kickoff forum and community survey, specific insight was sought from stakeholders, including departments of City government, Lexington's two institutions of higher learning, non-profit organizations, and regional authorities. Each was asked about specific Comprehensive Plan issues affecting their work, and what City issues they see in their interactions with the community.



The issues and concerns covered by these interviews add expert input to the planning process and help identify strengths, weaknesses, and opportunities for the future. Stakeholder input mostly complemented the concerns of the public, with recurring themes including:

- The need to protect the City's irreplaceable historic character.
- The roles for many organizations in the active promotion of economic development.
- Desires for additional recreation and outdoor activities.
- The need to directly address issues of poverty in the City.
- The opportunity to collaborate with institutions of higher learning over shared interests.
- Lexington's need for affordable housing and a wider variety of housing options.
- The need for citizens to have a voice in local government and in all plans.

Interviewed stakeholders from:

- Police Department
- School Board
- Rockbridge Area Relief Association
- Washington and Lee University
- Virginia Military Institute
- Rockbridge Area Conservation Council
- Central Shenandoah Planning District Commission
- Kendal at Lexington
- Fire Department
- Main Street Lexington
- Chamber of Commerce
- Public Works
- Tourism Board
- Rockbridge Area Recreation Organization

About the Plan



▷ Community Input Summary

Joint Meetings with Rockbridge County Planning Commission

As the center of a larger region, Lexington must consider planning issues beyond its own borders. Land use and transportation plans of neighboring Rockbridge County, which completed its own Comprehensive Plan update in 2016, are particularly important.

To promote a cohesive and regional approach to planning and to learn from the experience of County planners, joint meetings of the Lexington and Rockbridge County Planning Commissions were held on June 13, 2018, at the County Office Building and again on July 12, 2018, at Waddell Elementary School. These meetings were an opportunity for Lexington commissioners to ask questions of their County counterparts, and to explore the regional coordination elements adopted into the 2016 Rockbridge County Comprehensive Plan. Key principles of this coordination effort include:

- The County's future land use planning focuses development on areas directly surrounding Lexington.
- Lexington, Buena Vista, and Rockbridge must work together to leverage their resources for economic development.
- **Developing shared community facilities benefits all residents.**
- **Promoting sustainable development is mutually beneficial.**
- Affordable housing is an issue for everyone in the region.
- Preserving scenic beauty and environment is key to the region's success.

Working Groups

Citizen working groups were established to supplement the community engagement efforts in early 2019. Two working groups were established: Green Infrastructure and Arts and Culture. These working groups were charged with examining existing conditions and making recommendations for improvements to be considered by the Planning Commission.

About the Plan

Drafting by Planning Commission

Under the Code of Virginia, the Planning Commission is responsible for reviewing and recommending changes to the Comprehensive Plan. The Planning Commission drafted the 2040 Comprehensive Plan using the wealth of information collected through the community engagement process. The Planning Commission welcomed public comment throughout the drafting process during citizens' time at each meeting.

Public Review, Refinement, and Adoption

The public review and refinement period ensures that the drafted Comprehensive Plan presents a clear path forward that is understood by community members. In June 2020, Planning Commission made the draft plan available to the public and hosted a public review meeting to showcase progress and gather reactions.

With in-person meetings limited due to the COVID-19 pandemic, the City employed new technology to collect citizen and stakeholder input on the draft Plan. The public review meeting was held as an interactive "Virtual Public Forum" and was made available on social media for real-time and asynchronous viewing. A follow-up survey was sent to participants, and the Plan was shared on the City's website and by email with stakeholder groups that had been involved throughout the process. The "Virtual Public Forum" was viewed by over 800 people and had more than 50 participants during the forum.

The public review process raised a new level of awareness and attention to considerations of diversity and equity in Lexington. Substantive changes were made to all chapters of the Plan, with particular emphasis on history and historic resources. In addition, the Planning Commission engaged numerous community organizations that represent the voice of the underrepresented, ensuring that the final draft plan recognizes Lexington's difficult past and charts a course to an inclusive future.

Following the public refinement period, the revised draft Comprehensive Plan was available for review by the public and considered by the Planning Commission through a formal public hearing process. Upon receipt of the Planning Commission's recommended draft, City Council completed its review of the draft Comprehensive Plan. The draft Plan was again made available for review by the public and considered through the formal public hearing process before adoption by City Council.







Planning Framework

▷ Vision ▷ Values ▷ Planning Elements ▷ Goals & Objectives

Planning Framework



▷ Plan Vision

A meaningful Comprehensive Plan looks 10 to 20 years into the future toward a vision of what a place can be. This vision is based on the collective input from the community and should be supported by residents, business owners, and other community members. The vision serves as the overarching principle for the Comprehensive Plan, guiding the development of goals and strategies for each Planning Element. The vision is a broad, aspirational statement headlining the entire Comprehensive Plan — the words are carefully chosen to reflect the most important issues on the minds of community members.

To develop the vision statement for this Comprehensive Plan, input was taken from a wide range of stakeholders including residents, organizations, government departments, and other groups. The vision statement was crafted collectively and adopted by Lexington's Planning Commission.

This vision statement points to an achievable future within the Comprehensive Plan's 10- to 20-year timeframe and is the guiding principle for this plan and the goals set forth in it.

How the City achieves this vision is a long-term project, and one that will take input and cooperation from a variety of people and entities. Through careful planning, this vision can be achieved through setting goals with specific objectives and strategies.

This vision statement paints a picture of a City that is thriving for all residents and businesses and is open to future growth and development. The City in this vision is one that welcomes new citizens and encourages small businesses, friendly neighborhoods, and a City government that works for and with the people to ensure long term sustainability and success for Lexington.

The City of Lexington will develop strategically and sustainably by diversifying economic opportunities, housing options, and transportation methods while protecting the City's rich historic and natural resources and enhancing the quality of life enjoyed by its residents and visitors.

Planning Framework

▷ Plan Values

The vision statement is supported by a series of planning values that provide direct guidance for the strategies, projects, and recommendations included in this Plan. Values are those things that Lexington, as a community, cares the most deeply about. As such, the Plan Values should serve as a guide for the many decisions community leaders will make over time for Lexington. With each decision, we must ask: Are we respecting our values and creating meaningful change for our community? By adhering to the following Plan Values, we ensure that our vision for the Lexington of 2040 becomes a reality.

▷ Defining Diversity

Diversity is paramount to understanding our community's history, enjoying its present, and ensuring future success. Diversity includes the many individuals and groups — demographic (race, age, income, family makeup, birthplace, neighborhood, etc.), self-identification (sex, gender, politics, religion, etc.), and any other differences deemed important — that live in, work in, or visit Lexington.



Accessibility & Diversity

We create a more equitable community by ensuring that all residents are connected to and have choice in amenities, services, and opportunities available across the City. We value our diverse community and promote inclusion, equal access, and justice for everyone. At the heart of our desire for inclusion is respect, empathy, mindfulness, and fairness.



Sustainable Economy

We create a more prosperous Lexington by elevating the quality of life for all people in the City. We create a robust and resilient regional economy by putting in place the foundations and programs that allow all Lexington residents to thrive and provide the innovation capable of weathering economic **fluctuations and challenges.**



Local Identity & Character

We create a more vibrant and livable Lexington by protecting and connecting neighborhoods and assets. We create distinct and authentic places by building on our unique history and culture. We provide the stewardship necessary to ensure Lexington's rich historic and natural resources are integral components of our City's future.



Citizen Engagement

We provide education and outreach materials, venues, and planning support so that all residents have the opportunity to engage, lead, and be heard. We recognize that the scope of this plan extends beyond the role of City government. We engage the community in helping the plan succeed.



Management & Collaboration

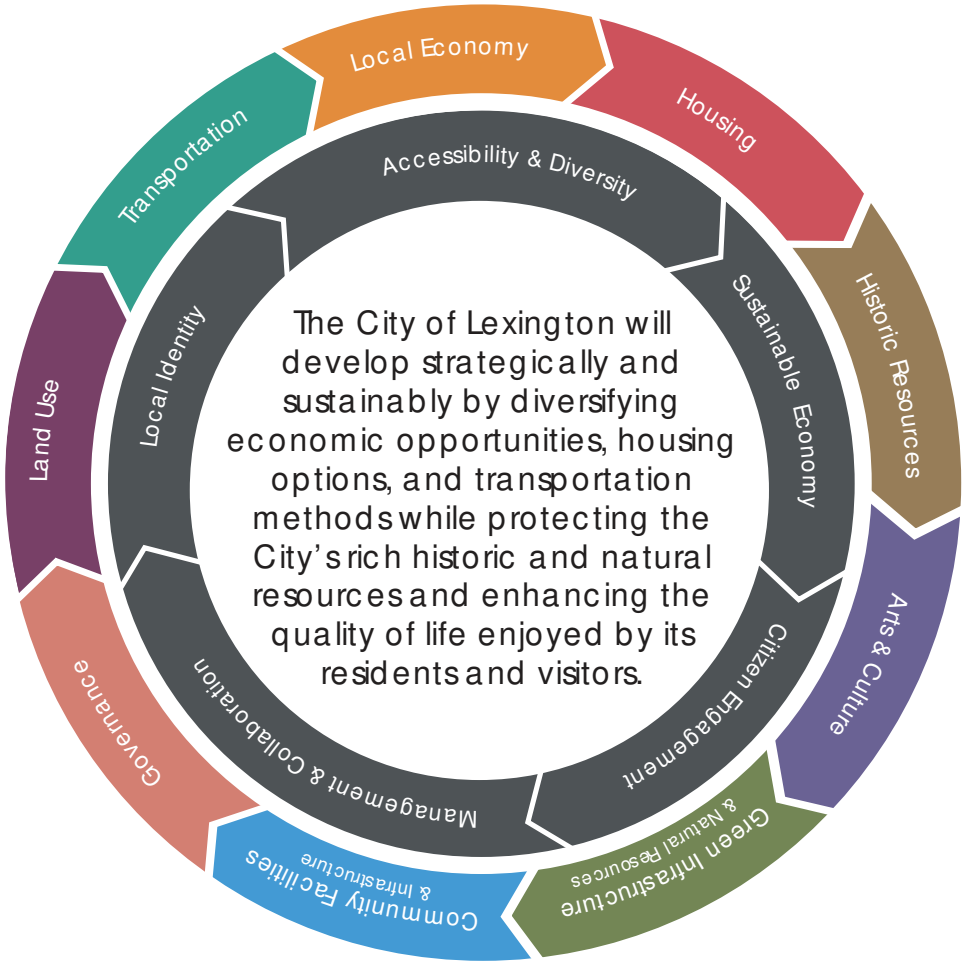
We act as leaders in our broader community. We leverage our **institutions, non-profit, and** government organizations, strengthening connections and forging partnerships. We work regionally and coordinate locally to ensure our community is interconnected, responsive, and resilient.

Planning Framework

▷ Planning Elements

Every community is comprised of physical elements, economic factors, and social structures that combine to create the distinct places people call home. When we plan for communities, we must consider each of these elements. While residents may require the same basic necessities, every community is unique and has different priorities. Through the development of this Comprehensive Plan, Lexington identified the following nine Planning Elements as important to the community:

- Historic Resources
- Green Infrastructure & Natural Resources
- Local Economy
- Arts & Culture
- Housing
- Land Use
- Transportation
- Community Facilities & Infrastructure
- Governance



The following chapters describe these Planning Elements in detail. Each Planning Element chapter contains a detailed analysis of planning context, an assessment of needs, and an overarching goal, supporting objectives, and specific strategies to bridge any gaps. Lexington's Vision and Values are achieved through the work done to improve each of these Elements.

▷ Goals & Objectives

The Plan sets out nine overarching Goals, one for each of Planning Element addressed in the Plan. Each Goal is supported by targeted Objectives that align with the Plan Values. Taken together, they create a strategic framework to improve each of these Plan Elements and achieve our Vision for the Lexington of 2040.

Table 2.1 illustrates the Goals and Objectives for each Planning Element included in this plan.

Table 2.1
Goals &
Objectives

	Historic Resources	Green Infrastructure & Natural Resources	Local Economy	Arts & Culture	Housing	Land Use	Transportation	Community Services & Infrastructure	Governance
GOALS	Continue to improve the quality of life in Lexington, by protecting its historic character, bolstering cultural and recreational opportunities, and promoting tourism to the region.	Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.	Market the City's assets, including its history and small-town character to attract business, increase employment opportunities, raise salaries, and expand local revenue.	Foster the expansion of the artistic and cultural assets in the Lexington region by effectively using existing resources and talent to attract and expand new opportunities.	Conserve and foster the improvement of the City's neighborhoods to ensure safe, affordable, and desirable places to live.	Plan for strategic, efficient, and quality development that increases the economic vitality of Lexington by building on local character and identity; protecting sensitive resources; and prioritizing connectivity between neighborhoods and services.	Build an interconnected and attractive transportation network that provides all residents with safe and efficient mobility choices - including automobile, bicycle, and pedestrian travel.	Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.	Provide an inclusive, accessible, and responsive government that works for and with the people of Lexington to achieve its vision and implement its long-range plans.
	Promote historic preservation as a means to enhance the quality of life for all of Lexington's residents.	Create a connected system of green infrastructure to support biodiversity and "green time" access for individuals of all ages, abilities, and backgrounds in the community.	Offer a business-friendly environment with opportunity for all residents.	Foster access to arts and culture in Lexington.	Promote a variety of safe and affordable housing options for all of Lexington's residents.	Support development patterns that are interconnected and provide opportunities for all of Lexington's residents.	Provide safe transportation options for residents of all ages and abilities.	Improve access to community facilities and services for all residents.	Ensure Lexington's leadership is available to and representative of all City residents.
	Continue to promote history and historic preservation tourism as key elements for a strong, resilient local economy.	Promote energy sustainability and environmental resilience.	Attract new business and investments that increase the city's tax base, diversify the economy, and promote job growth.	Support a strong local arts and culture economy.	Pursue policies that bolster Lexington's housing market, promote new development, and reduce long-term financial burdens on property owners.	Implement land use and growth policies that minimize the burdens placed on the community and increase resiliency and adaptability.	Pursue fiscally responsible transportation improvements that promote accessible, resilient, and adaptable transportation networks.	Offer efficient and effective community services and facilities that meet the needs of residents and businesses of the city.	Advance fiscal responsibility and resiliency in all city decisions.
	Build on Lexington's history and distinctive identity to create a more vibrant 21st century community.	Leverage green infrastructure to build a more beautiful, healthy, and sustainable community.	Make strategic investments that enhance the quality of the community to attract visitors, businesses, and employees.	Use art and culture as a placemaking tool in the community.	Protect and enhance the quality and character of Lexington's residential neighborhoods.	Encourage innovative development that respects, compliments, and builds on Lexington's historic character.	Ensure Lexington's transportation networks are attractive, equitable, and improve the quality of life for all city residents.	Ensure public facilities and services complement the community's design while satisfying the highest level of service for the citizens.	Make decisions that reflect and enhance the values and character of the Lexington community.
	Empower citizens to protect and enhance Lexington's historic resources.	Engage citizens in efforts to create a greener, more sustainable city.	Leverage the business community to strengthen economic development and growth.	Encourage and support citizen-led arts and culture events and initiatives.	Engage Lexington residents and property owners to create a more robust local housing market.	Encourage participation in land use plans, policies, and decisions.	Use citizen input to guide decisions regarding community transportation network improvements and opportunities.	Commit to engaging community members in substantive policy- and decision-making to provide the highest possible level of service provision.	Use innovative techniques, tools, and platforms to engage citizens in decision making processes.
	Provide the appropriate planning information, regulation, and coordination for historic preservation and tourism.	Support partnerships that improve green infrastructure and protect natural resources.	Partner with adjacent communities, community organizations, and educational institutions to achieve the shared economic success of the region.	Provide resources and support for arts and culture in the greater Lexington region.	Leverage community resources to support diverse, safe, and affordable housing.	Work with local and regional organizations, institutions, and groups to further Lexington's land use and development goals.	Coordinate with local and regional agencies and organizations to implement improvements to Lexington's transportation network.	Maximize service delivery through effective management and partnerships.	Advance Lexington's community planning goals through internal coordination and external partnerships.

Historic Resources

Continue to improve the quality of life for all Lexington residents, by protecting historic character, bolstering cultural and recreational opportunities, and promoting tourism to the region.



Historic Resources













▷ Introduction

Lexington is an enduring city, rich in history and architectural character that serves as a backdrop to modern life. Lexington's well-preserved historic downtown is a point of pride for residents, an attraction for visitors, and an economic engine that helps propel the community forward.

Lexington's historic resources and cultural strength support the community's rich quality of life, and as such, the preservation of historic resources is vitally important to the community. Cultural and historic resources include many elements: buildings and structures, scenic roads and rural landscapes; institutions; urban streetscapes; neighborhoods; and other character defining landmarks. In addition to protecting Lexington's historic fabric and cultural identity, the preservation of these resources is integral to maintaining long-term community sustainability and is tied to success in reducing environmental impacts, promoting economic resiliency, providing affordable housing, and offering safer and more efficient transportation networks. Efforts to promote historic preservation support 21st century initiatives and the planning goals present in the rest of the Plan.

Lexington carefully attends to historic preservation while moving toward the future. In Lexington, the preservation of history is not an accident. It is an active pursuit that is planned for, executed daily, and balanced against change and growth. This chapter offers guidance to sustain and promote the identity of Lexington as a historic community. This is not without challenges. Lexington has a complicated and difficult history in terms of racial injustice, and it is, therefore, incumbent upon us to promote the most accurate and inclusive history possible. This chapter includes recommendations to expand our preservation efforts (the places we protect, the stories we tell, the people we engage); enhance planning, regulatory, and incentive tools; improve coordination among all stakeholders who impact preservation in Lexington; and demonstrates how historic preservation contributes to the success of all of Lexington's planning efforts, including addressing the continuing effects of inequities in our past policy and planning decisions. The City's historic preservation efforts of today allow Lexington to use its past to learn and to grow so that we can create a more vibrant and sustainable tomorrow.

Historic Resources

▷ Planning Context

History

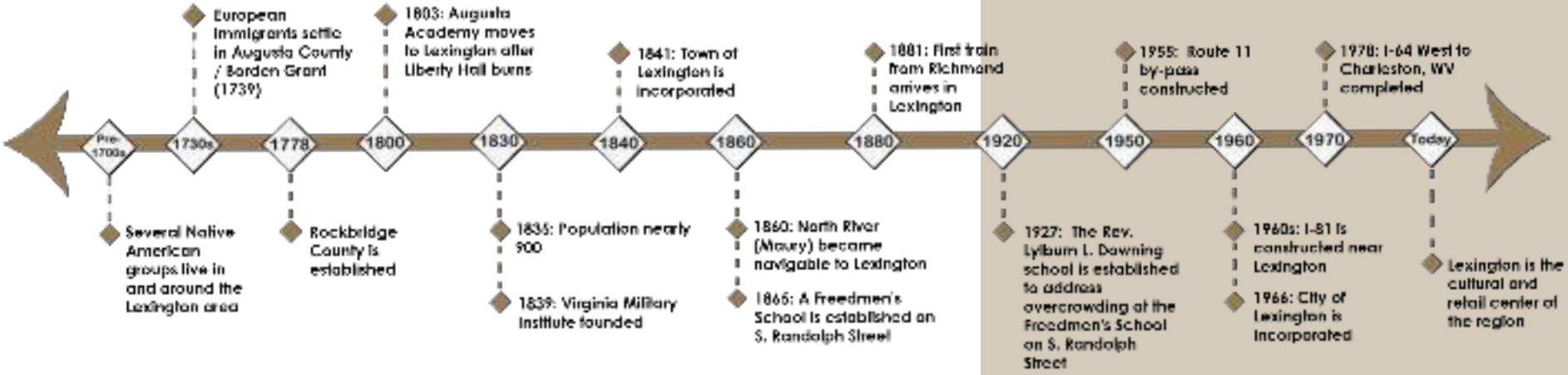
Lexington is located at the gateway to Virginia's Shenandoah Valley, which takes its name from its Native American past: Shenandoah — Clear-Eyed Daughter of the Stars. Archeological evidence suggests that Native Americans were present in the area 11,000 years ago. Migratory tribes, including the Monacan, Saponi, and Tutelo, traveled and hunted in the region through the ensuing centuries. When European immigrants began settling in the Valley in the mid-1700s, the dominant tribes were the Iroquois Confederacy and the Shawnee.

In the 1730's, Scots-Irish, English, and German immigrants moved south from Pennsylvania through the Valley and into what would become Rockbridge County. By the late 1700s, colonial land patents and sometimes deadly frontier conflict would drive most all native communities out of this part of the Valley. The expansion of the African and domestic trade of enslaved people through the 18th and 19th centuries would advance the area's agricultural, industrial, commercial, and educational growth; the 1860 Lexington census shows that 1/3 of its 2,150 residents were of African descent (29% of them enslaved, with yet more hired from Rockbridge and nearby counties).

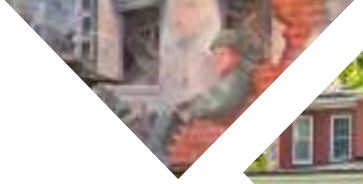
▷ Community Engagement

A recurring theme in this Plan's community input activities was the importance of preserving Lexington's historic building fabric. Lexington's scenic and historic character was identified as a top asset that community members value. The community recognizes the need to protect the City's distinctive historic character while balancing growth and the changing needs of a 21st century community. These themes guided the development of this chapter and informed efforts to identify strategies for Lexington's historic resources.





Historic Resources







▷ Planning Context

After the Civil War and emancipation, many formerly enslaved people continued to live and work in the Lexington area. In the early 20th Century, Lexington had a vibrant and economically successful African American community. Businesses located along North Main not only served the nearby neighborhoods of Green Hill and Diamond Hill, but also provided goods and services to VMI. These communities began to diminish in the 1960s as young people moved away. This decline was exacerbated when African American public school teachers left Lexington in the wake of school desegregation for teaching jobs elsewhere. The physical reminders of this community are still present along the streets of the Green and Diamond Hill neighborhoods and in landmarks such as the Wilson-Walker House.

Lexington's history and growth is uniquely tied to its institutions of higher learning – Washington and Lee University and Virginia Military Institute (VMI). From the early days of European immigrants settling in the area, the predecessors of Washington and Lee University, the Valley of Virginia boys' academies, served as a center of education for the region. VMI, established in 1839, boasts the title of the nation's first state-sponsored military college. Both institutions continue to thrive today and represent a defining element of the physical, economic, and social character of the community.

Lexington has also been shaped by infrastructure. Lexington was established in the center of Rockbridge county at the intersection of the Great Wagon Road and the North River at Gilbert Campbell's Ford. The Great Wagon Road functioned as the primary thoroughfare for trade and continues today as U.S. Route 11. By the 1860s, canals linking Lexington to Richmond created a thriving commercial center along the waterfront at East Lexington and Jordan's Point. The railroad arrived in the 1880s and was later abandoned in 1942. In the early 1960s, I-81 replaced Route 11 as the major north-south artery connecting urban areas in the Valley. Construction of I-64 in 1978 completed the major north-south and east-west highway networks that define Lexington today.

Lexington today serves as a retail and cultural center of Rockbridge County, as well as the home of local government and courts. In recent years, the addition of major shopping centers to the north and east of the city has changed the character of retail business in the Central Business District. But thanks to imaginative programs by Historic Lexington Foundation, Lexington Downtown Development Association (now Main Street Lexington) and others, Lexington's downtown has not only survived but continues to serve as a focal point for the tourist trade and the area's economy.

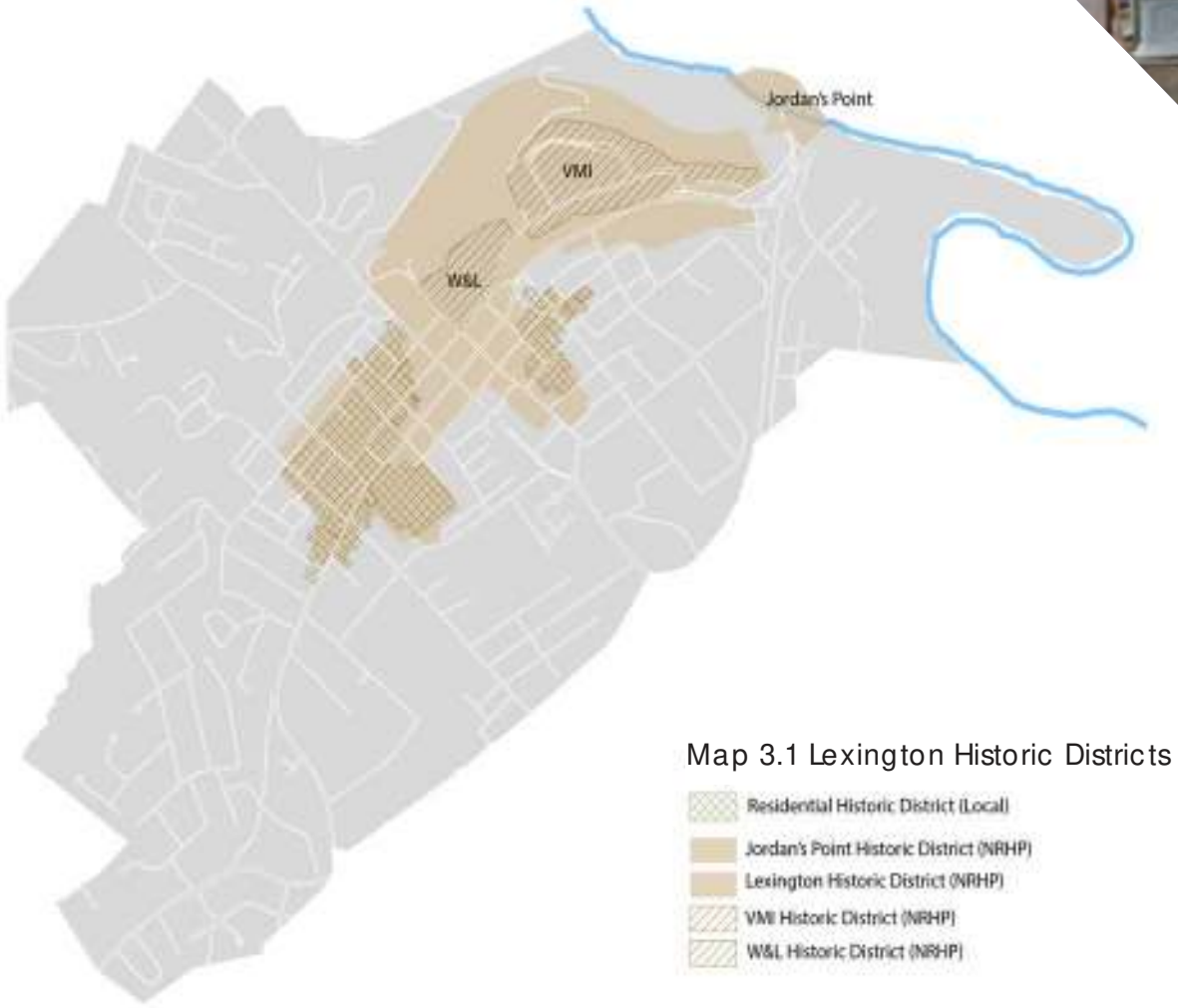
Historic Resources



Historic Preservation

The City of Lexington is well known for its architecture and record of historic preservation. The work of preserving Lexington's historic fabric has been ongoing for decades, including the physical rebuilding of damaged structures, the designation of historic places, and the promotion of the City's historic assets. In recent years, the City has updated its historic district nomination so that more properties will be eligible for historic preservation tax credits. In addition, the City achieved Certified Local Government status and developed design guidelines to ensure that new improvements in the historic district are compatible with the architectural character and contribute to the economic vitality of the City. Lexington's existing historic resources are shown in Map 3.1. Additional detail is provided in Appendix A.

Buildings which can be seen while walking through the downtown area or driving through the residential neighborhoods bear evidence of the community's dedication to preserving its architectural history. However, like many Virginia communities, these historic preservation efforts were exclusionary and often prioritized the preservation of sites that honored a racially divisive version of our public story. While more modern preservation efforts aim to provide a more inclusionary version of our shared past — the Historic Lexington Foundation is working to document and protect slave dwellings and historic African American schools and offers self-guided tours of the Green Hill and Diamond Hill neighborhoods — there is still much work to do. Recent community conversations are grappling with these issues, and this Plan acknowledges the need to address them by committing to telling a broader story of our community and reframing historic preservation as a means to improve the quality of life for all of Lexington's residents.

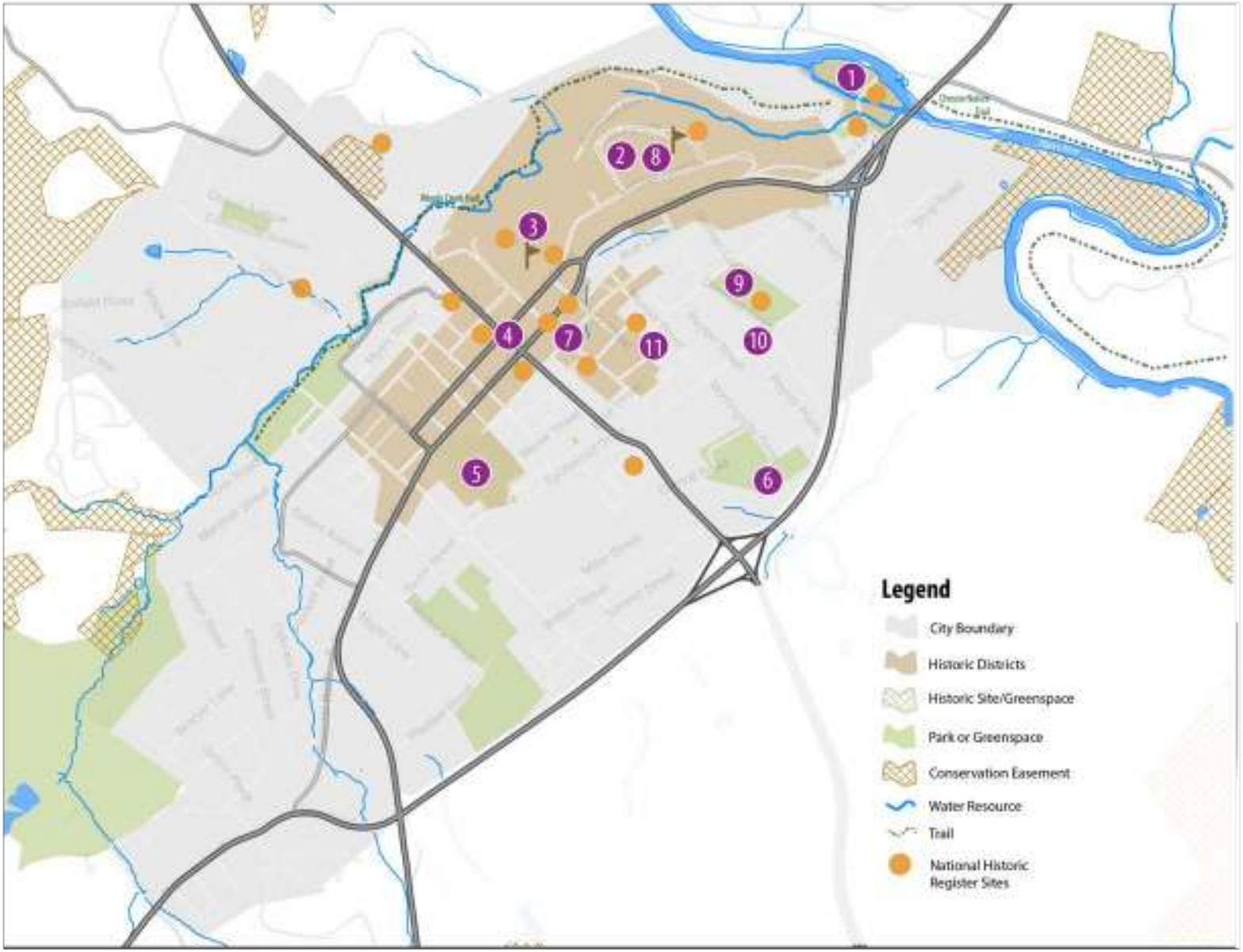


Map 3.1 Lexington Historic Districts

Historic Resources

Map 3.2
Existing Historic Resources

1. Jordan's Point/Miller's House Museum
2. Virginia Military Institute
3. Washington & Lee University
4. Historic Downtown Lexington
5. Oak Grove Cemetery
6. Evergreen Cemetery
7. Rockbridge Historical Society, Stonewall Jackson House, Visitor Center of Lexington
8. Marshall Foundation Museum and Library
9. Lylburn Downing Community Center
10. Diamond Hill Neighborhood
11. Green Hill Neighborhood



Historic Resources



▷ Planning Context

Historic Preservation and Sustainable Community Planning

When it comes to historic buildings and historic preservation, the case is clear — preservation promotes green development, bolsters economy through tourism, offers affordable housing options, reuses existing infrastructure and lessens the strain of providing community services, creates social connection, and improves quality of life.

In 2014, the National Trust for Historic Preservation completed an analysis, "Older, Smaller, Better: Measuring how the character of buildings and blocks influences urban vitality." The study demonstrates the unique and valuable role that older buildings play in the development of sustainable cities. Based upon statistical analysis of the built fabric of three major American cities, this research finds that established neighborhoods with a mix of older buildings perform better than districts with larger, newer structures when tested against a range of economic, social, and environmental outcome measures.

Historic preservation is the necessary first step to capitalize on the City's historic tourism potential – protecting assets that draw people to Lexington and fostering the creation of new amenities. Older, often smaller, buildings provide flexible, affordable space for entrepreneurs launching new businesses and serve as attractive settings for new restaurants and locally owned shops.

The rehabilitation of existing housing units and adaptive use of other building types for housing expands housing choices by providing residents with options that possess deeper cultural meaning and unique design qualities. The smaller size of many historic dwellings contributes to the City's stock of market rate affordable housing and workforce housing. Furthermore, each dollar spent on rehabilitation creates more local jobs than new construction, and more of that dollar stays in the local economy, circulating multiple times. To ensure the rehabilitation of historic resources, the City encourages the Historic Lexington Foundation and local lending institutions to continue funding and sponsoring a rehabilitation loan pool for downtown buildings.

Historic development patterns integrated land use and circulation in a compact street grid serving multiple modes of transportation. Reinvestment in historic districts and communities also promotes reuse of existing infrastructure and supports areas that generally are walkable and have good transit access options. For instance, Lexington's older residential neighborhoods and downtown receive Walk Scores of 78-81 whereas newer neighborhoods receive Walk Scores as low as 11. Preservation maintains these human-scale patterns of development, contributing to a more interconnected land use and transportation network where residents have choice in how they move throughout the city. Encouraging walkability, bikeability, and transit use results in reduced energy consumption by individuals and more efficient provision of community services by municipalities.

Carl Elefante, AIA, LEED AP coined the phrase, "The greenest building is one that is already built." In addition to using green building technology in new construction, sustainable development also embraces the preservation of existing buildings and structures. Reusing existing buildings saves landfill space and the energy expended in recycling materials from demolition. Furthermore, many of Lexington's historic neighborhoods have mature tree canopies that help with carbon sequestration, creating cleaner, healthier air for Lexington Residents.

These benefits of historic resources surpass the traditional definition of historic preservation and set the stage for the weaving of historic preservation principles into Lexington's broader planning activities. The preservation of Lexington's historic fabric has far reaching and meaningful planning implications, creating a more vibrant and sustainable city.

Historic Resources



▷ Partnerships and Initiatives

The success of historic preservation initiatives in Lexington is largely the result of active community organizations, including the Rockbridge Historical Society, Preservation Virginia, the Historic Lexington Foundation, and Main Street Lexington. Additional information on these organizations and their efforts can be found in Appendix A.

State and National Historic Registers

The National Register of Historic Places, administered by the U.S. Department of the Interior, designates properties of historic **significance. The Virginia Landmarks Register, administered by the Virginia Department of** Historic Resources, is a similar list of buildings, sites, structures, and historic districts that **reflect Virginia's historical, architectural, and archaeological significance. Both** designations are largely symbolic in that they do not regulate the use or change of listed buildings. These recognitions do **however hold significance as a special honor** and may provide tax incentives to eligible rehabilitations.

There are four nationally registered historic **districts within the City: the Virginia Military** Institute Historic District, the Washington and Lee University Historic District, Jordan's Point Historic District, and the Lexington Historic District. Additionally, the City has several properties that are individually listed on **the Virginia Landmarks Register and/or the** National Register of Historic Places.

Architectural Review Board

The Architectural Review Board (ARB) is an appointed body responsible for reviewing all **proposals for exterior modifications to buildings** and signs within the Historic Downtown Preservation District. The ARB's activities include applications for construction of new buildings or additions, demolition, signs, exterior renovations, and elements such as fences, walks, and **retaining walls. Approved modifications are granted a Certificate of Appropriateness (COA)** allowing work to proceed. The ARB also reviews **COA applications in the Residential Historic** Neighborhood Conservation District, but on a much more limited basis, where only demolition and new building construction are subject to ARB review.

In addition to efforts to create new design guidelines, the City has recently provided further training to the ARB, updated the board's by-laws, and updated historic property surveys to bring greater organization and clarity to future historic preservation efforts and projects.

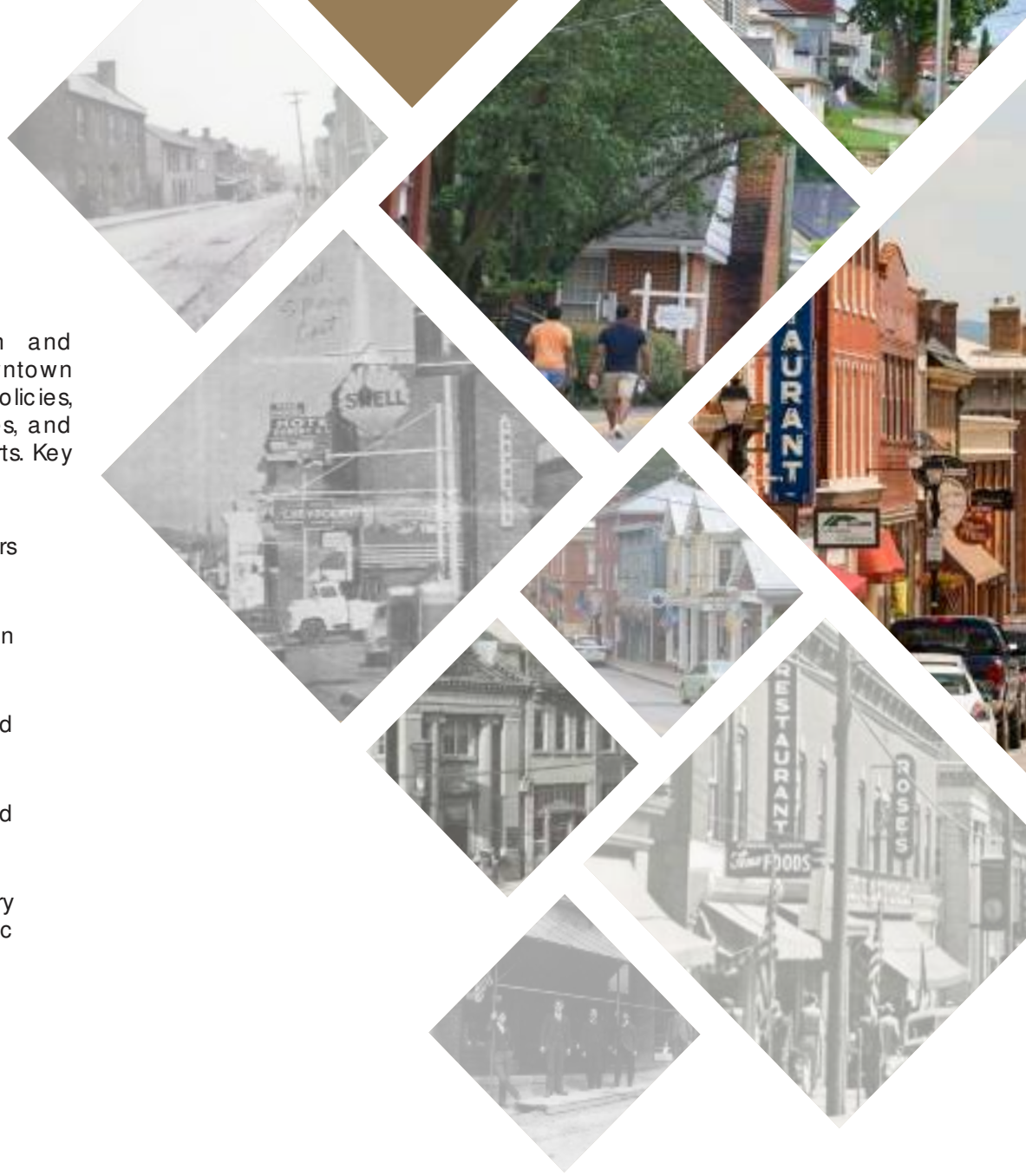
Historic Downtown Preservation District

In 1971, the City established the Historic Downtown Preservation District. A feature of the City's zoning ordinance, the district places additional requirements on signs and buildings within the historic downtown. This district is administered by both City staff and the ARB. Recently, the City has enhanced its commitment to historic **preservation by becoming a Certified Local** Government and creating comprehensive historic district design guidelines to inform preservation decisions.

Residential Historic Neighborhood Conservation Districts

In 2006, Lexington established two Residential Historic **Neighborhood Conservation Districts. One small** district is located east of the downtown and centered near Randolph and Massie Streets, while a second district covers a much larger area west and south of the downtown. Creation of these districts was the result of coordinated efforts involving the City Planning Commission, Historic Lexington Foundation, the Rockbridge Historical Society, and other local citizens committed to local historic preservation.

Historic Resources



▷ Needs Assessment

The City's long-standing attention to historic preservation and planning is apparent in the quality of Lexington's historic downtown and neighborhoods, as well as in the numerous programs, policies, and partnerships that are already in place. The goal, objectives, and strategies in this chapter continue and expand upon these efforts. Key needs include:

- Continued engagement of citizens and community partners in historic preservation efforts.
- Continued attention to researching and promoting an inclusive history of Lexington.
- Continued focus on context-sensitive development and preservation of historic structures.
- Continued use of resources to promote tourism and expand the local economy.
- Leveraging historic resources to promote complementary community goals, such as affordable housing, economic development, and sustainability.

Historic Resources

▷ Goal, Objectives, & Strategies

Historic Resources			
Goal: Continue to improve the quality of life for all Lexington residents by protecting its historic character, bolstering cultural and recreational opportunities, and promoting tourism to the region.			
Values	Objectives	Strategies	
	Promote historic preservation as a means to enhance the quality of life for all of Lexington's residents.	HR 1.1	Work with and support local organizations and institutions to promote the fullest understanding of the entirety of Lexington's history.
		HR 1.2	Coordinate with other City programs, such as affordable housing initiatives, to encourage preservation and support 'aging in place' by providing rehabilitation resources for owners of historic properties.
		HR 1.3	Create thematic walking trails and use green infrastructure linkages to connect historic resources.
	Continue to promote history, historic preservation, and tourism as key elements for a strong, resilient local economy.	HR 2.1	Encourage rehabilitation and adaptive reuse of historic downtown properties as a means of increasing downtown population and economic vibrancy.
	Build on Lexington's history and distinctive identity to create a more vibrant 21st century community.	HR 3.1	Ensure that new development within historic districts and conservation areas is sensitive to the historic character and context of those areas and preserves any archeological artifacts found during the construction process.
		HR 3.2	Encourage and support local preservation, rehabilitation, and beautification efforts and the use of green building design as complementary to the values of historic preservation.
		HR 3.3	Continue to invest in public infrastructure improvements to further enhance the historic character of the City.
	Empower citizens to protect and enhance Lexington's historic resources.	HR 4.1	Educate owners of historic properties on appropriate maintenance procedures and requirements and promote Lexington's historic district guidelines as an asset to property owners planning renovation, rehabilitation, new construction, or other substantive changes to historic properties.
		HR 4.2	Provide property owners with information on historic rehabilitations, financial incentives, and context sensitive design.
		HR 4.3	Continue to work with, support, and promote incentives for private-sector investment and use of historic properties.
		HR 4.4	Welcome citizen-initiated requests to rename streets linked to the confederacy and enslavement of people.
	Provide the appropriate planning information, regulation, and coordination for historic preservation and tourism.	HR 5.1	Continue to work with organizations, such as Main Street Lexington, Lexington & the Rockbridge Area Tourism Development, and Rockbridge Historical Society to promote history and tourism in the City.
		HR 5.2	Encourage the maintenance of the City's Certified Local Government status with the Virginia Department of Historic Resources by reviewing and managing the City's historic preservation programs.
		HR 5.3	Ensure the City's historic preservation activities are consistent with Virginia's Comprehensive Historic Preservation Plan.



Green Infrastructure & Natural Resources

Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.

Green Infrastructure & Natural Resources









▷ Introduction

Nestled in the Valley of Virginia and bordered by the Maury River, life in Lexington is defined by the natural environment and natural resources. The rolling terrain and natural features, including waterways and soils, have shaped development patterns and contribute to the City's unique character and form.

Within the downtown, pleasant streets give way to views of the surrounding mountains, inviting residents to appreciate nature, explore the outdoors, and lead healthy, active lifestyles. Throughout the City, parks offer opportunities to relax, play, and picnic with neighbors, while ecological corridors connect residents with rivers and wildlife. Beyond its borders, Lexington serves as a gateway to the scenic beauty, outdoor adventure, and natural wonders of the Valley of Virginia, attracting visitors and further spurring the local economy.



This chapter recognizes and builds on Lexington's long-standing connection to the environment and natural resources. For the first time, the "natural resources" chapter is being revised to include "green infrastructure" in order to track and manage natural resources with the same scrutiny as more traditional infrastructure.

Green infrastructure includes natural and nature-based systems and corridors that sustain clean air, water, wildlife, and biodiversity while enriching the quality of life for communities and their residents. At the regional scale, green infrastructure includes planned and unplanned networks of natural areas and open spaces, including parks, nature reserves, river corridors, trails, forests, and wetlands. At the local scale, green infrastructure can be parks and open space associated with schools, universities, major institutions, and cemeteries as well as rain gardens, bioswales, green walls and roofs, and tree canopy.

The goal and strategies in this chapter focus on plans, policies, and programs that support environmental stewardship, eco-friendly development, and equitable access to green infrastructure. Recognizing that environmental impacts extend beyond jurisdictional boundaries, extensive cooperation and coordination is encouraged to ensure that Lexington continues its longstanding connection to the environment.

Green Infrastructure & Natural Resources

▷ Community Engagement

Community engagement efforts for this Comprehensive Plan highlighted the importance of the natural environment and green infrastructure to the people of Lexington. Natural beauty was identified as a top characteristic that community members value, second only to the City's small-town character. Conservation/open space was identified as Lexington's number one land use challenge, and pedestrian and bike infrastructure and parks ranked among the top priorities for the community. These themes guided the development of this chapter and informed the work group's efforts to identify strategies for green infrastructure.

"Green Time"

The working group adopted the phrase "green time" as a way of promoting physical activity and making Lexington a more attractive City to work, study, and live by connecting the population to the natural world and each other. Green time is contingent upon green infrastructure for destinations and corridors for play and exercise, reducing stress and improving mood, encouraging social interaction and community building, and fostering appreciation of nature.



Green Infrastructure Working Group

As part of the Comprehensive Plan update, a green infrastructure working group was tasked with examining the existing conditions of green infrastructure in the Lexington community, as well as providing recommendations for improvement **to be considered by the Commission. The working group identified a key challenge for this chapter: how can we align** City planning with ecological principles that promote human well-being and respect the value of ecosystems as a cornerstone of sustainable development in Lexington?

- What local and state laws might need to be reviewed to realize certain objectives?
- How can green infrastructure assets be improved or created to serve people of all ages and cultural backgrounds?
- What actions can be taken by the City to improve green infrastructure in the immediate future as well as long term?
- How can the focus on green infrastructure serve the economic goal of attracting visitors to the area while ensuring that residents feel included and involved in the process?
- How can Lexington best cooperate with other local governments, educational institutes, and non-governmental organizations to achieve the desired goal of the chapter?

Green Infrastructure & Natural Resources



▷ Planning Context

Natural Resources

The City's location, terrain, and natural features present both assets and constraints that contribute to the quality and character of Lexington's built environment.

Topography

Lexington covers 2.5 square miles in the rolling hills of the Valley of Virginia. While most of the City's terrain is moderately sloping, there are a few areas in Lexington with steep slopes. Steep slopes are especially susceptible to erosion, which creates natural constraints on development. Engineering and construction requirements for sound, safe structures on these slopes further inhibits their development.

Soils

Soil type influences such processes as drainage, erodibility, fertility, and building foundation strength. Valley carbonate soils dominate the Lexington area and are rated as moderate regarding significant building restrictions based on features such as low strength, high shrink-swell potential for heavy clay soils, severe slope and shallow depth to rock. Karst formations are also found throughout the region, making the Lexington/Rockbridge area vulnerable to sinkholes and ground water contamination. To address these issues, the City Building Official may require soil tests be conducted, and may require footers be designed by a licensed professional if there is any concern about the bearing capacity of the soils at a building site.

Air and Emissions

Air quality is a significant factor in determining quality of life. In the Valley of Virginia, which includes Rockbridge County and Lexington, two factors — weak winds and thermal inversions — can combine to create stagnant air conditions. These stagnant air periods generally last four or five days before being cleared out by a storm system. Stagnant air causes the build-up of air pollution and can cause major health problems. Reducing fossil fuel consumption and emissions can help improve air quality and also reduce environmental impacts associated with climate change.

Climate Change

As global temperatures continue to change, it becomes imperative for localities and individuals to prepare for potential impacts. Among the numerous health and environmental concerns associated with climate change, increased rainfall and flooding is of particular concern for Lexington's aging storm and sewer infrastructure. Correlation between carbon emissions and climate change is conclusive, and Lexington should take measures to reduce its carbon footprint by partnering with community groups on public education campaigns, increasing its reliance on clean and renewable energy, promoting public and alternate forms of transportation, planting trees, and supporting waste reduction, recycling, and composting, among other strategies. These efforts can also help create a safer and more secure future, increasing community resilience and decreasing dependence on non-renewable resources. Development of a regional climate and energy plan is recommended.

Urban Tree Canopy

Lexington has made an extensive effort in the last 20 years to increase the number of trees throughout the community. First adopted in 2000, the City's tree ordinance mandated the creation of a City Tree Board and the hiring of a City Arborist. The City's 2009 urban tree canopy report measured between 44-47% coverage, an above-average level compared to other participating localities. Tree canopy coverage is generally highest in single-family residential areas, and lowest in commercial and multifamily areas.

Increasing Lexington's tree canopy offers many benefits, including improving air quality, absorbing stormwater runoff, preventing soil erosion, mitigating urban heat islands therefore reducing energy demand, providing wildlife habitat, and creating a more attractive community. Efforts to increase tree canopy in underserved areas should be paired with the policies that promote the use of native vegetation to ensure healthy growth, limit invasive species, and support pollinators.

Green Infrastructure & Natural Resources



▷ Planning Context

Open Space and Conservation

The land use policy and development decisions in Lexington extend beyond the City's borders. As the geographic and economic heart of Rockbridge County, compact, urban development and infill in Lexington helps to conserve the natural beauty and bucolic farmland that define the greater region. According to the Valley Conservation Council (VCC), some 38% of Rockbridge County is under conservation, a much higher percentage than for the other ten counties that are members of the VCC. Rockbridge County also recognizes this with zoning that directs new growth to areas around Lexington. Along with initiatives to support compatible infill development, the City should ensure that development protects and restores environmentally sensitive areas, enhances access to natural open space, and encourages non-vehicular connectivity between neighborhoods.

Stormwater

Stormwater runoff is a major cause of localized flooding and water quality degradation in Lexington. As rain falls onto pavement and buildings, water cannot be absorbed as it would naturally by the ground. The engineered system of drains, gutters, and storm sewers collects and quickly transports water to Woods Creek and other local waterways, eroding stream banks and carrying sediment, fertilizer, and pet waste that degrade water quality. The steady annual increase in rainstorm intensity associated with climate change creates additional stormwater runoff to manage and exacerbates existing inflow and infiltration into the City's aging sewer lines. This impacts the capacity of the sewer system and could possibly constrain future development if not addressed, as discussed further in the Community Facilities and Infrastructure chapter. (See Community Facilities Strategy 2.3).

Stormwater best management practices (BMPs) offer an array of technical solutions to address stormwater management and water quality issues. Examples include removing pavement and limiting impervious surfaces, streambank restoration, riparian buffer restoration, bioswales, rain gardens, rain barrels, and green roofs. Several BMPs have been implemented in Lexington (See Map 4.1), many as part of the Woods Creek restoration efforts. Continued implementation of BMP design solutions should be paired with other regulatory mechanisms, such as robust landscaping requirements, to help improve local water quality and contribute to regional watershed goals.

Water Resources

The creeks and rivers in and around Lexington are wonderful natural assets that provide ecosystem, habitat, and recreation benefits. Lexington is located within the McCorkle watershed and the Woods Creek watershed. Both are a part of the larger Maury River watershed, which flows into the James River and ultimately to the Chesapeake Bay. The Maury River is also the source of Lexington's water supply.

Woods Creek has been the focus of restoration efforts since 2002, and several studies have been conducted to document sources of pollution and identify opportunities for improvement. Recent studies show that Woods Creek is impaired due to high levels of e. coli. The 2019 water quality improvement plan sets out a staged implementation plan to address sources of bacteria through a combination of agricultural and urban/residential best management practices. Lexington should support implementation of the water quality improvement plan and promote the use of rain gardens, riparian buffers, and pet waste reduction efforts identified in the plan.

Green Infrastructure & Natural Resources







▷ Planning Context

Green Infrastructure Assets

The City's green infrastructure can be classified as sites, linkages between sites, and waterways. Sites include parks, nature reserves, forests, community gardens, cemeteries, rain gardens, and green walls and roofs. Linkages serve as the connection between sites and may include natural corridors that serve as wildlife habitat or green streets that incorporate vegetation or stormwater BMPs. Waterways include streams, rivers, and wetlands. When publicly accessible, these "green time" assets also provide safe and pleasant opportunities for residents to enjoy the natural environment.

Existing green infrastructure assets are shown in Map 4.1. Within the City, there are 17 green infrastructure sites, three trails, and five waterways. Residents also have access to many regional sites, including 500+ City-owned acres at the Brushy Hills preserve. While not within walking distance for most citizens, the trails and expansiveness of this tract offer unique "green time" for those who explore it. Within the timeline of this Comprehensive Plan, Brushy Hills can become a walking or perhaps biking destination for Lexington residents.

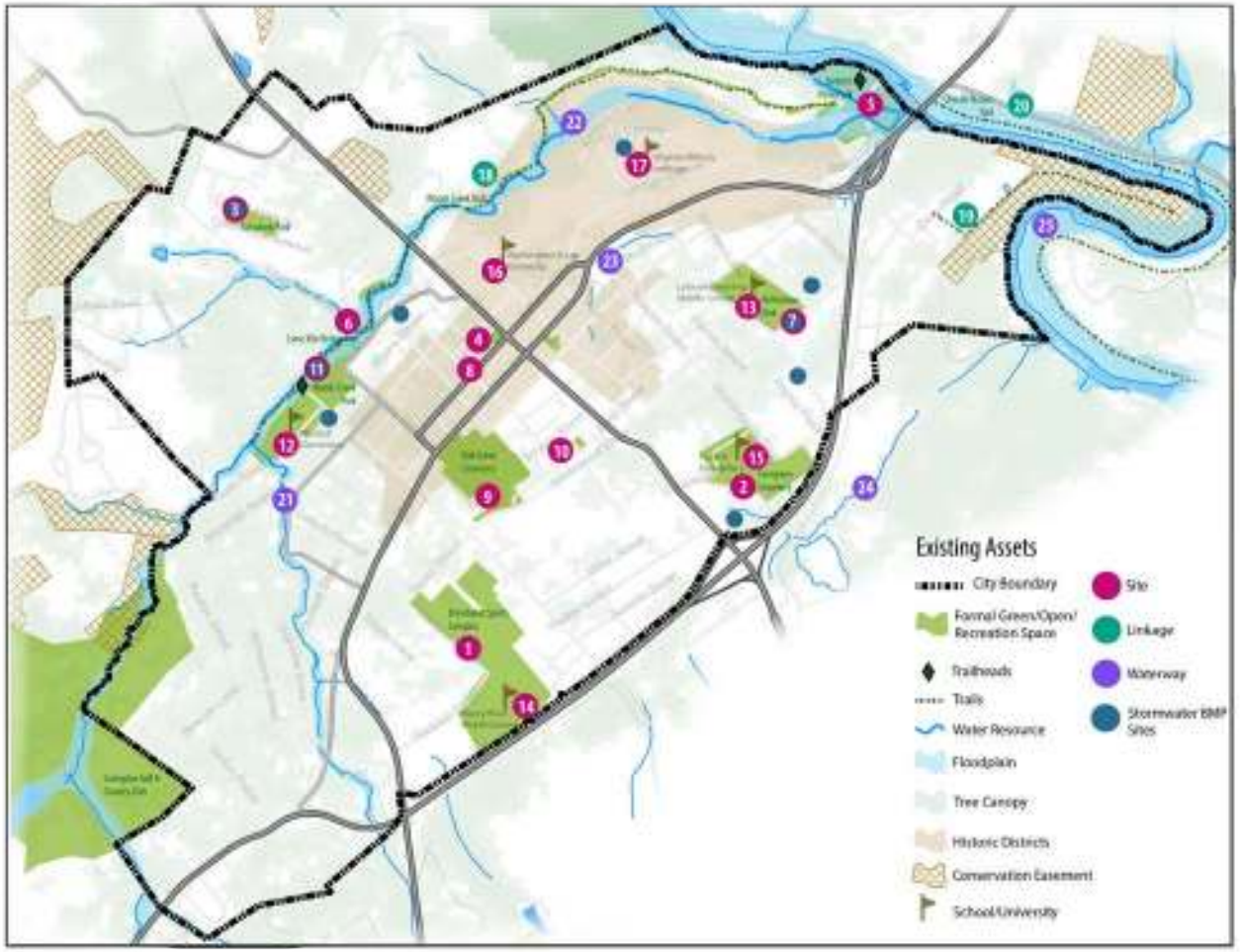
Green Infrastructure & Natural Resources

Map 4.1 Existing Assets Map

The City's existing green infrastructure can be classified as Sites, Linkages, and Waterways. Sites include parks, nature reserves, forests, community gardens, cemeteries, rain gardens, and green walls and roofs. Linkages serve as the connection between sites and may include natural corridors that serve as wildlife habitat or green streets that incorporate vegetation or stormwater BMPs. Waterways include streams, rivers and wetlands. When publicly accessible, these "green time" assets also provide safe and pleasant opportunities for residents to enjoy the natural environment.

Local Sites, Linkages & Waterways

1. Brewbaker Field Sports Complex
2. Evergreen Cemetery
3. Fairwinds Park / Morgan Park
4. Hopkins Green
5. Jordan's Point Park
6. Lime Kiln Bridge Park
7. McHenry Richardson Park
8. Ravenhorst-Loyall Park*
9. Oak Grove Cemetery
10. Taylor Street Park
11. Woods Creek Park
12. Wedgell Elementary School Park
13. Lylburn Downing Middle School Fields
14. Maury River Middle School
15. Central Elementary School
16. VWIL Campus & Woods*
17. VMI Post & Woods*
18. Woods Creek Trail
19. Uncas Trail
20. Chessie Nature Trail
21. Sarah's Run
22. Woods Creek
23. Town Branch
24. McCorkle Creek
25. Maury River



Regional Sites & Linkages

Boxley Hill Preserve**
Moore's Creek Dam***
Boxerwood Nature Center & Woodland Garden
Glen Maury Park (Buena Vista)
Lexington Golf & Country Club*
Vista Links Golf Course*
River Walk (Buena Vista)

*Private Site
**Boxley Hill Preserve is a 562-acre natural area tract owned by the City of Lexington featuring a 14-mile trail system.
***The Moore's Creek Dam site is difficult to reach and not limited access to the public for passive recreation and for fishing.

Green Infrastructure & Natural Resources

▷ Partnerships & Initiatives

Protecting, preserving, and promoting green infrastructure requires collaborations among public and private landowners and the creation of partnerships for long-term success. These include City departments and boards, businesses such as hospitals and golf courses, non-governmental organizations and citizen groups, and private citizens as well as neighboring localities, the Central Shenandoah Planning District Commission, and higher education institutions.



Boxerwood Nature Center and Woodland Garden

Boxerwood Nature Center and Woodland Garden is a 15-acre woodland garden operated by Boxerwood Education Association, a 501(c)3 **nonprofit. Open to the public, Boxerwood Nature** Center features a collection of unique and unusual international trees and shrubs as well as beautiful native plant areas. Many programs are provided by Boxerwood, including summer camps, teacher development programs, and several programs for students in local schools. A full list of their programming can be found on the Boxerwood website.

Cemetery Advisory Board

The Cemetery Advisory Board advises and recommends to City Council the policies of cemetery operation, costs of interment, lots, equipment, and all other things necessary in maintaining a cemetery. The board also makes recommendations concerning expansion and landscaping.

Tree Board

The Lexington Tree Board was created in 2000 by the **city's Tree Ordinance. The board advises City Council,** the Planning Department, and the city arborist. The **Tree Board's duties include reviewing notifications for** activities that affect trees within the Central Business District, conducting community outreach and education programs, assisting with the development, revision, and evaluation of the Comprehensive Tree Management Plan, seeking funding from state, federal, and other granting agencies, and evaluating yearly progress made toward the goals of the city's Tree **Ordinance.**

Central Shenandoah Planning District

As part of the Central Shenandoah Planning District Commission (CSPDC), the City has access to Virginia's Chesapeake Bay Watershed Implementation Plan resources and tools. More information on this effort is available at CSPDC's website.

Natural Bridge Soil & Water Conservation District

The Natural Bridge Soil & Water Conservation District (SWCD) is one of 47 soil and water conservation districts in Virginia. The Natural Bridge Soil & Water Conservation District works to give citizens the structure and the capability to solve conservation problems at a local grassroots level through the Urban Virginia Conservation Assistance Program. Soil & Water Conservation Districts are governmental entities that manage conservation programs and are involved in the implementation of the Virginia Agricultural BMP Cost-Share Program and other environmental programs.

Rockbridge Bird Club

The Rockbridge Bird Club was founded to encourage the enjoyment, knowledge, and conservation of birds in the Rockbridge area.

Green Infrastructure & Natural Resources

▷ Partnerships & Initiatives

Rockbridge Area Conservation Council

Headquartered in Lexington, Rockbridge Area Conservation Council's (RACC) mission is to promote the wise stewardship and sustainable use of natural and cultural resources through education, advocacy, and action in order to protect and enhance the quality of life for present and future inhabitants of Rockbridge. RACC promotes, facilitates, advocates, and encourages land use practices that conserve the local watersheds, air quality, wildlife habitats, and scenic forested and agricultural landscapes. The organization was integral in establishing the Chessie Nature Trail among other achievements.

Virginia Cooperative Extension

Virginia Cooperative Extension is an educational outreach program of Virginia Tech and Virginia State University with a focus on natural resources, agriculture, and community and leadership.

Native Plant Society & Master Gardeners Chapters

Lexington is served by the Upper James River Chapter of the Native Plant Society. The Society **is a nonprofit organization that seeks to further** the appreciation and conservation of Virginia's native plants and habitats. The Rockbridge Area Master Gardeners Association is an adjunct to the local Cooperative Extension and provides educational outreach on horticultural topics.

Lexington also has a strong framework of existing initiatives in place to support green infrastructure **strategies identified in this plan, including:**

Chesapeake Bay Watershed Implementation Plan

As part of the CSPDC, the City has access to the Chesapeake Bay Watershed Implementation Plan resources and tools. The plan calls for the installation of green infrastructure practices to improve local and regional water quality.

Downtown Enhancement Plan

The Downtown Enhancement Plan **identifies** opportunities to improve downtown Lexington, including pedestrian/bicycle connectivity, ADA accessibility, public art installations, streetscaping, undergrounding utilities, and other aesthetic upgrades. Since acceptance by City Council in 2013, approximately 30 changes contained within the plan have been approved by City Council. Approximately $25,000 is budgeted annually to implement the plan.

Tree City, USA

Since 2000, the City has been recognized annually by the National Arbor Day Foundation. Tree City, USA offers grants and resources to assist localities and citizens in greening their communities.

Healthy Eating Active Live "HEAL" City

In 2019, the City passed a resolution to become a HEAL Cities and Towns Campaign member. The **campaign supports elected officials to adopt** Healthy Eating and Active Living (HEAL) policies. As a HEAL member, the City will receive technical assistance to help people make healthy food choices and be physically active. The City resolved that the "personnel responsible for the design and construction of parks, neighborhoods, streets, and business areas should make every effort to promote bikeability and walkability…". This plan adopts these concepts along with providing natural buffers and spaces for green time.

Woods Creek Total Maximum Daily Load (TMDL) Water Quality Improvement Plan

Updated in 2019, the plan's goal is to reduce bacteria levels in Woods Creek by implementing best management practices to reduce water pollution associated with agriculture, residential septic practices, residential and urban stormwater, and pet waste. The Natural Bridge Soil & Water Conservation District partners with Lexington and Rockbridge County to achieve this plan.

Green Infrastructure & Natural Resources



▷ Needs Assessment

Promoting green infrastructure and "green time" requires conserving existing resources and increasing the availability and accessibility to open, natural spaces and waterways. Connecting these areas with sidewalks, shared-use paths, and trails and providing buffers of native trees and vegetation throughout the City will create a green urban fabric while preserving Lexington's historical charm. The integration and connection of green spaces and trails will make Lexington healthier and more attractive to the community of families, students, visitors, and wildlife. The existing conditions analysis identified the following opportunities and areas in need of improvement:

- Lack of an inventory of green infrastructure assets.
- Limited public access to major natural assets, such as the Maury River.
- Limited network of pedestrian and bicycle infrastructure including sidewalks, crosswalks, pedestrian signals, bike lanes/ trails, and bike racks.
- A need to increase accessibility for the disabled and continue efforts to achieve compliance with the Americans with Disabilities Act.
- Opportunity for conservation easements in areas designated as open space on the future land use map (FLUM) as green infrastructure sites and linkages to provide public recreational access to significant natural features, including the Maury River.
- Lack of understanding or knowledge in the community (e.g., landowners, business owners, general public) regarding the benefits of green infrastructure.
- Few incentives to encourage the use of green infrastructure or alternative development and stormwater management methods.
- Lack of resources addressing the importance of issues such as non-invasive/native plants, soil pollution from fertilizers, and other soil amending processes.
- A need for a coordinated approach among the public and private sectors and major institutions to identify opportunities for energy sustainability and environmental resilience.

Green Infrastructure & Natural Resources



▷ Needs Assessment

The strategies in this chapter are focused on improving green infrastructure and correcting the identified gaps. The accompanying green infrastructure concept map, Map 4.2, identifies key sites and projects that serve as catalysts for green infrastructure planning in Lexington.

In addition to these opportunities within Lexington, the Rockbridge Area Outdoor Partnership is continuing work on the Brushy Blue Trail System that is envisioned to ultimately connect the Brushy Hills Preserve to the Woods Creek Trail, the Chessie Nature Trail, and the Buena Vista Riverwalk and eventually connecting to the Blue Ridge Parkway. A key priority will be providing the missing Woods Creek trail section from its western terminus along Ross Road and Rebel Ridge Road to the Kendal parcel. Development of this section and the missing link on the Kendal property will complete the Brushy Blue Trail System in Lexington.

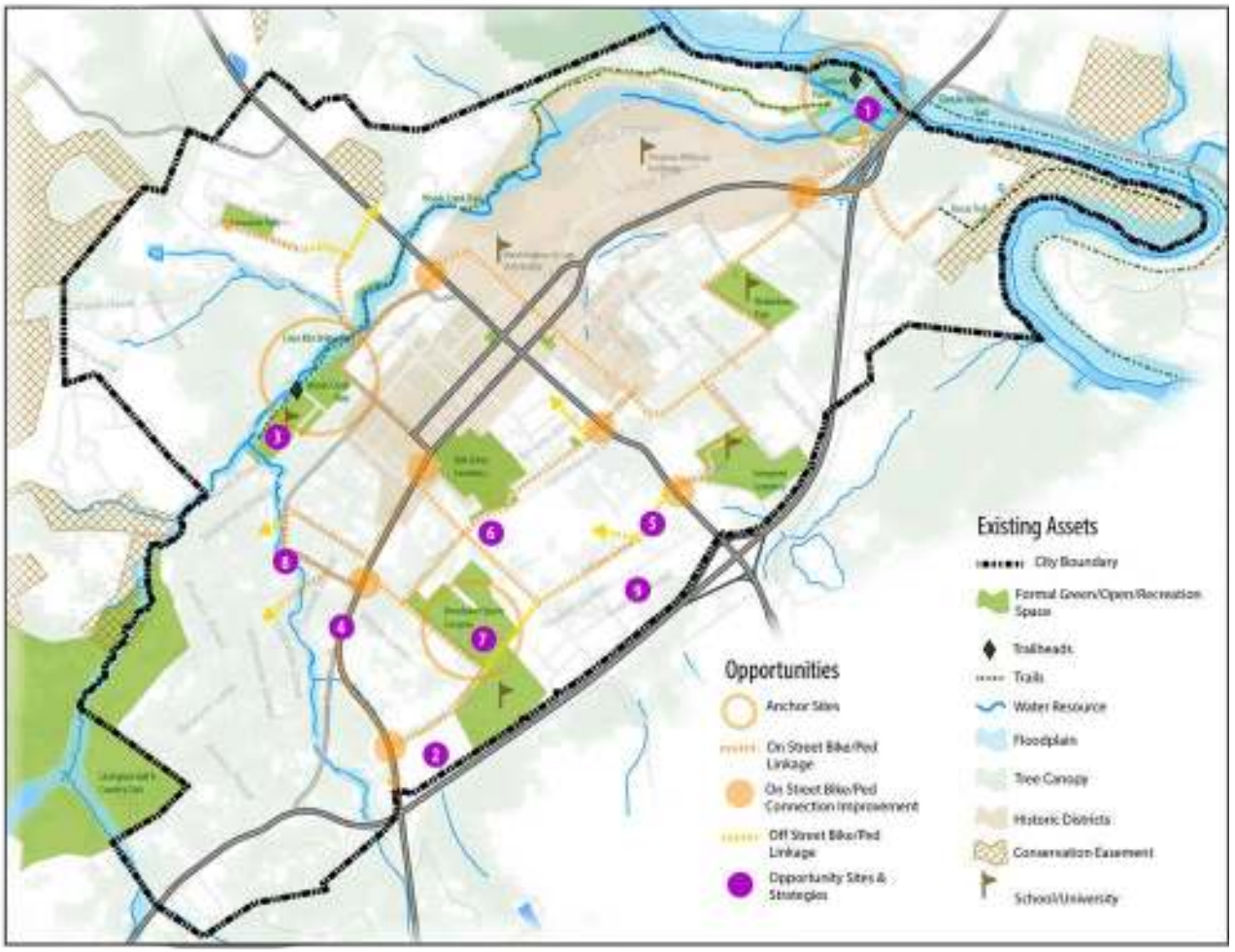
The expansion of green infrastructure sites and linkages will need to be coordinated with landowners and in compliance with local boards and policies, such as the Cemetery Advisory Board and the cemetery regulations. In addition, plans should engage the people responsible for operations and maintenance, such as the Department of Public Works, cemetery caretakers, school groundskeepers, Rockbridge Area Recreation Organization, and the City Arborist.

Virginia has initiated new legislation that can support Lexington's efforts for energy sustainability, mitigating climate impacts, and implementing resiliency and adaptive strategies. The Virginia Clean Economy Act of 2020 establishes programs and funding to reduce carbon emissions, invest in clean energy technologies and related job training, reduce barriers to energy efficiency programs and the energy burden for low-income customers. Additional climate related legislation creates a Virginia Community Flood Preparedness Fund to help communities subject to recurrent flooding. Programs are also available to finance clean energy and resiliency renovations. These potential resources, available best practices, and examples of initiatives among Virginia cities such as Blacksburg and Charlottesville provide a solid basis for considering a comprehensive Energy and Climate Action Plan for Lexington in cooperation with other regional stakeholders.

Green Infrastructure & Natural Resources

Map 4.2 Concept Map

The Sites, Strategies, and Linkages included in the Green Infrastructure Concept Map build on the Green Infrastructure Strategies included in this chapter. The concept identifies Anchor Sites – important community resources that should be the focus of Green Infrastructure linkage connections. Anchor Sites are connected to surrounding residential neighborhoods and Downtown Lexington through a series of on-street and off-street networks, which include sidewalks, bike lanes, and trails. The concept also identifies Opportunity Sites & Strategies – key sites, projects or strategies that serve as catalysts or example projects for green infrastructure planning in the City. Together these elements form the foundation for the development of a comprehensive green infrastructure plan that should include a complete inventory, mapping, condition assessment, and recommended improvements for all green infrastructure sites, linkages, and waterways within the City of Lexington.



1. Implement the Jacobs Point Park 2020 Master Plan and improve pedestrian connection across N. Main Street to better connect the park to residential areas of the City.
2. Incorporate green development, innovative stormwater management, and open space in the redevelopment of the Waddell Street opportunity site.
3. Improve the energy efficiency of City buildings and consider installing solar panels at Waddell Elementary School.
4. In order to enhance connections to Downtown, improve bicycle and pedestrian connections along S. Main Street from White Street to the R. J. II Bypass.
5. Formalize and enhance the pedestrian connections between Miller Street, S. Main Street, and the Hospital to better connect the Summit Street Neighborhood to surrounding amenities.
6. Incorporate green development, innovative stormwater management, and open space into redevelopment of the Spotswood Drive opportunity site.
7. Create formal pedestrian connections to the Brewbaker Sports Complex and Lexington Municipal Pool to better connect the facility to surrounding neighborhoods.
8. Enhance the protection of streams and natural wetlands by updating development standards and incentives to protect and restore buffer areas and discourage underground piping of streams.
9. Increase the Urban Tree Canopy throughout the City, particularly in underserved neighborhoods.

Green Infrastructure & Natural Resources

▷ Goal, Objectives, & Strategies

Green Infrastructure			
Goal: Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.			
Values	**Objectives**	**Strategies**	
	Create a connected system of green infrastructure to support biodiversity and "green time" access for individuals of all ages, abilities, and backgrounds in the community.	GI 1.1	Explore opportunities to improve or add public access sites and linkages and increase public access to waterways.
		GI 1.2	Enhance access to and connectivity of natural open space in all development, redevelopment, and capital projects.
		GI 1.3	Undertake a city-wide green infrastructure assessment and develop a plan to create a continuous publicly-accessible green infrastructure network that connects neighborhoods, destinations within the City, waterways, and regional assets.
		GI 1.4	Plan for access to healthy, affordable, locally-grown foods for all neighborhoods by supporting sustainable food initiatives, such as urban agriculture, farmers markets, and composting.
		GI 1.5	Encourage access to energy-efficient transportation options by supporting the siting of e-vehicle charging stations and facilities for bicycles and other micromobility devices.
		GI 1.6	Support urban wildlife and biodiversity initiatives, such as "Monarch Butterfly City" or "Bee City" designations and citizen-led efforts to install bird houses and bat boxes.
	Promote energy sustainability and environmental resilience.	GI 2.1	Encourage green building and green infrastructure in development proposals to increase property values and reduce infrastructure costs.
		GI 2.2	Improve energy efficiency of City buildings and operations and assess the feasibility of installing solar panels at Waddell Elementary School.
	Leverage green infrastructure to build a more beautiful, healthy, and sustainable community.	GI 3.1	Develop Jordan's Point Park in accordance with the 2020 Park Master Plan.
		GI 3.2	Grow and maintain the City's tree canopy coverage through the existing tree planting program and other grants, as may be available.
		GI 3.3	Continue strengthening zoning and development regulations that address landscaping, tree preservation, and native plants. Consider incentives to promote tree planting and preservation beyond minimum requirements.
		GI 3.4	Promote the installation of stormwater best management practices, such as bioswales, pervious surfaces, and rain gardens, including on City property and parking lots.
		GI 3.5	Enhance the protection of streams and natural wetlands by updating development standards and incentives to protect and restore buffer areas and discourage underground piping of streams.
		GI 3.6	Limit the extent of impervious surfaces that degrade water quality by considering reductions to minimum parking requirements and encouraging the use of pervious surfaces in development projects.

Green Infrastructure & Natural Resources

▷ Goal, Objectives, & Strategies

Green Infrastructure			
Goal: Protect, preserve, and promote Lexington's natural ecosystems and green infrastructure as a cornerstone of sustainable development and social, environmental, and economic well-being.			
Values	Objectives	Strategies	
	Engage citizens in efforts to create a greener, more sustainable city.	GI 4.1	Educate and encourage landowners to install green infrastructure best management practices, plant native trees and vegetation, and reduce fertilizer and pesticide use.
		GI 4.2	Identify and collaborate with local organizations to educate landowners on installing solar panels.
		GI 4.3	Continue to engage the support of local students, volunteers, and non-profit organizations to help the City achieve its environmental and green infrastructure goals.
	Support partnerships that improve green infrastructure and protect natural resources.	GI 5.1	Identify and collaborate with local organizations to promote development and use of green infrastructure sites, linkages, and waterways within the City and the larger region, including sports organizations, the Rockbridge Area Outdoor Partnership, Carilion Hospital, and retail businesses selling outdoor equipment.
		GI 5.2	Collaborate with regional organizations, such as the Central Shenandoah Planning District Committee and the Natural Bridge Soil & Water Conservation District, to seek funding and resources to implement green infrastructure best management practices to improve local and regional water quality.
		GI 5.3	Work with regional stakeholders to develop a comprehensive regional Energy and Climate Action Plan that identifies common issues, agreed upon approaches and principles, joint actions, and individual contributions by each participating locality and the major institutions of higher learning.

Local Economy

Market the City's assets, including its history and small-town character to attract business, increase employment opportunities, raise salaries, and expand local revenue.



Local Economy

▷ Introduction

Lexington is home to a vibrant and diverse economy built around education, health services, tourism, and regional commerce. The City provides a welcoming environment for employers and entrepreneurs drawn to the walkable community, highly educated workforce, and exceptional access to mountains, rivers, and major highways.

Lexington's flourishing downtown is the economic heart of the region and integral to the health of the economy. The local arts, history, culture, and food scene is thriving and remains central to attracting visitors, residents, and the businesses that serve them. Local institutes of higher learning, Washington & Lee University (W&L) and Virginia Military Institute (VMI), drive employment and bring a constant influx of fresh energy and talent to the community.

Lexington's economic strength, its universities, also presents a challenge, including a disproportionate number of untaxed properties. Even in its relative economic success, poverty affects a portion of Lexington's population who struggle with housing affordability and food security.

Addressing these challenges requires Lexington's government to be an active and cooperative participant in the economic development of the City. Working with local businesses and partners, the strategies in this chapter offer a path for Lexington to continue marketing its spectacular tourism assets, increase private investment and development, and diversify the economy to create new jobs and retain its young residents.







Local Economy

▷ Planning Context

Human Capital

Human capital indicators reflect Lexington's central role in the region and deep connection to institutions of higher learning. Lexington residents over the age of 25 are highly educated, with 44.9% holding a Bachelor's degree or higher compared to 25.1% in Rockbridge County and 31.3% in Virginia overall.

Signifying a relatively stable economy, median family income has remained around $62,000 and poverty rates have hovered between 14-15% since 2010. At 5.7%, the unemployment rate has recently fallen to levels reflective of rates before the Great Recession in 2009, although the rate still lags Virginia (3.8%) and Rockbridge County (4.1%). The labor force participation rate is indicative of a community with a significant student population not actively seeking employment – only 31% compared to Virginia's 51% and Rockbridge County's 47%.

Additional information and detailed statistics can be found in Appendix B, Community **Profile.**

▷ Community Engagement

Input from community members illuminated key strengths and challenges in Lexington's economy. Residents expressed a strong desire to maintain the current small-town charm and historic attractions that have made Lexington a popular tourism destination, while also balancing growth that brings new jobs and people. Lack of housing options, entertainment, and shopping was cited as a barrier to attracting permanent residents, particularly young people. While 61% say that Lexington should welcome residential and commercial growth, 20% wish for it to remain the same size it is now, highlighting the community's small-town appeal and the need to ensure that new growth is compatible with this character.





Local Economy



▷ Planning Context

Existing Businesses and Industries

Employment in Lexington is driven primarily by W&L, VMI, Carilion Community Hospital, and Lexington City government. Due to VMI, state government makes up 19.34% of employment in Lexington, followed by accommodation and food services (12.52%), and health care and healthcare and social assistance (11.15 %). (See Table 5.1)

The City's largest employers highlight the importance of education, health care, and government in providing job opportunity to residents in Lexington and the region. Lexington's institutions require employees of varying positions and skill levels and support a small but diverse supply chain in the surrounding community.

Table 5.1 Employment by Industry Sector

Industry	Employment	% of Total
Government Total	1,217	27.02%
Federal	51	1.13%
State	871	19.34%
Local	295	6.55%
Accommodation & Food Services	564	12.52%
Health Care & Social Assistance	502	11.15%
Retail Trade	323	7.17%
Other Services (Except Public Administration)	175	3.89%
Finance & Insurance	92	2.04%
Professional, Scientific, & Technical Service	75	1.67%
Real Estate, Rental, & Leasing	47	1.04%
Construction	33	0.73%
Manufacturing	26	0.32%
Information (producing, processing, or distributing information and cultural products)	20	0.44%
Unclassified	8	0.17%
Administrative, Support, & Waste Management	4	0.06%
Agriculture, Forestry, Fishing, & Hunting*	*	*
Mining, Quarrying, & Oil and Gas Extraction	0	0
Utilities	0	0
Wholesale Trade*	*	*
Management of Companies & Enterprises	0	0
Educational Services*	*	*
Total	4,504	--

Source: Virginia Employment Commission 2019

Note: Asterisk (*) indicates non-disclosable data

Local Economy



▷ Planning Context

The reliance on these institutions also highlights key challenges for Lexington's future – developing economic resiliency and expanding the tax base. Diversifying the local economy can help absorb the impact of recessions in the future. Furthermore, fostering a competitive business environment with lowered business taxes and operating costs can help economies rebound quicker and allow for faster business development. Continued expansion of broadband infrastructure and promotion of this technology is also important to attract knowledge-based jobs and retain young adults and families. With limited land available for new development and land-consumptive industries, infill and redevelopment of underutilized property for revenue-producing purposes is also key to ensuring a fiscally sustainable future. Lexington's future land use plan reinforces this goal.

While large institutions are critical to the local economy, small businesses and entrepreneurs also play an important role. More than a quarter of employment in the City is in businesses with fewer than 20 employees, indicating a strong environment for small businesses and startups. Supporting the growth of small businesses is a key component of Lexington's economic development plan. Promoting "economic gardening" with incentive and grant opportunities for local entrepreneurs, streamlining administrative processes, and working with local business owners to identify improvements to Lexington's business environment are all part of an effective strategy for local job creation and business growth.

Table 5.2 Lexington's Largest Employers

Rank	Business
1	W&L
2	VMI
3	Carilion Community Hospital
4	City of Lexington
5	Kroger
6	Heritage Hall
7	Lexington School Board
8	Parkhurst Dining
9	Rockbridge Farmer's Cooperative
10	Rockbridge Regional Library

Source: Virginia Employment Commission LMI 2019

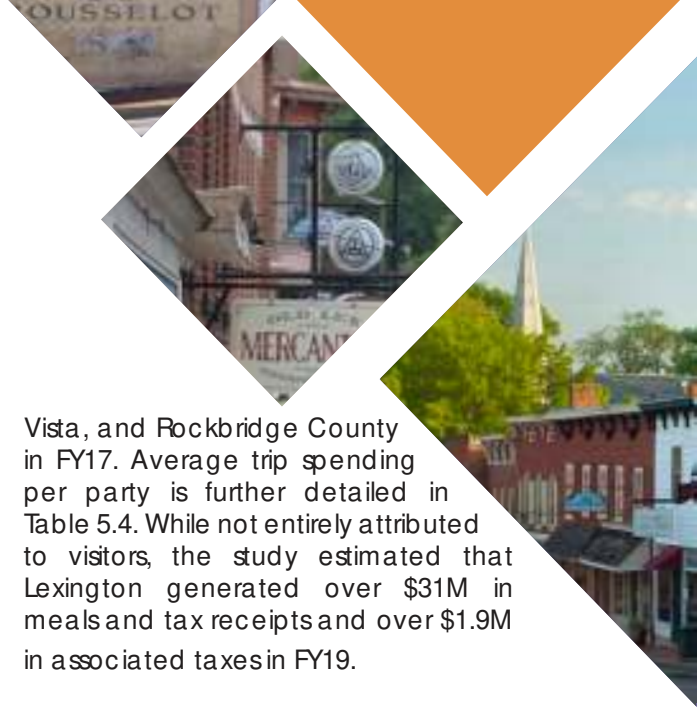
Table 5.3 Employment by Size of Establishment*

Category	Lexington City	Rockbridge County	Virginia
0-4 employees	288	460	235,552
5-9 employees	377	579	259,787
10-19 employees	488	717	393,338
20-49 employees	580	1,129	657,331
50-99 employees	417	670	511,805
100-249 employees	***	889	588,047
250-499 employees	0	***	386,792
500-999 employees	809	***	260,623
1000+ employees	***	0	682,778
Total	4,504	6,382	3,976,053

Source: Virginia Employment Commission LMI 2019
Note: Asterisks indicate non-disclosable data

**Employment counts only filled jobs, whether full or part time, and temporary or permanent, by place of work*

Local Economy



▷ Planning Context

Commuter Characteristics

As evidenced by commuter characteristics, Lexington is a regional employment center. Lexington is a net importer of labor, as many more workers commute into Lexington rather than commute from Lexington. Predictably, Rockbridge County is the largest source of workers, accounting for 66.9% of the all workers commuting into Lexington. While this is not uncommon for a small city, it does highlight the importance of regional cooperation in economic development. For most workers, living and working in the same municipality does not matter, so long as they can commute the preferred distance or live in a place they enjoy. Promoting economic development in Rockbridge County, Lexington, and Buena Vista together benefits all three localities due to the overlap of workers' preferred locations for homes, work, and entertainment.

The Sharing Economy

In today's rapidly changing economy, more individuals are earning income through the "sharing economy." In the sharing economy, individuals hire out services and goods, such as cars, homes, and personal time, to other individuals in a peer-to-peer fashion. This innovative way of doing business makes use of emerging technology, opens the market to entrepreneurs and micro-businesses, and provides flexibility to earned income. College-age people are often early adopters of tech and digital social interaction – as such the sharing economy has the potential to play a pivotal role in Lexington's economic growth and change over the next decade.

Tourism

Tourism is another important part of Lexington's economy. Natural beauty, history, and proximity to Interstate 81 make Lexington a destination for both vacations and pass-through visits. Lexington's institutions of higher learning also draw prospective students and their families for day trips and overnight visits throughout the year. In addition, countless events and venues attract visitors and contribute to the economic vitality of the community.

In 2018, a regional destination assessment was completed to analyze the impacts of tourism in Lexington, Buena Vista, and Rockbridge County. According to the study, hotel, motel, and B&B visitors spent an estimated $66,566,399 in Lexington, Buena Vista, and Rockbridge County in FY17. Average trip spending per party is further detailed in Table 5.4. While not entirely attributed to visitors, the study estimated that Lexington generated over $31M in meals and tax receipts and over $1.9M in associated taxes in FY19.

Table 5.4 Regional Spending per Party (2018)

Spending Category	Total	Leisure	University-Related	Virginia Horse Center
Average Spending per Day	$254	$238	$307	$354
Lodging	*$128*	*$119*	*$147*	*$155*
Food/Meals	*$61*	*$56*	*$83*	*$77*
Attractions/Entertainment	*$35*	*$37*	*$22*	*$72*
Shopping	*$30*	*$26*	*$55*	*$50*
Average Trip Nights	2.67	2.33	3.16	4.37
Total Spending per Trip	$678	$555	$970	$1,547

Source: Lexington, Buena Vista, & Rockbridge Area Tourism Destination Assessment, 2018

Local Economy



▷ Planning Context

Surveys conducted as part of the 2018 assessment highlighted Lexington's key role in the region's tourism industry. Table 5.5 shows that historic downtown Lexington, Natural Bridge State Park, and Lexington's institutions of higher learning are the largest drivers of tourism annually. Visitors to the region were asked which of the attractions in the table they visited or planned to visit during their trip. Over 50 percent of visitors selected historic downtown Lexington and Natural Bridge State Park while a quarter or more of all visitors selected either VMI or W&L. The importance of downtown Lexington as a regional draw highlights the value of continued investment and revitalization in downtown Lexington. Expanded events, entertainment options, and recreation opportunities should further bolster tourism and visitor spending. Marketing Lexington's tourism assets around the state and increasing their scale may also help to boost the returns on City investment in tourism and revitalization.

Table 5.5 Regional Tourism Drivers (2018)

Attraction	Visitors
Historic downtown Lexington	56%
Natural Bridge State Park	54%
VMI	29%
W&L	25%
Oak Grove Cemetery	19%
Caverns at Natural Bridge	19%
Brewery	16%
Vineyard	15%
Virginia Safari Park	9%
Lexington Carriage Tour	9%
Wade Mill	6%
Natural Bridge Zoo	6%
Glen Maury Park	6%
Downtown Buena Vista	6%
Lexington Ghost Tour	3%
Dinosaur Kingdom II	2%
Southern Virginia University	2%
None of these	16%
Other	11%

Source: Lexington, Buena Vista, & Rockbridge Area Tourism Destination Assessment, 2018

Local Economy

▷ Partnerships & Initiatives

There are several existing economic development partnerships and initiatives in Lexington and the surrounding area. Cities and counties benefit from marketing an entire region to businesses. Collaboration between governments, development groups, and non-profits has become increasingly important in promoting a city or regional brand.



City of Lexington

City government is a key partner in economic development. The City Manager's office is the primary conduit for economic development activities. The City is a partner in community events, including parades and festivals, and works with existing and prospective business owners to promote the City and available properties within it. The City should also continue efforts to explore the best use of currently underutilized City-owned properties, including properties on Enfield Road, Spotswood Drive, and the former VDOT property on Waddell Street.

Lexington and Rockbridge Area Tourism Office

The Lexington and Rockbridge Area Tourism Office oversees regional tourism programs including, marketing of the region, operation of visitor's centers, planning and guiding tours, and compiling visitor information. Lexington, Rockbridge County, and Buena Vista spent a combined $798,721 in 2018 to expand tourism in the region

Main Street Lexington

Main Street Lexington (MSL) is a volunteer-based, non-profit organization established in 2013 to enhance the economic prosperity and cultural vitality of the downtown area. MSL is part of the Virginia Main Street Program, which uses a "Four Point Approach" created by the National Main Street Center to achieve economic revitalization in the context of historic preservation. MSL receives funding from sponsorships, private fundraising, and the City of Lexington. MSL is focused on achieving three primary goals that are best summarized as: increasing the number of people living downtown, expanding innovation, art, and technology within Lexington, and making Lexington a magnet for destination travelers. These goals are supported by three committees — Economic Vitality, Organization, and Design — that work together to improve downtown Lexington. MSL has taken the initiative to organize community and business events, such as parades and sidewalk sales, to promote unused downtown properties through "underground" tours. MSL supports local businesses through economic gardening efforts that include a business plan competition with winners receiving startup funding, small business loans, publicizing available downtown properties, and supporting the "Destination Retail" retail enhancement program.

Chamber of Commerce

The local Chamber of Commerce is a membership organization comprised of local leaders that promote the Lexington, Buena Vista, and the Rockbridge County region. The Chamber sponsors business, political, and educational events throughout the year with the goal to promote the competitive enterprise system of businesses. They also provide business development services using information from partner agencies, such as educational institutions, governments, and economic development agencies. Additionally, they assist with marketing efforts.

Local Economy

▷ Partnerships & Initiatives

Shenandoah Valley Partnership

The Shenandoah Valley Partnership (SVP) works with public and private partners locally, regionally, and statewide to promote an economic climate for business success throughout the Shenandoah Valley. This process involves attracting new businesses by marketing potential sites, working with governments to promote the availability of incentives, and working to help existing businesses expand and guide workforce development. SVP also tracks various economic indicators and publishes an annual report that includes Shenandoah Valley economic performance overviews.

Dabney S. Lancaster Community College

Dabney S. Lancaster Community College (DSLCC) is supported in part by the City of Lexington. DSLLC provides opportunities for the extension of knowledge, skills, and personal enrichment in an environment that mantains high academic standards and respect for each individual.

In addition to these partnerships, Lexington has a strong framework of economic incentives in place to support economic development strategies identified in this plan, including:

Commercial Tax Abatement

The City of Lexington offers tax exemption on rehabilitated commercial or industrial buildings to help encourage private reinvestment in the City.

HubZone

The City of Lexington is designated as a Historically Underutilized Business Zone (HUBZone) through 2021. Through this federal program, small businesses gain preferential access to federal procurement opportunities. To qualify for the HUBZone program, businesses must meet certain size, ownership, and employment thresholds.

Major Business Facility Job Tax Credit

Major Business Facility Job Tax Credit qualified companies locating or expanding in Virginia are eligible to receive a $1,000 income tax credit for each new full-time job created over a threshold number of jobs. Companies locating in an economically distressed locality or an Enterprise Zone are required to meet a 25-job threshold; all other locations have a 50-job threshold. For this tax credit, a locality qualifies as economically distressed if its unemployment rate for the preceding year is at least 0.5 percent higher than the average statewide unemployment rate. Based on 2019 data, Lexington currently qualifies for the lower job creation threshold.

Opportunity Zones

The City of Lexington is designated as an Opportunity Zone under the 2017 Tax Cuts and Jobs Act. This designation provides an economic and community development tax benefit to investors with capital gains. It is designed to encourage long-term private investment in low-income census tracts. The designation is current through December 31, 2028.

Local Economy

▷ Needs Assessment

Lexington offers and supports numerous programs and initiatives to bolster the economic well-being of the City and its residents. While changes in a modern economy can never be fully predicted and planned for, Lexington can take actions to develop a more robust and resilient economy. The objectives and strategies for Local Economy are intended to address these needs. The following list identifies some of the most critical economic development needs as Lexington plans for 2040:

- A more diversified economy with expanded opportunity for residents, particularly young professionals.
- An expanded real estate tax base through better use of underutilized property, including adaptive reuse, infill, and redevelopment.
- A supportive business environment with easily accessible resources and incentives for local entrepreneurs and businesses.
- Increased dialogue to proactively address needs or problems confronting the business community and identify ways the City can help businesses succeed.
- More opportunities for Lexington business owners to recommend improvements to the City's business environment.



Local Economy

▷ Goal, Objectives, & Strategies

Local Economy			
Goal: Market the City's assets, including its history and small-town character to attract business, increase employment opportunities, raise salaries, and expand local revenue.			
Values	Objectives	Strategies	
	Offer a business-friendly environment with opportunity for all residents.	LE 1.1	Assess business licensing, permitting, and other regulatory requirements and streamline process, where needed, that might hamper new businesses and "side-gigs".
		LE 1.2	Encourage the development of safe, affordable, quality childcare.
		LE 1.3	Practice "economic gardening" by offering startup loans and low-cost financial advice to small and minority-owned businesses, connecting citizens to federal micro-enterprise loan programs until local programs can be established.
	Attract new business and investments that increase the city's tax base, diversify the economy, and promote job growth.	LE 2.1	Actively recruit new businesses and assist expansion of existing businesses poised for growth.
		LE 2.2	Aggressively promote local and regional tourism through a variety of means, focusing on history and outdoor recreation.
		LE 2.3	Promote economic development incentive programs, such as HUBZONE, Job Tax Credits, and Opportunity Zones, to encourage desirable investments – including start-up businesses, hiring, and affordable dwelling opportunities.
		LE 2.4	Sell, lease, or otherwise leverage under-utilized City-owned properties to strengthen Lexington's tax base and economic strength.
		LE 2.5	Continue to invest in broadband and other telecommunication developments that are often cited as important determinants of local and regional economic growth.
	Make strategic investments that enhance the quality of the community to attract visitors, businesses, and employees.	LE 3.1	Continue to pursue streetscape improvements associated with the Downtown Improvement Plan, including pedestrian upgrades that make the downtown district safer and more enjoyable for visitors.
	Leverage the business community to strengthen economic development and growth.	LE 4.1	Connect developers, real estate professionals, and lenders with resources and educational materials to help them promote Lexington to potential investors and businesses.
	Partner with adjacent communities, community organizations, and educational institutions to achieve the shared economic success of the region.	LE 5.1	Recognizing the scarcity of development sites in Lexington, coordinate with Rockbridge County and the City of Buena Vista to promote economic improvement that can improve the regional economy.
		LE 5.2	Provide reliable funding to, and partner with, Main Street Lexington to expand downtown improvement strategies that may include branding campaigns, façade grants, business visitation and exit surveys, and business incubation programs.

Arts& Culture

Foster the expansion of the artistic and cultural assets in the Lexington region by effectively using existing resources and talent to attract and expand new opportunities.



Arts& Culture





▷ Introduction

Lexington is a small but culturally vibrant, independent city situated in the Valley of Virginia between the larger, more urban centers of Staunton and Harrisonburg to the north and Roanoke to the south. With the presence of Washington and Lee University (W&L) and Virginia Military Institute (VMI) within City limits, Lexington has developed a unique character centered around small-town charm while emphasizing the importance of arts and culture in the community. As with most university communities, Lexington has a longstanding tradition of artistic, musical, and cultural endeavors that continues to influence and inform the local arts and culture scene today.

The goals and strategies included in this chapter aim to transform Lexington into an even more vibrant cultural hub than it is today. The strategies are founded in the understanding that successful arts and culture initiatives are coordinated regionally; rely on citizen involvement, not just public investment; sustain and enhance local identity and character; contribute to a strong local economy; and can build a more inclusive community. Many venues, organizations, and initiatives relating to arts and culture in the Lexington community exist within or operate across the neighboring localities of Rockbridge County and the City of Buena Vista. As such, extensive cooperation and coordination is encouraged across a broad range of governments, institutions, and organizations to achieve the desired goal of this chapter.

This chapter builds on the City's long-standing support of the arts in the community. As Lexington's first formal effort to incorporate arts and culture into its Comprehensive Plan, this chapter examines the status quo of such initiatives in the community and makes recommendations for how Lexington can further expand and support arts and culture initiatives. This assessment:

- *Identifies existing assets, initiatives, and gaps in the City's ability to facilitate the growth of arts and culture in the community;*
- *Suggests a series of strategies to structure improvement; and,*
- *Makes formal recommendations for action to be considered by the Planning Commission and City Council.*

Arts& Culture

▷ Community Engagement

Arts and culture is important to the Lexington community. Nearly 30 percent of Comprehensive Plan survey respondents indicated that culture and events was one of the most valued characteristics of their community. As an economic driver, growing Lexington's arts scene may also support two areas of concern for City residents identified through the Comprehensive Plan survey – lack of job opportunities and lack of shopping and services.



Arts and Culture Working Group

As part of the Comprehensive Plan update, an arts and culture working group was tasked by the Planning Commission in early 2019 with examining the existing conditions of arts and culture in the Lexington community, as well as setting forth a series of recommendations for improvement to be considered by the Commission. In conducting their assessment, the work group asked the following questions:

- What local and state laws might need to be reviewed to realize certain objectives?
- How can diversity be promoted within the Lexington arts and culture community to include people of all ages and cultural backgrounds?
- What actions can be taken by the City to improve arts and culture infrastructure in the immediate future as well as long term?
- How can the development of an enhanced arts and culture infrastructure serve the economic goal of driving tourists to the area while ensuring that locals feel included and involved in the process?
- How can the City of Lexington best cooperate with other local governments, educational institutes, and non-governmental organizations to achieve the desired goal of the chapter?

Arts & Culture







▷ Planning Context

Existing Conditions

Lexington's arts and culture venues, organizations, and initiatives are fundamental to the high quality of life enjoyed by residents. Not only do these organizations improve the community as a place to live, work, and play, they support the local economy by attracting tourism, driving events-related spending, creating jobs, and generating revenue through meals and lodging taxes.

As defined by the City's arts and culture working group, arts and culture generally include festivals, live music events, public art exhibitions, dance performances, food, and a variety of recreational activities. The area's three institutions of higher learning are major contributors to and hosts of events and performances. Outdoor recreation is also a major component of the City's culture given Lexington's idyllic location situated between the Blue Ridge and Shenandoah Mountains.

In addition to existing venues, organizations, and initiatives, Lexington is home to dozens of independent artists, musicians, builders, artisans, professors, people skilled in crafts and trades, and an overall abundance of human capital and talent who contribute immensely to the community's arts and culture scene.

Existing Assets

Lexington boasts a wide range of community arts and cultural assets. From museums and performance arts to its historic physical character and annual events, Lexington affords residents and visitors a unique blend of history and tradition along with the energy of a college campus and a vibrant downtown. Although not an exhaustive list, Map 6.1 details arts and culture events, venues, organizations and other assets, which create a strong foundation for the goal and strategies presented in this chapter.

MUSEUMS 8

21+ Sites HISTORIC

12+ Theater Music VENUES

5 EVENT VENUES

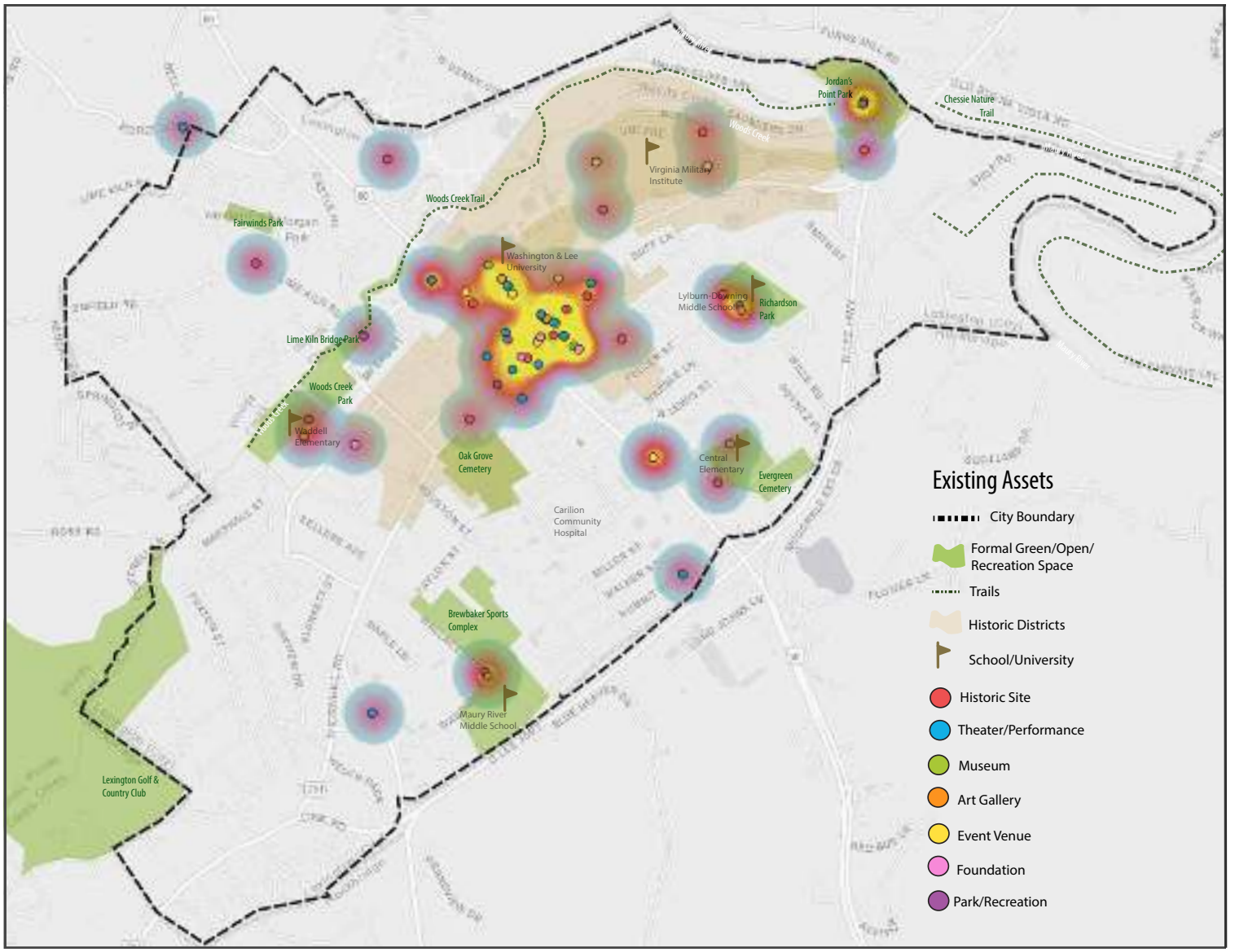
Art 5 Galleries

Arts& Culture

Map 6.1 Arts & Culture Assets

The City's existing arts and culture assets can be classified as museums, historic sites, venues & event spaces, green spaces & parks, and community-based organizations & initiatives. Although not an exhaustive list, this map shows the concentration of assets available to the Lexington community.

The greater Lexington Region is host to additional assets such as: Southern Virginia University, Virginia Horse Center, Boxerwood Nature Center and Woodland Garden, Rockbridge Artisan Produces, Rockbridge Symphony, and the Shenandoah Ballet just to name a few.



Arts & Culture

▷ Partnerships & Initiatives

In addition to identified arts and culture assets, Lexington supports arts and culture through several partnerships and initiatives, including:



Boards and Commissions

Several of Lexington's boards and commissions deal directly or indirectly with arts and culture in the community: The Architectural Review Board, Cemetery Advisory Board, Regional Tourism Board, and the Rockbridge Regional Library.

Downtown Enhancement Plan

The Downtown Enhancement Plan was accepted by City Council in 2013 with the goal of creating an attractive, vibrant, walkable, and bikeable Downtown. The plan recommends a variety of public improvements that contribute to green infrastructure, including street trees, green space, and bicycle/pedestrian connectivity. To date, approximately 30 changes contained within the plan have been approved by City Council, and roughly $25,000 per year is allocated for implementing the plan.

Media Organizations

There are several media organizations that help promote arts and cuture opportunities in the City of Lexington. These sources include The News-Gazette, The Rockbridge Advocate, WLUR-FM 91.5 radio station, and others.

Main Street Lexington

Main Street Lexington is a volunteer-based, non-profit organization established in 2013. The organization works to enhance economic prosperity and cultural vitality of the downtown Lexington area. Several events sponsored by Main Street Lexington are intended to bring arts and culture into the City and into downtown specifically.

Zoning Ordinance

The zoning ordinance includes regulations for the Downtown Historic Preservation District and the City's residential historic districts. The City received a grant from the Virginia Department of Historic Resources to develop a set of design guidelines for its historic districts. The new guidelines were enacted in 2019.

Arts& Culture





▷ Needs Assessment

Lexington has long supported arts and culture throughout the City and, as demonstrated through existing programs, has a solid foundation for bolstering investment in community arts and culture. However, the existing conditions analysis performed by the arts and culture work group identified the following opportunities and areas in need of improvement. The goal, objectives, and strategies that follow are intended to address these existing gaps.

- Limited diversity of cultural and artistic expression in the community in terms of promoting a wide variety of content for individuals of all ages and backgrounds.
- Multiple underutilized spaces (such as alleys, abandoned buildings, bridges, vacant lots, entry corridors, etc.) throughout the City that could benefit from visually-engaging public art installations.
- Lack of clear, organized leadership, vision, communications infrastructure, and funding for stimulating arts and culture initiatives in both the private and public sectors.
- A need for safe and accessible sidewalks in the downtown area.
- Easing restrictions regarding the consumption of alcohol and dining in outdoor spaces in the downtown area to allow for food trucks and encourage the development of nightlife.
- Limited information and resources for promoting outdoor activity and recreation in the community.
- Limited space for workshops, classes, camps, and other small events.
- Examining Lexington's history in the context of its rich artistic and cultural contributions rather than focusing on political or military history.

Arts & Culture

▷ Goal, Objectives, & Strategies

Arts & Culture			
Goal: Foster the expansion of the artistic and cultural assets in the Lexington region by effectively using existing resources and talent to attract and expand new opportunities.			
Values	Objectives	Strategies	
	Foster access to arts and culture in Lexington.	AC 1.1	Improve the accessibility and inclusivity of civic, arts, and cultural facilities, venues, and activities with the goal that they will be more diverse and universally accessible.
		AC 1.2	Support affordable housing, flex live/work spaces, and resources for artists and artisans creating new businesses in Lexington.
	Support a strong local arts and culture economy.	AC 2.1	Encourage the development or designation of community space(s) as a general arts and culture center for the greater Lexington community, capable of hosting both national and local artists as well as other community events.
		AC 2.2	Adopt tax incentives for the renovation of underutilized spaces and buildings (e.g., Cultural Enterprise Zones — tax incentives and subsidies to attract cultural organizations and private investors).
		AC 2.3	Consider amending the zoning ordinance to create an arts/entertainment overlay district.
		AC 2.4	Work with community organizations to promote cultural tours that showcase the arts, culture, and area architecture through coordinated festivals, live music events, and other celebrations of local culture (e.g., host monthly mini-festivals that highlight one particular aspect of arts and culture).
	Use art and culture as a placemaking tool in the community.	AC 3.1	Use public art to revitalize, define, and enhance the character of Lexington and its neighborhoods.
		AC 3.2	Improve the aesthetic quality of the City's entrance corridors to be more inviting and appealing to visitors and locals alike.
		AC 3.3	Support the temporary re-use of vacant/underutilized building, facades, and sites for art exhibitions, events, and murals.
		AC 3.4	Include an arts and culture component in development requests for proposals for city-owned sites, when appropriate.
	Encourage and support citizen-led arts and culture events and initiatives.	AC 4.1	Streamline the public art/mural installation process to promote public art in the City.
		AC 4.2	Examine local regulations related to street festivals (food trucks, arts, music, food, drink, booths, etc.) to more easily accommodate special events.
		AC 4.3	Streamline the event registration/permitting application to be more easily accessible and user-friendly.
	Provide resources and support for arts and culture in the greater Lexington region.	AC 5.1	Promote partnerships between local and regional government, local businesses, organizations, schools, university art programs, and charitable foundations to enhance event, programming, and facility development.
		AC 5.2	Establish an independent Arts and Culture Community Council to better facilitate arts and culture programming, initiatives, funding, and promotion between organizations and institutions in Lexington and Rockbridge County.
		AC 5.3	Publish an arts and culture directory of programs, services, and funding available in the Lexington area.

Housing

Conserve and foster the improvement of the City's neighborhoods to ensure safe, affordable, and desirable places to live.



Housing

▷ Introduction

Access to housing is critical to the health, well-being, and economic vitality of Lexington and its citizens. Quality housing allows people to live comfortably, safely, and in a desired location. Housing construction, contracting, and other residential services create jobs, support the local economy, and contribute to local tax revenue.

With difficult topography and little undeveloped land, the City has seen little recent housing development. At the same time, with a strong economy and high quality of life Lexington is in demand as a place to live. These factors contribute to high average housing costs and make housing affordability a key issue for Lexington's future.

This chapter of the Comprehensive Plan reviews the city's existing housing stock and develops strategies for the future. This chapter combines the community's input and involvement in guiding the Plan with the data and observations gathered by city officials.



▷ Community Engagement

The online survey and community meetings for the Comprehensive Plan revealed a need for affordable housing in the city that is supported by housing data gathered during the planning process. Affordability was one of the most frequently cited concerns for Lexington's future and was highlighted as the most-needed type of residential development. Single family homes, housing for seniors and the elderly, workforce housing, and homes within walking distance to employment were also commonly shared needs.

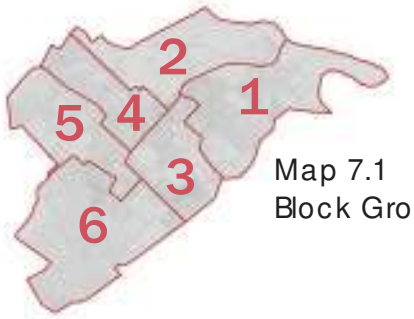
Housing



▷ Planning Context

Existing Conditions

In order to formulate a future plan for housing in Lexington, it is important to understand the current trends. By using American Community Survey data (5-year estimates, 2014-2018) along with US Census Block Group boundaries, housing data is visualized specific to location to allow for a detailed analysis. The Census Block Group Maps included in this chapter offer a glimpse into the specific housing and habitation patterns within the City of Lexington. There are six block groups within the City; each encompasses relatively equal population numbers but contains varying housing characteristics. Block Group 2 primarily encompasses Virginia Military Institute and Washington and Lee Campuses; note that the housing data for this Block Group is anomalous but was not excluded since it is partitioned into one Block Group.

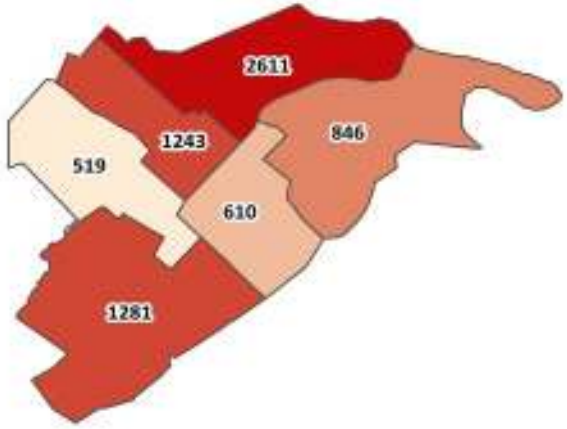


Map 7.1
Block Groups

Map 7.2 Population

Population count for number of people living in each Block Group

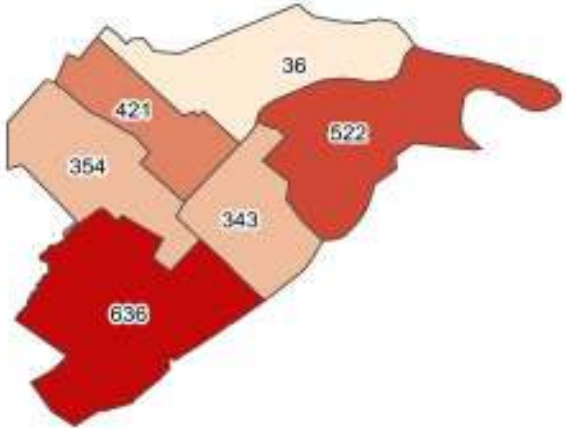
Total: 7110



Map 7.3 Housing Units

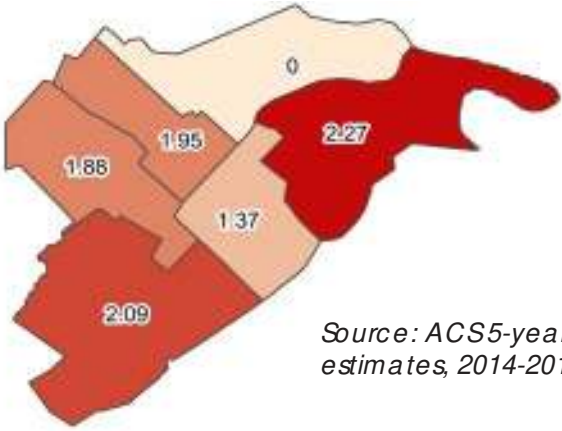
Number of available housing units in each Block Group.

Total: 2312



Map 7.4 Household Size

Average size of household living in each Block Group.



Source: ACS5-year estimates, 2014-2018

Housing

▷ Planning Context

Housing Type

Lexington's neighborhoods provide a variety of housing options for City residents. The housing stock is predominantly single-detached units, but there is also a relatively large share of apartments, attached, and accessory units throughout the City. Washington and Lee and Virginia Military Institute also provide on-campus dwellings for students, which are considered group living quarters and are not counted in the traditional housing statistics, which can be found in Appendix B.

Housing Tenure

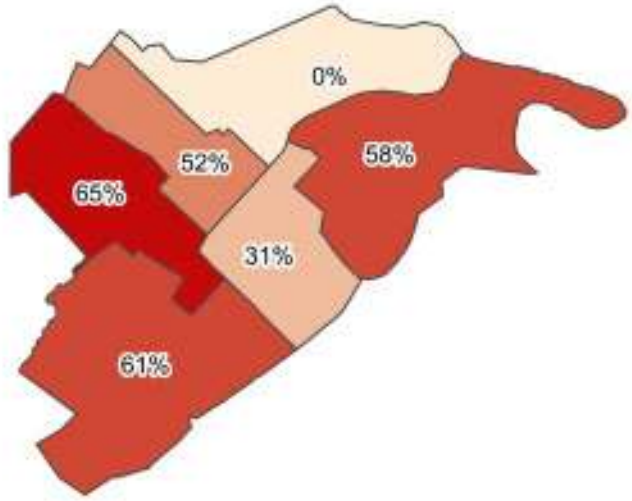
A little more than half of Lexington households own their homes compared to more than 75% in Rockbridge County, indicative of the City's denser development pattern and student demand for rental units. Though rental units are well-distributed throughout the City, the concentration of rental units is slightly higher in eastern portions of the City near W&L and downtown.

Housing Age

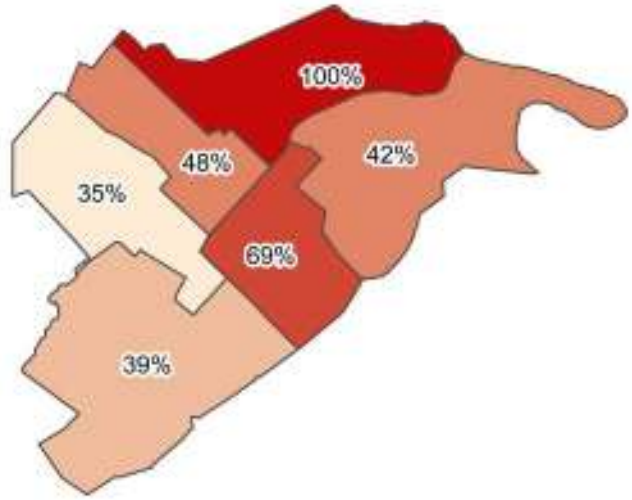
Lexington is home to many historic neighborhoods, reflecting the long history of the community. More than a third of Lexington's homes were built before 1940, and more than 75% were built before 1980. Only eight new housing units were constructed between 2010 and 2015, highlighting the limited amount of recent development.

While older, historic homes contribute to the beauty and charm of Lexington, they may not meet the accessibility, energy efficiency, or other needs of modern consumers. These older units may also require complex and costly repairs as they age. Housing rehabilitation programs, such as those provided through Lexington's partnerships and initiatives, can help prevent the displacement of low-income households who otherwise may struggle to keep their home in livable condition.

Map 7.5 Percent Owner Occupied Homes



Map 7.6 Percent Renter Occupied Homes





Housing

▷ Planning Context

Housing Turnover

Housing turnover rates show a relatively strong inclination for owners to stay in Lexington, with nearly 25 percent of homes being occupied by the same owner for thirty years or more. Predictably, apartment turnover is much higher, reflecting student living and home ownership preferences.

Block Group 1 and Block Group 6 have a large percentage of owners who have lived in their homes for more than 40 years. These areas could soon see a transition in ownership from older residents to younger families or rental properties as these homes are sold or inherited. Neighborhood improvements, such as sidewalks, signals, and benches, could also help making these areas more accessible and friendly for aging residents that wish to "age in place".

Housing Vacancy

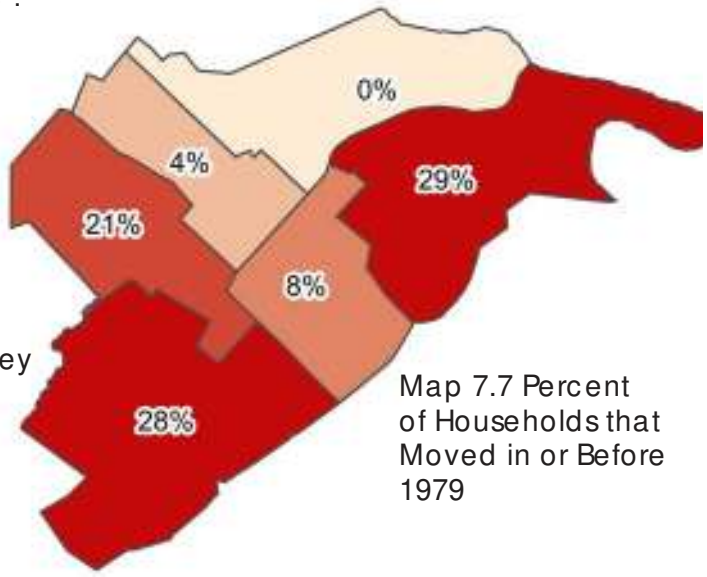
Slow growth in housing construction has resulted in very low housing vacancy.

The highest vacancy rates are found in Block Group 1 and Block Group 5. For Block Group 1, this may be a result of the low demand for the type or location of housing available in this area. The average year built is 1959, home values tend to be lower here, and it is relatively inaccessibility to downtown and the college campuses. However, the low rental/high vacancy ratio and median resident age of 40.5 may evidence opportunity for an increase of rental properties in this area for non-student residents.

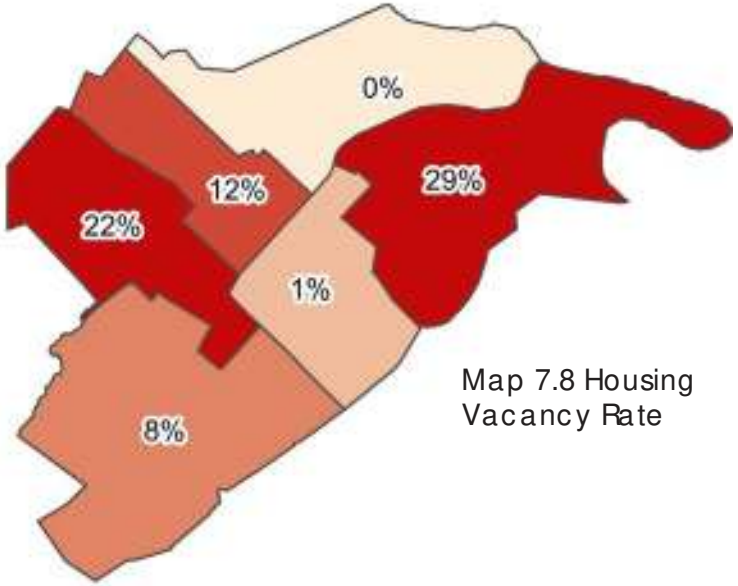
The data tells a very different story about Block Group 5. Here, the rental rate is low, and the median age is high. The median resident age here is 60, while the median male age is 63.8 (the national median age is 38.2). This, along with the significant number of houses for sale in the $500,000 price range, indicates that this area is likely in transition as older well-established residents are shifting their assets and lifestyle. The rate at which this neighborhood successfully transitions could be an indicator of the future housing demand.



Block Groups Key



Map 7.7 Percent of Households that Moved in or Before 1979



Map 7.8 Housing Vacancy Rate

Housing

▷ Planning Context

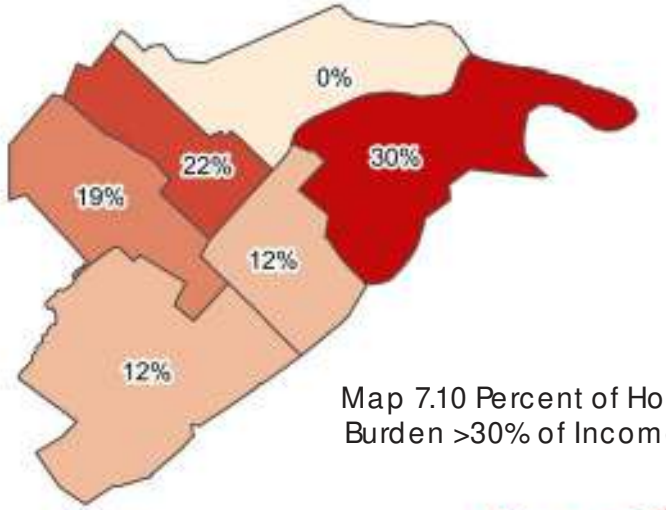
Housing Affordability

Housing affordability is a pressing issue for Lexington and the region. Households that spend over 30% of their income on housing costs are considered "cost burdened," as they are likely paying more for housing than they can reasonably afford. These households may have trouble paying for other basic necessities such as food, transportation, and health care. In Lexington, 56% of mortgaged homeowners and 58% percent of renters exceed this threshold. By comparison, 36.5% of mortgaged homeowners and 52% of renters are cost burdened in Rockbridge County.

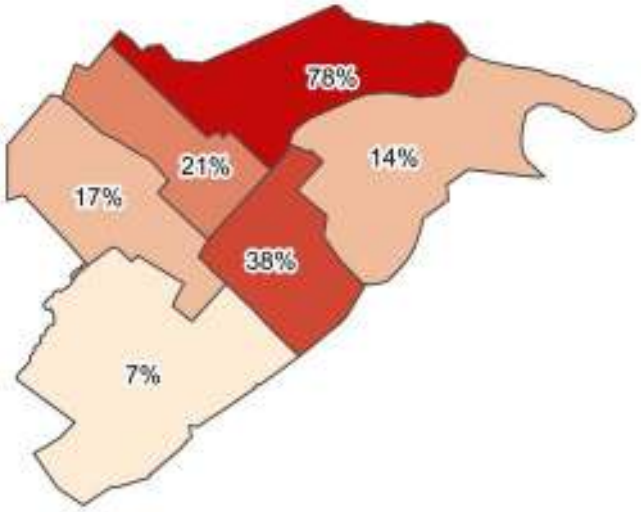
Cost burden is shown geographically in Map 7.9 and 7.10 The areas with the highest percentage of residential units being rented, other than on college campuses, are the neighborhoods along the Route 60 corridor, thus that is the area that experiences the greatest cost burden to renters. The highest housing cost burden for homeowners is found in the area with the lowest average home value (Block Group 1) and in Block Group 4, nearest the Washington and Lee campus. This data concludes that Block Group 4 exhibits the highest cost burden for both renters and owners.

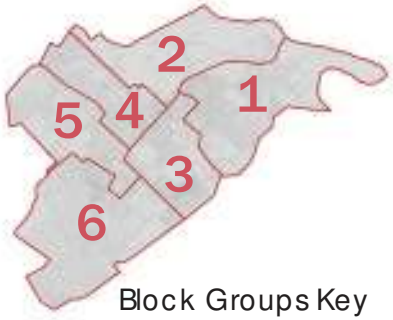
Adding housing supply is one way to alleviate housing cost burden and affordability by making units available at different price points. In addition, renovating and retrofitting homes with more efficient building materials and systems can help to reduce the overall cost of owning a home, while also supporting the sustainability goals within the Green Infrastructure and Natural Resources chapter. Housing affordability must also be addressed through active participation with local and regional partners, which is one of the key goals of the Threshold Housing Commission discussed later in this chapter.

Map 7.9 Percent of Households with Mortgage Cost Burden >30% of Income by Census Block Group



Map 7.10 Percent of Households with Rental Cost Burden >30% of Income by Census Block Group





Block Groups Key

Housing





▷ Planning Context

Housing Value

Housing values in Lexington are higher than Rockbridge County, reflecting the desirability of the City's historic, walkable neighborhoods and proximity to employment, education, and services. In 2017, median value in Lexington was $252,500, compared to $197,200 in Rockbridge County.

Regionally, the Lexington area housing market has seen a slow but steady increase in value, particularly since the housing market crash in 2008. From July 2009 to July 2019, the median home value estimate of area homes climbed from $198,700 to $217,300. Between April and July 2019, the median sales price of a home was $278,750, based on 44 home sales. For 2019, the average price per square foot was $156, an 18 percent increase over 2018. For potential sellers who have large amounts of equity in their homes, increasing home value is a good sign, but the same trend can increase the tax burden on long-term residents and make Lexington unaffordable to buyers.

Figure 7.1 - Lexington Median Home Value Estimate (Zillow)



Subsidized Housing

Lexington has several subsidized housing assets that provide housing options for low income residents. Demand for subsidized units is high, and many properties have waiting lists for available units. Recent market studies revealed that the ten apartments in the region with rents subsidized by Section 515 Rural Development and Low-Income Housing Tax Credit programs have a vacancy rate of 1.5%.[1]

Properties subsidized through the low income housing tax credit program are susceptible to market-rate conversions once the original term agreements expire. The City and its local housing advocates should be cognizant of the terms on these properties and work with property owners to reduce the risk of losing affordable units to market-rate conversions. This may include identifying development partners, such as non-profits, with the ability to acquire the property, secure financing, and maintain affordability.

Recent Development

While limited land is available for large-scale suburban residential construction, new residential development continues to occur in Lexington. Forty-eight homes are projected for construction through 2020. New development is concentrated in the Weatherburn Subdivision in the southeast (Block Group 6) and in the Thompson's Knoll subdivision to the northeast (Block Group 1). There has also been recent expansion at "Kendal at Lexington", the continuing care retirement community on the western edge of the city.

[1]Revised Market Analysis for Renovation Green Hills Apartments Lexington, VA; Prepared by S. Patz and Associates, Inc.; February 2019

Housing

▷ Planning Context

Market Forces

Supply and Demand

As with most assets and commodities, housing price is impacted by supply and demand. Generally, demand drives up the price of an asset, which, if not met by an increase in the supply of that asset, leads to shortages and ever higher prices. The price of housing and real estate is especially contingent on this delicate balance of supply and demand.

The rental market is in particularly high demand in Lexington. A 2019 market study showed that the current market-rate and tax credit apartment supply is 98.8% occupied. Given the limited number of traditional apartments available, students and other renters who cannot secure a conventional apartment must occupy single-family homes, duplexes, and other rentals or live outside City limits. Development of new market rate apartments will open new housing opportunities for renters and potentially support the re-conversion of existing rental homes back to single-family use. Construction of additional rental units may also stimulate housing churn, creating new opportunities for buyers and renters alike.

Ideally, the demand for housing would be met with an equal supply of housing. However, Lexington's housing market is limited by supply rather than demand, and the City is handicapped in its ability to build new housing by its small geographical size. While this small geographical size certainly lends itself to the charm and character of the City, it does not readily foster new housing construction to meet the current and future demands of the citizens. Housing demand unable to be accommodated within the City of Lexington will naturally spread into Rockbridge County, highlighting the importance of regional cooperation and a coordinated approach to development and growth.

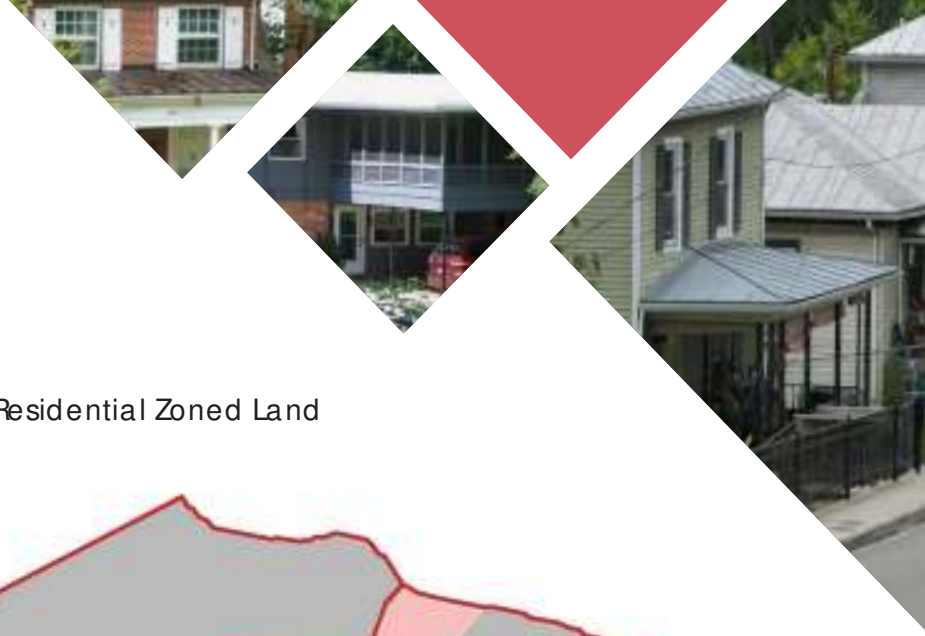
Revitalization and Infill

Lexington's quaint downtown and walkable, traditional neighborhoods make it a desirable urban center within the region. While Main Street Lexington has helped promote revitalization in the downtown, upper stories of some buildings remain unoccupied and underutilized. Rehabilitation and adaptive reuse of these buildings for multifamily housing should be actively promoted and supported, along with compatible infill development of surface parking and vacant lots. At the same time, revitalization in the downtown may place pressure for the conversion of residential property to commercial use. While encouraging a diverse and sustainable economy is a cornerstone of this Plan, the City is committed to balancing the economic development and housing needs of the community by protecting neighborhoods from commercial conversions that might further constrain the housing market or otherwise degrade the quality of neighborhoods.

Institutions of Higher Learning

W&L students have a significant impact on Lexington's housing market. While VMI students must live on-post, many W&L students have historically lived off-campus in rented houses spread throughout Lexington and the County. In 2016, the University opened new third year housing facilities and began requiring that juniors live on-campus. This decision was undertaken to improve the sense of student body community and connectivity but has affected the local housing rental market. The reduction in demand for off-campus student rentals has freed up units for non-student rentals, or in some cases caused former rental houses to be sold. At this time, W&L has not announced any similar effort to require seniors or law students to live in on-campus housing. In 2018, W&L enrolled 407 seniors, for whom minimal on-campus housing is available, and 394 law students, for whom no on-campus housing is available. At double occupancy, these students represent 401 student households that compete with long-term residents for rental housing in Lexington and surrounding community. While W&L has made efforts to concentrate students on campus, senior and law students continue to place high demand on Lexington's rental market. The market study estimated that student households represent 82% of the apartment base.

Housing



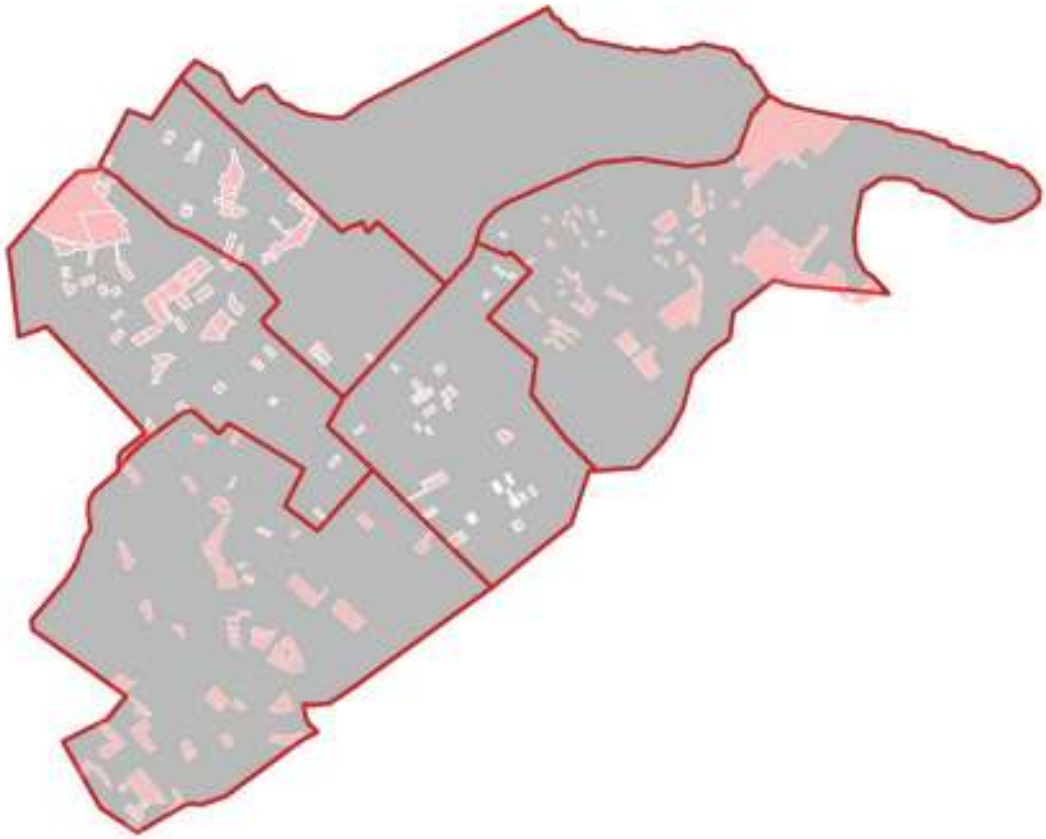
▷ Planning Context

Development Potential

Limited opportunities for development are scattered throughout the City, but most open land is limited in area and is burdened with development limitations. Map 7.11 highlights existing vacant residential parcels that could potentially be developed in the future. Some of these lots are undersized while others are completely landlocked. While recent zoning updates have allowed more flexible development regulations, additional modifications, such as reducing frontage requirements to allow infill residential development in large rear yards, should be explored.

In addition, the land use chapter highlights key opportunity areas where additional residential density should be promoted. New residential construction is most likely to be realized through multi-family infill, rehabilitation and reuse of underutilized downtown buildings, and the addition of accessory dwelling units.

Map 7.11 Undeveloped Residential Zoned Land



Housing



▷ Planning Context

Age-Friendly Housing & Neighborhoods

Lexington's aging population and high rate of long-term owners indicates a need for senior housing options. A 2019 market study showed a strong need for active adult and senior housing with services in Lexington. Currently, there are no market-rate apartment properties designated for older adults (age 55 and over) in Lexington or the surrounding area. New opportunities for senior living have been developed at the Kendal at Lexington, a continuing care retirement community on the western edge of the city, which recently developed approximately 30 cottages to accommodate the older population. Additional development of age-restricted and senior housing will create new housing options for those wishing to stay in Lexington but downsize out of homeownership. If local seniors are making a move to Kendal at Lexington or other supportive environments such as Heritage Hall or The Mayflower, it could stimulate transfer of real estate in areas with older populations and open the housing market to a new generation of homeowners who wish to call Lexington home.

To support its aging population, Lexington should also take actions that support successful aging in place. Ensuring age-friendly neighborhoods requires solutions covering the range of planning elements discussed throughout the Comprehensive Plan. Community design features, such as ADA-accessible sidewalks and benches, can make it easier for aging-residents to stay active and healthy. Transportation options can help seniors travel to reach shopping and services outside their neighborhood. Housing rehabilitation programs, such as those noted under the Local Advocacy section below, can help seniors maintain and modify their homes to be more accessible. Accessory dwelling units, discussed in the following section, can help offset rising housing costs or create living space for live-in caregivers.

Accessory Dwellings

Accessory dwelling units are an increasingly common tool used to respond to housing demand in constrained markets. Where traditional zoning practices have limited single-family neighborhoods to one home per lot, accessory dwelling unit ordinances allow a second small dwelling to be constructed on the same grounds of a standard single-family home. In 2018, Lexington revised its zoning ordinance to allow the construction of accessory dwelling units in single family neighborhoods, provided they are attached to or located within the existing dwelling unit. The City should also explore the modification of zoning policies to allow detached accessory dwelling units to further expand rental opportunities. As an added benefit, accessory dwelling units can provide supplemental income to cost burdened homeowners, helping increase housing affordability for renters and owners alike.

Short-Term Rentals

Short-term rentals are a relatively new component of Lexington's housing market. Short-term rental registration requirements and standards were adopted into the zoning ordinance in October 2017. In 2019, the first full year of the program, 19 short-term rentals were registered.

Short-term rentals offer substantial positive economic impacts by providing a supplemental source of income to the owner and supporting increased tourism activity and spending in the community. However, they are not without their own planning considerations. When unregulated, short-term rentals may negatively impact neighborhood character and quality of life with issues such as parking, traffic, and noise. They may also reduce the amount of housing available for long-term occupancy, which can lead to increased housing and rental prices in constrained markets. As a city with limited space for new housing development, Lexington will need to continue monitoring and regulating short-term rentals to balance community housing needs and protect quality of life in neighborhoods.

Housing

▷ Partnerships and Initiatives

The City of Lexington works with local partners and has undertaken a variety of housing advocacy programs over time, including grant programs aimed at housing rehabilitation, the purchase and renovation of aging homes, and new construction of affordable housing.



Local Advocacy

Local organizations also play a role in advocacy and housing issues. Total Action for Progress (TAP) and Mission Next Door both provide home repair and rehabilitation for people in need. Habitat for Humanity is well known for its work to build affordable housing and is active in Lexington. The Rockbridge Area Relief Association also provides homelessness prevention programs and HelpLine financial assistance to low-income area residents.

Rental Assistance Office

The Rockbridge Area Rental Assistance Office provides safe, sanitary, and affordable rental housing for low income citizens in the Rockbridge County area through the Section 8 Housing Choice Voucher Program. The Section 8 program is overseen by the US Department of Housing and Urban Development (HUD) and administered on a state level by the Virginia Housing Development Authority (VHDA). The vouchers allow low-income residents to find a home of their choice and use the program voucher to pay for all or part of the rent.

Rental Housing Inspection Program

In 2006, the City of Lexington adopted a rental housing inspection program, which required the inspection of residential rental units in six designated districts as well as the multifamily complexes located in Lexington. The program also provided for the inspection of properties located outside an inspection district based on observations of City staff or complaints from landlords, tenants, or the public. In 2020, the program was dissolved with the direction to reevaluate the ordinance in fiscal year 2021.

Threshold Housing Commission

The City's Threshold Housing Commission supports the housing needs of low- and moderate-income families, the elderly, and the handicapped. Since 1988, Threshold has successfully implemented housing rehabilitation projects for eligible low- and moderate-income families using federal Community Development Block Grant (CDBG) funds, city funds, and financing from local banks. Despite Threshold's impact on the community, efforts to develop a new affordable housing community using CDBG funds were unsuccessful due to eligibility requirements that were unattainable for Lexington's low to moderate-income residents. Threshold continues to provide housing assistance and coordinate the efforts of various local housing assistance providers.

Housing



▷ Needs Assessment

As discussed in this chapter, Lexington faces many challenges when it comes to meeting the housing needs of current and would-be residents. While a balanced housing market provides opportunities for most residents, very low housing vacancy rates, as found in Lexington, can drive up housing prices and limit opportunities for new buyers and renters alike. Research, market studies, and surveys specifically show a need for:

- Preservation and expansion of affordable housing opportunities.
- Additional appropriate and compatible multifamily, rental housing.
- New age-friendly housing opportunities, including age-restricted multi-family and senior living.
- Continued promotion of adaptive reuse, revitalization, and infill development.
- Continued exploration and expansion of innovative housing options, such as accessory dwelling units.
- Protection of neighborhood character by limiting encroachment from commercial uses, promoting homeownership, and supporting housing rehabilitation programs.

Housing

▷ Goal, Objectives, & Strategies

Housing			
Goal: Conserve and foster the improvement of the City's neighborhoods to ensure safe, affordable, and desirable places to live.			
Values	Objectives	Strategies	
	Promote a variety of safe and affordable housing options for all of Lexington's residents.	HO 1.1	Pursue funding strategies such as Community Development Block Grants or local revolving loan funds to finance the rehabilitation of housing on behalf of residents in need.
		HO 1.2	Review regulations allowing accessory dwelling units in separate structures in appropriate residential areas.
	Pursue policies that bolster Lexington's housing market, promote new development, and reduce long-term financial burdens on property owners.	HO 2.1	Encourage energy efficiency and other green principles in the planning, design, construction, and rehabilitation of Lexington housing to reduce long-term ownership costs for residents.
		HO 2.2	Expand provisions of Lexington's Zoning Ordinance allowing density bonuses for the creation of low- and moderate-income affordable housing units.
	Protect and enhance the quality and character of Lexington's residential neighborhoods.	HO 3.1	Provide housing rehabilitation resources for elderly and low-income residents to support "aging in place" and preservation of neighborhood character.
		HO 3.2	Protect existing affordable neighborhoods from losing housing stock to commercial conversions or other non-residential uses.
		HO 3.3	Facilitate the redevelopment and expansion of East Nelson Street and South Main Street commercial areas into vibrant mixed-use neighborhoods with higher densities, a mix of housing types and a range of complementary uses.
		HO 3.4	Explore revisions to the zoning and subdivision ordinances to allow lots without street frontage, where appropriate, making additional infill lots possible.
	Engage Lexington residents and property owners to create a more robust local housing market.	HO 4.1	Conduct outreach to owners of downtown buildings with underutilized upper floors, explaining upper story zoning and building codes.
	Leverage community resources to support diverse, safe, and affordable housing.	HO 5.1	Partner with local organizations to educate the public about heating systems, window-repair systems, storm windows, insulation, roof ventilation, and other energy-saving features suitable for existing buildings.
		HO 5.2	Continue partnership with the Threshold Housing Commission as an affordable housing agency to coordinate and support the work of local housing non-profits. Cooperate with Threshold Housing Commission to organize and facilitate seminars and workshops on housing issues identified in the Comprehensive Plan needs assessment.
		HO 5.3	Explore modifying the City's zoning regulations to facilitate the creation of a variety of safe, affordable, and innovative housing options, including the establishment of small lot, attached units, and other housing types that achieve higher densities and a diversity of housing options.
		HO 5.4	Reevaluate the Rental Housing Inspection Program.

Land Use

Plan for strategic, efficient, and quality development that increases the economic vitality of Lexington by building on local character and identity; protecting sensitive resources; and prioritizing connectivity between neighborhoods and services.

Land Use

▷ Introduction

Lexington is a historic and charming city with quality neighborhood, commercial, and institutional areas centered around its traditional downtown center. While Lexington is a mature community with limited land for new development, growth is welcomed and is expected to occur mostly as compact infill that is compatible with the character of the existing community.

Land use constitutes the base upon which all other aspects of development are founded. Land use policies and development patterns establish the foundation for the Comprehensive Plan. The future planning framework articulated in this chapter was developed following an analysis of existing development patterns and extensive public input that together define the community's vision for the future. Recognizing that land use patterns in the City are largely set, the policies in this chapter focus largely on the form, connectivity, and character of development.

Through the recommended future land use framework and strategies, this Plan considers how future growth and development could make Lexington a more accessible and diverse community; bolster the local economy; enhance local identity and character; more closely involve citizens; and improve management and collaboration regionally and with local institutions.



▷ Community Engagement

Public Survey

Lexington residents value their community's strong sense of place and identity. In the Comprehensive Plan survey, Lexington's small city character was cited as the top characteristic that people value about their community. Nearly 50% of survey respondents noted the importance of preserving history and architectural character, and over 60% of survey respondents reported that Lexington should welcome new residential and commercial growth.

Regarding land use, the survey results showed a need for a variety of housing types and retail, restaurants, and healthcare uses. Respondents showed a strong desire that, in the next ten years, Lexington would see thriving businesses and downtown and preserved history/small town character. More shopping/entertainment options and more community/family/kid friendly spaces/events were commonly cited changes that would make Lexington a more livable and enjoyable city. The survey results also identified land use challenges common for mature communities, including conservation/open space and lack of developable land, along with the presence of institutions of higher learning.

These results highlight the need for a flexible land use framework that preserves and enhances the community's character while offering new opportunities for development and amenities for residents.



Land Use



▷ Planning Context

Lexington is organized along two major streets, Main and Nelson. The intersection of these streets marks the center of the historic downtown. North Main Street passes Lexington's two institutions of higher learning before joining Lee Highway as it passes over the Maury River. A bypass carries Lee Highway away from the downtown and along the City's southern border.

Lexington has three main commercial areas. The City's historic downtown core is home to a variety of small retail stores, offices, service uses, restaurants, hotels, and government uses. The downtown is largely made up of older, multi-story buildings in a dense configuration with pedestrian facilities and limited parking. South of the downtown, where East Nelson Street meets Lee Highway, a suburban commercial area includes shopping centers and national chain retailers on larger sites with ample parking. A second suburban commercial zone at South Main Street and Lee Highway includes a motel, farmer's co-op, and other automobile-oriented commercial uses.

Institutional uses also make up a major part of Lexington. The two institutions of higher learning that help define the City are found north and east of the downtown. Importantly, while Virginia Military Institute (VMI) is a branch of state government and therefore exempt from local zoning and other land use regulations, Washington and Lee (W&L) is a private institution whose land use is governed by a university master plan approved by the City. Both institutions include relatively dense mixes of residential, classroom, administrative, and recreational spaces, and both feature abundant open and green spaces. Other institutional uses include the campus of Carilion Community Hospital south of the downtown, as well as a variety of church and organizational uses such as Lexington's three national fraternity headquarters.

Residential uses in Lexington are predominantly single-family detached homes, with older homes on smaller lots found nearest the downtown and larger lots with more modern homes found along the City's edge, particularly south and west of the downtown. Occasional duplexes or multi-family residential buildings are scattered throughout Lexington. Many are small multi-family buildings rather than large apartment complexes and are well-integrated into single-family residential neighborhoods.

Park and civic uses make up the remainder of Lexington, including two major cemeteries, government offices for both the City and County, parks, and both City and County elementary and middle schools. Civic spaces also include utilitarian spaces dedicated to transportation rights-of-way, water and sewer facilities, and maintenance yards.

Land Use







▷ Planning Context

Development Potential

Lexington is a relatively constrained land area of 2.5 square miles and is largely built-out, with few vacant parcels for new development. Growth and development are anticipated to occur primarily through individual infill projects that add residential density or commercial space or through redevelopment and adaptive reuse that converts one land use to another.

Numerous residential properties in the City are made up of more than one parcel of land, often with a house on one lot and another lot making up part of the yard. While in some cases these yard lots are too small to build on, it may be possible to add a new house on these lots, potentially infilling existing neighborhoods with occasional new houses. This is a positive addition to the City and should be encouraged where possible. In other cases, residential lots may contain enough land area to be subdivided but remain one parcel. A limited number of large rear yards could be used for infill housing except that Lexington's subdivision ordinance requires all lots to have street frontage. The City should study the opportunity to change this requirement, allowing driveway easements to access infill lots to the rear of existing residential parcels where enough land exists. **(See Housing Strategy 3.4).**

A small number of substantial development sites can be found, including two areas of East Lexington near Campbell Road, a commercially-zoned parcel east of the Nelson Street/Lee Highway interchange, acreage near Lexington's water storage facility along Enfield Road, and a City-owned site on Spotswood Drive, among others. With so few sites available, it is important that these sites be considered carefully and are developed to meet the City's goals, including higher-density housing and valuable additions to the tax base.

Land Use

▷ Planning Context

Regional Land Use Considerations

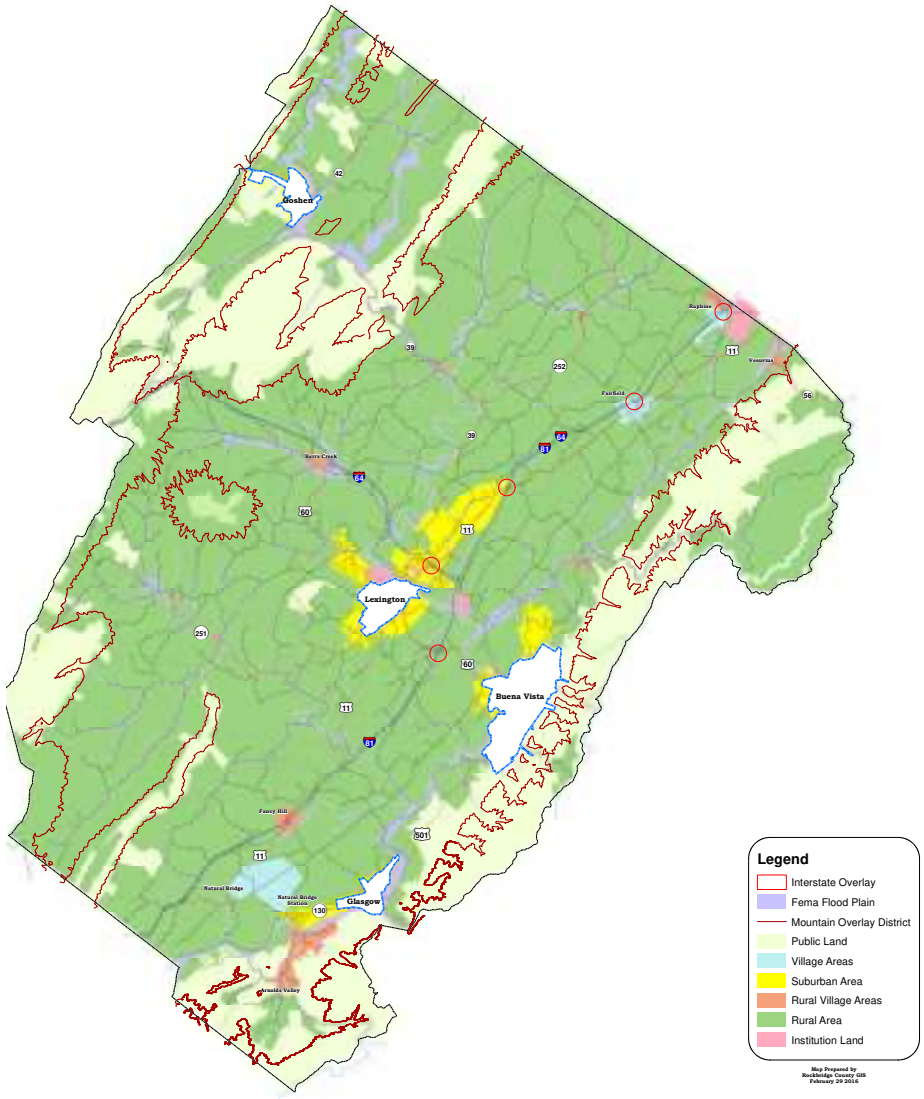
While this Plan is specific to the boundaries of the City of Lexington, land use in the real world is not so clearly defined. Lexington is an employment, shopping, and entertainment destination for residents of Rockbridge County and the region, and, with few parcels available in the City itself, new development increasingly locates on county lands adjacent to Lexington.

In its own Comprehensive Plan, adopted in 2016, Rockbridge County prescribed that rural areas of the County should be preserved while new development should be encouraged adjacent to existing settlements and in areas well-served by existing transportation and utility infrastructure. These areas are labeled Suburban Areas and are found in areas adjacent to Lexington and Buena Vista. Suburban Areas are planned for mixed residential, commercial, and industrial uses. The County's 2016 Comprehensive Plan also calls for development that serves and takes advantage of interstate highway interchanges. Lands around these exits are planned for regional shopping centers, major office or industrial employment centers, large-scale recreation or tourism uses, and traveler services such as fueling, restaurants, and accommodations.

The County has already made progress toward its goal of encouraging development near Lexington and preserving rural areas. Changes in 2008 introduced sliding scale zoning to further discourage rural area development and provide a new R-2 zoning district in key areas to promote compact single-family and multi-family residential uses. The County also extended water and sewer service in 2007 from the vicinity of Lexington along U.S. 11 to Raphine and is planning to extend sewer service along U.S. 60 to I-81 at Exit 188.

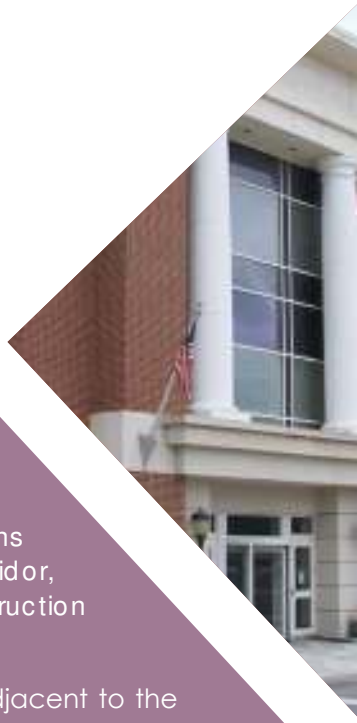
Lexington and Rockbridge County have previously undertaken joint planning initiatives in South Lexington and East Lexington and should continue such cooperation where adjacent neighborhoods and commercial areas offer opportunities to enhance vehicular, pedestrian, and bicycle connectivity as well as common urban design and land use objectives.

Map 8.1 Rockbridge County Future Land Use Map



Land Use

▷ Partnerships & Initiatives



Coordination with Institutions of Higher Learning

Lexington benefits enormously from the presence of W&L and VMI. These institutions raise the profile of the City, provide employment opportunities, host cultural events, attract visitors, and support local organizations through partnerships and student involvement. Both institutions are inseparable parts of the history and character of Lexington. Both institutions conduct their own strategic and land use planning processes, which shape the land use, transportation, and other elements of the City's future.

VMI Master Plan

As a branch of State government, VMI is not subject to local zoning or other authority. The institution does, however, have a positive working relationship with the City. VMI has an enrollment of approximately 1,700 cadets and in-City facilities covering approximately 134 acres. Facilities include housing, classrooms, offices, dining facilities, support services, and indoor and outdoor sports and training facilities. VMI maintains a Post Facilities Master Plan, updated annually, to guide changes and additions to the Institute's facilities. The school has also conducted a strategic planning process, whose guidance is found in a document titled Vision 2039.

The overall strategic vision of VMI includes a variety of upgrades and renovations to the Post but does not include significant plans to expand VMI's land holdings within Lexington or to grow significantly beyond its current enrollment of approximately 1,700 cadets. Efforts to renovate and modernize a variety of facilities will be ongoing but will have little effect on the larger City. The most recent addition to VMI has been the Corps Physical Training Facility, opened in October 2016 and located on the south side of North Main Street, adjacent to existing VMI facilities. This is a 200,000 square foot LEED certified building housing an indoor running track and other athletic facilities with parking beneath and connected to the main Post by a pedestrian bridge over North Main Street. While very large, the building maintains the character of VMI and the North Main corridor, with complementary design and traditional construction materials.

An indoor aquatics facility is planned for a site adjacent to the new Corps Physical Training Facility along North Main Street, which may increase traffic during large events. The North Main Street corridor in this area will also be affected by the City's own plans to remove on-street parking and enhance pedestrian spaces through a new streetscape program.

W&L Master Plan

W&L is a private institution and is therefore subject to City land use authority. All parcels that make up the University are zoned, and most university properties are covered by the City's Institutional Overlay zone.

W&L enrolls approximately 1,800 undergraduate students and 400 law students on a 325-acre campus. In its own strategic planning process, completed in 2018, W&L expressed little desire for significant growth in land area or enrollment, but does plan for significant construction, additions, and other improvements to the campus to create new programs, better serve students, and to increase environmental sustainability – a shared goal in Lexington's Comprehensive Plan.

Land Use

▷ Partnerships & Initiatives



W&L is currently undertaking a significant campus master planning effort, the adoption of which is subject to City review and approval. In considering such proposals, the City will continue to encourage W&L to look within its present holdings for future growth rather than acquiring additional land. Not only would additional expansion further erode the City's tax base, removal of viable commercial activities from an already limited downtown is harmful to the health and vigor of this vital commercial district.

The University owns most, but not all, of the houses in a block bounded by Glasgow, Nelson, and McLaughlin Streets and adjacent to the University's Lenfest Center for the Arts and Gaines Hall. Any proposed redevelopment of this block should mimic the scale and architecture of adjacent historic homes.

Land Use



▷ Future Land Use Plan

As a historic city with a great deal of existing development, Lexington must carefully plan for those areas where change is possible. The following framework establishes the desired pattern and character for future development that affords the City an opportunity to create organized and attractive City entrances, add development that supports the City's economy and tax base, and create unique neighborhoods that attract investment and tourism.

The Future Land Use Map (See **Map 8.2**) provides a depiction for how the City should grow to achieve its vision of the future. The map identifies a framework of gateways, centers, corridors, opportunity areas, and pattern areas where Lexington should encourage change and redevelopment. Because Lexington is a compact, largely developed community, the Future Land Use Map acts as a tool to guide redevelopment and infill.

The Plan prioritizes the creation of a more connected and accessible community, the expansion of traditional neighborhood patterns, and the protection of sensitive cultural and natural resources. The Future Land Use Map is informed by environmental features, existing development patterns, and existing and planned transportation and utility networks. The map and associated planning objectives and design strategies are crafted to provide flexibility for future trends while holding to an overall defined pattern for shaping development in the City of Lexington. In weighing development applications, Lexington's staff, Planning Commission, and City Council should be mindful of the Future Planning Framework as well as the needs of a changing city, the desire of Lexington residents for top-quality development, and the economic necessity of improving the City's tax base.

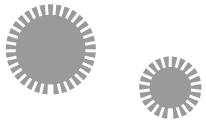
The Future Land Use Plan establishes five overarching Land Use Areas — Gateways, Centers, Corridors, Opportunity Areas, and Pattern Areas — with supporting Planning Ojectives and Design Principles for each. Corridors are further articulated into two types and Pattern Areas into seven types.

Land Use

▷ Future Land Use Plan

Future Planning Framework — Land Use Types

The Future Planning Framework establishes the following land use areas for the community, based on the significant planning objectives (See **Table 8.1**) for each area:



Gateways

Gateways are key places where the regional road network enters the City. These gateways serve as the community's front door, establishing first impressions and reinforcing perceptions of the City. Planning strategies should prioritize improving the image and attractiveness of these gateways.



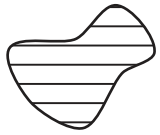
Centers

Centers are community focus areas – bridges between the transportation networks and surrounding neighborhoods. Centers are anchors of the community where services and amenities for the surrounding neighborhoods may be clustered. Focusing growth and investments in Centers encourages more compact and walkable development and encourages efficiency in new infrastructure investments.



Corridors

Corridors are important local and regional travel routes and commercial destinations. These areas strongly influence the City's accessibility, attractiveness, and economic vitality. Civic corridors are intended to be regional connectors, while neighborhood corridors are intended to connect residential areas to centers and commercial areas. Improving the conditions, character, and quality of these corridors is a primary planning focus.



Opportunity Areas

Opportunity Areas represent key areas of focus for revitalization, infill, redevelopment, or development. Opportunity Areas are locations for change in which Lexington has the opportunity to create organized and attractive development, add density that supports the economy and tax base, and create unique neighborhoods that attract investment and tourism.

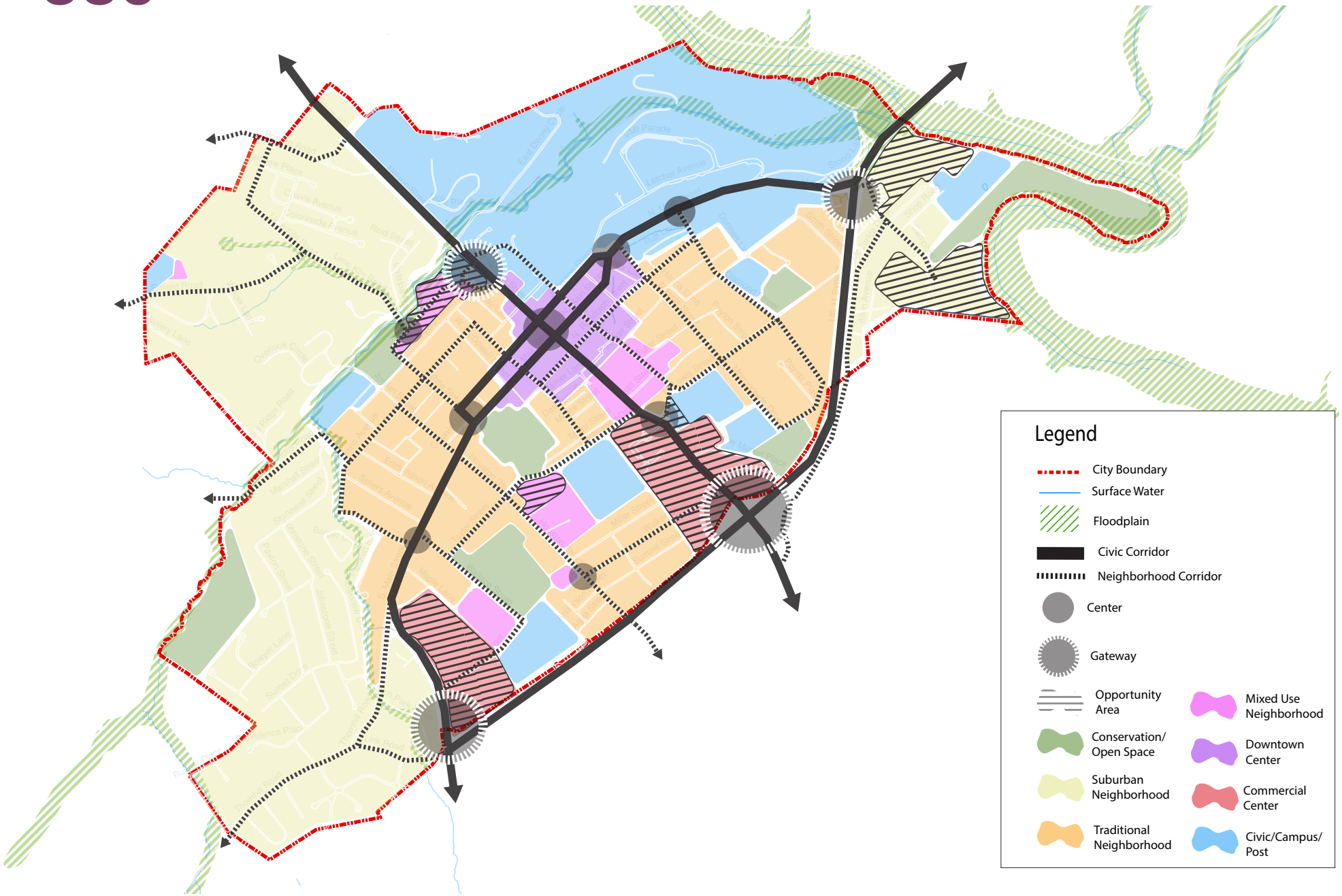


Pattern Areas

Patterns Areas are areas of the City that share distinct characteristics by virtue of geographic location, built form, and/or types of use. As a planning tool, these areas reflect the intended form, character, and planning objectives of future development and redevelopment. As development applications are evaluated, these pattern areas will serve as a guide for City leaders and staff in evaluating the appropriateness of future developments. This Plan identified seven distinct Pattern Areas. (See **Diagram 8.1** Pattern Area Transect)

Land Use

Map 8.2 Future Land Use Map



Land Use

▷ Planning Objectives

Table 8.1 Future Planning Framework — Planning Objectives

	Focus on infill or redevelopment	Implement traffic calming measures	Design for pedestrian & bicycle friendly community	Enhance and protect cultural resources	Connect neighborhoods through a network of green infrastructure	Encourage mixed use development	Improved streetscaping & landscaping	Enhanced design & development standards	Enhance & protect natural resources and open space	Improved wayfinding measures	Build on and promote local character and identity	Foster the development of a variety of housing types, including affordable housing	Incorporate sustainable development standards	Promote coordination of regional development and land use decisions
Gateways		X	X				X	X		X	X			X
Centers			X	X		X	X	X		X	X		X	
Civic Corridors	X	X	X				X	X		X				X
Neighborhood Corridors	X	X	X		X		X	X		X				
Opportunity Areas	X		X		X	X	X	X	X		X	X	X	

Land Use

▷ Planning Objectives

Table 8.1 Future Planning Framework — Planning Objectives

Pattern Areas	Focus on infill or redevelopment	Implement traffic calming measures	Design for pedestrian & bicycle friendly community	Enhance and protect cultural resources	Connect neighborhoods through a network of green infrastructure	Encourage mixed use development	Improved streetscaping & landscaping	Enhanced design & development standards	Enhance & protect natural resources and open space	Improved wayfinding measures	Build on and promote local character and identity	Foster the development of a variety of housing types, including affordable housing	Incorporate sustainable development standards	Promote coordination of regional development and land use decisions
Conservation / Open Space					X				X					
Suburban Neighborhood	X	X	X		X				X			X	X	
Traditional Neighborhood	X	X	X	X	X			X	X		X	X	X	
Mixed Use Neighborhood	X	X	X		X	X	X	X			X	X	X	
Downtown Center	X		X	X	X	X	X	X		X	X	X	X	
Commercial Center	X		X		X	X	X	X		X	X		X	X
Civic/Campus/Post			X	X	X					X				X

Land Use

▷ Design Principles

The planning framework approach places greater emphasis on the quality of development and its form than on the separation of individual uses. The design principles that follow present the context, density, character, and land use appropriate within each pattern area.

Diagram 8.1 Pattern Area Transect



Land Use

▷ Design Principles

Gateways, Corridors, and Centers

Gateways, Corridors, and Centers serve as an orienting network that overlays the designated pattern areas. The appearance and functionality of Gateways, Corridors, and Centers help to integrate the distinct pattern areas and create a strong impression for the overall community.

Development along and within Gateways, Corridors, and Centers should incorporate appropriate features within the public and private realm that enhance the design character and quality of the community. Landscaping, sign controls, and underground utilities should be provided to elevate community appearance. Removal of existing mature trees should be minimized along the frontage of sites, and parking should be screened from off-site views using plants of different types and heights. Gateways should incorporate special signage, public art, and landscaping to create a sense of arrival into the City. Corridors should incorporate enhanced streetscaping and encourage multiple travel options, with Neighborhood Corridors providing sidewalks on at least one side of the street and Civic Corridors providing bike facilities and sidewalks on both sides of the street. Centers should provide community amenities, such as pocket parks, benches, and bike racks, for the surrounding neighborhoods. Gateways, Corridors, and Centers should also be prioritized for enhancement projects, such as undergrounding utilities, sidewalk infill, and wayfinding signage.







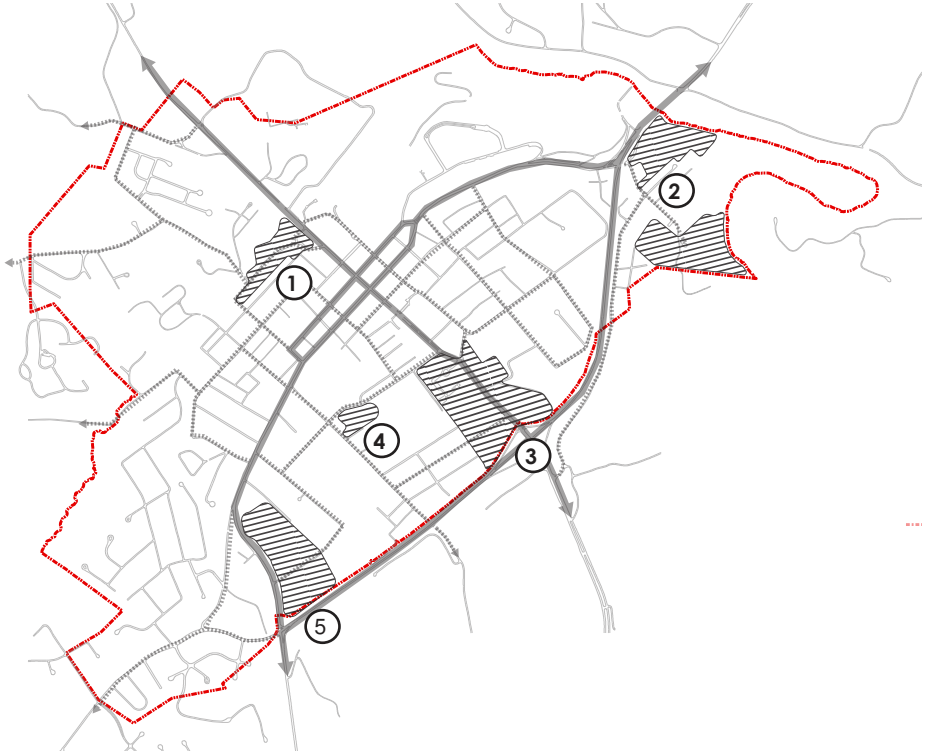
Land Use

▷ Design Principles

Opportunity Areas

New development, infill, and redevelopment are expected to be focused within Opportunity Areas. Each Opportunity Area is unique and must be considered in light of the underlying pattern area and surrounding uses. For example, the suburban-style commercial areas offer opportunities to increase density through redevelopment or infill outparcel development, while the McLaughlin Street area is poised to create a unique live-work arts district as an expansion of downtown. Development proposals should incorporate high quality architectural design and provide gradual transitions to surrounding land uses using design features, such as setbacks, height step downs, and landscaping. These areas also offer the opportunity to improve sidewalk and pedestrian access and add green infrastructure.

The unique planning, design, and investment prospects within Opportunity Areas may warrant additional study through the development of small area plans in the coming years. The planning process should begin with a community discussion to identify specific development goals for each area and assess the need for additional guidance on planning, design, and investment. The small area planning process will be most appropriate for those areas where significant revitalization or development may impact surrounding neighborhoods or vary from the underlying pattern area principles. The small area planning process will examine these areas holistically with full engagement of the public, elected and appointed officials, and planning professionals. The small area planning process may also qualify such areas for exemption from certain conditional rezoning proffer restrictions under Virginia Code Section 15.2-2303.4(F), allowing Lexington more flexibility to achieve its development goals.



1 McLaughlin Street

2 East Lexington

3 E. Nelson Street

4 Spotswood Drive

5 S. Main and Waddell Streets

Land Use

▷ Design Principles

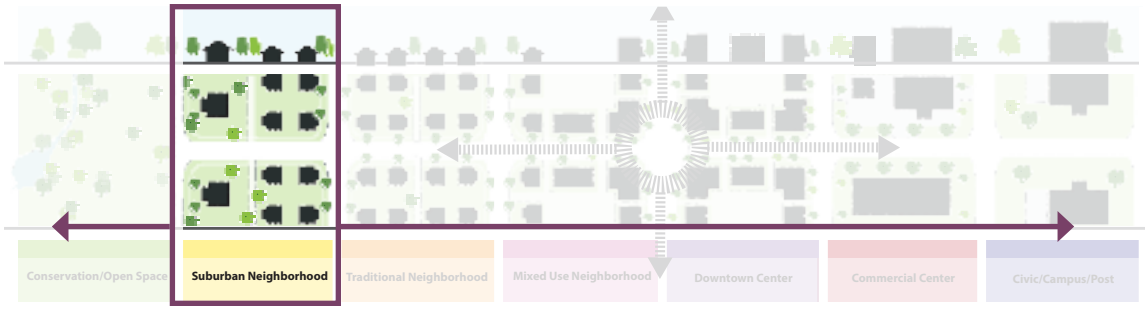
Suburban Neighborhoods

Suburban Neighborhoods will continue to be an important part of Lexington's future. These larger homes on large lots are found mostly on the City's western and southern edges and take on a more suburban than urban character.

Neighborhood preservation and enhancement is the key focus for Suburban Neighborhoods. While few large development sites are present in this area, individual infill lots exist. New and infill development should include homes with ample setbacks from streets and neighboring properties, as well as ample private open space and landscaping within individual lots. Siting of homes, driveways, and other residential features should be sensitive to existing trees, watercourses, and Lexington's complex topography.

Despite its somewhat suburban character, transportation access in these areas both by car and on foot remains important. While on quiet residential streets pedestrians and slow speed vehicle traffic may be compatible, major streets should be redesigned with sidewalks and other pedestrian amenities over the long term. Connections between neighborhoods and schools, parks, and civic places should be prioritized.









Land Use

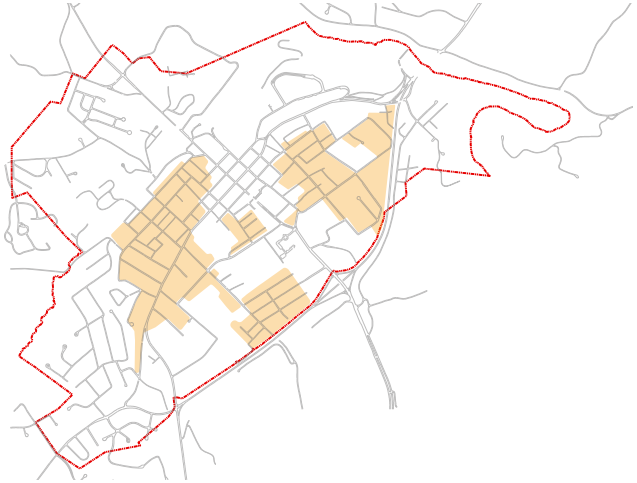
▷ Design Principles

Traditional Neighborhoods

Traditional neighborhoods represent areas of moderate density in closer proximity to Lexington's downtown core, with smaller lot sizes and greater urban character. These urban residential areas are found west, south, and east of the downtown and have primarily short blocks and a grid pattern of streets.

With very few available building sites, small infill projects are the most likely avenue for these areas to grow. Any new development should continue the street grid found throughout the downtown, include buildings that actively address the street, and provide full pedestrian connections. The proximity of these neighborhoods to the downtown is an essential part of their character, and so connections should be emphasized and promoted. Small urban lots also reduce the availability of personal open space, making parks, trails, and civic spaces increasingly important within these areas.

While Suburban Neighborhood areas are exclusive to single-family homes, the Traditional Neighborhood category also includes two-family homes, or duplexes. Duplexes create an opportunity to increase density and provide a more affordable residential option in near-downtown areas while maintaining the architectural appearance of existing neighborhoods. Duplexes should be of high-quality design, respecting the scale of the neighborhood through architectural forms, sizes, and styles compatible with the buildings in the neighborhood









Land Use

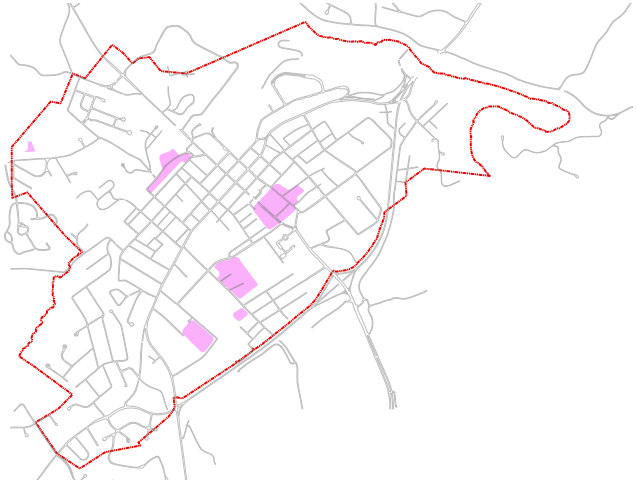
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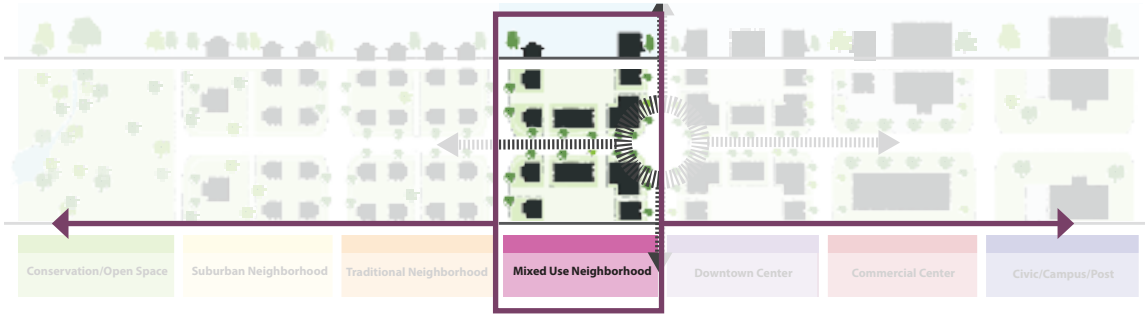
Mixed Use Neighborhood

Mixed Use Neighborhoods are intended to be a transitional zone between downtown commercial areas and other areas. Because these sites are adjacent to other land uses and not isolated, the siting and architecture of infill development must meet the context of nearby buildings in design, density, and character.

Mixed Use Neighborhoods are appropriate for higher density residential uses, such as apartments and townhomes, and also for light commercial uses, such as offices, financial institutions, and boutique retail. Commercial uses should focus on service functions that can serve neighborhood residents while fitting in with the character of nearby neighborhoods. Motor vehicle-related uses and other high intensity or highly active businesses are not appropriate for these areas.

Good design should be varied using materials and geometry that divide large buildings into smaller visual pieces. Commercial and residential uses may be located in adjacent separate structures or in single structures that include both use types in a coordinated building plan. New buildings should be oriented toward the street to create comfortable pedestrian environment. Commercial uses should occupy ground floors, street corners, or other logical spaces with exclusive entrances. Surface parking and delivery areas should be located to the rear of the structures and appropriately sited and buffered so as not to disrupt pedestrian circulation and adjacent residences. Lighting and signage should be limited in quantity, scale, and intensity to reduce over-lighting and negative impacts on neighborhoods. While uses transition between residential and commercial, building design should likewise transition between typical residential design and the appearance of Lexington's historic downtown.







Example Mixed Use Neighborhood (Not located in Lexington).



Land Use

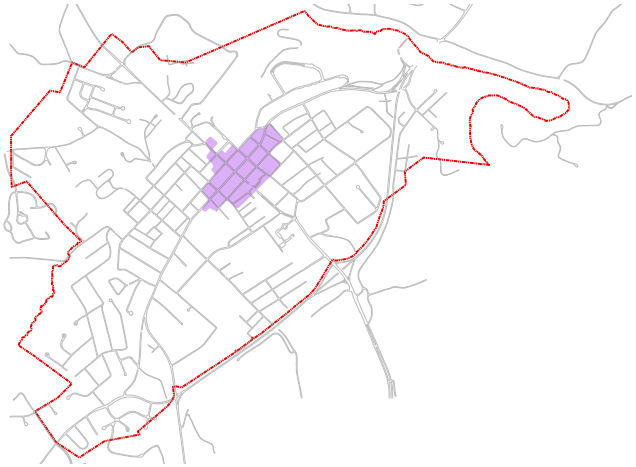
▷ Design Principles

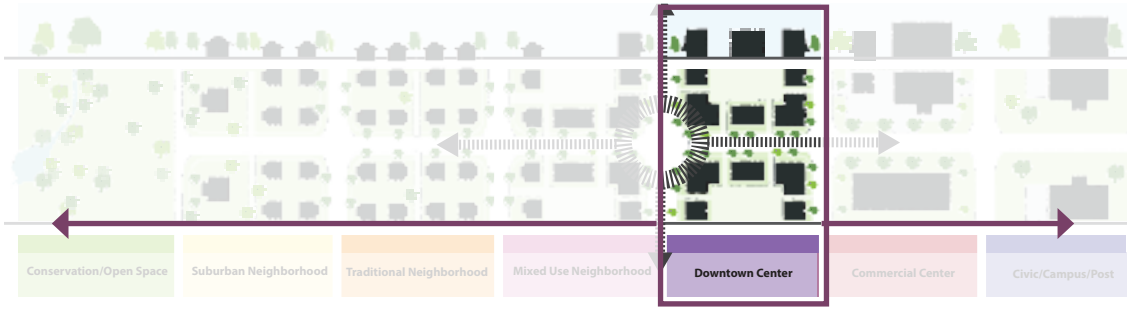
Downtown Center

Lexington's historic downtown core is both an essential hub of commerce for city and county residents and a major attraction for visitation and tourism. The downtown is a dense mix of commercial uses, including shopping, restaurants, hotels, and upper floor residences. While the footprint of the commercial core should not expand in any way that endangers residential neighborhoods, the use and intensity of the downtown may expand in ways that are compatible with its historic and architectural character.

The Downtown Center is the appropriate area for commercial uses that are pedestrian-oriented, enhance a vibrant street life, and contribute to the economy of the larger downtown business zone. The downtown should maintain a balance of local and tourist-focused retail along with restaurants, accommodations, and other uses that contribute to an active street life and thriving economy. While there are very few opportunities to build new structures in the downtown, redevelopment proposals are likely given the downtown's appeal. The City should embrace downtown investment while also ensuring preservation of historic structures and carefully guarding the character and architectural quality of the downtown through careful site planning, architectural review, and construction planning.

Active commercial uses on the street front are important to downtown vitality and should continue to be encouraged. Additional investment and vitality downtown may come from more fully using second and third floor spaces above street front commercial as offices and residences. Residential uses should be welcomed in the downtown to increase the use of downtown businesses and extend business activity into weekdays and evenings. The overall focus of downtown land use should not be on any one use, but on the maintenance of a cohesive district where a variety of businesses all contribute to the success of their neighbors.







Land Use

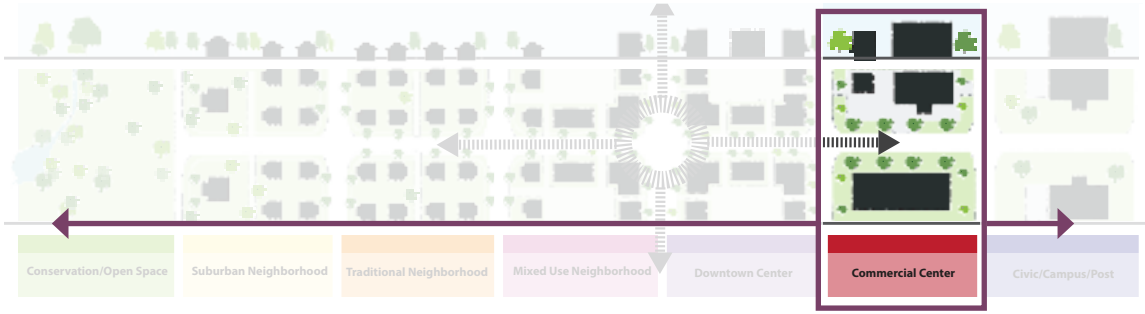
▷ Design Principles

Commercial Center

Commercial Centers are a lower-density element of Lexington's commercial economy found where East Nelson and South Main Streets meet the U.S. Route 11 Bypass. These areas lack the historic significance or tourism interest of the downtown but provide goods and services that are necessary to everyday living. Uses include grocery, pharmacy, general retail, fueling, automotive service, and other day-to-day uses, and may include national chain retailers. This zone also differs from the downtown in that it is primarily automobile oriented rather than pedestrian oriented, including shopping centers that focus on providing ample parking.

Despite the practical nature of Commercial Centers, Lexington should expect high-quality design and construction in these areas that line important entrance corridors to the City. Increased landscaping, pedestrian connectivity and safety, and access management should be encouraged, along with infill development within existing surface parking lots. Façade and sign improvements should be encouraged for existing uses, and trees and colorful landscaping should be incorporated to give visual interest between buildings, streets, and within and between parking lots. New buildings should be oriented toward the street and provide a visually rich and detailed architectural character with quality, enduring materials.









Example Commercial Center (Not located in Lexington).

Land Use

▷ Design Principles

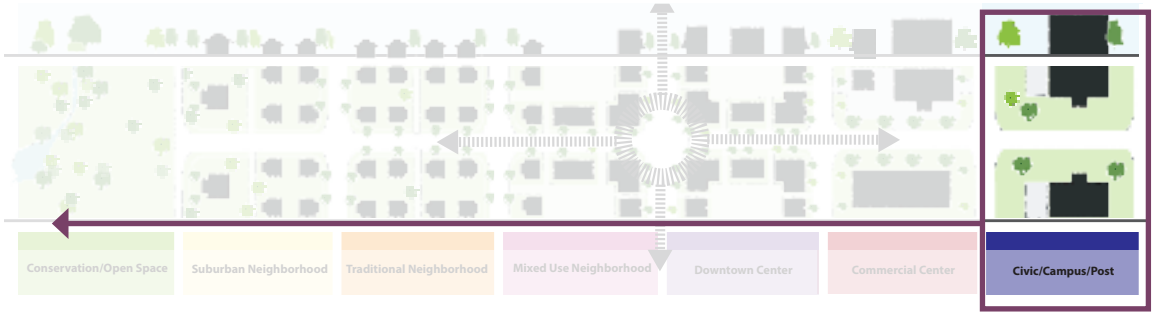
Civic/Campus/Post

Civic/Campus/Post describes Lexington's two institutions of higher learning and civic uses, such as public school campuses and City facilities. These areas employ specialized structures to meet specific needs and may maintain master plans of their own to guide future growth and development. Institutional structures are often larger than typical Lexington residential or commercial uses.

Each of Lexington's major civic and institutional uses should encourage strengthened connections to existing neighborhoods and the downtown core through pedestrian connections, public spaces, and program policies. As some of the City's largest landowners, civic and institutional uses should continue to provide open and green space within urban areas of Lexington. While each institution of higher learning maintains its own unique character, other new or redeveloped civic and institutional buildings should match the history, style, and character of the City in their design and materials.

Because of W&L's proximity to Lexington's historic downtown, it is paramount that new or expanded buildings complement the scale and architectural quality of surrounding buildings. The City should also ensure that any campus master plan proposal evaluate and mitigate current and anticipated parking, transportation, and economic impacts.







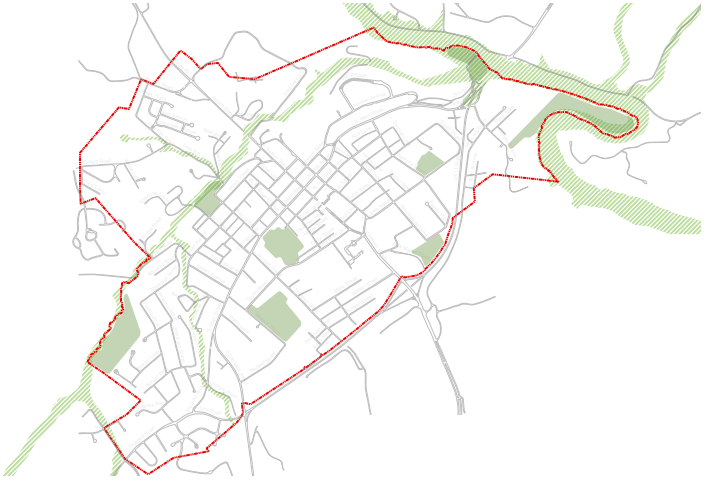


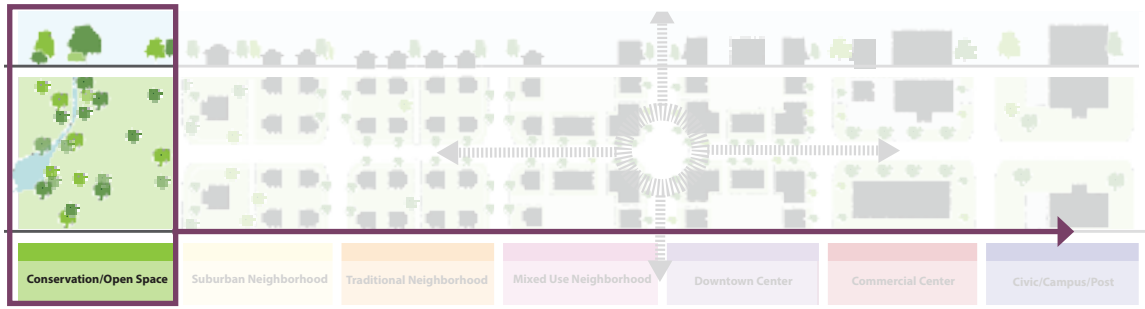
Land Use

▷ Design Principles

Conservation/Open Space

Conservation/Open Space areas are important elements of Lexington's land use, providing recreation space for urban residents, offering alternative ways to travel via paths and trails, contributing to the beauty of the City, and protecting environmental features. This category includes a range of unbuilt uses, from active recreation spaces like playing fields to passive woodlands that may provide no usable amenities. While most conservation areas are publicly owned and open to all residents, at least one large property in the East Lexington area has recently been recorded under conservation easement, an arrangement that maintains private ownership but prevents future development of a large in-City parcel. The City should take the position that while agriculture and open space preservation are laudable goals, they are best reserved for rural areas of the County. The City should not accept any future conservation easement within the City limits unless a significant public benefit is derived, such as public recreational access to significant natural features, including Maury River. Instead, Lexington should continue to plan for parks and open spaces that are most useful and most accessible for residents.









Land Use

▷ Future Land Use

Future Land Use and Zoning

While the Comprehensive Plan provides guidance for future land use in Lexington, the City's primary tool for shaping and regulating land use is the City's Zoning Ordinance. The Zoning Ordinance is a legal requirement that divides the City into eight zones and specifies allowed uses and dimensional requirements for each zone.

Future land use differs from zoning, although the two are related. Future land use can be thought of as a picture of what the City should strive to achieve within the next 20 or more years. This map does not change what is allowed on a piece of property right now, although it should be used to guide decisions on rezonings and conditional use permits. To determine the appropriate use and development form for a specific parcel, property owners should refer to the Future Land Use Map and the corresponding planning objectives and design principles. Ultimately, the specific use and zoning of an individual parcel will be reviewed by the City using the Comprehensive Plan as a guide.

Table 8.2 illustrates the relationship between the Future Land Use Map and Lexington's existing zoning categories.

Table 8.2 Future Land Use and Zoning

Future Land Use Pattern Area	Zoning Districts								
	General Residential District (R-1)	Suburban Residential District (R-2)	Multifamily Residential District (R-M)	Residential Light Commercial District (R-LC)	Central Business District (C-1)	General Commercial District (C-2)	Parks and Open Space District (P-OS)	Planned Unit Development	Institutional Overlay District (I-1)
Suburban Neighborhood		X					X	X	
Traditional Neighborhood	X						X	X	
Mixed Use Neighborhood			X	X	X			X	
Downtown Center					X				
Commercial Center				X		X		X	
Civic/Campus/Post							X		X
Conservation							X		

Land Use

▷ Needs Assessment

This chapter provides a future land use plan to guide the character and location of development, infill, and redevelopment over the next 10-20 years. The goals, objectives, and strategies that follow complement the future land use plan and are intended to address key land use issues, such as:

- Maintaining Lexington's historic development forms while allowing for additional infill and redevelopment, where appropriate.
- Promoting connectivity and mobility through land use decisions and policies.
- Balancing the community's housing needs with economic development goals.
- Enhancing community character.
- Continuing to work with the Planning Commission, Architectural Review Board, homeowners' associations, and other citizen groups to promote maintenance, investment, and enhancement of existing neighborhoods.
- Encouraging participation in development decisions that affect residents.
- Coordinating regionally to accomplish shared goals with Rockbridge County, institutions of higher learning, and other non-profit and private partners.
- Ensuring that land use policies and regulations are updated and adapted to meet community goals.





Land Use

▷ Goal, Objectives, Strategies

Land Use			
Goal: Plan for strategic, efficient, and quality development that increases the economic vitality of Lexington by building on local character and identity; protecting sensitive resources; and prioritizing connectivity between neighborhoods and services.			
Values	Objectives	Strategies	
	Support development patterns that are interconnected and provide opportunities for all of Lexington's residents.	LU 1.1	Improve ADA, pedestrian, and bicycle access, safety, and connectivity along Neighborhood and Civic Corridors.
		LU 1.2	Identify opportunities to connect neighborhoods through sidewalks, shared use paths, and trail improvements and require such connections in new development or redevelopment proposals.
	Implement land use and growth policies that minimize the burdens placed on the community and increase resiliency and adaptability.	LU 2.1	Collaborate with the private sector to attract investments in Opportunity Areas that increase the City's tax base and offer unique residential, shopping, dining, lodging, and entertainment opportunities.
		LU 2.2	Promote the economic vitality of Commercial Centers through the coordination of public and private sector investment to enhance their function and attractiveness.
		LU 2.3	Strongly encourage W&L to program new construction within the present University boundaries to preclude any further loss of local business and industry, as well as the loss of limited taxable land.
	Encourage innovative development that respects, complements, and builds on Lexington's historic character.	LU 3.1	Facilitate creative residential, commercial, and mixed-use development designs that enhance the community's sense of place and character.
		LU 3.2	Prioritize capital improvements such as wayfinding, streetscaping, and undergrounding utilities in designated Gateways, Corridors, and Centers.
		LU 3.3	Create an attractive Gateway along South Main Street near Lee Highway, including redevelopment of the former Virginia Department of Transportation parcel.
		LU 3.4	Encourage attractive redevelopment along the Civic Corridor at Lee Highway and East Nelson Street, adding pedestrian and bike facilities to this automobile-focused area.
		LU 3.5	Assess the implementation of the Downtown Enhancement Plan to create a more attractive, vibrant, walkable, and bikeable downtown.
	Encourage participation in land use plans, policies, and decisions.	LU 4.1	Enhance the City's online GIS tools to incorporate the Future Planning Framework map and additional zoning information, such as land use conditions and proffers.
		LU 4.2	Engage the community to identify development goals for Opportunity Areas and assess the need for small area plans for these areas.
	Work with local and regional organizations, institutions, and groups to further Lexington's land use and development goals.	LU 5.1	Evaluate land use applications and capital improvements against the applicable Future Planning Framework design principles and planning objectives.
		LU 5.2	Review the impact and implications of Future Planning Framework designations on existing zoning ordinances and procedures and recommend changes necessary to align the City's ordinances with the Plan's concepts.
		LU 5.3	Consider developing a Design and Construction Standards Manual to support implementation of the Future Planning Framework and ensure consistent and quality development throughout the City.
		LU 5.4	Explore the creation of a new Planned Unit Development zoning district focused on unique and flexible mixed residential development.
		LU 5.5	Continue communication and coordination between City and County planning staff and long-range plans to achieve regional land use goals.
		LU 5.6	Continue regular communication and coordination with W&L and VMI leadership to maintain Lexington's engagement in physical and programmatic additions to these institutions of higher learning.

Transportation

Build an interconnected and attractive transportation **network that provides all residents with safe and efficient** mobility choices — including automobile, bicycle, and pedestrian travel.



Transportation

▷ Introduction

A community's transportation network is a vital element of economic development, a key factor in growth management, the backbone of the land use framework, and in the case of Lexington, a contributor to historic character. Lexington is one of several historic Virginia communities with streets initially designed for horse and buggy traffic. As such, the City's core developed along a close grid with narrow streets. The historic and human-scale of much of Lexington's transportation infrastructure creates a strong network for alternative modes of transportation. At the same time, constraints due to the network's age and narrow right-of-way presents modern-day maintenance, design, and retrofit challenges requiring sensitive and thoughtful planning.

The Comprehensive Plan provides a framework for improving safety, accessibility, and connectivity while at the same time adapting to emerging transportation needs and trends. Transportation improvements recommended in this chapter are based on a detailed inventory and assessment of the existing transportation system and its relationship to the needs of the community. The Plan's strategies identify ways to leverage Lexington's existing system to increase mobility choices for residents, ensure safe and efficient connections for cars and people, and protect the City's vibrant historic character such that the transportation system will continue to positively shape Lexington's character into the future.

▷ Community Engagement

The 2018 Comprehensive Plan public survey highlighted the importance of transportation in Lexington. When asked about the top concerns for Lexington's future, traffic and road maintenance was the fourth most selected concern for survey respondents. Respondents were also asked to rank what Lexington's priorities should be on a scale of 1-7, with 7 being the highest priority and 1 being the lowest. Streets and roads scored an average 4.13, just below parks and recreation at 4.14, and higher than fire, rescue, and police at 3.39.

Disconnected or inadequate sidewalks were the most cited transportation problem, with insufficient downtown parking and lack of bicycle lanes as other commonly noted problems. When asked what street, road, or parking improvements residents would like to see in Lexington, respondents selected repaving and downtown parking as the two top answers. Residents also wanted to see more bike lanes, wider sidewalks, and safer crosswalks in the city. Speeding was cited as a transportation problem by only five out of 489 total respondents.



Transportation



▷ Planning Context

A safe, efficient, and effective transportation system is vital for local and regional economic growth and development. Recognizing the importance of transportation to community development, state code requires that comprehensive plans include elements from state plans and programming documents and that Virginia Department of Transportation (VDOT) review local comprehensive plans for conformance.

The inventory that follows, along with the supplemental data in Appendix C, was developed in conformance with these requirements and provides quantitative and qualitative analyses that inform the existing transportation needs for the City.

Roads

Lexington is located near the junction of Interstate 81 (I-81) and Interstate 64 (I-64). I-81 at exit 188 intersects US 60 east of the city limits, and I-64 at exit 55 intersects US 11 to the northeast of the City. While not located within City limits, the proximity of these interstates impacts Lexington's road network and traffic patterns. Within City limits, the City has approximately 214,000 linear feet of roadway, which is equivalent to about 40 linear miles. As an independent city, Lexington has local responsibility for its own streets with financial assistance from VDOT.

Much of Lexington's road network developed along a traditional grid network with several unique, forked intersections, many of which are due to topography and historic development patterns. Heading south through the City's northeast limits, US 11 forks into US 11 Business North Main Street and US 11 Lee Highway, which is also known as the US 11 bypass. Continuing south on US 11 Business North Main Street past Virginia Military Institute (VMI), North Main Street forks again into two opposing direction one-way arterial streets, Jefferson Street and Main Street. These one-way streets, along with Randolph Street, form the north-south roadways of the central downtown grid. Washington Street, US 60 Nelson Street, and Preston Street intersect the central downtown grid. At the downtown center, US 11 Business intersects US 60 Nelson Street.

Transportation



▷ Planning Context

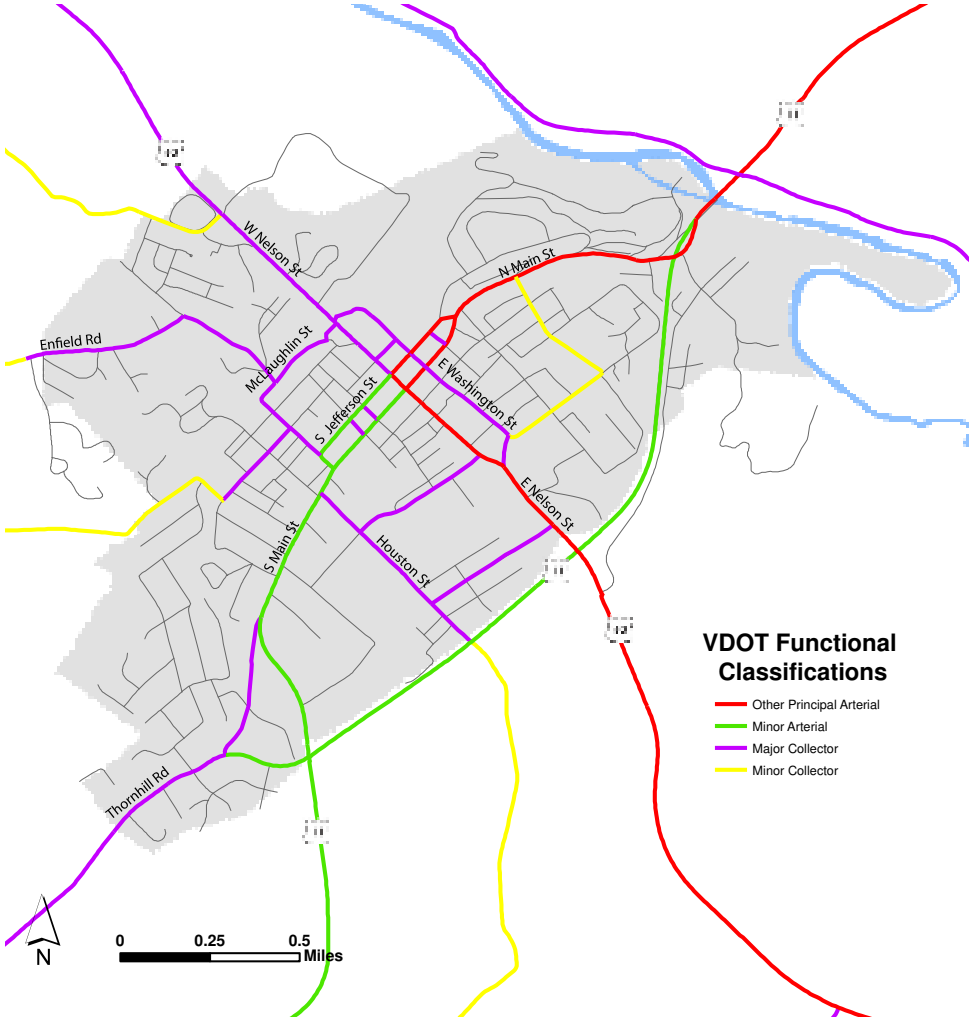
Functional Classification and Characteristics

Functional classification is the process of grouping streets and highways into systems based on the character of services they provide. Functional class is used to determine Federal-aid funding eligibility, design standards, and funding formulas for jurisdictions that maintain their own roads. VDOT's 2014 Functional Classification Comprehensive Guide describes the roadway functional classifications, and a definition of each road type are located in Appendix C.

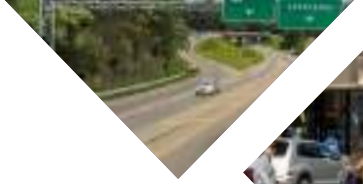
Though Lexington is located near two major interstates, the traffic network within City limits is limited to arterials, collectors, and local streets. Lexington's Main Street and Nelson Street are examples of principal arterials, which connect to regional and interstate systems. Washington Street and Houston Street are local examples of collectors, which collect traffic from residential and commercial areas and distribute it to the arterial system. A map of the City's functional classification is provided in Map 9.1.

As an older, established community with little room to increase existing road widths, Lexington cannot meet many of VDOT's functional class design standards without significant impact to the environment and character of the City. Using a context-sensitive approach, VDOT grants the option of waiving requirements and allowing construction to lesser standards at a locality's request to allow flexibility in design. Context- sensitive design is important in a historic City such as Lexington to ensure that transportation improvements avoid destructive impact on neighborhoods.

Map 9.1 Functional Classification



Transportation







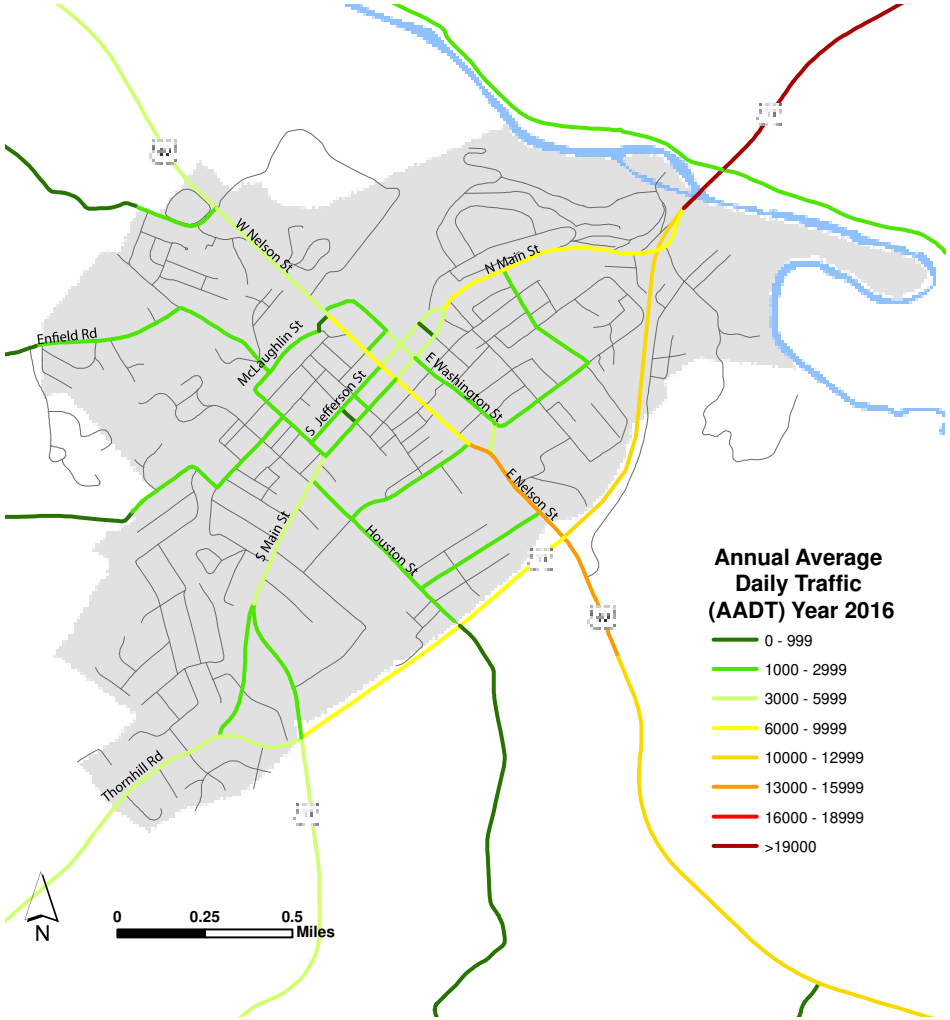
▷ Planning Context

Annual Average Daily Traffic

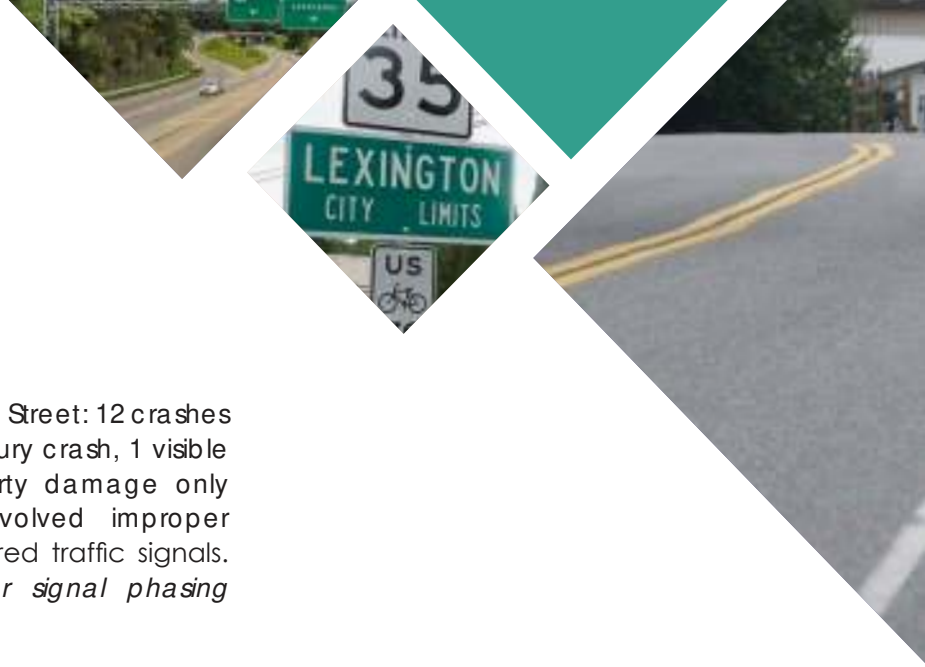
Lexington's estimated 2016 Annual Average Daily Traffic (AADT) volumes are shown in Map 9.2. The latest traffic counts were completed in 2016 for all arterials and collector roads and can be reviewed in Appendix C. Local roads are not included due to a lack of data.

The AADT map highlights the nature of travel in Lexington and is consistent with the functional classifications of Lexington's roads. Traffic is highest on the arterials of US 11 Main Street, US 11 Business, and US 60. In general, traffic levels are low to moderate throughout the City. US 60 Nelson Street carries between 3,800-15,000 vehicles per day, and US 11 Main street carries between 4,000-8,700 vehicles per day. There are no roads in Lexington where the traffic volumes exceed roadway design capacity limits.

Map 9.2 Annual Average Daily Traffic (AADT) Year 2016



Transportation



▷ Planning Context

Safety Needs

A detailed crash analysis is provided in Appendix C. Between 2013 and 2018, 387 total crashes were recorded, an average of 64 crashes per year. Of the total number of crashes, 47 were injury crashes, which equates to an average of 7.8 injury crashes per year.

The crash analysis shows injury crash clusters at four major Downtown intersections, and the Route 60 commercial corridor from Lewis Street to US 11 Lee Highway. There is also a crash cluster outside of the City at the signalized intersection of Old Buena Vista Road and US 11. The intersections within the City that had the most concerning numbers and types of crashes for the 2013-2018 analysis period were:

- South Main Street and South Lee Highway/ Link Road: 14 crashes total. 2 severe crashes, 6 visible injury crashes, 1 non-visible injury crash, 5 property damage crashes. Some crashes were due to drivers failing to yield to left turning movements. There are many rear-end crashes at the US 11 Lee Highway northbound right turn/ ramp. *Recommendation: Need to study the appropriate left turn signal phasing condition. Must determine protected-only phasing (green arrow) versus permissive-protected phasing (flashing yellow arrow) to address the failure to yield angle crashes.*
- South Main Street and Nelson Street: 12 crashes total. 1 severe pedestrian injury crash, 1 visible injury crash, and 10 property damage only crashes. Many crashes involved improper left turns or failure to yield red traffic signals. *Recommendation: Consider signal phasing that protects left turns.*
- West Nelson Street and South Jefferson Street: 11 property damage crashes and 1 visible injury crash. 10 crashes were angle crashes indicating a problem with sightlines and/ or left turning movements. 2 crashes were sideswipe. Crash reports indicate that 8 out of 12 crashes were failure to yield red traffic signals. *Recommendation: Consider restricting right turns on red, and singal phasing that protects left turns.*
- North Jefferson Street and West Washington Street: 10 property damage only crashes that consist of 5 sideswipe crashes, 3 angle crashes, 1 off-road crash, and 1 backed-into crash. Crash reports suggest that 6 out of 10 of the crashes at this intersection involved parked vehicles or vehicles performing parking maneuvers.
- Washington and Main Street: 2 pedestrian crashes and several rear end crashes within the analysis period. *Recommendation: Consider adding pedestrian signals, traffic calming measures from the Downtown Enhancement Plan, and signal phasing that protects left turns.*

Transportation



▷ Planning Context

Parking

According to the Downtown Historic District Parking Management Plan performed in 2010, the City has an inventory of 876 publicly available parking spaces with 435 located on-street and 441 in off-street facilities. There are 279 private parking spaces downtown that are restricted to specific user group needs, for a total inventory of 1,155 public and private spaces. Parking surveys conducted at the peak 12:00 PM period showed 574 of the 876 publicly available spaces were occupied, resulting in a utilization rate of 66%.

Overall, the study found that Lexington has ample on and off-street parking to serve existing and future demand. However, there was also a significant block-by-block deficiency. This means that certain blocks of the downtown have higher demand for parking than others, which forces drivers to park further away from their destination. There is evidence to suggest that the vehicular movements associated with the search for parking cause a significant number of crashes, as explained previously in this chapter. The City should continually monitor downtown parking needs and consider additional wayfinding signage as a simple, cost-effective solution to alleviate perceived parking problems and better direct traffic downtown.

Bicycle and Pedestrian Infrastructure

Lexington's interconnected street grid and compact scale make it ideal for walking and biking. While modern suburban areas must construct strategies to control volume and speed of traffic and create a more pedestrian-friendly environment, Lexington's slow speeds and narrowed irregular streets naturally accomplish these aims. Walking is an integrated form of transportation in the City, as evidenced by 2017 American Community Survey data indicating that 32% of Lexington workers use walking as their primary means of transportation to work.

Lexington has an expansive, but aging sidewalk network that requires maintenance and investment. Many existing sidewalks are substandard and require upgrades to meet Americans with Disabilities Act (ADA) standards for width, grade, and curb ramps. The City has no bicycle lanes or roadway-adjacent shared use paths. Sharrows and "share the road" signs can be seen on a portion of South Main Street.

Most of the sidewalk system is located within the former city boundary before Lexington annexed Rockbridge County land in the 1960s. Most streets included in the annexed portion do not have sidewalks, which is a significant disconnect for pedestrians living in the neighborhoods that were annexed. In some cases, pedestrians must walk in the road for a good portion of the way. An example is Thornhill Road between South Main Street and Link Road.

The 2018 Comprehensive Plan survey indicated strong support for expansion in the City's bicycle and pedestrian infrastructure. Disconnected and inadequate sidewalks were the primary transportation problems indicated in the survey. Citizens also expressed strong desire for more bike lanes, indicating a demand for bicycling and an opportunity for Lexington to shift motorized traffic to bicycling as transportation. Given the limited right-of-way and site constraints, opportunities to expand the bicycle and pedestrian network should be identified through a comprehensive bicycle and pedestrian plan. The plan should be coordinated with green infrastructure efforts and identify opportunities to improve connectivity between neighborhoods; explore innovative design solutions to enhance walkability and biking in the downtown; and incorporate considerations of mobility equity.

Lexington should also continually work to ensure the safety and comfort of users of all ages and abilities. On-going maintenance of pavement markings and signage, removing or relocating obstructions such as overgrown trees and utility poles, and the addition of on-street bike facilities and crosswalks during repaving are low-cost improvements that enhance the user experience. Similarly, streetscaping upgrades such as trees, lighting, benches, and bike parking should be promoted to create a more appealing environment for pedestrians and

Transportation



▷ Planning Context

bicyclists. Map 4.2 in the green infrastructure chapter highlights a future vision of a city-wide bicycle and pedestrian transportation network.

Transit and Social Service Transportation

The Maury Express offers a deviated fixed-route transit service to the citizens of Lexington, Buena Vista, and Rockbridge County. The service operates six days a week, Monday – Friday between the hours of 8:00 a.m. and 6:00 p.m. and Saturdays, 10:00 a.m. – 4:00 p.m. Local university students and children under age 6 ride for free, and all other passengers cost $0.50 cents per ride. Individuals who are ADA certified may request the van to deviate up to ¾ miles off its route to make pick-ups and drop offs.

Founded by Lexington resident Joan Manley, Rockbridge Area Transit System (RATS) operates an on-demand, low-cost transportation company with service covering Rockbridge County, Lexington, Buena Vista, nearby airports from Roanoke to Richmond, and train stations in Charlottesville and Lynchburg. RATS has a fleet of 13 wheelchair accessible vans and three cars.

Valley Program for Aging Services (VPAS) is a dedicated mobility service organization that provides transportation for the elderly, and includes Lexington, Rockbridge, and Buena Vista in its service area.

The Virginia Breeze bus service provides daily service between Blacksburg and the Washington DC Metro area, including a stop in Lexington. Initiated in December 2017, it has exceeded its overall ridership predictions by over 200%, currently around 19,300 annual ridership. The Virginia Breeze is an important transportation alternative that improves regional connections between educational centers and enhances Lexington's knowledge economy.

Rideshare

CSPDC administers the Regional Rideshare Program, which serves the Lexington area, and offers free carpool matching, vanpool coordination, and a Guaranteed Ride Home program. The Kerr's Creek park-and-ride lot has 20 parking spaces and is located to the west of the City, near the I-64 Exit 50, at the intersection of US 60 West Midland Trail and VA 623 Fredericksburg Road. Lot occupancy was last checked by VDOT in 2016, and 4 out of 20 spaces were in use.

Transportation



▷ Planning Context

Air Travel

Lexington is served by multiple regional airports with commercial flights that connect to major national and international airport hubs. Roanoke-Blacksburg Regional Airport is located about 50 miles to the south, Lynchburg Regional airport is about 50 miles to the southeast, and Shenandoah Valley Regional Airport is located in Weyers Cave, about 50 miles to the north. Some residents may also use Charlottesville-Albemarle regional Airport about 75 miles to the northeast. The nearest airports offering international commercial flights are in Richmond, Dulles, and Greensboro, North Carolina.

Rail

Lexington is not served directly by passenger rail, but two stations are located within 30 miles in Clifton Forge and Staunton. Both of these stations are served by Amtrak's Cardinal line, which runs from Chicago, Illinois to New York, New York passing through Charleston, West Virginia and Washington, D.C. Rail service is also available from Lynchburg and Charlottesville, which serves Amtrak's Crescent line running between New York City and New Orleans. There are no railroad crossings of public streets in Lexington.

Goods Movement

Goods movement in the Valley of Virginia is primarily by truck and rail services. Truck freight utilizes I-64, I-81, US 60, US 220, and US 250. I-81 is one of the primary truck freight corridors on the eastern seaboard. Freight generators and shippers were identified by the Central Shenandoah Planning District Commission in the 2011 Rural Long Range Transportation Plan as being centered primarily in the localities and areas along I-81, I-64, US 11, US 33, and US 250.

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks to operate on the Interstate and on certain primary routes called The National Network. There is one STAA designated heavy truck freight route in the City that extends from the intersection of US 11 South Lee Highway and US 60 Nelson Street to a manufacturing facility southwest of the City on VA 251/ Thornhill Road. The truck route has about 3-4% heavy vehicles, which equates to about 150-250 heavy vehicles per day on average.

The Class I rail lines in the region are owned by Norfolk Southern as a part of its Crescent Corridor and CSX Transportation, Inc. CSX supplies local freight service to Glasgow and to Goshen. Norfolk Southern and CSX operate trailer-on-flatcar (TOFC) loading facilities in Roanoke and Lynchburg, respectively. The trains on the corridor along I-81 are intermodal, general merchandise, and auto trains. Resurgence in freight transfer from truck to rail is occurring and will likely continue; however, I-81 and I-64 are still expected to be key freight corridors.

Transportation



▷ Planning Context

Planning Assumptions

Identifying development patterns, trends, and forecasting where future growth and development are likely to occur are essential to making good transportation planning decisions and infrastructure investments. The following land use and planning assumptions were used to identify where the existing transportation network will need to be improved to meet demand generated by future growth and land use changes:

- VTRANS 2045
- Economic Profile
- Population and Demographics
- Commuter Characteristics
- Land Use
- Urban Development Areas (UDA) Needs
- Projected Traffic Volumes in the Year 2040

VTRANS

State and federal transportation dollars are allocated through VDOT, in part based on how well projects support the goals and objectives of VTrans 2045, the statewide transportation plan. As such, this transportation plan and recommendations have been developed to ensure consistency with the plan. VTrans 2045 focuses on the needs of the Commonwealth's Corridors of Statewide Significance, the multimodal regional networks that support travel within metropolitan regions, and improvements to promote Urban Development Areas (UDA). The state has significantly shifted mobility priorities from being primarily single-occupancy vehicle-oriented to a multimodal model that addresses a variety of transportation options.

Population and Demographics

Population and demographic information that informed transportation needs can be found in Appendix C. Lexington's demographics indicate two trends: an aging population and continuing reductions in family size. These trends support the need for an enhanced sidewalk network that is safe and accessible for all users, including those with disabilities.

While it is unlikely that Lexington's population will grow dramatically in the future, the City remains an attractive community with a strong economy where some level of redevelopment growth is likely. Growth pressure not accommodated within the City itself is likely to spill into Rockbridge County and the nearby City of Buena Vista, which may further exacerbate peak traffic from in-commuters.

Transportation



▷ Planning Context

Economic Profile

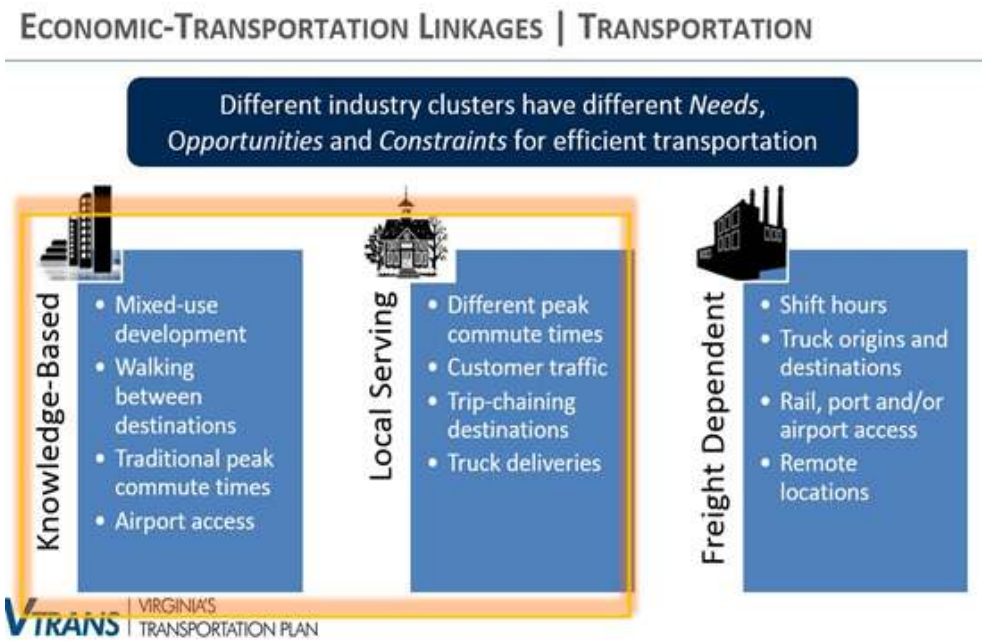
VTrans2045, the statewide multi-modal transportation plan, will, in part, identify transportation needs based on regional economic connectivity profiles. Profiles are based on transportation characteristics of local market, freight-dependent, and knowledge-based industries that serve as engines of regional economic growth. Lexington's primary economic activities stem from higher education, retail, and tourism.

Diagram 9.1 describes the economic-transportation linkages and their relationship to Lexington's top economic industries. Lexington's top five job industries suggest that future transportation needs should serve the knowledge-based and local serving linkages.

Land Use

The City anticipates minimal future land use and development impacts, and these assumptions were used in the development of future traffic projections. The City does not anticipate any new large commercial, residential, or industrial developments between now and the planning horizon year of 2040. There are five opportunity areas for infill and redevelopment as shown in the Land Use chapter. In the long term, the City recognizes the need to coordinate policies with Rockbridge County and work together for the best overall growth pattern occurring along US60.

Diagram 9.1 Economic-Transportation Linkages



Transportation



▷ Planning Context

Commuter Characteristics

Lexington's commuter trends show a large inflow of workers that live outside of the City, suggesting a need for continued transportation investments that support commuters in their journeys to work during the morning and evening peak periods. The Longitudinal Employer-Household Dynamics (LEHD) program is part of the Center for Economic Studies at the U.S. Census Bureau. Using LEHD data, the city can be analyzed as both a labor source and destination. Approximately 17% (527) of all workers that are employed in the City are residents, and 83% (2,542) of all workers in Lexington live outside of the City, according to U.S. Census Bureau, OnTheMap, 2017.

Lexington residents stated that their primary means of transportation to work were: drive alone (53%), walk (32%), worked at home (5%), carpool (3%), and bicycle (2%), according to the 2017 American Community Survey estimates. The mean average travel time to work is 16 minutes.

The 2018 Comprehensive Plan survey responses specified a need to expand its multimodal transportation network to improve non-motorized safety, mobility, and a high quality of life for all residents. Transportation Demand Management (TDM) strategies like carpooling, rideshare, and park-and-ride lots help support this goal and may also help offset resident transportation costs from economic swings or rising fuel costs in the future.

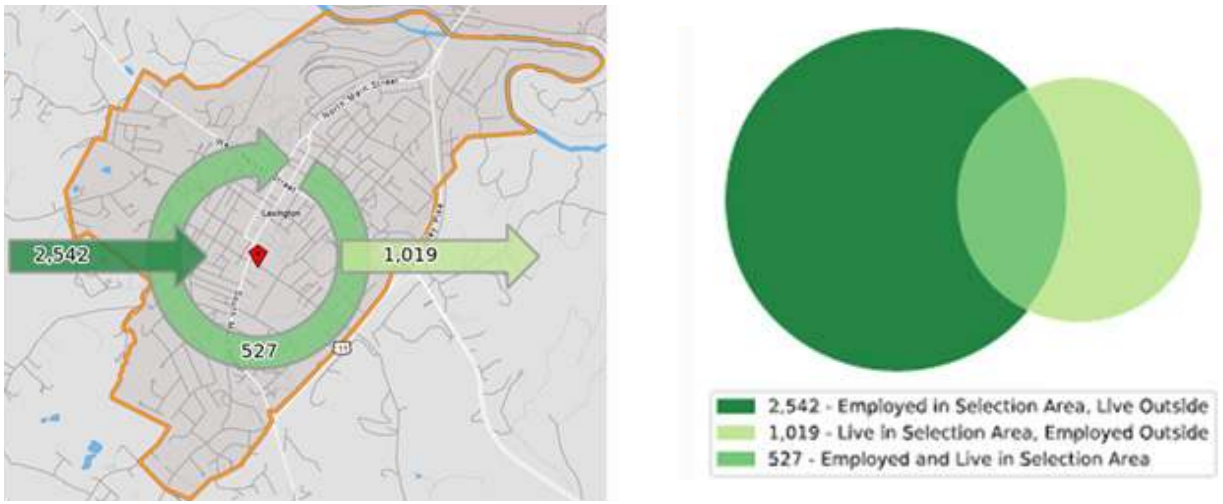


Diagram 9.2 Inflow/Outflow of Commuters

Transportation



▷ Planning Context

UDA Needs

The City has designated its full geographic area as its Urban Development Area (UDA) under Code of Virginia, §15.2-2223.1. UDAs coordinate land use and transportation planning efforts and are intended to embody the principles of Traditional Neighborhood Design. Traditional Neighborhood Development 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

The General Assembly has directed that transportation improvements that support UDAs be consistent with the needs assessment contained in VTrans 2045, as well as to be considered in the SMART SCALE statewide prioritization process for project selection. In 2014, House Bill 2 was passed, now known as SMART SCALE, concerning prioritization of projects funded by the Commonwealth Transportation Board. The legislation links transportation project eligibility for funding specifically to UDA needs.

The City's internal UDA needs are listed in Table 9.1

Table 9.1 UDA Needs

Transportation Needs	UDA Needs	Improvement Type Icon
Sidewalks	Moderate	
Other pedestrian infrastructure	High	
Bicycle infrastructure	High	
Other complete streets[1] improvements	Moderate	N/a
Traffic calming features	Low	N/a
Intersection design or other improvements	Moderate	
Street grid	Low	N/a
Signage/wayfinding	High	
Safety features	Moderate	
Transit capacity & access	Low	N/a
Transit facilities & amenities	Low	N/a
Transit operations	Low	
Transit frequency	Low	N/a
On-street parking capacity	Low	N/a
Off-street parking capacity	Low	N/a
Roadway capacity & infrastructure improvements	Low	N/a
Roadway operations	Moderate	
Improvements to the natural environment; stormwater management; site design; or landscaping	Moderate	N/a

[1]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 users including, but not limited to, pedestrians, bicyclists, transit, motorists, emergency vehicles, and commercial vehicles.

Transportation



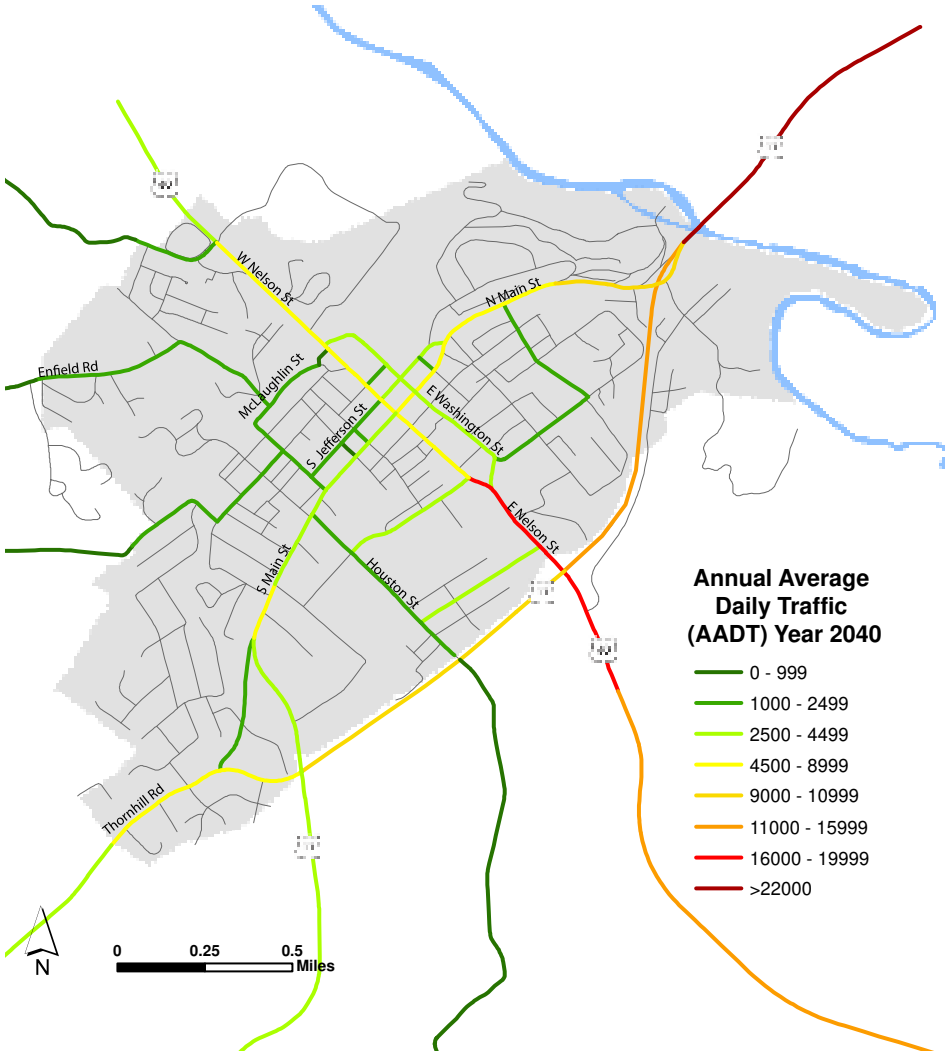
▷ Planning Context

Projected Traffic Volume

VDOT's Statewide Planning System (SPS) is a data system designed to organize transportation planning related data and information such as roadway geometric inventories, traffic volumes, capacity analyses, and traffic projections. Traffic growth rates in SPS are based on the historic traffic trends within VDOT's Staunton Construction District. The City co-developed and approved revised traffic growth rates and 2040 traffic forecasts using data from SPS.

Updated traffic growth rates and forecasts for Lexington can be reviewed in Appendix C and Map 9.3. Based on the 2040 traffic forecast, there are no roads in Lexington where future traffic volumes exceed roadway design capacity limits. Lexington's Principal and Minor Arterial systems are projected to see the highest increases in forecasted traffic due to future land uses, projected development growth, or redevelopment, along the corridors. Specifically, US 11 Lee Highway, US 11 Main Street, and US60 Nelson Street are projected to see the highest increases. These routes are still within capacity thresholds in the year 2040, although the projected traffic increases may potentially overburden the City's local streets.

Map 9.3 Projected Annual Average Daily Traffic Year 2040



Transportation

▷ Partnerships & Initiatives



Central Shenandoah Planning District Commission

The Central Shenandoah Planning District Commission (CSPDC) assists localities in meeting transportation challenges by providing a diverse and comprehensive spectrum of transportation planning services that can help move a project from the concept stage to implementation. Some of the services and programs the CSPDC offers include transportation studies, long range transportation plans and plan updates, technical assistance, grant writing and administration, on-call transportation consulting, and metropolitan and rural transportation planning.

Virginia Department of Transportation

The Virginia Department of Transportation (VDOT) is responsible for building, maintaining, and operating the state's roads, bridges, and tunnels. The City of Lexington is part of the Staunton District which includes more than 7,000 miles of roads in 11 counties, 7 cities, and 28 towns.

Recent Plans and Studies

Many recent plans, studies, and initiatives have been conducted to inform transportation planning decisions. These include:

<u>City of Lexington and Rockbridge County - Route 60 Corridor Study</u>

This study, completed in 2016, provides transportation recommendations to establish Route 60 as a vibrant gateway corridor for the City of Lexington and Rockbridge County. The study focuses on enhancing mobility and safety for all users, while improving aesthetics to create a true gateway corridor. The study evaluated existing and future transportation conditions along the Route 60 corridor from Spotswood Drive within the city to Quarry Lane in the county. Context Sensitive Solution (CSS) methods were employed to identify the unique characteristics of the study corridor. These characteristics and the transportation needs of the public were used to develop future improvement alternatives that complement the characteristics of the corridor. See Appendix C for more details.

<u>Downtown Enhancement Plan</u>

The Downtown Enhancement Plan, accepted by the City in 2013, identifies numerous transportation improvements that support placemaking in the downtown. Recommendations include mid-block crossings, converting Main Street to a two-way street, signage/signal upgrades, curb extensions, streetscaping, alleyway upgrades, intersection bulb-outs, and many other items. The midblock crosswalk recommendations on Main Street are a low-cost, low-impact solution to pedestrian-vehicle conflicts, and should be evaluated thoroughly in the City's Bicycle and Pedestrian Plan.

Transportation

▷ Partnerships & Initiatives



Lylburn Downing Middle School Safe Routes To School (SRTS) Walkabout Study

In 2018, the City was awarded a grant from the Virginia Department of Transportation as part of the Safe Routes to School program. The grant will fund improvements to the school's parking lot entrance, crosswalk, and sidewalk networks. The improvements are based on the recommendations of a 2017 Walkabout Study that was performed through partnership between city officials, VDOT, and the Central Shenandoah Planning District Commission.

Randolph Street was identified as a potential bicycle boulevard based on the origin-destination analysis of students. A bicycle boulevard is a low-stress shared roadway bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. Randolph Street was selected due to its lower traffic volumes, and its central location that connects grade school student populations that live in the western part of the City to Lylburn Downing Middle School. On-street parking and additional traffic calming measures require further study.

Green Infrastructure Plan

The Green Infrastructure chapter identifies the need for a Green Infrastructure Plan and highlights opportunities to improve green infrastructure connectivity. The Bike and Pedestrian Plan proposed in this chapter should be coordinated with future green infrastructure planning efforts.

Current Transportation Plans & Projects

Lexington accomplishes its transportation projects utilizing local, state, and federal funding. The Capital Improvements Plan (CIP) lists projects that the City intends to construct in the near term. VDOT's Six Year Improvement Program (SYIP) outlines planned spending for transportation projects proposed for construction or study within a six-year horizon. Six projects are currently programmed in the SYIP (FY 2020-2025) for the City of Lexington, as shown in Table 9.2.

Transportation

▷ Needs Assessment

Table 9.2 Virginia Transportation Six-Year Program (FY 2020-2025) Projects for Lexington, VA

UPC	Description	Estimate	Previous	FY20	FY21-25	Balance
						(Values in Thousands of Dollars)
113689	SAFE ROUTE TO SCHOOLS- LYLBURN DOWNING MIDDLE SCHOOL - construct two pedestrian crossings along Diamond Street, add a pathway from the school to Thompson's Knoll neighborhood, and improve the school driveway entrance.	$94	$8	$87	$0	$0
111057	SMART SCALE 2018 - (ST) LEXINGTON N. MAIN ST COMPLETE STREETS ENTRY - add new bike facilities and improve sidewalks and crosswalks to a 0.62-mile section of North Main Street (US11) at VMI, eliminate on-street parallel parking on both sides of the street.	$2,846	$167	$210	$2,469	$0
112939	TAYLOR STREET RECONSTRUCTION	$780	$780	$0	$0	$0
113113	RESURFACING N. LEE HIGHWAY (RT. 11) - PRIMARY EXTENSION	$446	$446	$0	$0	$0
T22541	NORTH MAIN STREET - PRIMARY EXTENSION PAVING	$52	$0	$52	$0	$0
112964	STATE OF GOOD REPAIR- LIME KILN ROAD BRIDGE REPLACEMENT	$1,663	$0	$0	$1,663	$0

Transportation



▷ Needs Assessment

Lexington has a small but complex transportation network that must accommodate a growing number of users. As the City looks toward the future, it must consider ways to equitably balance the needs of pedestrians, bicyclists, transit riders, and drivers, while also preserving the historic character of the community. Since Lexington's road network is projected to accommodate automobile traffic through 2040, transportation needs focus heavily on pedestrian, bicycle, and safety improvements. The transportation needs assessment identified the following key areas for improvement:

- Intersection improvements to improve safety for all users.
- Pedestrian and bicycle infrastructure including sidewalks, crosswalks, pedestrian signals, bike lanes/ trails, and bike racks.
- Increased accessibility for the disabled and continue efforts to achieve compliance with the Americans with Disabilities Act (ADA).
- Improved multimodal connectivity between neighborhoods and amenities.
- Transportation Demand Management solutions to reduce peak traffic from in-commuters.

By addressing these needs, Lexington will become a healthier, more sustainable community by decreasing reliance on the single-occupancy vehicle and creating safer conditions for pedestrians, cyclists, and the disabled.

Transportation

▷ Needs Assessment

Priority Transportation Projects

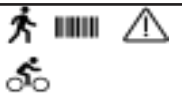
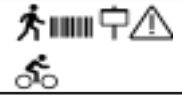
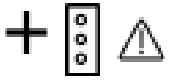
In addition to the strategies in this chapter, the projects and studies in Table 9.3 were identified based on Lexington's existing and future transportation needs. The transportation system recommendations for Lexington are divided into two phases. Short-term recommendations are needs that can be met based on relatively low costs, impacts, and ease of implementation. Long-term improvements correct deficiencies based on projected costs and/or potential impacts that would require a greater number of years to plan and fund. Planning-level cost estimates were developed using VDOT's Transportation and Planning Mobility Division (TMPD) worksheet and are shown in 2020 dollars. Use the VTrans 2045 mid-term needs key in Table 9.1 for the improvement type icons.

Map 9.4 Priority Transportation Projects



Transportation

Table 9.3 Recommended Priority Transportation Projects

Project	Description	Cost	Improvement Type
Short-Term Recommendations			
1) Waddell Street Pedestrian Improvements	Construct minimum 5-foot sidewalk from South Main Street to Wallace Street (0.26 miles)	$1.1 M	
2) Myers Street and McLaughlin Street Intersection Crosswalk	Extend a short segment of sidewalk and construct a pedestrian crosswalk and improve signage at intersection of Myers Street and McLaughlin Street	$55 K	
3) Thornhill Road Improvements	Add bike lanes and extend sidewalk on Rt 251, reconstruct/ widen bridges (Thornhill Road) from the VA 251 Link Road to S. Main Street (0.78 miles)	$5.8 M	
Long-Term Recommendations			
4) South Main Street Bicycle and Pedestrian Improvements	Construct bike and pedestrian infrastructure and improve signage along S. Main Street from Wallace Street to U.S. 11 Lee Highway (0.56 miles)	$3 M	
5) Downtown Intersection Improvements	Install pedestrian crosswalk signals, high visibility signal backplates, adjust signal phasing, add turn on red restrictions, install traffic calming measures and other treatments from the Downtown Enhancement Plan at the following intersections: Main Street and Nelson Street; West Nelson Street and Jefferson Street; Jefferson Street and Washington Street; Washington and Main Street	TBD	
Route 60 Corridor Study Improvements*	6) Urban Gateway Improvements	$2.2 M	
***These improvements are explained in** detail in Appendix C and extend into Rockbridge County, and are consistent with Rockbridge County's Comprehensive Plan	7) Regional Service Area Improvements	$3.1 M	
8) South Main Sreet and South Lee Highway/Link Road Intersection	Safety Improvements to address crashes at this intersection. Flashing Yellow Arrow signal conversion to address left turn crashes, add extra yield signage to Northbound US11 channelized right turn lane. (See *Safety Needs*)	$600 K	
Studies			
Bicycle and Pedestrian Plan	Identify existing connections and routes, as well as map optimal future sidewalk, bike lane, and off-road trail routes throughout the City.	N/A	N/a
Road Safety Study	This study would directly inform Project 5 - Downtown Intersection Improvements; and develop the appropriate safety countermeasures for each intersection, as well as create a funding and implementation strategy.	N/A	N/a

Transportation

▷ Goal, Objectives, & Strategies

Transportation			
Goal: Build an interconnected and attractive transportation network that provides all residents with safe and efficient mobility choices - including automobile, bicycle, and pedestrian travel.			
Values	Objectives	Strategies	
	Provide safe transportation options for residents of all ages and abilities.	TR 1.1	Implement safety and ADA accessibility improvements, including signage, traffic calming, and traffic control devices where appropriate.
		TR 1.2	Identify and make improvements to the City's busiest intersections to organize traffic and increase safety.
		TR 1.3	Develop a comprehensive bicycle and pedestrian plan to retrofit streets to make them safer for bicycles and pedestrians.
		TR 1.4	Support the development of facilities and parking for bicycles and other micromobility devices.
	Pursue fiscally responsible transportation improvements that promote accessible, resilient, and adaptable transportation networks.	TR 2.1	Develop and implement design requirements for new construction and redevelopment projects to upgrade sidewalks and improve access management provisions, such as interparcel connections and limitations on curb cuts.
		TR 2.2	Require identification and mitigation of initial and long-term transportation and parking impacts associated with proposed developments.
		TR 2.3	Support the development and siting of e-vehicle charging stations and facilities to assist the transition to lower emission vehicle use.
	Ensure Lexington's transportation networks are attractive, equitable, and improve the quality of life for all city residents.	TR 3.1	Balance and appropriately mitigate impacts to historic, cultural, and natural resources throughout the transportation planning and construction process.
		TR 3.2	Develop streetscape standards for entrance corridors, such as E and W Nelson Street and N and S Main Street.
		TR 3.3	Implement wayfinding for key gateways, corridors, intersections, and parking areas.
		TR 3.4	Create an interconnected network of pedestrian and bicycle infrastructure to link neighborhoods to downtown, parks, and other historic and green infrastructure amenities. Target bicycle and pedestrian connection and corridor improvements along Neighborhood and Civic Corridors.
	Use citizen input to guide decisions regarding community transportation network improvements and opportunities.	TR 4.1	Ensure fairness, equity, and community engagement in the transportation planning process and its nexus with housing, services, health, safety, and livelihood needs of all citizens and groups.
	Coordinate with local and regional agencies and organizations to implement improvements to Lexington's transportation network.	TR 5.1	Ensure that multimodal improvements, such as sidewalk and bike facilities, are included in the Capital Improvement Plan and street repaving plans, and identify additional funding sources, including public-private partnerships, to complete and maintain projects.
		TR 5.2	Share planning and costs with other jurisdictions when City road improvements have mutual benefits.
		TR 5.3	Support regional efforts to increase ridesharing, carpooling, transit, telecommuting, and public transportation.

Community Facilities & Infrastructure

Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.



Community Facilities & Infrastructure

▷ Introduction

One of the most important purposes of local government is to deliver quality services to its residents. A wide range of public services and facilities are available to the residents of Lexington. Quality public recreation facilities, fire and rescue services, schools, and libraries are but a few of the community assets that make Lexington a great place to live. These public facilities and services include both physical locations, such as parks, schools, and libraries, and direct services that reach beyond a brick and mortar building, such as utilities and fire and rescue.

While Lexington strives to ensure the highest standard of public facilities are met, the City's infrastructure is aging and requires investment to maintain and enhance services and respond to changing needs of residents. This chapter describes Lexington's existing community facilities and services along with required investments and capital improvements anticipated over the duration of this Comprehensive Plan. The goal, objectives, and strategies in this chapter provide an action plan to meet service demands, improve existing infrastructure, and capitalize on opportunities and partnerships to enhance these services.



▷ Community Engagement

Public Survey

The 2018 Comprehensive Plan survey revealed **a number of service priorities for the citizens** of Lexington. One of the areas that survey respondents valued the most about Lexington **is the plentiful recreation opportunities. Parks and open space was one of the most cited focus areas for the City as it plans for the future. Concerns over traffic and road maintenance coupled with aging infrastructure highlights a community need for action. A** majority of respondents felt that **pedestrian and bike infrastructure** should be the highest priority for improving **public facilities, followed by social services, streets and roads, and parks and recreation.**

Staff Input

Input from City staff was used to identify needed improvements to facilities and services. Generally, aging facilities and space constraints were common issues across City departments.

Community Facilities & Infrastructure



▷ Planning Context

Existing Conditions

Map 10.1 shows the location of community facilities and services within the City of Lexington. Additional information on facilities and services is provided in the sections that follow.

Administration

City administrative offices are located in City Hall, at 300 East Washington Street. They include the City Manager's Office, the Department of Planning and Development, the Finance Department, the Commissioner of the Revenue, the Treasurer, the Electoral Board and Registrar and offices for Human Resources, and Information Technology. In addition, a mid-sized meeting room on the first floor is available for public use. The building was constructed in the early 1890s and was used for over sixty years as a public school. In 1960, it was renovated for use as the town hall, which became city hall after Lexington became an independent city in 1966. Since then, it has undergone minor upgrades and renovations; however, the space does not function well as a modern public administration building and needs complete renovation to extend its service life and improve utilization. As such, the City should consider exploring options to renovate the existing building or relocate and market the existing building for reuse and historic rehabilitation.

Public Works

The City's Public Works Department is located on 10 acres at the end of Shop Road. The complex houses equipment and supplies for street maintenance, refuse collection, water and sewer, equipment maintenance, and other services. An administrative office building was added to the complex in 2008.

The existing structures at the Public Works facility at Shop Road are antiquated and poorly designed for the current use. Heating and lighting are inadequate, and shop and storage space is extremely limited. Traffic circulation is poor, and site pavement is also in rapidly deteriorating condition. Improvements to the complex are expected to require a complete demolition and replacement of existing structures.

Refuse and Recycling Collection

Lexington offers garbage and brush collection to residents and businesses. Residential customers have no service fee while a bimonthly sanitation fee is collected from businesses. Residential garbage is collected by the Public Works Department once weekly, including holidays except Christmas Day, and businesses garbage is collected six days a week, Monday through Saturday. No-fee brush collection is offered one day per week to all residents and businesses. No-fee bagged leaf collection is also offered to residents between October and December. All garbage is hauled to the Rockbridge County landfill for disposal.

Until fiscal year 2021, recycling collection was offered to citizens and businesses. The reinstitution of the curbside recycling collection should be re-evaluated in the future.

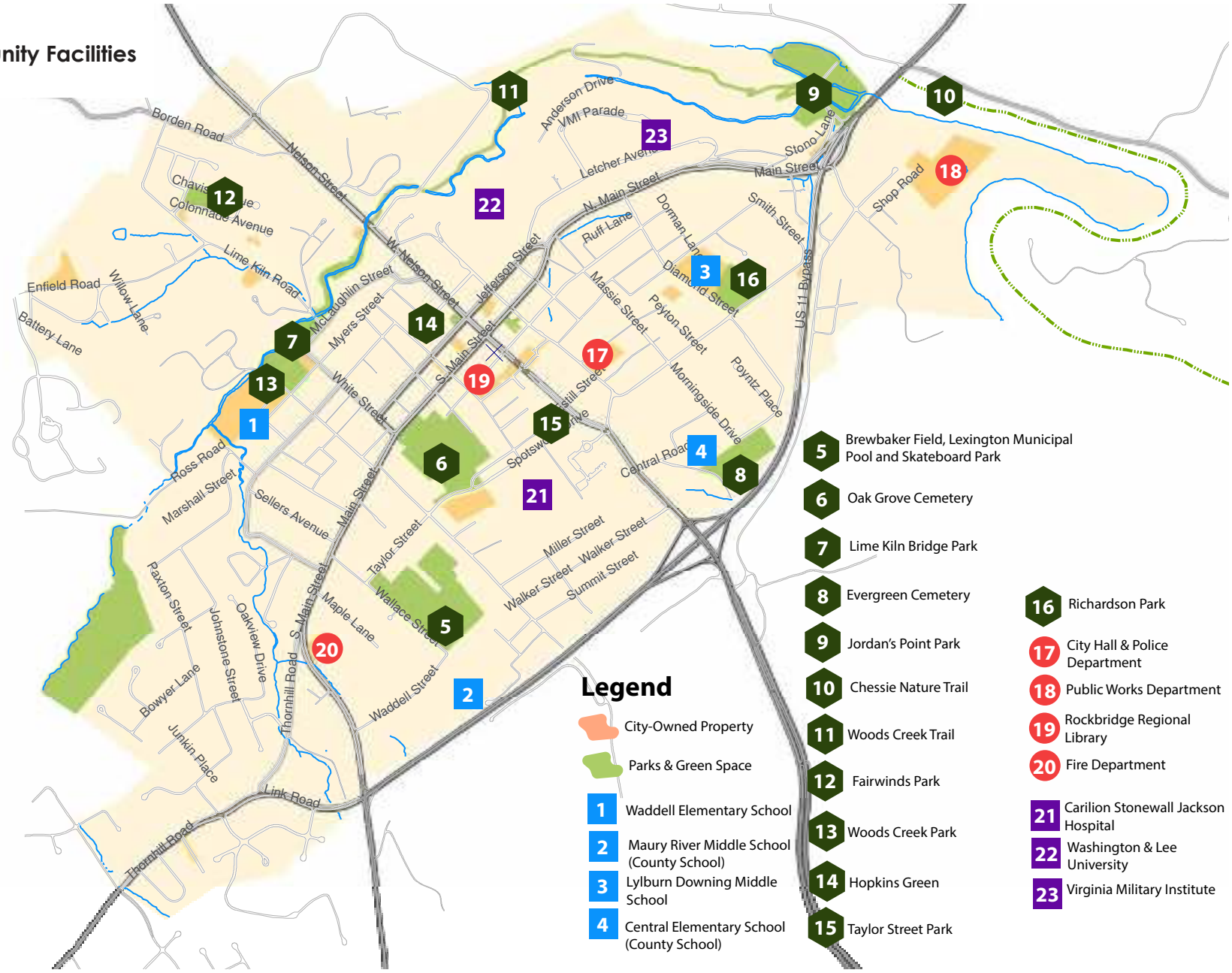
Water and Sewer System

Lexington purchases water and wastewater services from Maury Service Authority (MSA), which provides water and sewer to all residential and commercial buildings in Lexington and to some adjoining sections of Rockbridge County. MSA water and wastewater usage rates are provided in Table 10.1.

Lexington's potable water is sourced from the Maury River and treated at the MSA Water Treatment Plant on Osage Lane. The plant, constructed in 1975 and upgraded in 2004, uses advanced filtration and chemical treatment techniques to provide high quality drinking water. Its existing 3.9 million gallons per day capacity ensures that the plant will be adequate to serve the growing needs of the area for many years to come. Annual average daily consumption by the MSA's 9,000 consumers typically ranges from 1.3-1.4 million gallons per day.

Community Facilities & Infrastructure

Map 10.1 Community Facilities



Community Facilities & Infrastructure









▷ Planning Context

Treated water is pumped to the MSA's three-million-gallon water tank located on Enfield Road, which also serves as an extended wet well for the MSA's Enfield pump station. From here, treated water is pumped to Lexington's one-million-gallon water tank on Houston Street, which is transmitted via City-owned distribution mains for domestic use and fire suppression. The City distributes between 0.50 to 0.60 million gallons per day to its approximately 2,700 customers.

The Lexington-Rockbridge Regional Wastewater Treatment Plant, also owned by the MSA, is a 3-million gallon per day capacity facility that began operation in 1999 and was upgraded in 2011. The plant treats wastewater received from the City of Lexington and the Rockbridge County Public Service Authority as well as septage from septic tanks and commercial customers. Treated wastewater is released back into the Maury River. The City, on average, disposes of 0.58 to 0.89 million gallons per day of wastewater into the MSA. Some of the County's treated wastewater passes through the City owned infrastructure and is included in the City's average.

Although the existing water and wastewater treatment plants have the capacity to meet current and anticipated treatment needs, the distribution lines are aging and require maintenance and investment to ensure continued quality and reliable service. Based on a 2013 study, seventy percent of the existing lines will require replacement in the next 20-30 years, as the average water and sewer line is 70-80 years old. Deficiencies in the sewer lines allow stormwater and groundwater to enter the system. This inflow and infiltration (I&I) causes the lines to perform at or near capacity and degrades water by allowing sewage transfer to nearby streams. During periods of significant rain, instantaneous peak flows to the wastewater treatment plant exceed capacity by 200-300 percent. Repairs and upgrades are needed to correct these deficiencies, reclaim sewer line and wastewater treatment plant capacity, and provide looped water service to improve water flow and quality.

In addition to these improvements, Lexington will need to consider the future of the City-owned property at Moore's Creek Dam in western Rockbridge County. This area was intended to serve as an emergency water supply for Lexington after the original water treatment facility was decommissioned in the 1970s. However, the transmission connections from the dam was terminated or rerouted, and the lines are not connected to the water treatment plant operated by the MSA. Prior efforts to decommission the Moore's Creek Dam were thwarted by legal action instigated by Rockbridge County, which asserted its rights to a portion of the waters contained within the impoundment. Although the area currently provides limited recreation benefits to the community, upkeep of the Moore's Creek Dam to meet state safety standards is cost prohibitive.

Community Facilities & Infrastructure



▷ Planning Context

Stormwater

The City's stormwater collection system is much less extensive than its water and wastewater infrastructure. Presently, the City's stormwater infrastructure inventory includes 6.6 miles of stormwater pipe, 535 drainage structures, and four detention/bio-basin facilities. Given the City's population, Lexington is not required to maintain a Municipal Separate Storm Sewer System (MS4) operator status under the Virginia Stormwater Management Act. Development plans are audited for state stormwater compliance by independent consultants, or DEQ directly.

Historically, the majority of stormwater infrastructure is designed for the 10-year rainfall event. However, as weather patterns shift and rainfall intensity increases, the need to replace, rehabilitate, and upgrade aging infrastructure will continue to grow. Since 2015, the City has worked to complete studies and implement stormwater improvement projects, primarily in reaction to problem areas. Three projects have been completed, and two additional projects have been deferred to unprogrammed status. The City intends to continue studying its stormwater infrastructure to determine adequacy for storm events of increasing intensity. Because Lexington's topography and limited right of way, stormwater collection will be challenging and costly. As such, localized green infrastructure as described in Chapter 4 is a key solution to address stormwater issues in a cost-effective manner. In addition, the City will need to consider implementing a stormwater fee to fund improvements to the City's stormwater management system.

Table 10.1 Water and Wastewater Usage

Fiscal Year	Water Produced		Wastewater Treated	
	Millions of Gallons	**Average Daily** Consumption	Millions of Gallons	**Average Daily Influent**
2018	466	1.28MG	Not Available	Not Available
2017	478	1.33MG	Not Available	Not Available
2016	517	1.42MG	Not Available	Not Available
2015	526	1.44MG	Not Available	Not Available
2014	516	1.41MG	312	0.85MG
2013	503	1.38MG	314	0.86MG
2012	493	1.35MG	338	0.93MG
2011	509	1.39MG	319	0.87MG
2010	488	1.34MG	359	0.98MG
2009	519	1.42MG	308	0.84MG
2008	542	1.48MG	296	0.81MG
2007	512	1.40MG	353	0.97MG
2006	510	1.40MG	315	0.86MG
2005	468	1.28MG	305	0.84MG

Source: Maury Service Authority

Community Facilities & Infrastructure





▷ Planning Context

Parks and Recreation

The City of Lexington owns and operates a swimming pool, two City school athletic fields, and seven park facilities: three large parks, three neighborhood parks, and an athletic field complex. The facilities are shown in Map 10.1 and detailed in Table 10.2.

All facilities are open to the residents of the City and the Rockbridge County area. The Lexington outdoor municipal pool located at the intersection of Waddell and Wallace Streets is available to residents, while the Friends of Rockbridge Swimming operate the indoor municipal pool next door. Additionally, the Lylburn Downing Community Center, adjacent to the middle school, houses the Office on Youth, which provides after-school, summer, and recreational programs for students.

The City also owns two tracts of land in Rockbridge County that are available for hiking, mountain biking, bird watching, and the enjoyment of nature. Brushy Hills is a 600-acre preserve just west of the City that has hiking, mountain biking, and horseback trails. Moore's Creek is a 59-acre area located 12 miles south west of the City. It includes a 32-acre reservoir and is available for passive recreation and fishing with an access permit from the US Forest Service.

In addition to these City-owned facilities, Lexington partners with the Rockbridge Area Recreation Organization and the Rockbridge Area Outdoor Partnership to enhance recreational opportunities for City residents. Many additional opportunities are available through private and non-profit organizations, such as YMCA and the Maury River Senior Center.

While Lexington residents have access to a wide range of park and recreation opportunities, additional facilities and investments are needed, particularly for adult recreation leagues and trails. Opportunities to renovate and expand Brewbaker Athletic Complex are being considered to meet these needs, and a master plan is underway to develop Jordan's Point Park as a more effective community asset. In addition, the 2017 Rockbridge Area Outdoor Recreation and Trail Plan identifies two projects in Lexington to improve trail connectivity and river access – the Brushy Hill Connector Trail and the Chessie Nature Trail expansions. These investments will ensure that Lexington residents have ample access to parks, recreation, and trail assets that support the health and wellness of the community.

PARK 7 FACILITIES

2 School Athletic FIELDS

2 Swimming *Pools*

3 *LARGE* PARKS

neighborhood parks 3

ATHLETIC Complex 1

2500+ *ACRES OF* RECREATIONAL SPACE

Community Facilities & Infrastructure



Table 10.2 Recreation Space and Facilities

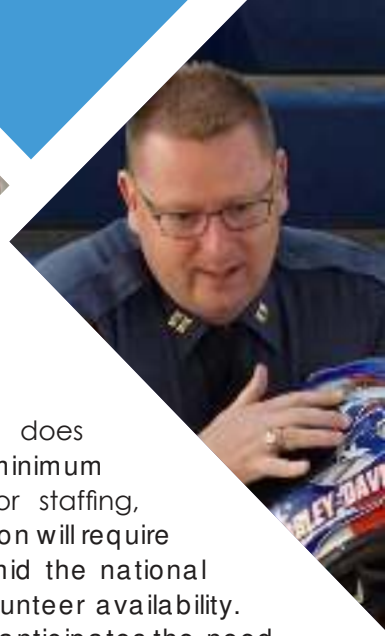
Location	Size	Facilities
Brewbaker Athletic Complex	13.3 acres	Outdoor swimming pool, indoor swimming pool, athletic fields, playground (Kids Playce), skate park
Brushy Hills Preserve	560 acres	Hiking trails, passive recreation
Chessie Nature Trail	7 miles	Walking trail from Lexington to Buena Vista (Managed by VMI)
Courthouse Square	0.16 acres	Tables, benches, open space
Evergreen Cemetery	5.5 acres	Historic grave sites
Fairwinds Park	1.2 acres	Playground, picnic area, open space
Hopkins Green	0.32 acres	Picnic area, open space
Jordan's Point Park	9.5 acres	Walking trail, picnic area, pavilion, boat ramp, athletic fields
Lime Kiln Bridge Park	0.7 acres	Playground, picnic area
Lylburn Downing Community Center	0.75 acres	Multipurpose room, meeting rooms
Lylburn Downing Middle School	3 acres	Athletic fields, gymnasium, outdoor basketball court
M. Leroy Richardson Park	4.5 acres	Playground, pavilion
Moore's Creek Dam	59.6 acres	Passive recreation, fishing
Oak Grove Cemetery	11 acres	Historic grave sites
Taylor Street Park	0.5 acres	Playground, picnic area
Woods Creek Park and Trail	3 acres	Open space, 2.8 mile walking trail
Waddell Elementary	3 acres	Athletic fields, playground, multipurpose rooms, outdoor basketball court, outdoor pavilion

Source: City of Lexington

Community Facilities & Infrastructure







▷ Planning Context

Public Safety

Public safety services in Lexington are provided by the Lexington Police Department and the Lexington Fire and Rescue Department. Lexington is also home to the Rockbridge County Sheriff's Office, which works closely with the Lexington Police Department and offers numerous law enforcement services. The existing public safety community risk reduction program has proven extremely beneficial in improving the safety of Lexington residents.

Police

The Lexington Police Department is located adjacent to City Hall in a facility constructed in 2003. The Police Department is the primary law enforcement agency of the City and consists of 18 sworn officers and three civilian support personnel. The Police Department works closely with Washington & Lee's public safety department and has a succesful community risk reduction program that has proven extremely beneficial in improving safety. The department's three divisions (Support Services, Operations, and Special Enforcement) work together to provide comprehensive law enforcement services to the City. The department has maintained accreditation by the Virginia Law Enforcement Professional Standards Commission since 1998. The Police Department currently meets standards of the International Association of Chiefs of Polices that call for cities to have 1.4 to 2.4 officers per 1,000 residents. Using Weldon Cooper's 2020 population projections for Lexington as a baseline population, 2.4 officers per 1,000 residents equates to 17.8 officers. Lexington, with 18 officers, is on target for current service needs, especially considering the higher daytime population given the number of in-commuters and visitors.

Fire and Rescue

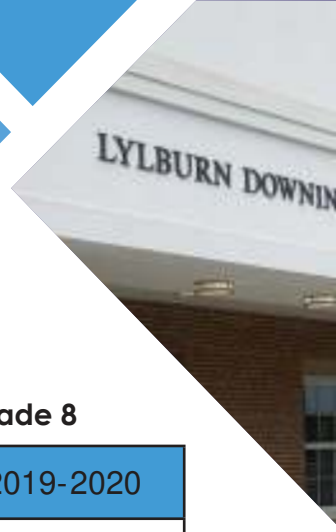
The Lexington Fire and Rescue Department is located on South Main Street and includes both professional and volunteer personnel. The Fire and Rescue Department provides fire, rescue, emergency medical services, hazardous materials response, and community risk reduction services along with emergency management responsibilities. The City also participates in a regional fire and rescue commission, and the fire department serves portions of Rockbridge County. Overall, the department's service area is 55.9 square miles. The fire department also works closely with Washington & Lee University and Virginia Military Institute and numerous other local and regional partners. As a result of the quality services provided by the department, Lexington's Insurance Services Office (ISO) Community Risk Rating has improved from a "6" to a "3" since 2009, resulting in reduced insurance costs for city residents.

Growth in Lexington will require additional investment in fire and rescue services. Currently, the fire department does not always meet minimum national standards for staffing, and long-term operation will require more professionals amid the national trend of declining volunteer availability. The Department also anticipates the need to replace the 22-year-old ladder truck in the next two to three years. In addition, the existing fire station, constructed in 2002, is nearly 20 years old and has space constraints that limit the proper functioning of the Department. A comprehensive needs assessment and facility plan is recommended to identify solutions to address space needs and maximize fire and rescue response times.

Central Dispatch

The Rockbridge Regional Public Safety Communications Center serves as the Central Dispatch Center for Lexington, Buena Vista, and Rockbridge County. The center dispatches for local police, fire, rescue, and emergency services. The center is overseen by the Public Safety Communication Board and an executive director manages day-to-day activities.

Community Facilities & Infrastructure



▷ Planning Context

Schools

The City of Lexington is committed to providing progressive educational opportunities and challenging experiences that are responsive to the needs and talents of all students.

The City provides its own public elementary and middle school education facilities, while high school is provided under a joint services agreement with Rockbridge County. Table 10.3 provides enrollment data by grade for Lexington public schools.

Some Rockbridge County students attend city schools as non-resident students who pay tuition, while students in the City attend Rockbridge High School. Division-wide, approximately 27% of students are classified as economically disadvantaged, as determined by qualifying for free and reduced meal services. The school system is led by the Lexington City School Board, a five-member board that is appointed by the Lexington City Council.

The City owns two school buildings, Harrington Waddell Elementary School on Pendleton Place and Lylburn Downing Middle School on Diamond Street. Waddell Elementary School was originally built in 1927 and was used as the City's high school. In the 1960's, it was converted to use as an elementary school. That school was demolished, and a new building was constructed on the same site in 2017. Lylburn Downing Middle School was originally built in 1949 as an addition to an existing African American school. It was converted to a middle school in the 1960s and has undergone two major renovations and additions since its construction. School board offices are housed at the Lylburn Downing Community Center, which also provides preschool services, meeting spaces, and a heritage center with historical items.

Table 10.3 Enrollment by Grade, Pre-Kindergarten to Grade 8

Grade	2017-2018	2018-2019	2019-2020
Pre-kindergarten	0	0	0
Kindergarten	51	50	51
Grade 1	51	63	53
Grade 2	48	62	61
Grade 3	49	53	60
Grade 4	54	55	55
Grade 5	60	50	59
Total Elementary	*313*	*333*	*339*
Grade 6	62	62	51
Grade 7	72	58	62
Grade 8	68	69	57
Total Middle	*202*	*189*	*170*
Total Students	*515*	*522*	*509*

Source: Virginia Department of Education, Lexington City Public School Quality Profile

Community Facilities & Infrastructure



▷ Planning Context

Public Libraries

The City of Lexington is a partner in the Rockbridge Regional Library System. The system is headquartered on South Main Street and also serves the Counties of Bath and Rockbridge and the City of Buena Vista. Maintenance and other operating expenses are shared by the jurisdictions in the regional library system. In addition to physical collections, classes, programs and story times for children, each location offers wi-fi and computers for public use.

Modern libraries have become community centers for individuals to interact and learn together. While the existing library space has functioned well over the years, a major renovation or replacement of the library in Lexington would be beneficial to the community as the existing space is cramped and not suited to its full potential as a center of community. Shared spaces with other community partners in one location could be one way to achieve a better library and better service to patrons.

Cemeteries

The City of Lexington owns and maintains two active cemeteries: Evergreen Cemetery and Oak Grove Cemetery. The smaller of the two cemeteries, Evergreen Cemetery, is a historically African American cemetery located on 5.5 acres on New Market Place. Oak Grove Cemetery is an 11-acre site on Main Street. The operation of both cemeteries is funded by a small service charge and public funds. A six-member Cemetery Advisory Board advises staff and City Council on issues pertaining to the operation and maintenance of the two cemeteries.

Both cemeteries are nearing capacity. Based on current rates of burial, Oak Grove Cemetery has approximately 10 to 15 years of ground interment spaces remaining, while Evergreen has approximately five years. An inventory expansion study was conducted in 2018, and the City is currently evaluating implementation of the plan.

Community Facilities & Infrastructure

▷ Partnerships & Initiatives

The City of Lexington fosters and maintains many partnerships and initiatives with other organizations. These organizations all provide valuable community services and maintain an important physical presence in service provision to the Lexington community. Continuing to work with these groups is necessary to provide quality community services to the public.



Blue Ridge Resource Authority

The Blue Ridge Resource Authority, formerly the Rockbridge County Solid Waste Authority, was created in 2017 to own and operate the Rockbridge Regional Landfill. A seven-member committee governs the Authority with two members appointed by Lexington City Council. Each participating jurisdiction is responsible for its proportionate share of operating costs.

Central Shenandoah Planning District Commission

The Central Shenandoah Planning District Commission (CSPDC) is a political subdivision of the state chartered by the Regional Cooperation Act in 1969. The CSPDC serves the City of Lexington and 20 other local governments including Rockbridge County, other cities, and various towns throughout the region. The organization provides local and regional planning services including transportation, natural resource management, disaster mitigation and preparedness education, and many others. Lexington contributes a portion of funding to the commission along with all other member localities.

Institutes of Higher Education

Lexington's institutes of higher education, Washington & Lee University and Virginia Military Institute, are longstanding partners with the City of Lexington. Both institutes contribute to the advancement of the community through services, such as volunteer firefighting and emergency response, and publicly available facilities, such as libraries. Students from both institutions volunteer in the broader Lexington community and provide valuable services to some of Lexington's most in-need citizens.

Rockbridge Area Department of Social Services

The Rockbridge Area Department of Social Services provides services to all of Rockbridge County, the City of Lexington, and the City of Buena Vista. It is governed by a regional board with representatives appointed by each locality. The department is supervised by the state but locally administered. The department offers a wide variety of resources, including foster care and adoption, childcare assistance, food security assistance, and community support programs such as 2-1-1 Virginia and the AmeriCorps State program.

Rockbridge Area Relief Association

The Rockbridge Area Relief Association (RARA), founded in 1972, is the largest nonprofit organization focused on alleviating hunger and poverty in Lexington. The RARA operates out of the Piavano Building (the former rescue squad building) on Spotswood Drive. The City provides some funding for RARA's mission.

Rockbridge Area Recreation Organization

The Rockbridge Area Recreation Organization (RARO) was established in 1988 by the Lexington City Council as the regional recreation provider for both the City and County. It is an independent recreation authority governed by a nine-member board and funded by three jurisdictions, including the Cities of Lexington and Buena Vista, and the County of Rockbridge. It operates a wide variety of sports programs,

primarily geared to the youth of the community. RARO offers 33 different programs serving over 1,500 Rockbridge County residents per year. A small building on White Street, which housed the School Board offices until 2010, now provides administrative and program space for the organization.

Transportation Providers

Lexington-area transportation providers support access to public facilities and services by providing safe and reliable transportation options. These providers include Maury Express, Rockbridge Area Transportation System (RATS), and Valley Program for Aging Services (VPAS). A more detailed description of these providers can be found in the Transportation chapter of this Comprehensive Plan.

Telecommunications

Technology-based economic growth is a key focus of the City's strategic plan and should be supported through the provision of high-speed, high-quality telecommunication infrastructure. The backbone for a high-speed fiber optic communication system has been put in place in the downtown and commercial areas through the regional Rockbridge Area Network Authority (RANA). The City should promote this service to businesses along the established routes to ensure the economic success of RANA. The City should also look toward a plan for expansion of the fiber system to other areas of the City where customers express a desire for this service. The goal is to eventually make this service available to all areas of the City.

Energy Providers

Lexington is served by a variety of private utility providers. Electricity in Lexington is provided by Dominion Virginia Power and BARC Electric Cooperative. Natural gas is provided by Columbia Gas.

Rockbridge Regional Jail

Rockbridge Regional Jail serves Lexington, Rockbridge County, and Buena Vista under a contractual joint services agreement. The jail houses adult prisoners serving short sentences and suspects awaiting trial. The jail, which was built in 1988 to hold 56 inmates, was double bunked to hold 111 inmates. When capacity is reached, inmates are assigned to other facilities, resulting in increased operating costs. As of November 2019, the inmate population was 158.

The Rockbridge Regional Jail Commission oversees operations and is responsible for jail policy and financing. The Commission is comprised of the Sheriff, per State Code, and four other representatives, including one from Lexington.

The Virginia Compensation Board supports salaries for authorized personnel and provides some operational funds. These funds are not adequate to support jail expenditures, which have increased significantly in recent years due to overcrowding, rising medical expenses, and maintenance costs. By agreement, the localities must fund the shortfall should the jail revenues be insufficient to pay operating expenditures. Per the agreement, any revenue shortfall must be assessed to the localities based on their number of prisoner days. Faced with these rising costs, Lexington should continue working with Rockbridge County, Buena Vista, and the Commission to implement cost reduction measures and reduce overcrowding at the jail.

Community Facilities & Infrastructure



▷ Needs Assessment

Municipal services—such as parks, infrastructure, public safety, trash collection—directly affect the daily life of residents and impact overall quality of life. Population growth and development can impact demands on these services. Likewise, changing demographics and evolving needs of residents require an adaptive and responsive approach to facility and infrastructure planning and service delivery. Along with these challenges, aging infrastructure and facility issues associated with deferred maintenance present a costly yet critical needs that, in some cases, also have major environmental implications. Key community facility and infrastructure needs identified through the development of this Plan include:

- Integrating cost-saving and climate-friendly technologies.
- ADA improvements to facilities to support the City's aging and disabled populations.
- Continued investments in parks and recreation for a healthier population and a greener City.
- Improvements to the water, wastewater, and stormwater systems, particularly to address inflow and infiltration that leads to water quality and wastewater treatment capacity issues.
- Improved facility condition and utilization at City Hall, public works, and fire and rescue facilities.
- Ensuring that the quality and capacity of infrastructure does not become a constraint to revenue-generating development and redevelopment.
- Addressing capacity issues in the City's cemeteries and regional jail system in a coordinated and cost-effective manner.
- Continued partnerships between local and regional agencies for more efficient delivery of shared services, such as libraries, jails, hospital, and high school.

As Lexington looks to 2040, infrastructure and facilities will be a high priority as the City seeks to keep pace with maintenance, regulatory requirements, advancing technology, and evolving resident needs. In some cases, these needs can be fulfilled by working with citizens, businesses, and regional institutions to develop innovative and equitable solutions. The goal, objectives, and strategies that follow have been developed with these needs and priorities in mind.

Community Facilities & Infrastructure

▷ Goal, Objectives, & Strategies

Community Facilities & Services			
Goal: Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.			
Values	Objectives	Strategies	
	Improve access to community facilities and services for all residents.	CF 1.1	Conduct an ADA accessibility study of City facilities, streets, and walkways and implement recommendations, as appropriate.
		CF 1.2	Integrate accessibility and safety into park facility design to ensure that parks and playgrounds are safe and inclusive for all users.
		CF 1.3	Ensure equity in service delivery for all of Lexington's neighborhoods and demographics.
		CF 1.4	Investigate the need for a community center to provide quality facilities that promote lifelong learning and achievement for all residents.
	Offer efficient and effective community services and facilities that meet the needs of residents and businesses of the City.	CF 2.1	Review the city's building systems and the use of renewable energy sources for upgrades to achieve energy efficiency and potential cost-savings.
		CF 2.2	Resolve the contingency water supply agreement with Rockbridge County due to the impracticability of piping water from the Moore's Creek Reservoir to the City's water treatment facility.
		CF 2.3	Evaluate the feasibility of implementing a stormwater fee to fund improvements to the City's stormwater management system.
		CF 2.4	Construct water, wastewater, and stormwater system improvements to reclaim capacity and ensure efficient and high-quality service.
		CF 2.5	Repair and upgrade the City's sewer lines to address inflow and infiltration (I&I) to protect water quality and ensure sewer capacity is maintained.
		CF 2.6	Implement cemetery improvements that support the financial sustainability and viability of the facilities by increasing burial capacity.
		CF 2.7	Ensure that new development assesses impacts on public facilities and infrastructure and adequately mitigates impacts specifically attributable to that development.
		CF 2.8	Regularly evaluate the refuse and recycling program to identify cost-effective improvements and opportunities for program expansion.
	Ensure public facilities and services complement the community's design while satisfying the highest level of service for the citizens.	CF 3.1	Evaluate administrative space needs at City Hall and explore options to renovate the existing building or relocate and market the existing building for reuse and historic rehabilitation.
		CF 3.2	Reconstruct the public works complex to provide safe, functional, and operationally-efficient facilities.
		CF 3.3	Continue efforts to provide high-quality parks and recreation resources by implementing the Jordan's Point Park master plan, expanding amenities at the Brewbaker Athletic Complex, and maintaining existing parks.
		CF 3.4	Support continued investment in the regional library system that improves the Lexington library as a center of community and learning.
		CF 3.5	Ensure that improvements of the public realm (sidewalks, curbs, street trees) are planned and executed in an integrated, coordinated manner when undertaking upgrades to sewer, water, or road infrastructure.
	Commit to engaging community members in substantive policy- and decision-making to provide the highest possible level of service provision.	CF 4.1	Continue to seek citizen input on service needs and priorities to ensure equitable investment in infrastructure and facilities.
		CF 4.2	Continue public safety engagement and programs, such as volunteer fire and rescue and community risk reduction programs, that encourage cooperation between public safety officials and citizens.

Community Facilities & Infrastructure

▷ Goal, Objectives, & Strategies

Community Facilities & Services			
Goal: Provide and maintain the highest quality, efficient, and effective community services and facilities while addressing the future needs of the City.			
Values	Objectives	Strategies	
	Maximize service delivery through effective management and partnerships.	CF5.1	Perform periodic studies/surveys of adequacy, quality, effectiveness, and equity of City service delivery, including service expansion.
		CF5.2	Coordinate and support internal, local, and regional partnerships for shared services, infrastructure, and facilities that benefit City residents and ensure sustainable and cost-effective services.
		CF5.3	Include public and private utility providers in the planning stage of all infrastructure and development projects to determine needs and upgrades as part of project development.
		CF5.4	Continue partnerships with the Rockbridge Area Recreation Organization and the Rockbridge Area Outdoor Partnership and support implementation of the Rockbridge Area Outdoor Recreation and Trail Plan.
		CF5.5	Conduct a comprehensive fire and rescue needs assessment and facility plan to address space needs and maximize fire and rescue response times.
		CF5.6	Continue partnering with Rockbridge County to provide state-of-the-art education and facilities for Lexington high school students.
		CF5.7	Enhance the City's disaster preparedness through continued participation in regional Hazard Mitigation Planning through the Central Shenandoah Planning District Commission.
		CF5.8	Work with Rockbridge County and Buena Vista to assess and address the long-term needs of the Rockbridge Regional Jail.
		CF5.9	Work with the health system and other health providers to implement the Rockbridge Area Community Health Assessment, where possible.

Governance

Provide an inclusive, accessible, and responsive government that works for and with the people of Lexington to achieve its vision and implement its long-range plans.

Governance

▷ Introduction

The Comprehensive Plan sets Lexington on a path of proactive, long-term, and fiscally sound decision-making. The Plan better enables City leaders and community members to demand excellence and quality in everything the City and its partners do. The work does not end with adoption of the Plan. The Comprehensive Plan is intended to be a living document that provides the direction to move Lexington toward its long-term vision. Implementation occurs through expertise, consistent application, utilization of tools, and review. To bring the shared vision to fruition, there must be familiarity with each goal, progress toward the strategies to achieve the goals, and consistency with the future land use map. This applies to all users, including businesses, applicants, citizenry, and City officials.

This chapter of the Comprehensive Plan builds on the Cty's commitment to transparency, accountability, and civility. The chapter examines the functional role of the City government as well as initiatives to increase citizen participation and ensure information is disseminated both timely and accurately. Finally, this chapter summarizes goals and action strategies. It is encouraged that these be reviewed on an annual basis to measure progress and adjust as priorities evolve.

▷ Community Engagement

Community engagement efforts for this Comprehensive Plan included a public survey and individual stakeholder interviews with representatives of various city departments and organizations. While a majority of comments, feedback, and results produced from these outreach methods focused on specific items, such as the character of Lexington and concerns for the future, some general thoughts and desires concerning good governance became evident through analysis.

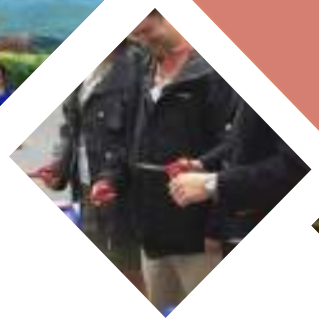
A desire for more cooperation between the City and Rockbridge County in planning and development efforts was a common theme in stakeholder interviews. The public survey revealed a need for responsiveness to constituents, including transparency in government actions. Concerns over affordability in Lexington were cited along with a tax base impacted by several parcels of tax-exempt land in the city.





Governance







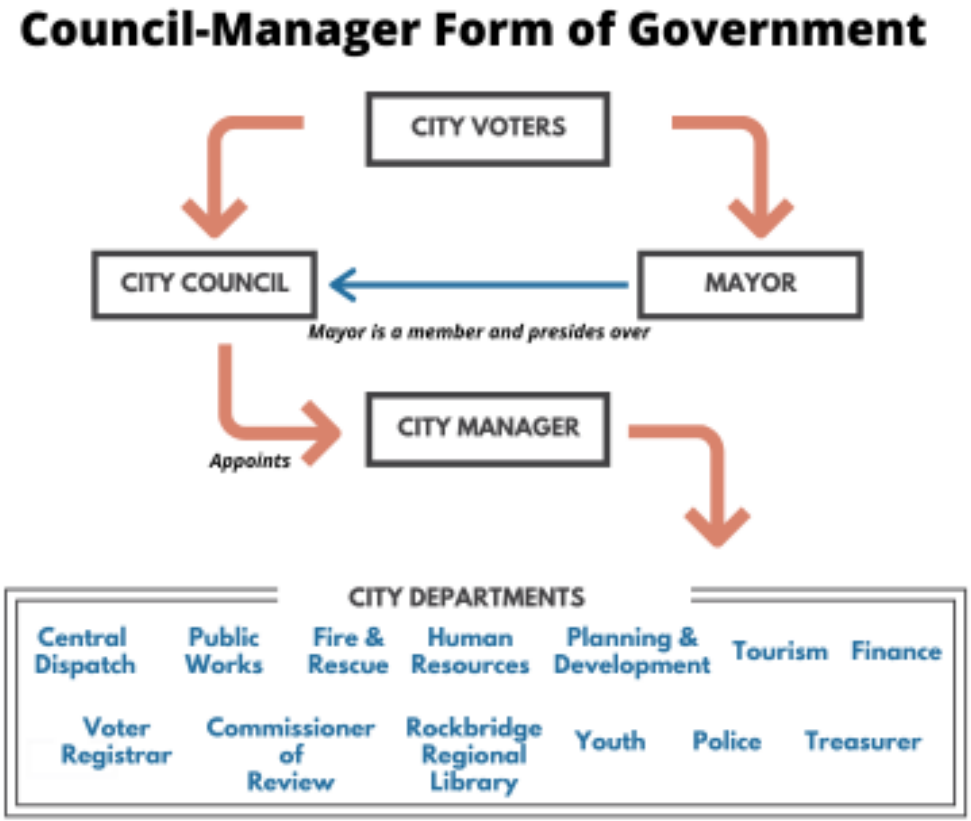
▷ Planning Context

City Government Structure

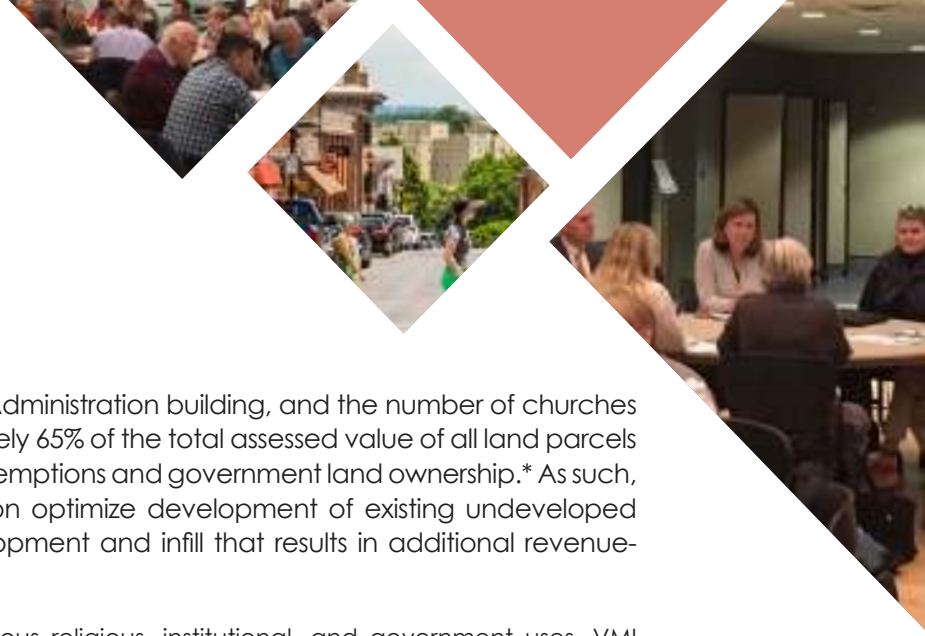
The City of Lexington is small compared to most cities in the Commonwealth, but its responsibilities are not reduced. The city must meet the needs of its citizens by providing goods and services such as police, fire protection, water, and other utility services, parks, recreation programs, streets, and other public works improvements. These needs are met through the power of the City Council to levy taxes, pass ordinances, and adopt a budget with day-to-day operations occurring under the leadership of the city manager.

As provided in the City Charter, Lexington has a council-manager form of government. The council-manager structure combines the strong political leadership of elected officials with the managerial experience of an appointed city manager. City Council serves as the legislative body elected by the community to enact ordinances, adopt the budget and capital improvement plans, and approve land use decisions, among other responsibilities. Lexington's Council consists of six council persons elected at large and a popularly elected mayor who presides over council. The city manager is appointed by Council to administer local government projects and programs on behalf of the Council. The manager prepares the budget, makes policy recommendations for Council consideration, oversees City departments and staff, and carries out adopted policies.

Diagram 11.1 City Structure



Governance



▷ Planning Context

City Budget

The City's budget establishes the plan of revenue and expense activities for the fiscal year and provides a coordinated financial program to attain the City's goals and objectives, including those identified in the Comprehensive Plan. The City of Lexington publicizes budget data on an annual basis. As shown in Table 11.1, annual expenses have increased modestly over the past four years with revenues increasing proportionately.

Tables 11.2 and 11.3 provide the City's general fund revenues and expenditures for 2019. The City's revenues are varied, including property taxes and other local taxes, permits and licenses, fines and forfeitures, service charges, state and federal grants, and other miscellaneous sources. Lexington's single largest general fund expenditure, outside of non-departmental spending, is through Public Safety followed by Public Works. The spending categorized as non-departmental includes insurance, debt services, and interfund transfer.

Lexington's ability to finance operations and capital improvements is intrinsically tied to the City's taxable land value. Like most cities, property taxes make up the largest percentage of the City's revenue. However, compared to other localities in the Commonwealth, Lexington is less able to generate additional revenues from its current tax base. This is largely due to the amount of tax exempted property associated with Lexington's institutions of higher learning, the presence of two County schools and the County Administration building, and the number of churches enjoyed by residents. Approximately 65% of the total assessed value of all land parcels in Lexington is not taxed due to exemptions and government land ownership.* As such, it is highly desirable that Lexington optimize development of existing undeveloped parcels and encourage redevelopment and infill that results in additional revenue-producing uses and structures.

*Tax-exempt property includes various religious, institutional, and government uses. VMI does not pay a tax or fee. W&L contributes a PILOT (payment in lieu of taxes) to offset a portion of its impact on City revenue and services.

Table 11.1 Revenues and Expenses (2015-2019)

0	Year	2015	2016	2017	2018	2019
Revenues	Amount	$ 15,566,762	$ 17,009,612	$ 17,564,620	$ 18,058,189	$ 18,369,271
	% Change	- -	9.27%	3.26%	2.81%	1.72%
Expenses	Amount	$ 15,542,115	$ 16,863,742	$ 17,432,156	$ 17,943,297	$ 18,241,764
	% Change	- -	8.50%	3.37%	2.93%	1.66%

Source: City of Lexington

Governance



▷ Planning Context

Capital Improvement Plan

A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document and is reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities. CIPs are typically designed to consider both immediate and long-term capital assets and infrastructure needs. Public and private investors and relationships are needed for a robust CIP. The community benefits and the long-range vision is achieved when the priorities of the CIP and updates to ordinances align with the Comprehensive Plan.

City Code of Ordinances

The collection of laws passed by a local governing body is known as the City Code of Ordinances. The zoning and subdivision ordinance regulations, and the landscaping, parking, and signage standards contained therein are at the forefront in implementing the Comprehensive Plan. Lexington's land use regulations are the primary Plan implementation tool and, therefore, should be kept up to date along with the Plan.

Table 11.2 General Fund Revenues (2019)

Type	Revenue ($)
Property Taxes	$6,872,000.00
Other Local Taxes	$4,232,300.00
Permits & Licenses	$343,150.00
Fines & Forfeitures	$62,500.00
Revenue from Use of Money & Property	$203,240.00
Charges for Services	$704,510.00
Misc. Revenues	$2,599,620.00
Recovered Costs	$634,779.00
State- Noncategorical	$1,265,462.00
State Categorical	$1,230,150.00
Federal Categorical	$101,560.00
Transfers	$120,000.00

Source: City of Lexington

Table 11.3 General Fund Expenditures (2019)

Type	Revenue ($)
General Government Administration	$1,364,678
Judicial Administration	$350,441
Public Safety	$4,076,013
Public Works	$3,323,405
Health, Education & Welfare	$909,895
Leisure Services	$532,088
Community Development	$785,916
Nondepartmental	$6,899,328

Source: City of Lexington

Governance

▷ Partnerships & Initiatives

The partnerships described below are critical for transparent, effective, and efficient governance and implementation of the Comprehensive Plan.



Citizens

Citizen engagement is a key component of good governance. Engagement provides transparency, predictability, and accountability. Engagement must occur with individuals but also with interest groups, committees, and agencies. Without this kind of public engagement, citizens can feel removed from the government entity that is working to serve them. The approval of ordinances and levying of taxes may feel forced and without forethought. City officials recognize this and identified engagement as one of the five main principles in the 2019 five-year strategic plan. The city has made great strides to engage citizens through initiatives such as public participation planning processes, easy to understand budget visualization tools and reports, weekly reports and "Meet the City Manager" forums, and events and partnerships with community institutions and organizations.

Public participation was a critical component of drafting this Plan, and engagement must continue through implementation. A comprehensive plan is only successful if the community and its leaders strive towards each goal, taking ownership of their role.

Commissions and Boards

The City Council establishes and appoints members to various boards and commissions and charges them with specific responsibilities. Members of boards and commissions are citizens who voluntarily serve the citizens of Lexington. Some boards are local, while others are regional in nature. In certain instances, members of City Council serve on these boards as a Council liaison. Boards provide policy and operational recommendations to the City Council to assist in its decision making and, in limited instances, make final decisions themselves. The City's local boards and commissions can be found in Appendix B.

While each appointed body should remain informed and engaged in the implementation of the Comprehensive Plan, the Planning Commission, Architectural Review Board, and Board of Zoning Appeals are the three key bodies with responsibilities related to land use and physical development in the City. The Planning Commission is charged with the development, review, and implementation of the City's Comprehensive Plan. The Architectural Review Board reviews development and improvements within historic districts to ensure that the City's historical character is preserved. The Board of Zoning Appeals hears and acts on requests for variances from the terms of the city's Zoning Ordinance and on appeals of zoning decisions made by the Zoning Administrator. Decisions by each of these bodies ultimately impact the character, form, and quality of development in the City of Lexington.

Governance

▷ Partnerships & Initiatives

Regional Coordination and Partnerships

While Lexington has the autonomy to create its own plans and ordinances, land use and community planning issues do not stop at political boundaries. Shared, consistent regional planning and coordination is critical to the success of the goals and strategies included in this document. The city currently participates in a number of regional services and planning efforts – library system, a central emergency communications center, a community services board, a tourism office and board, regional water and wastewater plants, workforce investment board, and economic development, to name a few. These efforts are vitally important, and further coordination with Rockbridge County and local institutions and organizations on community and land use planning issues will ensure the long-range success of this Plan.



Governance



▷ Needs Assessment

The Comprehensive Plan is intended to be a dynamic document – evolving and changing to reflect the needs of the community. While the Comprehensive Plan is primarily a guide for physical development, its implementation touches upon all areas of government. The financial resources needed to implement the plan impact City budgeting and must be balanced with other funding priorities. An informed and engaged community is critical to ensure that citizens understand Lexington's governance and implementation challenges and voice their priorities. Key governance challenges related to the Comprehensive Plan include:

- Building an inclusive, engaged, and transparent government responsive to the priorities and needs of all citizens.
- Identifying ways to make Lexington a more attractive, welcoming, and desirable place for teachers and administrators of color.
- Improving coordination between the budget, capital improvement plan, and Comprehensive Plan.
- Improving monitoring of progress on the Comprehensive Plan through annual reviews and updates.
- Engaging City department directors in an annual review of Comprehensive Plan-related activities in conjunction with the CIP process and identifying implementation challenges and the impact of Plan goals on service provision, expansion, or adjustment.
- Continued coordination of City and County planning policies through communication, knowledge sharing, and regular joint Planning Commission meetings.

The goal, objectives, and strategies that follow are designed to ensure that Lexington maintains an effective and transparent city government that works on behalf of the citizens of the city to implement the Comprehensive Plan. The Implementation chapter elaborates further, providing specific direction for making this Plan a reality.

Governance

▷ Goal, Objectives, & Strategies

Governance			
Goal: Provide an inclusive, accessible, and responsive government that works for and with the people of Lexington to achieve its vision and implement its long-range plans.			
Values	Objectives	Strategies	
	Ensure Lexington's leadership is available to and representative of all City residents.	GO 1.1	Actively foster diversity in recruiting and appointments to boards and commissions.
		GO 1.2	Create a diversity hiring initiative plan for the City and school system workforce.
	Advance fiscal responsibility and resiliency in all city decisions.	GO 2.1	Work with Main Street Lexington, Chamber of Commerce, and other organizations to engage businesses and promote the City's continued economic growth.
	Make decisions that reflect and enhance the values and character of the Lexington community.	GO 3.1	Ensure that the City's land use regulations are reviewed regularly and updated accordingly to reflect the community's vision.
		GO 3.2	Ensure that the City's land use regulations are applied and enforced in a professional and consistent manner.
	Use innovative techniques, tools, and platforms to engage citizens in decision making processes.	GO 4.1	Experiment with civic engagement techniques to create new opportunities for public participation.
		GO 4.2	Improve the transparency and exchange of information, incorporating comprehensive and contemporary communication strategies to engage residents and increase equity in public participation across generations and demographics.
	Advance Lexington's community planning goals through internal coordination and external partnerships.	GO 5.1	Maintain and strengthen partnerships, collaboration, and communication between the City and institutions of higher learning.
		GO 5.2	Improve coordination with Rockbridge County and the City of Buena Vista on policies including, but not limited to, long-range planning, strategic initiatives, and other regional interests.
		GO 5.3	Link the annual budget review and the update of the Capital Improvement Plan (CIP) to the Comprehensive Plan and the Strategic Plan involving all City departments.
		GO 5.4	Conduct an annual review of accomplishments to implement the Comprehensive Plan, including recommendations for budget and work plan priorities, as part of Planning Commission's annual report to City Council.
		GO 5.5	Support the School Board in identifying successful techniques for ensuring all students are successful as defined by measures of best practices.



Implementation

▷ Using the Plan ▷ Implementation Matrix

Implementation

▷ Using the Plan

The Planning Commission and City Council should refer to the Comprehensive Plan and consider its vision prior to making recommendations and decisions. Code of Virginia § 15.2-2232 states that the Comprehensive Plan "shall control the general or approximate location, character, and extent of each feature shown in the plan." Consistently measuring each land use application and budgetary decision to the long-range vision of the Comprehensive Plan ensures proper implementation.

To assess the Plan's effectiveness, the City should review and monitor specific issues that impact the goals, objectives, and action strategies outlined within this document. Where prudent and necessary, the Plan should be amended periodically. It is incumbent upon City Council to carefully consider whether specific amendments are congruent with the Plan's overarching vision. Any modification or amendment should be considered with long-term policy implications.



▷ Tools for Implementation

A variety of tools should be utilized to enable Lexington's long-range vision to become a reality. The following tools are the most vital to ensuring the successful implementation of this Plan.

Annual Budget

The City Council and staff should keep the recommendations of the Comprehensive Plan in mind when preparing the City's annual budget. The budget works hand-in-hand with the Comprehensive Plan and Capital Improvement Plan to move the City toward a thriving, resilient future.

Capital Improvement Plan

A Capital Improvement Plan (CIP) coordinates the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The community benefits and the long-range vision is achieved when the priorities of the CIP and updates to ordinances align with the Comprehensive Plan.

Land Use Regulations

The process for development approvals, including rezoning and subdivision plats, are a central means of implementing the Comprehensive Plan. The zoning ordinance; subdivision regulations; landscaping, parking, and signage standards; and other land use and development standards and procedures are at the forefront in implementing the Comprehensive Plan.

Review and Update

Continuous review and progress monitoring holds everyone accountable to the City's long-range vision. The Code of Virginia § 15.2-2230 requires that Comprehensive Plans be reviewed every five years. In addition to the five-year review and update, annual reviews and revisions of ordinances and plans is considered a best practice. Reviewing the Plan regularly helps measure success in achieving Plan goals. It also provides an opportunity to propose and integrate strategic initiatives and policy changes that can be incorporated into the annual budget process, if necessary. This annual review helps set budgetary priorities that are consistent with the community's vision and ensures that monitoring is systematic and planned.

Implementation

▷ Planning Commission's Road Map

In addition to developing the Conprehensive Plan, the Planning Commission is charged with specific responsibilities in using, coordinating, and updating the Plan. The following action items are specific to the Planning Commission's role in implementing the Comprehensive Plan.



Catalyst Projects

The Planning Commission, after the formal adoption of the Comprehensive Plan, will recommend to City Manager strategies that can be completed in the short term (i.e., within the next year). The identification of Catalyst Projects is not intended to be an annual endeavor, but rather an immediate one-time effort to activate the plan once it is adopted and connect it to other departments in City hall, residents, businesses, and policy makers (primarily, City Council). The summary of catalyst projects will include an explanation of what category of implementation they are, and how the outcome will be measured.

Issue Identification

As is done with the Zoning Ordinance, an ongoing list will be compiled of issues and questions that arise over the course of the year concerning the Comprehensive Plan for annual review and action where needed.

Budget and CIP Coordination

In accordance with best practices in planning and governance, Lexington's Comprehensive Plan will be reviewed and considered when developing the annual budget and capital improvement plan. The Planning Commission will be integrated into this review process and provide recommendations to the City Council.

Annual Review

Each year, the Planning Commission will review progress toward completion of various projects / strategies, in preparation for its annual report to City Council. This activity will be scheduled into the Planning Commission's work calendar.

Implementation

▷ Implementation Matrix

The Plan Implementation Matrix provides the specific direction to make this Plan a reality. The matrix builds on the strategies included in each plan element by identifying tools, responsible parties, and anticipated timeframes for completion. The matrix also correlates strategies with specific policies, goals, and values set forth in the Plan. The implementation matrix should be reviewed annually as part of the City's budgeting process to set budgeting priorities as well as measure progress towards meeting the City's vision for the Lexington of 2040.

"A Road Map" to 2040

The Implementation Matrix provided in this chapter is our roadmap forward. Listed below are the step-by-step directions to achieve our vision for the Lexington of 2040. The key to its success will be a proactive approach by the Planning Commission in cooperation with City Council, City departments, residents, businesses, and community institutions and organizations.

The Implementation Matrix includes the following information:

- **Implementation Strategy**
  The specific action to be taken.
- **Type of Implementation**
  Categories include:
  - Community Education
  - Programs and Services
  - Capital Projects
  - Ordinance Updates
  - Plans and Studies
  - Partnerships
- **Responsible Agency**
  The organization(s) responsible for partnering, administering, managing, and/or implementing the specific action item. These organizations include:
  - City of Lexington
  - Nonprofit Organizations
  - Local Business Partners
  - Regional and Institutional Partners
  - Citizens
- **Schedule**
  Timeframe in which action will be taken.
  - Short-term (1-5 years)
    Short-term actions can be completed within five years of the Plan's adoption.
  - Long-term (5+ years)
    Long-term actions may be initiated within five years but will be completed beyond the first five years of the Plan's adoption.
  - Ongoing
    Ongoing actions should continue for the life of the Plan.

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	HR1.1	Work with and support local organizations and institutions to promote the fullest understanding of the entirety of Lexington's history.	Partnerships	City of Lexington, Nonprofit Organizations, Citizens	On Going
	HR1.2	Coordinate with other City programs, such as affordable housing initiatives, to encourage preservation and support 'aging in place' by providing rehabilitation resources for owners of historic properties.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners	On Going
	HR1.3	Create thematic walking trails and use green infrastructure linkages to connect historic resources.	Partnerships	Nonprofit Organizations	Long Term
	HR2.1	Encourage rehabilitation and adaptive reuse of historic downtown properties as a means of increasing downtown population and economic vibrancy.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	On Going
	HR3.1	Ensure that new development within historic districts and conservation areas is sensitive to the historic character and context of those areas and preserves any archeological artifacts found during the construction process.	Ordinance Updates	City of Lexington	On Going
	HR3.2	Encourage and support local preservation, rehabilitation, and beautification efforts and the use of green building design as complementary to the values of historic preservation.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners, Citizens	On Going
	HR3.3	Continue to invest in public infrastructure improvements to further enhance the historic character of the City.	Capital Improvements	City of Lexington	On Going
	HR4.1	Educate owners of historic properties on appropriate maintenance procedures and requirements and promote Lexington's historic district guidelines as an asset to property owners planning renovation, rehabilitation, new construction, or other substantive changes to historic properties.	Community Education	City of Lexington, Citizens	On Going
	HR4.2	Provide property owners with information on historic rehabilitations, financial incentives, and context sensitive design.	Community Education	City of Lexington, Local Business Partners, Citizens	On Going
	HR4.3	Continue to work with, support, and promote incentives for private-sector investment and use of historic properties.	Partnerships	City of Lexington, Local Business Partners	On Going
	HR4.4	Welcome citizen-initiated requests to rename streets linked to the confederacy and enslavement of people.	Partnerships	City of Lexington, Citizens	
	HR5.1	Continue to work with organizations, such as Main Street Lexington, Lexington & the Rockbridge Area Tourism Development, and Rockbridge Historical Society to promote history and tourism in the City.	Partnerships	City of Lexington, Nonprofit Organizations, Regional and Institutional Partners	On Going
	HR5.2	Encourage the maintenance of the City's Certified Local Government status with the Virginia Department of Historic Resources by reviewing and managing the City's historic preservation programs.	Programs and Services	City of Lexington, Regional and Institutional Partners	On Going
	HR5.3	Ensure the City's historic preservation activities are consistent with Virginia's Comprehensive Historic Preservation Plan.	Plans and Studies	City of Lexington	On Going

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	GI 1.1	Explore opportunities to improve or add public access sites and linkages and increase public access to waterways.	Plans and Studies	City of Lexington, Nonprofit Organizations, Local Business Partners	Short Term
	GI 1.2	Enhance access to and connectivity of natural open space in all development, redevelopment, and capital projects.	Plans and Studies	City of Lexington, Local Business Partners	On Going
	GI 1.3	Undertake a city-wide green infrastructure assessment and develop a plan to create a continuous publicly-accessible green infrastructure network that connects neighborhoods, destinations within the City, waterways, and regional assets.	Plans and Studies	City of Lexington, Regional and Institutional Partners	Short Term
	GI 1.4	Plan for access to healthy, affordable, locally-grown foods for all neighborhoods by supporting sustainable food initiatives, such as urban agriculture, farmers markets, and composting.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners	On Going
	GI 1.5	Encourage access to energy-efficient transportation options by supporting the siting of e-vehicle charging stations and facilities for bicycles and other micromobility devices.	Programs and Services	City of Lexington, Local Business Partners	On Going
	GI 1.6	Support urban wildlife and biodiversity initiatives, such as "Monarch Butterfly City" or "Bee City" designations and citizen-led efforts to install bird houses and bat boxes.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	Short Term
	GI 2.1	Encourage green building and green infrastructure in development proposals to increase property values and reduce infrastructure costs.	Programs and Services	City of Lexington, Local Business Partners	On Going
	GI 2.2	Improve energy efficiency of City buildings and operations and assess the feasibility of installing solar panels at Waddell Elementary School.	Capital Improvements	City of Lexington	Short Term
	GI 3.1	Develop Jordan's Point Park in accordance with the 2020 Park Master Plan.	Plans and Studies	City of Lexington	Short Term
	GI 3.2	Grow and maintain the City's tree canopy coverage through the existing tree planting program and other grants, as may be available.	Programs and Services	City of Lexington	On Going
	GI 3.3	Continue strengthening zoning and development regulations that address landscaping, tree preservation, and native plants. Consider incentives to promote tree planting and preservation beyond minimum requirements.	Ordinance Updates	City of Lexington	On Going
	GI 3.4	Promote the installation of stormwater best management practices, such as bioswales, pervious surfaces, and rain gardens, including on City property and parking lots.	Programs and Services	City of Lexington	On Going
	GI 3.5	Enhance the protection of streams and natural wetlands by updating development standards and incentives to protect and restore buffer areas and discourage underground piping of streams.	Ordinance Updates	City of Lexington	Short Term
	GI 3.6	Limit the extent of impervious surfaces that degrade water quality by considering reductions to minimum parking requirements and encouraging the use of pervious surfaces in development projects.	Ordinance Updates	City of Lexington	Short Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	GI 4.1	Educate and encourage landowners to install green infrastructure best management practices, plant native trees and vegetation, and reduce fertilizer and pesticide use.	Community Education	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	On Going
	GI 4.2	Identify and collaborate with local organizations to educate landowners on installing solar panels.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Citizens	On Going
	GI 4.3	Continue to engage the support of local students, volunteers, and non-profit organizations to help the City achieve its environmental and green infrastructure goals.	Community Education	City of Lexington, Nonprofit Organizations	On Going
	GI 5.1	Identify and collaborate with local organizations to promote development and use of green infrastructure sites, linkages, and waterways within the City and the larger region, including sports organizations, the Rockbridge Area Outdoor Partnership, Carilion Hospital, and retail businesses selling outdoor equipment.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	Short Term
	GI 5.2	Collaborate with regional organizations, such as the Central Shenandoah Planning District Committee and the Natural Bridge Soil & Water Conservation District, to seek funding and resources to implement green infrastructure best management practices to improve local and regional water quality.	Partnerships	City of Lexington, Regional and Institutional Partners	Short Term
	GI 5.3	Work with regional stakeholders to develop a comprehensive regional Energy and Climate Action Plan that identifies common issues, agreed upon approaches and principles, joint actions, and individual contributions by each participating locality and the major institutions of higher learning.	Partnerships	City of Lexington, Regional and Institutional Partners	Long Term
	LE 1.1	Assess business licensing, permitting, and other regulatory requirements and streamline process, where needed, that might hamper new businesses and "side-gigs".	Programs and Services	City of Lexington	Short Term
	LE 1.2	Encourage the development of safe, affordable, quality childcare.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners	Short Term
	LE 1.3	Practice "economic gardening" by offering startup loans and low-cost financial advice to small and minority-owned businesses, connecting citizens to federal micro-enterprise loan programs until local programs can be established.	Programs and Services	City of Lexington, Local Business Partners, Regional and Institutional Partners	On Going
	LE 2.1	Actively recruit new businesses and assist expansion of existing businesses poised for growth.	Programs and Services	City of Lexington, Local Business Partners	On Going
	LE 2.2	Aggressively promote local and regional tourism through a variety of means, focusing on history and outdoor recreation.	Programs and Services	City of Lexington, Local Business Partners, Regional and Institutional Partners	On Going
	LE 2.3	Promote economic development incentive programs, such as HUBZONE, Job Tax Credits, and Opportunity Zones, to encourage desirable investments – including start-up businesses, hiring, and affordable dwelling opportunities.	Programs and Services	City of Lexington	Short Term
	LE 2.4	Sell, lease, or otherwise leverage under-utilized City-owned properties to strengthen Lexington's tax base and economic strength.	Programs and Services	City of Lexington	Long Term
	LE 2.5	Continue to invest in broadband and other telecommunication developments that are often cited as important determinants of local and regional economic growth.	Capital Improvements	City of Lexington	On Going

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	LE 3.1	Continue to pursue streetscape improvements associated with the Downtown Improvement Plan, including pedestrian upgrades that make the downtown district safer and more enjoyable for visitors.	Capital Improvements	City of Lexington	On Going
	LE 4.1	Connect developers, real estate professionals, and lenders with resources and educational materials to help them promote Lexington to potential investors and businesses.	Community Education	City of Lexington, Local Business Partners	Short Term
	LE 5.1	Recognizing the scarcity of development sites in Lexington, coordinate with Rockbridge County and the City of Buena Vista to promote economic improvement that can improve the regional economy.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	LE 5.2	Provide reliable funding to, and partner with, Main Street Lexington to expand downtown improvement strategies that may include branding campaigns, façade grants, business visitation and exit surveys, and business incubation programs.	Partnerships	City of Lexington, Nonprofit Organizations	Short Term
	AC 1.1	Improve the accessibility and inclusivity of civic, arts, and cultural facilities, venues, and activities with the goal that they will be more diverse and universally accessible.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Parnters, Regional and Institutional Partners	On Going
	AC 1.2	Support affordable housing, flex live/work spaces, and resources for artists and artisans creating new businesses in Lexington.	Partnerships	Nonprofit Organizations, Local Business Partners, Citizens	On Going
	AC 2.1	Encourage the development or designation of community space(s) as a general arts and culture center for the greater Lexington community, capable of hosting both national and local artists as well as other community events.	Plans and Studies	City of Lexington	Short Term
	AC 2.2	Adopt tax incentives for the renovation of underutilized spaces and buildings (e.g., Cultural Enterprise Zones — tax incentives and subsidies to attract cultural organizations and private investors).	Ordinance Updates	City of Lexington	Short Term
	AC 2.3	Consider amending the zoning ordinance to create an arts/entertainment overlay district.	Ordinance Updates	City of Lexington	Short Term
	AC 2.4	Work with community organizations to promote cultural tours that showcase the arts, culture, and area architecture through coordinated festivals, live music events, and other celebrations of local culture (e.g., host monthly mini-festivals that highlight one particular aspect of arts and culture).	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners	Short Term
	AC 3.1	Use public art to revitalize, define, and enhance the character of Lexington and its neighborhoods.	Programs and Services	City of Lexington, Citizens	On Going
	AC 3.2	Improve the aesthetic quality of the City's entrance corridors to be more inviting and appealing to visitors and locals alike.	Programs and Services	City of Lexington	On Going
	AC 3.3	Support the temporary re-use of vacant/underutilized building, facades, and sites for art exhibitions, events, and murals.	Partnerships	City of Lexington, Local Business Partners	On Going
	AC 3.4	Include an arts and culture component in development requests for proposals for city-owned sites, when appropriate.	Programs and Services	City of Lexington, Local Business Partners	On Going

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	AC 4.1	Streamline the public art/mural installation process to promote public art in the City.	Partnerships	City of Lexington, Nonprofit Organizations, Citizens	On Going
	AC 4.2	Examine local regulations related to street festivals (food trucks, arts, music, food, drink, booths, etc.) to more easily accommodate special events.	Ordinance Updates	City of Lexington	Short Term
	AC 4.3	Streamline the event registration/permitting application to be more easily accessible and user-friendly.	Ordinance Updates	City of Lexington	Short Term
	AC 5.1	Promote partnerships between local and regional government, local businesses, organizations, schools, university art programs, and charitable foundations to enhance event, programming, and facility development.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	On Going
	AC 5.2	Establish an independent Arts and Culture Community Council to better facilitate arts and culture programming, initiatives, funding, and promotion between organizations and institutions in Lexington and Rockbridge County.	Programs and Services	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	Long Term
	AC 5.3	Publish an arts and culture directory of programs, services, and funding available in the Lexington area.	Community Education	City of Lexington	Short Term
	HO 1.1	Pursue funding strategies such as Community Development Block Grants or local revolving loan funds to finance the rehabilitation of housing on behalf of residents in need.	Programs and Services	City of Lexington, Regional and Institutional Partners, Citizens	On Going
	HO 1.2	Review regulations allowing accessory dwelling units in separate structures in appropriate residential areas.	Ordinance Updates	City of Lexington	Short Term
	HO 2.1	Encourage energy efficiency and other green principles in the planning, design, construction, and rehabilitation of Lexington housing to reduce long-term ownership costs for residents.	Programs and Services	Local Business Partners, Citizens	On Going
	HO 2.2	Expand provisions of Lexington's Zoning Ordinance allowing density bonuses for the creation of low- and moderate-income affordable housing units.	Ordinance Updates	City of Lexington	Short Term
	HO 3.1	Provide housing rehabilitation resources for elderly and low-income residents to support "aging in place" and preservation of neighborhood character.	Ordinance Updates	City of Lexington	On Going
	HO 3.2	Protect existing affordable neighborhoods from losing housing stock to commercial conversions or other non-residential uses.	Ordinance Updates	City of Lexington	On Going
	HO 3.3	Facilitate the redevelopment and expansion of East Nelson Street and South Main Street commercial areas into vibrant mixed-use neighborhoods with higher densities, a mix of housing types and a range of complementary uses.	Capital Improvements	City of Lexington, Local Business Partners	Long Term
	HO 3.4	Explore revisions to the zoning and subdivision ordinances to allow lots without street frontage, where appropriate, making additional infill lots possible.	Ordinance Updates	City of Lexington	Short Term
	HO 4.1	Conduct outreach to owners of downtown buildings with underutilized upper floors, explaining upper story zoning and building codes.	Community Education	City of Lexington, Local Business Partners, Nonprofit Organizations, Citizens	Short Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	HO 5.1	Partner with local organizations to educate the public about heating systems, window-repair systems, storm windows, insulation, roof ventilation, and other energy-saving features suitable for existing buildings.	Community Education	City of Lexington, Local Business Partners, Nonprofit Organizations, Citizens	Short Term
	HO 5.2	Continue partnership with the Threshold Housing Commission as an affordable housing agency to coordinate and support the work of local housing non-profits. Cooperate with Threshold Housing Commission to organize and facilitate seminars and workshops on housing issues identified in the Comprehensive Plan needs assessment.	Partnerships	City of Lexington, Nonprofit Organizations	On Going
	HO 5.3	Explore modifying the City's zoning regulations to facilitate the creation of a variety of safe, affordable, and innovative housing options, including the establishment of small lot, attached units, and other housing types that achieve higher densities and a diversity of housing options.	Ordinance Updates	City of Lexington	Short Term
	HO 5.4	Reevaluate the Rental Housing Inspection Program.	Programs and Services	City of Lexington	Short Term
	LU 1.1	Improve ADA, pedestrian, and bicycle access, safety, and connectivity along Neighborhood and Civic Corridors.	Capital Improvements	City of Lexington	Long Term
	LU 1.2	Identify opportunities to connect neighborhoods through sidewalks, shared use paths, and trail improvements and require such connections in new development or redevelopment proposals.	Plans and Studies	City of Lexington	On Going
	LU 2.1	Collaborate with the private sector to attract investments in Opportunity Areas that increase the City's tax base and offer unique residential, shopping, dining, lodging, and entertainment opportunities.	Partnerships	City of Lexington, Local Business Partners	On Going
	LU 2.2	Promote the economic vitality of Commercial Centers through the coordination of public and private sector investment to enhance their function and attractiveness.	Partnerships	City of Lexington, Local Business Partners	On Going
	LU 2.3	Strongly encourage W&L to program new construction within the present University boundaries to preclude any further loss of local business and industry, as well as the loss of limited taxable land.	Partnerships	City of Lexington, Regional and Institutional Partners	Short Term
	LU 3.1	Facilitate creative residential, commercial, and mixed-use development designs that enhance the community's sense of place and character.	Programs and Service	City of Lexington	On Going
	LU 3.2	Prioritize capital improvements such as wayfinding, streetscaping, and undergrounding utilities in designated Gateways, Corridors, and Centers.	Capital Improvements	City of Lexington	Long Term
	LU 3.3	Create an attractive Gateway along South Main Street near Lee Highway, including redevelopment of the former Virginia Department of Transportation parcel.	Capital Improvements	City of Lexington, Local Business Partners	Short Term
	LU 3.4	Encourage attractive redevelopment along the Civic Corridor at Lee Highway and East Nelson Street, adding pedestrian and bike facilities to this automobile-focused area.	Capital Improvements	City of Lexington, Local Business Partners	Short Term
	LU 3.5	Assess the implementation of the Downtown Enhancement Plan to create a more attractive, vibrant, walkable, and bikeable downtown.	Capital Improvements	City of Lexington	On Going
	LU 4.1	Enhance the City's online GIS tools to incorporate the Future Planning Framework map and additional zoning information, such as land use conditions and proffers.	Programs and Service	City of Lexington	Short Term
	LU 4.2	Engage the community to identify development goals for Opportunity Areas and assess the need for small area plans for these areas.	Community Education	City of Lexington, Citizens	Short Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	LU 5.1	Evaluate land use applications and capital improvements against the applicable Future Planning Framework design principles and planning objectives.	Ordinance Updates	City of Lexington	On Going
	LU 5.2	Review the impact and implications of Future Planning Framework designations on existing zoning ordinances and procedures and recommend changes necessary to align the City's ordinances with the Plan's concepts.	Ordinance Updates	City of Lexington	Short Term
	LU 5.3	Consider developing a Design and Construction Standards Manual to support implementation of the Future Planning Framework and ensure consistent and quality development throughout the City.	Community Education	City of Lexington	Short Term
	LU 5.4	Explore the creation of a new Planned Unit Development zoning district focused on unique and flexible mixed residential development.	Ordinance Updates	City of Lexington	Short Term
	LU 5.5	Continue communication and coordination between City and County planning staff and long-range plans to achieve regional land use goals.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	LU 5.6	Continue regular communication and coordination with W&L and VMI leadership to maintain Lexington's engagement in physical and programmatic additions to these institutions of higher learning.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	TR 1.1	Implement safety and ADA accessibility improvements, including signage, traffic calming, and traffic control devices where appropriate.	Plans and Studies	City of Lexington	Short Term
	TR 1.2	Identify and make improvements to the City's busiest intersections to organize traffic and increase safety.	Ordinance Updates	City of Lexington	Short Term
	TR 1.3	Develop a comprehensive bicycle and pedestrian plan to retrofit streets to make them safer for bicycles and pedestrians.	Ordinance Updates	City of Lexington	Long Term
	TR 1.4	Support the development of facilities and parking for bicycles and other micromobility devices.	Ordinance Updates	City of Lexington	Long Term
	TR 2.1	Develop and implement design requirements for new construction and redevelopment projects to upgrade sidewalks and improve access management provisions, such as interparcel connections and limitations on curb cuts.	Ordinance Updates	City of Lexington, Local Business Partners	Short Term
	TR 2.2	Require identification and mitigation of initial and long-term transportation and parking impacts associated with proposed developments.	Partnerships	Regional & Institutional Partners, City of Lexington	Short Term
	TR 2.3	Support the development and siting of e-vehicle charging stations and facilities to assist the transition to lower emission vehicle use.	Plans and Studies	City of Lexington, Local Business Partners	Short Term
	TR 3.1	Balance and appropriately mitigate impacts to historic, cultural, and natural resources throughout the transportation planning and construction process.	Capital Improvements	City of Lexington, Regional & Institutional Partners	On-Going
	TR 3.2	Develop streetscape standards for entrance corridors, such as E and W Nelson Street and N and S Main Street.	Ordinance Updates	City of Lexington	Short Term
	TR 3.3	Implement wayfinding for key gateways, corridors, intersections, and parking areas.	Capital Improvements	City of Lexington	Short Term
	TR 3.4	Create an interconnected network of pedestrian and bicycle infrastructure to link neighborhoods to downtown, parks, and other historic and green infrastructure amenities. Target bicycle and pedestrian connection and corridor improvements along Neighborhood and Civic Corridors.	Capital Improvements	City of Lexington	Short Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	TR 4.1	Ensure fairness, equity, and community engagement in the transportation planning process and its nexus with housing, services, health, safety, and livelihood needs of all citizens and groups.	Programs and Services	City of Lexington	On-Going
	TR 5.1	Ensure that multimodal improvements, such as sidewalk and bike facilities, are included in the Capital Improvement Plan and street repaving plans, and identify additional funding sources, including public-private partnerships, to complete and maintain projects.	Capital Improvements	City of Lexington	On-Going
	TR 5.2	Share planning and costs with other jurisdictions when City road improvements have mutual benefits.	Partnerships	Regional & Institutional Partners, City of Lexington	On-Going
	TR 5.3	Support regional efforts to increase ridesharing, carpooling, transit, telecommuting, and public transportation.	Partnerships	Regional & Institutional Partners, City of Lexington	Short Term
	CF 1.1	Conduct an ADA accessibility study of City facilities, streets, and walkways and implement recommendations, as appropriate.	Programs and Services	City of Lexington	On Going
	CF 1.2	Integrate accessibility and safety into park facility design to ensure that parks and playgrounds are safe and inclusive for all users.	Capital Improvements	City of Lexington	Long Term
	CF 1.3	Ensure equity in service delivery for all of Lexington's neighborhoods and demographics.	Programs and Services	City of Lexington, Citizens	On Going
	CF 1.4	Investigate the need for a community center to provide quality facilities that promote lifelong learning and achievement for all residents.	Programs and Services	City of Lexington, Regional and Institutional Partners	Long Term
	CF 2.1	Review the city's building systems and the use of renewable energy sources for upgrades to achieve energy efficiency and potential cost-savings.	Plans and Studies	City of Lexington	Short Term
	CF 2.2	Resolve the contingency water supply agreement with Rockbridge County due to the impracticability of piping water from the Moore's Creek Reservoir to the City's water treatment facility.	Partnerships	City of Lexington, Regional and Institutional Partners	Short Term
	CF 2.3	Evaluate the feasibility of implementing a stormwater fee to fund improvements to the City's stormwater management system.	Programs and Services	City of Lexington	Short Term
	CF 2.4	Construct water, wastewater, and stormwater system improvements to reclaim capacity and ensure efficient and high-quality service.	Capital Improvements	City of Lexington	Long Term
	CF 2.5	Repair and upgrade the City's sewer lines to address inflow and infiltration (I&I) to protect water quality and ensure sewer capacity is maintained.	Capital Improvements	City of Lexington	Long Term
	CF 2.6	Implement cemetery improvements that support the financial sustainability and viability of the facilities by increasing burial capacity.	Capital Improvements	City of Lexington	Long Term
	CF 2.7	Ensure that new development assesses impacts on public facilities and infrastructure and adequately mitigates impacts specifically attributable to that development.	Ordinance Updates	City of Lexington, Local Business Partners	On Going
	CF 2.8	Regularly evaluate the refuse and recycling program to identify cost-effective improvements and opportunities for program expansion.	Programs and Services	City of Lexington	On Going

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Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	CF3.1	Evaluate administrative space needs at City Hall and explore options to renovate the existing building or relocate and market the existing building for reuse and historic rehabilitation.	Capital Improvements	City of Lexington	Short Term
	CF3.2	Reconstruct the public works complex to provide safe, functional, and operationally-efficient facilities.	Capital Improvements	City of Lexington	Long Term
	CF3.3	Continue efforts to provide high-quality parks and recreation resources by implementing the Jordan's Point Park master plan, expanding amenities at the Brewbaker Athletic Complex, and maintaining existing parks.	Capital Improvements	City of Lexington	Long Term
	CF3.4	Support continued investment in the regional library system that improves the Lexington library as a center of community and learning.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF3.5	Ensure that improvements of the public realm (sidewalks, curbs, street trees) are planned and executed in an integrated, coordinated manner when undertaking upgrades to sewer, water, or road infrastructure.	Plans and Studies	City of Lexington	On Going
	CF4.1	Continue to seek citizen input on service needs and priorities to ensure equitable investment in infrastructure and facilities.	Community Education	City of Lexington, Citizens	On Going
	CF4.2	Continue public safety engagement and programs, such as volunteer fire and rescue and community risk reduction programs, that encourage cooperation between public safety officials and citizens.	Community Education	City of Lexington, Regional and Institutional Partners, Citizens	On Going
	CF5.1	Perform periodic studies/surveys of adequacy, quality, effectiveness, and equity of City service delivery, including service expansion.	Plans and Studies	City of Lexington	On Going
	CF5.2	Coordinate and support internal, local, and regional partnerships for shared services, infrastructure, and facilities that benefit City residents and ensure sustainable and cost-effective services.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF5.3	Include public and private utility providers in the planning stage of all infrastructure and development projects to determine needs and upgrades as part of project development.	Partnerships	City of Lexington, Local Business Partners, Regional and Institutional Partners	On Going
	CF5.4	Continue partnerships with the Rockbridge Area Recreation Organization and the Rockbridge Area Outdoor Partnership and support implementation of the Rockbridge Area Outdoor Recreation and Trail Plan.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF5.5	Conduct a comprehensive fire and rescue needs assessment and facility plan to address space needs and maximize fire and rescue response times.	Plans and Studies	City of Lexington	Short Term
	CF5.6	Continue partnering with Rockbridge County to provide state-of-the-art education and facilities for Lexington high school students.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	CF5.7	Enhance the City's disaster preparedness through continued participation in regional Hazard Mitigation Planning through the Central Shenandoah Planning District Commission.	Plans and Studies	City of Lexington, Regional and Institutional Partners	On Going
	CF5.8	Work with Rockbridge County and Buena Vista to assess and address the long-term needs of the Rockbridge Regional Jail.	Partnerships	City of Lexington, Regional and Institutional Partners	Long Term
	CF5.9	Work with the health system and other health providers to implement the Rockbridge Area Community Health Assessment, where possible.	Partnerships	City of Lexington, Regional and Institutional Partners	Long Term

Implementation

Value	ID	Strategies	Type of Implementation	Responsible Agency	Schedule
	GO 1.1	Actively foster diversity in recruiting and appointments to boards and commissions.	Programs and Services	City of Lexington, Citizens	On Going
	GO 1.2	Create a diversity hiring initiative plan for the City and school system workforce.	Programs and Services	City of Lexington	Short Term
	GO 2.1	Work with Main Street Lexington, Chamber of Commerce, and other organizations to engage businesses and promote the City's continued economic growth.	Partnerships	City of Lexington, Nonprofit Organizations, Local Business Partners, Regional and Institutional Partners	On Going
	GO 3.1	Ensure that the City's land use regulations are reviewed regularly and updated accordingly to reflect the community's vision.	Ordinance Updates	City of Lexington, Citizens	On Going
	GO 3.2	Ensure that the City's land use regulations are applied and enforced in a professional and consistent manner.	Ordinance Updates	City of Lexington	On Going
	GO 4.1	Experiment with civic engagement techniques to create new opportunities for public participation.	Community Education	City of Lexington, Citizens	On Going
	GO 4.2	Improve the transparency and exchange of information, incorporating comprehensive and contemporary communication strategies to engage residents and increase equity in public participation across generations and demographics.	Programs and Services	City of Lexington, Citizens	On Going
	GO 5.1	Maintain and strengthen partnerships, collaboration, and communication between the City and institutions of higher learning.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	GO 5.2	Improve coordination with Rockbridge County and the City of Buena Vista on policies including, but not limited to, long-range planning, strategic initiatives, and other regional interests.	Partnerships	City of Lexington, Regional and Institutional Partners	On Going
	GO 5.3	Link the annual budget review and the update of the Capital Improvement Plan (CIP) to the Comprehensive Plan and the Strategic Plan involving all City departments.	Capital Improvements	City of Lexington	On Going
	GO 5.4	Conduct an annual review of accomplishments to implement the Comprehensive Plan, including recommendations for budget and work plan priorities, as part of Planning Commission's annual report to City Council.	Plans and Studies	City of Lexington	On Going
	GO 5.5	Support the School Board in identifying successful techniques for ensuring all students are successful as defined by measures of best practices.	Programs and Services	City of Lexington	On Going



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Appendix A: History of Lexington

▷ Early Settlement

Lexington is located at the gateway to Virginia's Shenandoah Valley, which takes its name from its Native American past: Shenandoah —Clear-Eyed Daughter of the Stars. Archaeological evidence suggests that Native Americans were present in the area 11,000 years ago. Migratory tribes, including the Monacan, Saponi, and Tutelo, traveled and hunted in the region through the ensuing centuries. When European immigrants began settling in the Valley in the mid-1700s, the dominant tribes were the Iroquois Confederacy and the Shawnee.

Europeans first looked upon the Shenandoah Valley in 1716 when Virginia's Lieutenant Governor Alexander Spotswood and his "Knights of the Golden Horseshoe" band of explorers gazed into it from the crest of the Blue Ridge Mountains. European immigrants began settling in the Valley in the 1730's when Scots-Irish and German immigrants moved south from Pennsylvania through the Valley and into what would become Rockbridge County. The earliest European settlers followed the path into the Shenandoah, and this route down the center of the Valley – called the Great Wagon Road – continued to function as the primary thoroughfare for trade and travel. This same course is followed today by U.S. Route 11, the Valley Pike.

By the late 1700s, colonial land patents and sometimes deadly frontier conflict would drive most all native communities out of this part of the Valley. The expansion of the African and domestic trade of enslaved people through the 18th and 19th centuries would advance the area's agricultural, industrial, commercial, and educational growth; the 1860 Lexington census shows that 1/3 of its 2,150 residents were of African descent (29% of them enslaved, with yet more hired from Rockbridge and nearby counties).

The Virginia legislature created Rockbridge County in 1778, drawn from parts of Augusta and Botetourt Counties, building out from the first royal land patents in the 1739 'Borden Grant,' and stretching south to the James River. Lexington was designated as its new county seat, named in honor of the revolutionary Battle of Lexington-Concord, which had occurred only three years before. To provide an accessible courthouse, the town was located in the center of the county at the intersection of the Great Wagon Road and the North River at Gilbert Campbell's Ford.

The name Rockbridge was derived from a popular eighteenth-century name for Natural Bridge – Rock Bridge. In 1774, Thomas Jefferson, a member of the state legislature, bought the tract that included Natural Bridge and is reported to have played a part in choosing the name. The original town, which was 1,300 feet long and 900 feet wide, was laid out in a grid pattern and included what is today the greater part of Lexington's downtown. Three streets generally running north and south – Randolph, Main, and Jefferson Streets – were intersected by Henry, Washington, and Nelson Streets, forming four interior blocks. All but one of the streets were named for men prominent in the new nation's struggle for independence. A central block was designated for a courthouse and jail. Many of the first buildings, including a courthouse, were constructed of logs. In 1796, before the community was 20 years old, a massive fire destroyed almost all the town, which was quickly rebuilt. The new buildings were mostly brick in the nineteenth century style, which still dominates in the historic section of the city.

Martin's Virginia Gazetteer of 1835 reports that Lexington had Presbyterian and Methodist Churches, a printing office, five shoemakers, four taverns, four carpenters, three hatters, two tanneries, two tin-plate works, two cabinetmakers, two wheelwrights, two jewelers, two blacksmiths, and one bricklayer. Three libraries were open to the public. There were about 150 dwellings and nearly 900 inhabitants. Lexington was incorporated as a town in 1841.

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▷ Washington & Lee University

Along with its support from the County's agricultural system, Lexington's main industry has almost always been education. The various religious academies for boys in the Valley of Virginia, which were the predecessors of Washington and Lee University, go back to the early days of European settlement. In the early 1780's, Liberty Hall was built to house the academy headed by the Reverend William Graham, a Presbyterian minister. The building burned in 1803 and the massive stone walls of the structure can still be seen from West Nelson Street. Shortly thereafter, the college moved to its present location in Lexington.

After George Washington's sizeable gift to the college's endowment, Liberty Hall's name was changed to honor the country's first president. At the end of the Civil War, the trustees of Washington College offered former Confederate General Robert E. Lee the presidency of the institution. During the five years before his death in 1870, Lee modernized the college's curriculum, attracted much needed funding, and added several new buildings to the campus. Immediately after Lee's death, the trustees renamed the college Washington and Lee University (W&L).

▷ Lexington's Virginia Military Institute

In 1816, three arsenals were established in Virginia by the General Assembly for the purpose of housing arms. One of these was built in Lexington. This brought a real change to this rather remote Valley town, and the presence of state militiamen was, at times, a concern to native Lexingtonians. By the mid-1830's, a Lexington lawyer and Washington College graduate, John T. L. Preston, advocated the establishment of a state military school at the arsenal. After much debate, locally and in the legislature, Virginia Military Institute (VMI) was founded, and its first cadets were enrolled on November 11, 1839.

By 1849, VMI had proven itself a viable experiment and created the new barracks in the then-popular Gothic Revival form. VMI prospered during the pre-Civil War days. Among its faculty was Major Thomas J. Jackson, soon to become known as General "Stonewall" Jackson. Many other VMI faculty served in important military leadership roles in the Civil War.

▷ The Civil War Era

At the time of the Civil War and for many decades thereafter, Lexington's population was approximately 30% Black. In 1860, there were a total of 2,150 residents (including students at the two institutions of higher learning), 615 enslaved persons and about 90 free Blacks for a total of 705. The percentage of Blacks was 32.8%.

By 1860, a series of dams, canals, and locks made the North River (later re-named Maury River), a tributary of the James River, navigable up to Lexington. The fortunes of both Lexington and the county changed dramatically with the sudden ease of transport to Richmond. Lexington was an important port from 1860 to the 1880's, when the railroad arrived. In addition to farm produce and flour from local mills, canal boats shipped considerable quantities of iron from the then-thriving iron industry. The waterfront at East Lexington and Jordan's Point became an active commercial center. The first commercial operations sold for cash or traded household or farm products for produce, which could be shipped on the canal.

Like many of the areas west of the Blue Ridge Mountains, the coming of the Civil War found these communities more divided around the question of secession, relative to those in the Piedmont or Tidewater. Indeed, the two electors from Lexington-Rockbridge both voted against secession in the Spring of 1861. Two weeks later, after President Lincoln called on Virginia and other southern states to supply troops following Fort Sumter, one of the local electors again voted to remain with the Union. One elector changed support to secession, as the Convention's majority voted to join the Confederacy on April 17, 1861. For the next four years, residents and soldiers from Lexington were now officially at war.

Even before the start of the war, VMI Cadets had been called on to stand guard at the hanging of John Brown at Harper's Ferry in 1859. In May 1864, the entire Cadet Corps would march from Lexington to fight at the Battle of New Market, still a central element in VMI tradition today.

In June 1864, the war would visit Lexington for the first time. General Hunter's Union troops burned the barracks at VMI when they raided Lexington in

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1864. Confederate soldiers under the command of General McCausland burned the covered bridge which crossed to Jordan's Point over the North River (later Maury River) at Jordan's Point in an effort to prevent Union troops from entering the city. The rebuilding of the bridge was not begun until 1870 and not completed until about 1879.

▷ After the Civil War

The county's primarily agricultural economic base continued to diversify in the 1880's with the arrival of the railroad. The first train from Richmond chugged into East Lexington in 1881; however, the station was ultimately built near the future site of the Castle Hill Hotel rather than at Jordan's Point. This decision, and the ever-present threat of flooding on the island, led to the eventual decline of the Point as an industrial and commercial center for the City.

The Lexington Land Company was formed late in a speculative real estate boom, which hit the county and the country at large in the early 1890's before the collapse of the nationwide "1893 Panic." During the same time, seven miles from Lexington in eastern Rockbridge, the town of Buena Vista was established in 1897 where the Maury River bent south towards the James River. The Buena Vista Land Company also looked to provide the county with a new commercial center, offering a host of new land parcels for sale, a promising industrial platform, and accessible river and rail networks.

The Lexington Land Company, aiming to grow the County seat, purchased 1,275 acres immediately west of town, along the railroad and the river to the east. This land included Honeysuckle Hill, Castle Hill, Sunnyside, the old golf course (now Fairwinds) and Mulberry Hill and extended north to the Maury River. It extended east and included land beyond the railroad line.

The Company constructed the Hotel DeHart, a sprawling structure of stone, brick, and wood. Reachable by a bridge over Woods Creek and overlooking Lexington from the west, it would be later know as Castle Hill. Lots were actively marketed in the spring and summer of 1891. There were few buyers. According to The Proceedings of the Rockbridge Historical Society, Volume 5, "Within less than a year from its inception, Lexington's great boom was in a state of collapse, with nothing to show for it but a vast, empty hotel, a ready-made site for tennis courts, a wide expanse of unsold lots, and a financial tangle of the first order." The Hotel DeHart was never opened as a hotel but remained boarded up for nearly two decades. In 1908 until the early 1920's, it was used as a student dormitory and as a summer hotel. It was about to be converted to a boys' boarding school when it was consumed in a spectacular early morning fire in September of 1922.

▷ Early- to Mid-Twentieth Century

African Americans in Lexington During the Time Period

The block of North Main Street situated between the First Baptist Church (established in 1867) and the expanded Court House (rededicated in 1896) was home to Black entrepreneurs for much of the twentieth century. One notable business was the butcher shop operated by Harry Lee Walker in the building later known as the Willson-Walker House, located at 30 North Main Street. Walker's grocery store was quite successful, with major clients including VMI and W&L.

The town's historically Back neighborhoods, clustered east of Main Street, were called Green Hill (Tucker, Massie, Henry, Fuller and part of Randolph Street and Marble Lane); Diamond Hill (Diamond, Maury, Lewis, High, and North Randolph Streets); and, Centreville or Mudtown (its muddy drainage basin east of Nelson Street stretching between Varner Lane and Taylor, East Preston, Moore, and Davidson Streets).

In 1880, town council acquired six acres of land a half-mile east of town as burial grounds for its African American citizens. The "old colored cemetery" or "Old Burying Ground" at the corner of Washington and Lewis Streets had become overcrowded, as its interments extend back into

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the age of enslavement. In the late 19th and early 20th centuries, several headstones and remains were removed and transferred during later land development at that site, but others likely remain buried there. The newer site was named Evergreen Cemetery and was managed by a group of African American trustees until 1971. The cemetery is still operated by the City of Lexington today.

During the 1960's, several businesses located downtown were owned and operated by Black entrepreneurs. Woven into the fabric of a vibrant downtown retail center were physicians, barbers, butchers, innkeepers, and restaurateurs who comprised a Black middle class. The aging of Lexington's African American entrepreneurs, with many of their children moving away in search of jobs, led to the gradual decline of these family and community businesses. The decline was exacerbated when many Black public schoolteachers lacking opportunities left Lexington in the wake of school desegregation (in 1965) for teaching jobs elsewhere.


Main Street 1900

Education in Lexington

Along with its noted leadership in higher education, Lexington's private and public schools would expand to serve its evolving community needs during the 19th and 20th centuries. The pioneering Ann Smith Academy, a classical school for girls, opened in 1807, and counted Thomas Jefferson as one of its early supporters. In time, it would expand to a prominent site downtown on Nelson and Lee. In 1927, the building would become home to Lexington High School, which moved to a larger site south of town in 1933. Named for Lexington School's Principal/ Superintendent Harrington Waddell, and substantially renovated in 2015, the building now serves is the City's sole elementary school.



Main Street 1939

Immediately after the Civil War in 1865, a Freedmen's School was opened on South Randolph Street. Its opportunities soon led to overcrowding and would eventually lead to the 1927 construction of a larger brick building atop Diamond Hill for the area's African American students. The school was named for Rev. Lylburn L. Downing, born enslaved in Lexington and a prominent preacher and educational leader in Roanoke. After the slow

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arrival of federal and state school desegregation, Lylburn Downing School would close in 1965. Now housing a Community Center and the Lexington Schools' administrative offices, the National Register of Historic Places building flanks the City's middle school, also named for Llyburn Downing.

Infrastructure in Lexington

In 1935, a new bridge was built over the Maury River at East Lexington. It was meant to take the traffic from the old covered bridge, a historic landmark that survived until 1947. The present Route 11 going up the hill from the bridge was constructed after the bridge was completed. The Route 11 by-pass was constructed in 1955 and 1956, giving drivers the option of going around rather than through the town.

The B&O's rail line from Staunton to Lexington was abandoned in 1942. The rails were melted down to provide steel for the war effort. The final vestige of railroad service was washed away by hurricane Camille in 1969, which ruined the C&O rail line along the Maury River and destroyed the wooden trestle at East Lexington. A recreational trail, the Chessie Trail, was constructed along the old railroad bed between Lexington and Buena Vista in 1981.

In 1949, the deed of the Lexington's historic cemetery on South Main Street was transferred from the Lexington Presbyterian Church. The town's first church had managed the growing burial grounds there since first meeting in a brick building in the wooded grove there in 1789 (the church would move to its larger, present location on Main and Nelson in 1845). Former church deacon Thomas J. "Stonewall" Jackson had been buried there in 1863 and would be reburied under a new monument bearing his name in 1891. Through the late 19th and early 20th centuries, the church and city shared costs for cemetery maintenance and expansion until the town council took full control in 1949 and renamed it Stonewall Jackson Memorial Cemetery. In the summer of 2020, Lexington's City Council voted to rename the cemetery.

▷ Arrival of the Interstate

Interstate I-81 was constructed through the heart of the Shenandoah Valley in the early 1960's and Lexington was provided with two exits. The arrival of the Interstate meant that I-81, rather than Route 11, became the major north-south artery connecting urban areas in the Valley. It also meant that the Valley became a major conduit for through truck and automobile traffic. I-64 West to Charleston, West Virginia was completed in 1978. Its interconnection with I-81 is just north of Lexington. Thus, Lexington is located adjacent to the junction of major north-south and east-west highway networks.

▷ Lexington Today

Today, Lexington serves as a retail and cultural center of Rockbridge County, as well as the home of local government and courts. In recent years, the addition of major shopping centers to the north and east of the city has changed the character of retail business in the Central Business District. But thanks to imaginative programs by Historic Lexington Foundation, Lexington Downtown Development Association (now Main Street Lexington) and others, Lexington's downtown has not only survived but continues to serve as a focal point for the tourist trade and the area's economy.

More history of Lexington has been chronicled in The Architecture of Historic Lexington, written by Royster Lyle and Pam Simpson and published by Historic Lexington Foundation (1977), and Remarkable Rockbridge by Charles Bodie, published by the Rockbridge Historical Society.

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▷ Historic Preservation Efforts

The work of preserving Lexington's historic fabric has been ongoing for many years, including the physical rebuilding of damaged structures, the designation of historic places (Table A.1), and the promotion of the city's historic assets.

VMI

After the disaster of the 1796 fire that destroyed the fledgling town, the first substantial historic preservation project in Lexington was the rebuilding of VMI after the Civil War. When Union General David Hunter occupied Lexington in June 1864, the barracks and other Institute buildings were burned, along with looting at neighboring Washington College. After the war, VMI's first order of business was repairing and rebuilding.

VMI undertook a second major preservation project in 1914, when it adopted a plan by Bertram G. Goodhue to redesign the Post and create the Parade Ground. Three of the original residences designed by A. J. Davis in the 1850's were disassembled and rebuilt adjacent to the new Parade Ground.

Rockbridge Historical Society

In 1939, the Rockbridge Historical Society was formed, in part, as an effort to save the Nannie Jordan House on Main Street. Thought to be one of the oldest frame structures in the community, local leaders, including Ruth Anderson McCulloch, organized to try to save it, but during the Great Depression, funding was limited. The building was lost, but the historical society was born. Local preservationists were also unable to save the Old Blue Hotel, which was demolished by Washington & Lee in 1947.

Table A.1 Sites on the National Register of Historic Places

Site Name	Address
Alexander-Withrow House	2 N. Main St.
Barracks, VMI	VMI
Blandome	101 Tucker St.
Col Alto	401 E. Nelson St.
First Baptist Church	103 N. Main St.
Jacob Ruff House	21 N. Main St.
Jordan's Point Historic District	Moses Mill Rd
Lexington and Covington Turnpike Toll House	452 Lime Kiln Rd.
Lexington Historic District	Downtown Lexington — Includes VMI and W&L
Lexington Presbyterian Church	120 S. Main St.
Lylburn Downing Community Center	300 Diamond St.
Mulberry Hill	115 Liberty Hall Rd.
Reid-White-Philbin House	208 W. Nelson St.
Stono	Junction of US 11 and US 11A — Jordan's Point
Virginia Military Institute Historic District	VMI
Washington and Lee University Historic District	W&L
Lee Chapel and Museum	100 N. Jefferson St.
Stonewall Jackson House	8 E. Washington St.

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In 1945, the Society gained a home through Hale Houston's bequest of The Castle, the unique fieldstone building on S. Randolph Street. It was one of Lexington's oldest buildings, built ca.1790 for the law offices of Andrew Reid, the first clerk of the new Rockbridge County Court. Along with the Alexander-Withrow House on Main Street, The Castle was one of only two structures in Lexington to survive the devastating fire that swept the fledgling town in 1796. For many years, The Castle served as the Rockbridge Historical Society headquarters, before its sale in 2019, with covenants that continue its stewardship for historic preservation. Today, the Society owns and maintains two historic properties on East Washington Street, both built in 1845: the Sloan House, and the Campbell House, which houses the RHS Museum of community history.

Association for the Preservation of Virginia Antiquities (APVA) – Preservation Virginia

The APVA (today known as Preservation Virginia) founded the Ruth Anderson McCulloch chapter in 1896 with efforts to preserve Old Monmouth Church. The local chapter was reactivated in 1935 in an effort to save the old covered bridge in East Lexington. The most recent revival of the APVA in Lexington took place in 1964, when several important historic houses, including the Barclay House and the Alexander-Withrow House, were threatened with demolition. The houses were saved.

As a local chapter of a state-wide organization, the APVA was not allowed to own property resulting in the forming of the Historic Lexington Foundation that could own property, receive legacies, and raise funds for preservation.

Historic Lexington Foundation

It was the threat that the Barclay House might be torn down by a national fraternity that spurred the creation of the Historic Lexington Foundation in 1966. The Alexander-Withrow House was its first effort with a Revolving Fund. Using the area of lower Main Street between Washington and Henry Streets as the "Pilot Block," HLF bought and restored seven properties in the 1970's including the Central Hotel, the Jacob Ruff House and the Dold Building. The buildings were purchased, stabilized and the exteriors conserved, then they were sold with protective easements to sympathetic buyers who undertook the interior restorations.

In the mid-1970's, HLF undertook the project of restoring the Stonewall Jackson House to its 1850's appearance and then owned and operated it until 1995, when the Stonewall Jackson Foundation was formed.

HLF then returned to its primary mission of preservation. Recent projects have included the Miller's House at Jordan's Point and the Roberson-Phalen House on Jefferson Street. HLF's goals have always been to preserve historic properties, enhance the beauty of Lexington, and encourage others in similar efforts. The appearance of downtown Lexington gives ample evidence of HLF's success.

In 1974, the city undertook a five-year capital project that included the redesign of traffic lights, burying utility wires and the installation of new brick sidewalks in the downtown.

Main Street Lexington

More recently, Main Street Lexington was founded in 2013 as a volunteer-based, non-profit organization established to enhance the economic prosperity and cultural vitality of the downtown area. MSL is part of the Virginia Main Street Program, which uses approaches created by the National Main Street Center to achieve economic revitalization in the context of historic preservation.

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Appendix B: Community Profile

Analyzing existing trends and conditions is critical for understanding conditions that shape and impact the community. This appendix provides a baseline of common knowledge that informs the Lexington Comprehensive Plan. The report draws from existing data, primarily from the US Census, to provide a strategic "snapshot" of information about the City.

▷ Demographics

Historical Population

The population of Lexington has risen and fallen over time, sometimes dramatically. However, overall population has been relatively steady over the past 50 years, with only small fluctuations. It is very important to note that census counts of the City's population include students at Lexington's two institutions of higher learning, adding large numbers of residents within a narrow age range, and who may or may not remain in Lexington when their education is complete.

Population Projections

Each year, the Weldon Cooper Center develops and releases the official population estimates for Virginia and its counties and independent cities. These estimates provide the best approximation of the population count on July 1st of the prior year. Population estimates are an important tool used by a variety of state agencies in their planning processes — from developing budgets to determining salaries for public officials.

With very little undeveloped land, it is unlikely that Lexington will grow dramatically in the future, but the City remains an attractive community with a strong economy where some level of growth is likely. Growth pressure not accommodated within the city itself is likely to spill into close-in areas of Rockbridge County.

Table B.1 Population of Lexington

Year	Population	% Change
1900	3,203	- -
1910	2,931	-8.5
1920	2,870	-2.1
1930	3,752	30.7
1940	3,914	4.3
1950	5,976	52.7
1960	7,537	26.1
1970	7,597	0.8
1980	7,292	-4.0
1990	6,959	-4.6
2000	6,867	-1.3
2010	7,042	2.5
2016 (*est.)	7,036	--
2017 (*est.)	7,113	--
2018 (*est.)	7,110	--

Source: United States Census 1900-2010
**U.S. Census American Community Survey, 5-year estimates*

Table B.2 Population Projections

Year	Lexington		Rockbridge County	
	Population	%Change	Population	%Change
2020	7,447	-	22,636	-
2030	7,622	2.34	23,290	2.89
2040	7,698	1.01	23,643	1.52

Source: University of Virginia Weldon Cooper Center, Demographics Research Group. (2020). Virginia Populaion Estimates

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Age

With a median age of 21.5 years old and 58.4% of the population between 15-24 years old, higher education institutions have a strong impact on Lexington's demographics. By comparison, the median age in Rockbridge County is 48.5, with the population almost evenly split among age groups. The age groups after college age show that most students do not stay in the Lexington after graduation and entry level workers are looking elsewhere for employment.

Educational Attainment

Lexington's residents have an extremely high average level of educational attainment among residents over the age of 25. This is very likely due to the influence of higher education institutions, whose employees, both professors and administrators, have high levels of education. While quality education and high levels of educational achievement can be very positive signs for Lexington's economic wellbeing, it must still be acknowledged that the city relies on service, hospitality, and other employment that do not require high levels of education. High educational attainment is one factor in the challenge of affordability that affects Lexington.

Gender

Lexington has slighlty more male residents than female residents.

Table B.3 Age

	Lexington (%)		Rockbridge County (%)	
	2010	2016	2010	2016
Median Age	22.4	21.5	45.3	48.5
Under 5 years	5.4	2.5	4.9	4.8
5 to 9 years	2.4	1.7	6.6	5.3
10 to 14 years	2.3	1.5	4.4	4.6
15 to 19 years	22.8	25.9	5.9	5.1
20 to 24 years	24.5	32.5	5.6	5.3
25 to 34 years	7.6	5.4	9.6	9.9
35 to 44 years	6.5	3.3	12.6	10.3
45 to 54 years	6	5	15.7	14.2
55 to 59 years	2.7	4.6	8.5	8
60 to 64 years	4.4	3.6	6.5	8.4
65 to 74 years	8.4	7.3	11	13.1
75 to 84 years	3.1	4.9	6.3	7.8
85 years and over	3.9	2	2.3	3.1

Source: U.S. Census American Community Survey, 5-year estimates (2010 & 2016)

Table B.4 Educational Attainment

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
% High School Graduate or Higher	81.3%	85.0%	79.6%	86.2%
% Bachelor's Degree or Higher	44.4%	44.9%	21.8%	25.1%

Table B.5 Gender

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Male	3,785 (54.1%)	3,979 (56.6%)	10,969 (49.4%)	11,150 (49.7%)
Female	3,205 (45.9%)	3,057 (43.4%)	11,248 (50/6%)	11,300 (50.3%)

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Race and Ethnicity

The racial mix in Lexington is similar to surrounding Rockbridge County. Both areas are primarily made up of Caucasian citizens with relatively few minority residents, although Lexington does include a greater share of Black or African American, Hispanic, and Asian residents. This greater diversity may be due to the city's urban setting or to the influence of diversity in the city's higher education institutions.

Table B.6 Race and Ethnicity

	Lexington				Rockbridge County			
	2010		2016		2010		2016	
Total Population	6,990	--	7,036	--	22,217	--	22,450	--
Hispanic or Latino (of any race)	465	6.7%	294	4.2%	34	0.2%	351	1.6%
Not Hispanic or Latino	6,525	93.3%	6,742	95.8%	22,183	99.8%	22,099	98.4%
White alone	5,549	79.4%	5,667	80.5%	21,475	96.7%	20,917	93.2%
Black or African American alone	463	6.6%	633	9.0%	470	2.1%	572	2.5%
American Indian and Alaska Native alone	-	0.0%	-	0.0%	29	0.1%	22	0.1%
Asian alone	210	3.0%	278	4.0%	17	0.1%	138	0.6%
Native Hawaiian and Other Pacific Islander alone	10	0.1%	-	0.0%	85	0.4%	28	0.1%
Some other race alone	88	1.3%	-	0.0%	3	0.0%	-	0.0%
Two or more races	205	2.9%	164	2.3%	104	0.5%	422	1.9%

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Household Size

Almost one half of the households in Lexington consist of one person, while just 6.5% include 4 or more persons. In addition, just 13.4% of households in Lexington include children. These statistics, when compared to the surrounding county, show that a relatively low number of families call Lexington home, likely due to student and retiree demographics.

Table B.7 Household Size

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Total Households	2,108	1,856	9,372	9,277
1 Person Household	867 (41.1%)	913 (49.2%)	2,427 (25.9%)	2,507 (27.0%)
2 Person Household	663 (31.5%)	486 (26.2%)	3,777 (40.3%)	3,954 (42.6%)
3 Person Household	185 (8.8%)	336 (18.1%)	1,603 (17.1%)	1,153 (12.4%)
4+ Person Household	393 (16.6%)	121 (6.5%)	1,575 (16.8%)	1,663 (17.9%)
Average Household Size	2.13	1.91	2.4	2.4
Households with Children	436 20.7%	249 (13.4%)	2,708 (28.9%)	2,236 (24.1%)

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▷ Economy

Income & Insurance

While economic prosperity is a key goal for the city, and educational attainment is high, reported income is relatively low. This may be due to the relatively low presence of working age population in the city, the effect of college students who have not yet begun to earn, and retirees who are no longer earning. In a positive sign for economic and community wellbeing, Lexington sees a high percentage of residents with health insurance.

Examining median family income rather than median household income shows only family earnings and eliminates the many college students who make other income measures appear artificially low. In family earnings, Lexington has long led surrounding Rockbridge County, but has recently been eclipsed. Both localities trailed the Virginia average, but also enjoy a lower cost of living than Northern Virginia and other high-population areas of the state.

Table B.8 Income & Insurance				
	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Median Household Income	$31,571	$34,464	$44,417	$52,478
Residents with Heatlh Insurance	*Not Available	5,182* (92.6%)	*Not Available	19,690 (88.4%)

**Based on Civilian Population of 5,595*

Table B.10 Median Family Income			
Year	Lexington	Rockbridge County	Virginia
2010	$62,109	$53,889	$73,514
2011	$60,033	$53,793	$75,962
2012	$62,521	$55,088	$76,566
2013	$57,868	$59,165	$76,754
2014	$59,219	$60,233	$77,939
2015	$56,250	$58,614	$78,390
2016	$67,457	$61,820	$80,068
2017	$62,600	$64,865	$83,164

Source: American Community Survey Estimates, 2010-2017

Table B.9 Household Income		
Household Income	Households	% of Households
Less than $10,000	278	14.4 %
$10,000 – $15,000	212	11.0 %
$15,000 – $25,000	170	8.8 %
$25,000 – $35,000	253	13.1 %
$35,000 – $50,000	252	13.0 %
$50,000 – $75,000	363	18.8 %
$75,000 – $100,000	152	7.9 %
$100,000 – $150,000	140	7.2 %
$150,000 – $200,000	17	0.9 %
More than $200,000	98	5.1 %

Source: 2017 American Community Survey Estimates

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Poverty

Poverty is an issue facing both Lexington and Rockbridge County. Poverty rates are higher in Rockbridge and Lexington than Virginia overall, perhaps due in part to college-aged students with little income. Still, input from social service organizations indicates that poverty is a struggle for many in the region, including affordability of housing, food, and medical care.

Unemployment

Unemployment rates descended following a peak in 2009, but poverty rates remained relatively steady. This could be explained by a variety of factors related to the financial crisis in 2009, such as losses in home asset wealth, high unemployment that extended into 2012-2013, or underemployment resulting from structural shifts in the economy.

Table B.11 Residents Below Poverty Line by Age

	Lexington 2010	Lexington 2016	Rockbridge 2010	Rockbridge 2016
Under 18 year	267	52	756	967
18-64 years	445	521	1,567	807
65 years and over	169	80	485	464

Table B.12 Poverty Rate

Year	Lexington	Rockbridge County	Virginia
2010	13.8%	n/a	10.3%
2011	14.3%	n/a	10.7%
2012	14.9%	12.0%	11.1%
2013	15.4%	12.6%	11.3%
2014	15.6%	13.2%	11.5%
2015	15.5%	13.9%	11.4%
2016	15.1%	14.7%	11.2%
2017	14.6%	15.6%	14.6%

Table B.13 Unemployment Rate

Locality	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Lexington	4.6%	6.4%	9.7%	9.3%	9.2%	8.8%	8.5%	7.8%	6.8%	6.2%	5.7%
Virginia	3.0%	3.9%	6.7%	7.1%	6.6%	6.1%	5.7%	5.2%	4.5%	4.1%	3.8%
Rockbridge County	2.9%	4.1%	6.5%	7.5%	6.8%	6.1%	5.8%	5.3%	4.7%	4.4%	4.1%

Source: Central Shenandoah Planning District Commission *Source: U.S. Census, American FactFinder* *Source: U.S. Census, American FactFinder*

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Commuting

Many more workers commute into Lexington rather than commute from Lexington. Predictably, Rockbridge County is the largest source of workers, accounting for 66.9% of the all workers commuting into Lexington. While this is not uncommon for a small city, it does highlight the need for close, affordable housing in Lexington. Furthermore, it highlights the importance of regional cooperation in economic development. For most workers, living and working in the same municipality doesn't matter, so long as they can commute the preferred distance or live in a place they enjoy. Promoting Rockbridge County, Lexington, and Buena Vista together benefits all three places due to the overlap of workers' preferred locations for homes, work, and entertainment.

Table B.14 Commuting Patterns

Top 10 Places Residents are Commuting To		Top 10 Places Residents are Commuting From	
Rockbridge County, VA	273	Rockbridge County, VA	1,614
Buena Vista City, VA	96	Buena Vista City, VA	306
Roanoke City, VA	81	Augusta County, VA	115
Henrico County, VA	48	Botetourt County, VA	70
Augusta County, VA	45	Roanoke County, VA	70
Fairfax County, VA	39	Bedford County, VA	60
Roanoke County, VA	39	Lynchburg city, VA	47
Harrisonburg City, VA	37	Campbell County, VA	44
Albemarle County, VA	36	Alleghany County, VA	43
Chesterfield County, VA	35	Roanoke City, VA	43

Source: Virginia Employment Commission LMI, 2019

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▷ Housing

Housing Type

Lexington has an estimated total of 2,248 housing units. Washington and Lee University and Virginia Military Institute also provide on-campus dwellings for students, which are considered group living quarters and are not counted in the traditional housing statistics found in this table.

Age of Housing Stock

Overall, Lexington has a larger proportion of older housing stock than Rockbridge County, with 31.8% of all housing units in Lexington having been built in 1939 or earlier. Rockbridge County, for comparison, has 16.3% of its housing units built in 1939 or earlier.

Table B.15 Housing Types (2017)		
Housing Type	Units	%
Lexington Total Units	2248	-
1, detached	1471	65.4%
1, attached - 4 units	370	16.5%
5-19 units	164	7.3%
20 units or more	230	10.2%
Mobile home	13	0.58%
Rockbridge County Total Units	11,352	-
1, detached	9,180	80.9%
1, attached- 4 units	417	3.67%
5-19 units	283	2.49%
20 units or more	106	0.9%
Mobile home	1225	11.1%

Source: American Community Survey, 2017

Table B.16 Age of Housing Stock (2017)		
Age	Units	%
Lexington Total	2248	- -
Built 2010 to 2017	8	0.4%
Built 2000 to 2009	176	7.8%
Built 1990 to 1999	193	8.6%
Built 1980 to 1989	164	7.3%
Built 1970 to 1979	315	14.0%
Built 1960 to 1969	160	7.1%
Built 1950 to 1959	419	18.6%
Built 1940 to 1949	99	4.4%
Built 1939 or earlier	714	31.8%
Rockbridge County Total	11,352	--
Built 2010 to 2017	429	3.78%
Built 2000 to 2009	2043	18.0%
Built 1990 to 1999	1823	16.1%
Built 1980 to 1989	1258	11.1%
Built 1970 to 1979	1448	12.8%
Built 1960 to 1969	1141	7.5%
Built 1950 to 1959	853	4.5%
Built 1940 to 1949	510	4.5%
Built 1939 or earlier	1847	16.3%

Source: American Community Survey, 2017

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Number of Bedrooms

While 60% of Lexington's residential units contain three or more bedrooms, the average household size in the City is just 1.91 people, a number that has trended down in recent years. These numbers may reflect the age of the local housing stock, where many homes were built in an era of larger families or may represent an aging population whose children have left the family home. Such trends may point to the need for smaller homes that fit a larger variety of lifestyles.

Housing Tenure

A little more than half of Lexington residents own their own home, as seen in Table B.18.

Housing Turnover

Housing turnover rates show a relatively strong inclination for owners to stay in Lexington, with nearly 25 percent of homes being occupied by the same owner for thirty years or more. Predictably, apartment turnover is much higher, reflecting student living and home ownership preferences.

Table B.17 Number of Bedrooms (2017)		
Number of Bedrooms	Units	%
Lexington Total	2248	-
No bedroom	133	5.9%
1 bedroom	306	13.6%
2 bedrooms	465	20.7%
3 bedrooms	800	35.6%
4 bedrooms	467	20.8%
5+ bedrooms	77	3.4%
Rockbridge Total	11,352	-
No bedroom	89	0.8%
1 bedroom	787	6.9%
2 bedrooms	2,663	23.5%
3 bedrooms	5,811	51.2%
4 bedrooms	1,538	13.5%
5+ bedrooms	434	4.1%

Source: American Community Survey, 2017

Table B.18 Owned vs. Rented Housing (2017)		
Housing Type	Units	%
Lexington	-	-
Owner occupied	2063	57.7%
Renter occupied	1510	42.3%
Rockbridge County	-	-
Owner occupied	7040	76.9%
Renter occupied	2120	23.1%

Source: American Community Survey, 2017

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Vacancy

Slow growth in housing construction has resulted in very low housing vacancy. In 2017, there were zero unoccupied homes and only 78 apartments for rent in Lexington. All municipalities have some vacancy, with the desired rate depending on population and housing prices. Large amounts of vacancy are typically a sign of outmigration or city decline, but simultaneously creates a buyer's market that encourages prospective movers to purchase homes there. With too little vacancy, prospective buyers will either have few homes to choose from or may locate outside the city as opposed to purchasing the few homes on the market. Lack of available homes for purchase may also limit housing churn, causing a barrier to entry for new home buyers.

Table B.19 Housing Turnover (2017)		
Turnover	Units	%
Total population in occupied housing units	3573	-
Owner occupied:	2063	57.7%
Moved in 2015 or later	91	2.5%
Moved in 2010 to 2014	329	9.2%
Moved in 2000 to 2009	763	21.4%
Moved in 1990 to 1999	373	10.4%
Moved in 1980 to 1989	113	3.2%
Moved in 1979 or earlier	394	11.0%
Renter occupied:	1510	42.3%
Moved in 2015 or later	306	8.6%
Moved in 2010 to 2014	1036	29.0%
Moved in 2000 to 2009	131	3.7%
Moved in 1990 to 1999	12	0.3%
Moved in 1980 to 1989	11	0.3%
Moved in 1979 or earlier	14	0.4%

Table B.20 Vacancy (2017)	
Status	Units
Total	313
For rent	78
Rented, not occupied	80
For sale only	0
Sold, not occupied	0
For seasonal, recreational, or occasional use	31
For migrant workers	0
Other vacant	124

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Cost Burden

Predictably, high-income earners spend relatively less on housing than low-income earners, likely because they have a greater selection of affordable housing relative to their income. Still, almost 44 percent of earners within the $50,000-$74,000 bracket pay greater than 30 percent of income on their mortgage as well. This data points to a significant affordable housing problem in Lexington, both for low-income and higher-income families.

Additionally, Lexington's housing has become expensive relative to its citizens' incomes. A rule of thumb is that prospective home buyers should not spend greater than three times their annual income on a home purchase. With 60.6 percent of homes valued at $150,000 or more and a median household income of $47,749, the majority of Lexington households cannot afford 60.6 percent of existing homes.

Table B.22 Cost Burdened Rates (2017)		
Home Owners Spending Greater Than 30% of Income on Housing	Households	Percentage
Total owner-occupied housing units	1147	-
Less than $20,000	145	88.4%
$20,000 to $34,999	136	67.0%
$35,000 to $49,999	15	12.1%
$50,000 to $74,999	121	43.8%
$75,000 or more	29	7.9%

Source: American Community Survey, 2017

Table B.21 Property Value; Owner Occupied Units (2017)		
Turnover	Units	Percentage
Lexington	1147	
Less than $50,000	96	84%
$50,000 to $99,999	185	16.1%
$100,000 to $149,999	170	14.8%
$150,000 to $199,999	64	5.6%
$200,000 to $299,999	280	24.4%
$300,000 to $499,999	290	25.3%
$500,000 to $999,999	62	5.4%
$1,000,000 or more	0	0.0%
Rockbridge County	7040	
Less than $50,000	532	7.6%
$50,000 to $99,999	939	13.3%
$100,000 to $149,999	1,045	14.8%
$150,000 to $199,999	1,054	15.0%
$200,000 to $299,999	1,430	20.3%
$300,000 to $499,999	1,274	18.1%
$500,000 to $999,999	723	10.3%
$1,000,000 or more	43	0.6%

Source: American Community Survey, 2017

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Potential Housing Demand

The potential future housing demand shown in Table B.23 was calculated using population projection baseline data and the following assumptions:

- Projected population for 2020, 2030, and 2040 is based on Weldon Cooper projected population data, 2020
- On-campus student population (estimated at 1,690 W&L students and 1,700 VMI students) will remain constant and are excluded from population-based household projections
- Lexington's average household size of 1.93 (American Community Survey, 2018) will remain constant and used to determine projected households based on population
- Lexington's estimated housing vacancy rate of 14.2% (American Community Survey, 2018) will remain constant and used to determine projected housing demand based on projected households

Table B.23 Projected Population, Households, and Housing Demand			
Year	Projected Population	Projected Households	Projected Housing Demand
2020	7,447	2,102	2,400
2030	7,622	2,193	2,504
2040	7,698	2,232	2,548

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Appendix C: Transportation Data

▷ Functional Classifications

Definitions of roadway Functional Classifications found in Lexington are as follows:

- Interstates are designated as part of the Eisenhower Interstate System. Roadways classified as interstates are limited access, divided highways with the highest level of mobility.
- Other Principal Arterials carry a significant amount of urban intra-area travel and serve demand between the central business district and outlying residential areas of a metropolitan area. In rural areas, Other Principal Arterials serve corridor movements of substantial statewide or interstate travel.
- Minor Arterials offer connectivity to the higher Arterial system, link cities and large towns, along with other major traffic generators. In urban areas, Minor Arterials interconnect with principal arterials, augment the urban principal arterial system, and provide service to trips of moderate length at a lower level of travel mobility than principal arterials.
- Major Collectors link rural places to nearby larger towns and cities, or with arterial routes. They provide land access and traffic circulation within urban areas, residential neighborhoods, commercial, and industrial areas.
- Minor Collectors serve the remaining smaller communities and link local traffic generators with their rural hinterland.

▷ Current and Future Year Annual Average Daily Traffic (AADT)

Table C.1 shows current and future year annual average daily traffic (AADT). Traffic growth rates and traffic forecasts for the City's arterial system were reviewed and co-developed by VDOT and the City for the year 2040. All major roadways in the City were anticipated to incur traffic growth between 0.25 percent, 0.5 percent, and 1 percent per year. The 2016 traffic volumes for each road segment were then multiplied by the respective growth factor to obtain the 2040 traffic projection for that segment of the roadway using simple linear growth. Growth rates were analyzed and checked against future land use, population growth, and planning assumptions.

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Table C.1 Current & Future Year Annual Average Daily Traffic					
Route Name	Route Number	Segment From	Segment To	YEAR 2016 AADT	YEAR 2040 FORECAST AADT
US-11N	S LEE HWY	RTE BUS 11	RTE 60	8,440	9,453
US-11N	S LEE HWY	RTE 764	RTE 11 BUS	3,333	3,533
BUS US 11 N	MAIN ST	SOUTH CITY LIMITS	THORNHILL ROAD	2,616	2,773
BUS US-11N	MAIN ST	THORNHILL ROAD	WALLACE STREET	4,448	4,715
BUS US-11N	MAIN STREET	WALLACE STREET	WHITE STREET	4,111	4,358
BUS US-11N	MAIN STREET	WHITE STREET	NELSON STREET	2,730	2,894
BUS US-11N	MAIN STREET	NELSON STREET	JEFFERSON STREET	4,718	5,001
BUS US-11N	MAIN STREET	JEFFERSON STREET	LETCHER AVENUE	6,805	7,622
BUS US-11N	MAIN STREET	LETCHER AVENUE	RTE 11	8,662	9,182
US-11N	N LEE HWY	US-60	BUS 11	10,857	13,463
US-11N	N LEE HWY	BUS 11	RTE 752	19,194	21,497
BUS(2) US 11P2	JEFFERSON STREET	MAIN STREET	NELSON STREET	1,759	1,865
BUS(2) US-11P2	JEFFERSON STREET	NELSON STREET	MAIN STREET	3,062	3,246
US-60E	MIDLAND TRAIL	BELL ROAD	WEST CITY LIMITS	3,736	3,960
US-60E	NELSON STREET	WEST CITY LIMITS	WOODS CREEK ROAD	3,837	4,067
US-60E	NELSON STREET	WOODS CREEK ROAD	GLASGOW STREET	5,660	6,339
US-60E	NELSON STREET	GLASGOW STREET	JEFFERSON STREET	6,005	6,726
US-60E	NELSON STREET	JEFFERSON STREET	RANDOLPH STREET	7,401	8,289
US-60E	NELSON STREET	RANDOLPH STREET	LEWIS STREET	6,968	7,804
US-60E	NELSON STREET	LEWIS STREET	EAST CITY LIMITS	13,332	16,532
US-60E	MIDLAND TRAIL	EAST CITY LIMITS	0.11 MI EAST OF RTE 702	12,319	13,790

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▷ Crash Analysis 2013-2018

Vehicle crashes in the City were analyzed using six years of crash data. Crash reports from January 1, 2013 to December 31, 2018 were obtained from an online database maintained by VDOT's Traffic Engineering Division. There were 387 total crashes recorded in six years, which is an average of 64 crashes per year. Of the total number of crashes, 47 were injury crashes, which equates to an average of 7.8 injury crashes per year.

Eight pedestrian crashes and one bicycle crash occurred; however, 1 pedestrian crash is believed to be a data entry error, and another was the result of a vehicle owner not placing their vehicle in park, causing it to roll over the owner. An accurate understanding of crash types is important in determining what kind of engineering solution is needed. The revised pedestrian crash total for the six-year period is six, and three of those occurred in 2018 alone. Of the 3 pedestrian crashes in 2018, two resulted in serious injuries requiring an ambulance. Main Street has a history of vehicle-pedestrian conflict.

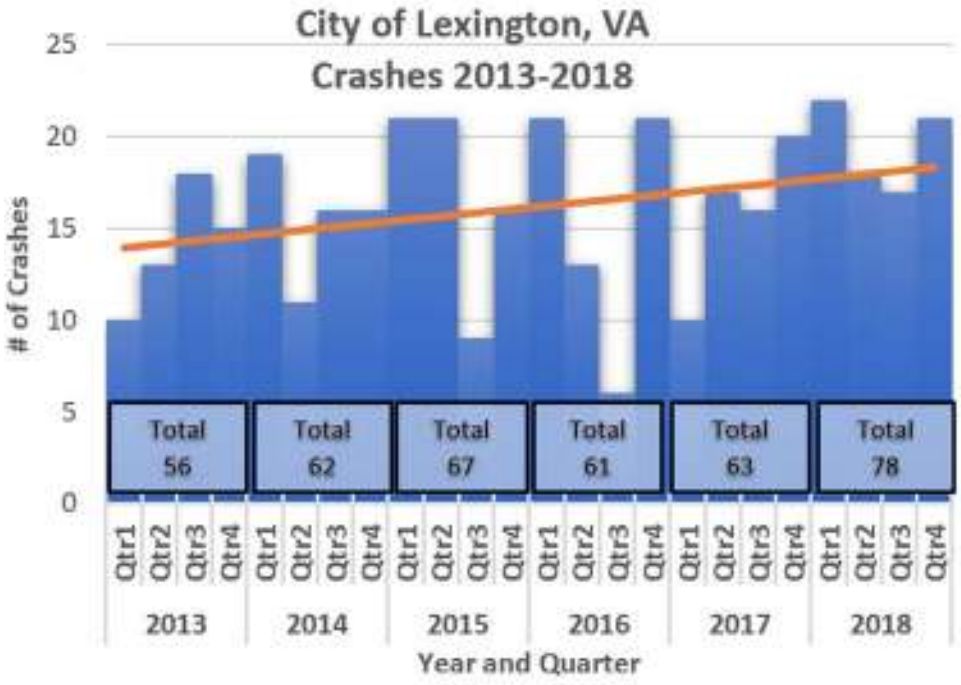
The chart on the right shows crashes over a period of six years between 2013-2018, and by quarter year increments. There is a significant crash increase for the year 2018 when compared to the previous years, and a general uptrend as indicated by the orange trendline.

The chart also reveals a higher crash occurrence in the fourth quarter (October-December), indicating a visibility problem during daylight savings time or other weather-related conditions.

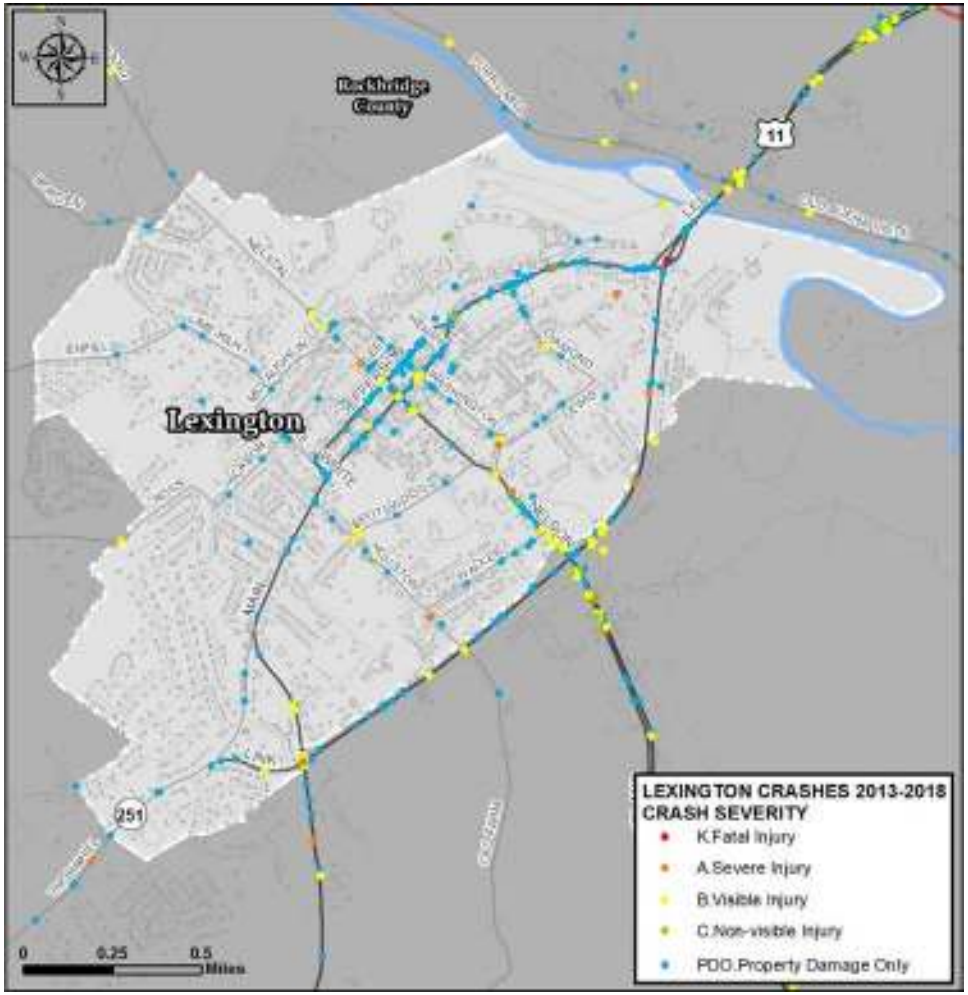
The increasing crash trend is consistent with state and national trends, and is partly related to an increase in vehicle-miles-traveled. The Federal Highway Administration reported that Americans drove 3.225 trillion miles in 2018, which is an increase of 0.4% from 2017, and a 1.6% increase from 2016. The crash trends will need close monitoring in future planning efforts for factors that may have an engineering, legal, or behavioral solution.

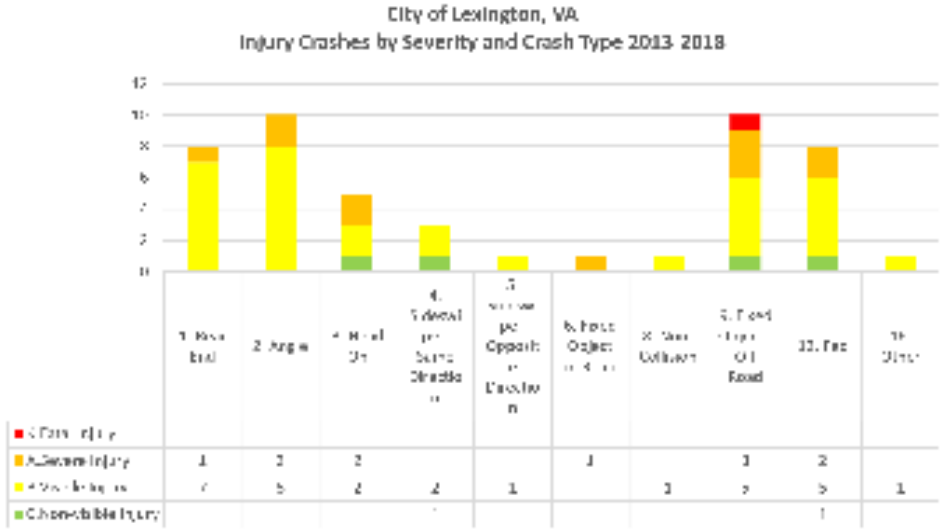
There were 47 crashes out of 387 in the six-year period that resulted in an injury, the remaining crashes were Property Damage Only (PDO). There was one fatal crash resulting in the death of two people in 2013. A minivan ran off the road on North Lee highway near the grade separated forked interchange with North Main Street.

In the color-coded chart below, vehicle crashes were broken into two main categories: 1) Crashes by Severity and 2) Crashes by Type. The most common types of injury crashes were off-road and angle crashes, followed by rear-end crashes, and pedestrian crashes. The crash types help engineers and planners determine the kinds of solutions that may be needed.



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Rockbridge County
Lexington
11
251
LEXINGTON CRASHES 2013-2018
CRASH SEVERITY
K.Fatal Injury
A.Severe Injury
B.Visible Injury
C.Non-visible Injury
PDO.Property Damage Only
0
0.25
0.5
Miles


City of Lexington, VA
Injury Crashes by Severity and Crash Type 2013-2018

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Appendix D: Boards and Commissions

Architectural Review Board (ARB): A five-member board that reviews and approves new construction, demolition, and proposed design features on all buildings in the historic downtown area as well as demolition and new construction in the city's two residential historic districts.

Board of Equalization: A four-member board that sits following every general real estate re-assessment to hear appeals from property owners.

Board of Zoning Appeals (BZA): A five-member board that hears and acts on requests for variances from the terms of the city's Zoning Ordinance and on appeals of zoning decisions made by the Zoning Administrator.

Cemetery Review Board: A six-member board that advises staff and City Council on issues pertaining to the operation and maintenance of the city's two cemeteries.

Central Shenandoah Planning District Commission (CSPDC): A 21-member regional commission comprised of the counties of Augusta, Bath, Highland, Rockbridge, and Rockingham; the cities of Harrisonburg, Lexington, Staunton, and Waynesboro. Lexington has one appointed representative. The Commission works with its members to provide high quality planning technical assistance that address local, state, or regional needs.

Community Services Board (CSB): The Rockbridge Area Community Services Board provides mental health, intellectual disability, substance abuse services, and prevention measures to the residents of the Rockbridge Region and Bath County. It is a fifteen-member board, the City has three representatives.

Dabney S. Lancaster Community College Board: serves as an advisory board to the college, meeting with members of the school's administration to discuss and approve policies in the best interests of the college community. The eleven-member board has one representative from the City.

Disabilities Services Board: The Board is a regional advisory board charged with making recommendations to local governments for improving services provided to disabled persons.

Electoral Board: The Electoral Board appoints the Voter Registrar for a four-year term. The Electoral Board also appoints officers of election to work at the polls on elections days and conducts all general and special elections. After each election, the Electoral Board meets to canvass the vote for the City and certifies the results to the State Board of Elections. The Board is comprised of three members, two from the political party receiving the most votes in the prior gubernatorial election, and one from the political party receiving the second most votes in the prior gubernatorial election. The appropriate party submits a list of names to the Circuit Court, who appoints one member each for a three-year term.

Industrial Development Authority (IDA): A seven-member authority that issues tax-exempt industrial development bonds to enhance economic development opportunities. The Authority meets as needed.

Maury Service Authority: the Authority produces the bulk of water for the City and its surrounding area through ownership and operation of a water treatment plant. Wastewater is also treated. The Authority is comprised of five members; two members represent the City.

Planning Commission: A seven-member commission that advises the City Council on all land-use and zoning issues facing the city. This body approves all site plans and makes design decisions in certain zones. The Commission develops and recommends the city's Comprehensive Plan to City Council.

Public Safety Communications Board: The Public Safety Communications Board provides emergency services dispatching for Lexington, Buena Vista, and Rockbridge County. The Central Dispatch Center, located in Buena Vista, dispatches for local police, fire, rescue, and emergency services. The Board oversees the operations of the center and hires an executive director to manage the day-to-day activities. The Board meets as needed and is comprised of seven members; the City Manager represents the City and serves as ex-officio.

Regional Tourism Board: The Regional Tourism Board oversees the activities of the regional

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tourism program that includes Lexington, Buena Vista, and Rockbridge County. The goal of the Lexington & Rockbridge Area Tourism Development is to use a variety of marketing strategies to attract visitors to the area. The Board is comprised of seven members; one represents the City.

Rockbridge Regional Library Board: The Rockbridge Regional Library Board oversees the Rockbridge Regional Library system which serves Lexington, Buena Vista, Rockbridge County, and Bath County. The Board helps guide the library towards their mission of "bolster[ing] the power of education, cultivat[ing] opportunities for learning, foster[ing] the fun in reading, and serv[ing] communities as information professionals. The Board is comprised of thirteen members; three represent the City.

School Board: A five-member board, established by the state constitution, to oversee the management and operation of the city's school system. The School Board hires the Superintendent and all other school system employees.

Shenandoah Valley Partnership (SVP): The Shenandoah Valley Partnership collaborates economic development in the region to improve prosperity and quality of life. The SVP serves as an advocate for existing business expansion and assists with regional workforce development efforts while encouraging businesses to establish operation in the Shenandoah Valley through capital investments and job creation. The City Manager sits on the Board of Directors and represents the City.

Shenandoah Valley Workforce Investment Board: The Shenandoah Valley Workforce Investment Board serves as the fiscal agent and administrative entity for employment and training programs funded under Title I of the Workforce Investment Act for the Shenandoah Valley. They work with a wide range of regional and state partners to offer a variety of services such as employment information, career development training opportunities, easy access to support programs, and self-directed job search/job posting options, on the job training, work experiences, worker training and other business services.

Social Services Board: The Regional Social Services Department, comprised of Lexington, Buena Vista, and Rockbridge County, provides social services for Lexington residents. The Social Services Board sets policy for the Social Services Department and hires an executive Director to oversee day-to-day operations. The City is represented by two members.

Threshold: A seven-member board that provides advice to City Council and staff concerning the need for and ways to address workforce housing as well as overseeing the operation of the city's low-income housing program.

Total Action for Progress (TAP): The Total Action for Progress Board oversees the regional Total Action for Progress program. TAP provides a variety of services to help lift families and individuals from poverty including adult education programs and the Head Start preschool programs.

Tree Board: A five-member board that provides advice to the City Council and City Arborist on the management of the city's trees.

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Appendix E: Glossary of Terms

Accessory Dwelling Unit (ADU): A separate, complete housekeeping unit with a separate entrance, kitchen, sleeping area, and full bathroom facilities, which is an attached or detached extension to an existing single-family structure.

Access Management: Systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.

Affordable Housing: Housing where the occupant is paying no more than thirty (30) percent of gross income for gross housing costs, including utility costs.

American Community Survey: An ongoing survey that provides vital information on a yearly basis about our nation and its people.

Americans with Disabilities Act (ADA): A civil rights law that prohibits discrimination based on disability.

Area Median Income (AMI): The average income of persons and families living in a defined geographical area. The AMI is determined and published annually by the Department of Housing and Urban Development (HUD). The local AMI Is used to determine individuals' and families' qualifications for various Federal and state assistance programs, including affordable housing programs.

Assisted Living Facility: Facilities designed to accommodate frail, elderly, and people with disabilities, who can live independently but need assistance with activities of daily living.

Average Daily Traffic Volume (ADT): The average number of vehicles passing a specific point during a 24-hour period.

Buffer: An area of land established to separate land uses, or a natural area design to intercept pollutants and manage other environmental concerns or provide for open space.

Best Management Practices (BMP): A practice, or combination of practices, that have been determined to be the most effective and practical means in achieving an objective.

Capital Improvement Plan (CIP): A community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period.

Centers: Anchors of the community where services and amenities for the surrounding neighborhoods may be clustered.

City Budget: Establishes the plan of revenue and expense activities for the fiscal year and provides a coordinated financial program to attain the City's goals and objectives, including those identified in the Comprehensive Plan.

City Code of Ordinances: The collection of laws passed by a local governing body.

Comprehensive Plan: A long-range planning document that serves as a guide for the development of a locality.

Conservation Easement: A property interest or right granted by the landowner to a land trust to maintain in a natural state or limit the use of that land.

Corridors: Important local and regional travel routes and commercial destinations.

Density: The average number of dwelling units per gross acre of land on a development site, including all land within the land within the boundaries of the site for which the density is calculated.

Floodplain: A relatively flat or low land area adjoining a river, stream, or watercourse which is subject to partial or complete inundation; or, an area subject to the unusual and rapid accumulation of run-off or surface waters from any source.

Gateways: Key places where the regional road network enters the City.

Geographic Information Systems (GIS): A means of producing, analyzing, and storing computerized maps.

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Green Infrastructure: Natural and nature-based assets including sites (parks, sports fields, playgrounds, nature reserves, forests, community gardens, cemeteries), linkages between sites (sidewalks, bike lanes, and trails), and waterways (streams, rivers, and wetlands). Constructed green infrastructure features blend in with natural assets in a synergistic manner to survive and rebound from the impacts of natural and human-induced hazards.

Green Time: Connecting the population to the natural world and each other in order to promote physical activity and make Lexington a more attractive city to work, study, and live.

Impervious Surface: Any hard-surfaced, man-made area that does not readily absorb or retain water, including but not limited to building roofs, parking and driveway areas, graveled areas, sidewalks, and paved recreation areas.

Infill: The development of housing or other uses on vacant parcels or sites within already built-up areas.

Land Use Plan: A basic element of a comprehensive plan that designates the present and future location, form, class, and extent (size) within a planning jurisdiction for residential, commercial, industrial, and institutional use or reuse. The land use plan includes a map and a written description of the different land use areas or districts.

Mixed Use: A building, development, or area that incorporates two or more uses such as, but not limited to, residential, retail, public, or entertainment. Vertical mixed-use developments incorporate a mix of uses within the same building, typically with uses on different floors. Horizontal mixed-use developments incorporate a mix of uses within adjacent buildings.

Open Space: An area or portion of land, either landscaped or essentially unimproved and which is used to meet human recreational or spatial needs, or to protect water, air, or plant areas.

Opportunity Areas: Represent key areas of focus for revitalization, infill, or redevelopment, or development.

Passive Recreation: Refers to non-consumptive recreation uses such as wildlife observation, walking, biking, and canoing.

Pattern Areas: Areas of the City that share distinct characteristics by virtue of geographic location, built form, and/or types of use.

Pedestrian-Friendly Development: Pedestrian-friendly developments are designed with an emphasis primarily on the sidewalk and on pedestrian access to the site and building, rather than auto access and parking areas. A walkable environment should have all or some of these characteristics: well-maintained and continuous wide sidewalks, well-lit streets, high street connectivity, a safety barrier between pedestrians and motorized vehicles (such as trees, shrubs, street parking, green space between pedestrians and cars), minimal building setbacks, cleanliness, and land use patterns characterized as mixed-use.

Redevelopment: The placement of reconstruction of buildings that are not making efficient and effective use of the land on which they are located or are in substandard physical condition.

SMART SCALE: The method used by the Virginia Department of Transportation to score planned projects included in VTrans that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers.

Statewide Planning System (SPS): A Virginia Department of Transportation data system design to organize transportation planning related data and information such as roadway geometric inventories, traffic volumes, capacity analyses, and traffic projections.

Streetscaping: Elements to improve the appearance and experience within a particular corridor or street, including traffic management, sidewalk conditions and materials, landscaping, street furniture (utility poles, benches, garbage cans, etc.), and signage.

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Subdivision: The division of a parcel of land into three or more lots or parcels of less than five acres each for the purpose of transfer of ownership or building development, or, if a new street is involved in such a division, any division of a parcel of land.

Traditional Neighborhood Development: Also known as 'new urbanism,' 'neo-traditional,' or 'village-style' development, this type of development typically includes principles such as pedestrian-friendly road design, interconnection of new local streets with existing local streets and roads, connectivity of road and pedestrian networks, preservation of natural areas, satisfaction of requirements for stormwater management, mixed-use neighborhoods, including mixed housing types, reduction of front and side yard building setbacks, and/or reduction of subdivision street widths and turning radii at subdivision street intersections.

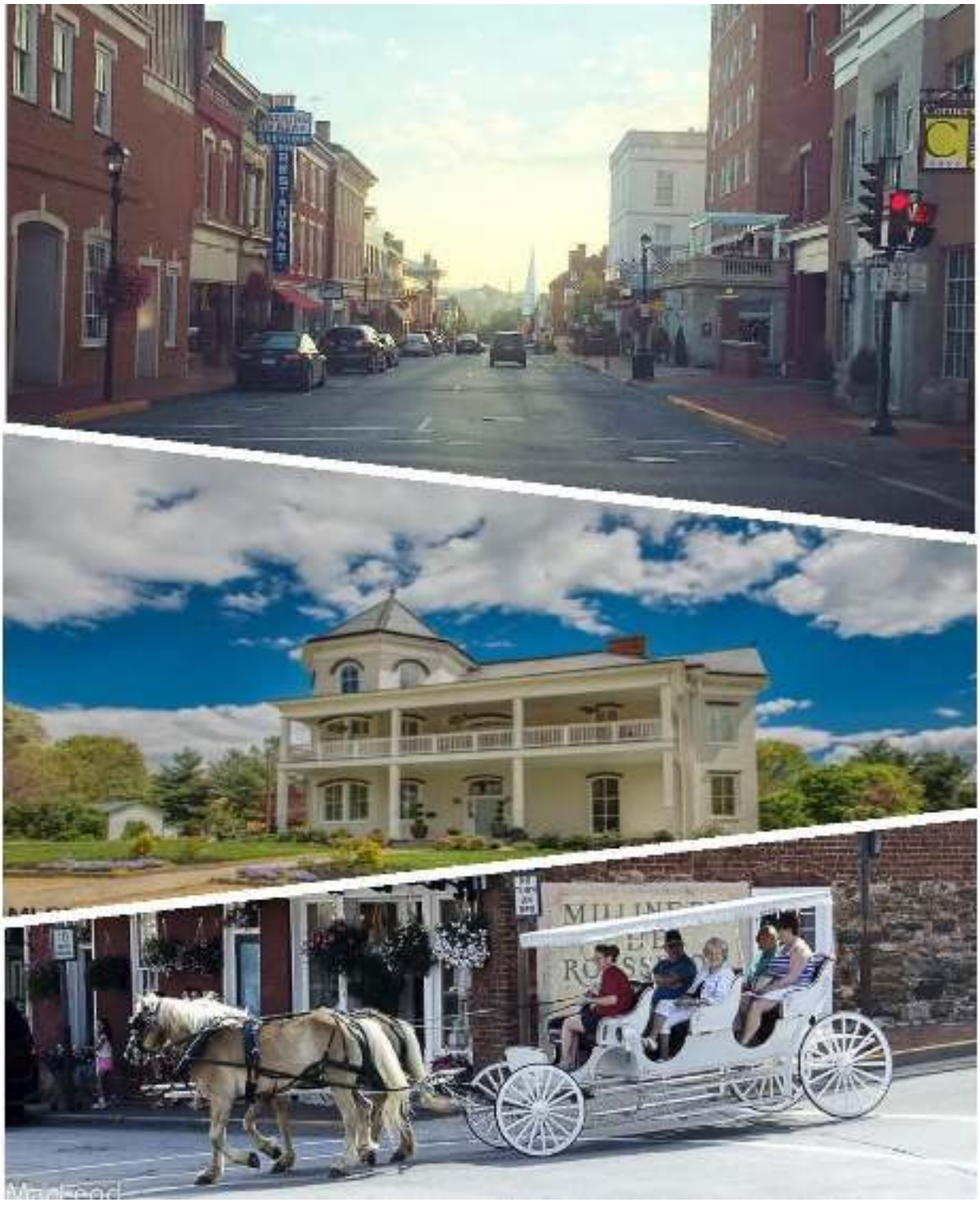
Thermal Inversions: A reversal of the normal behavior of temperature in the troposphere (the region of the atmosphere nearest the Earth's surface), in which a layer of cool air at the surface is overlain by a layer of warmer air. Under normal conditions air temperature usually decreases with height.

Traffic Calming: Design and management strategies that aim to balance vehicular traffic on streets with other uses and users by incorporating design features to slow motor vehicles and improve the environment for pedestrians and cyclists.

Urban Development Area (UDA): An area designated by a locality that is 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, to the extent feasible, to be used for redevelopment or infill development.

Wayfinding: A system of gateway signs, vehicular and/or pedestrian sign systems, or area-specific identification signs that help orient residents and visitors while promoting civic pride and enhancing community character.

Zoning Ordinance/Zoning Map: A zoning ordinance, along with a zoning map, controls land use by providing regulations and standards relating to the nature and extent of uses of land and structures. The zoning ordinances should be consistent with the comprehensive plan. The City's zoning ordinance divides Lexington into eight zones and specifies allowed uses and dimensional requirements for each zone.



City of Lexington Zoning Ordinance

May 18, 2023

Ordinance 2023-05

ZOA 2023-02

AN ORDINANCE TO AMEND ARTICLE IV. ZONING DISTRICT REGULATIONS. OF THE LEXINGTON ZONING ORDINANCE TO AMEND THE LOT WIDTH REQUIREMENTS FOR MULTI-FAMILY DWELLING UNITS

WHEREAS, the Planning Commission and Mayor and City Council have determined that the Lot Requirements for the Residential-Multifamily (R-M) and Residential-Light Commercial (R-LC) zoning districts should be revised to amend the minimum lot width requirement for multi-family dwellings to 100 feet; and

WHEREAS, this Ordinance amending the Code of the City of Lexington and the Zoning Ordinance was properly initiated by resolution of the City Council, as required by Virginia Code § 15.2-2286(A)(7); and

WHEREAS, the applicable provisions of Title 15.2 of the Code of Virginia and § 420-17 of the Zoning Ordinance pertaining to the procedure by which amendments to the Zoning Ordinance are to be considered have been followed, including, but not limited to, the proper advertisement and notice of public hearings on the proposed amendment, and consideration of the amendment by the Planning Commission with a recommendation forwarded therefrom; and

WHEREAS, the Mayor and City Council have carefully considered the proposed amendment, the recommendation from the Planning Commission, and testimony received at public hearings, and find that the proposed amendment is required by public necessity, convenience, general welfare and good zoning practice, consistent with § 15.2-2286(A)(7), and will serve to promote the health, safety and general welfare of the inhabitants of the City;

NOW, THEREFORE, BE IT ORDAINED AND ENACTED by the Mayor and Council of the City of Lexington, Virginia, pursuant to their authority, that the following amendment to the City's Zoning Ordinance be adopted:

Chapter 420.-4.6. Lot Requirements.

Zoning District	Lot Area	Lot Width	Building Height	Front Yard	Side Yard	Rear Yard
R-M	8,000 sq. ft.; Two-family dwellings-12,000 sq. ft.; Multi-family-10,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of 4; Townhouses - 2,400 sq. ft. per unit	60 feet; Two-family dwellings-80 feet; Townhouses-20 feet each unit; Multi-family-100 feet	45 feet	25 feet	10 feet; 20 feet for multi-family	25 feet; 30 feet for multi-family
R-LC	Residential use: 8,000 sq. ft.; Two-family dwellings-12,000 sq. ft.; Multi-family-10,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of 4; Townhouses - 2,400 sq. ft. per unit; Non-residential: 8,000 *s.f.*	Residential uses: 60 feet; Two-family dwellings-80 feet; Townhouses-20 feet each unit; Multi-family-100 feet; Non-residential: 60 feet	35 feet, except dwellings may be increased up to 45 feet, provided that each side yard is 20 feet, plus at least one foot for each additional foot of building height over 35 feet.	25 feet	Residential uses: 10 feet, or 20 feet for multi-family Non-residential: 10 feet	Residential uses: 25 feet, or 30 feet for multi-family Non-residential: 25 feet

Adopted and Effective this the 18th day of May, 2023

Approved: _____
Frank W. Friedman, Mayor

Attest: _____
Jami L. Hostetter, Clerk

Chapter 420. ZONING

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Article I. In General

§420-1.1. Short title.

This chapter, the full title of which is "Zoning Ordinance, City of Lexington, Virginia," may, for convenience, be referred to as the "Lexington Zoning Ordinance," and the accompanying map, titled "Zoning Map, City of Lexington, Virginia," may be referred to as the "Lexington Zoning Map."

§420-1.2. Introduction.

The City of Lexington's Comprehensive Plan embodies the community's vision and goals. Two primary mechanisms for achieving the City's land use goals are the zoning and subdivision ordinances. The zoning ordinance sets forth the regulations that legally enforce land use policies and establishes the rules guiding the development of land within the city. Similarly, the subdivision ordinance establishes the rules by which land can be divided, often setting the stage for subsequent development under the zoning regulations. These two land use tools work hand in hand to help achieve the City's vision regarding land use and the overall well-being of the community.

§420-1. 3. Purpose.

A. This ordinance, and any amendments hereto, have been adopted for the general purpose of implementing the Comprehensive Plan of the City of Lexington, and for the purpose of promoting the health, safety, and/or general welfare of the public. To these ends, this ordinance is designed to give reasonable consideration to each of the following purposes:

1. Provide for adequate light, air, convenience of access, and safety from fire, flood, crime, and other dangers;
2. Reduce or prevent congestion in the public streets;
3. Facilitate the creation of a convenient, attractive, and harmonious community;
4. Facilitate the provision of adequate police and fire protection, disaster evacuation, civil defense, transportation, water, sewerage, flood protection, schools, parks, forests, playgrounds, recreational facilities, airports and other public requirements;
5. Protect against destruction of, or encroachment upon, historic areas;
6. Protect against one or more of the following: overcrowding of land, undue density of population in relation to the community facilities existing or available, obstruction of light and air, danger and congestion in travel and transportation, or loss of life, health or property from fire, flood, panic or other dangers;
7. Encourage economic development activities that provide desirable employment and enlarge the tax base;
8. Promote the creation and preservation of affordable housing suitable for meeting the current and future needs of the city;
9. Protect surface and groundwater resources.

This chapter shall not be deemed to interfere with or abrogate or annul or otherwise affect, in any manner whatever, any easements, covenants or other agreements between parties; provided, however, that where this chapter imposes a greater restriction upon the use of buildings or premises or upon the height of buildings or requires larger open spaces than are imposed or required by other ordinances, rules,

regulations or permits or by easements, covenants or agreements, the provisions of this chapter shall prevail.

GENERAL REFERENCES

Planning Commission — See Ch. **10,** Art. **I**.
Building construction and maintenance — See Ch. **134**.
Subdivision of land — See **Ch. 360**.

[1]: *Editor's Note: For state law as to municipal zoning generally, see Code of Virginia, § 15.2-2280 et seq. As to preparation and adoption of zoning ordinance, see Code of Virginia, § 15.2-2285. As to purpose of zoning ordinances, see Code of Virginia, § 15.2-2283.*

§420-1.4. Applicability.

The provisions of this ordinance shall apply to all property within the corporation limits of the City of Lexington, Virginia, with the exception that any property held in fee simple ownership by the United States of America or the Commonwealth of Virginia shall not be subject to the provisions contained herein.

§420-1.5. Severability.

Should any Section or any provision of this Ordinance be decided by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole, or any part thereof other than the part so held to be unconstitutional or invalid.

§420-1.6. Establishment of Districts.

For the purposes of this chapter, the area within the incorporated City, as it exists at the time of the enactment of this chapter, is hereby divided into classes of districts, which are established as follows:

General Residential District (R-1)

This district is composed of certain moderate-density residential areas, plus certain open areas where similar development appears likely to occur. The regulations for this district are designed to stabilize and protect the essential characteristics of the district and to promote and encourage, insofar as is compatible with the intensity of land use, a suitable environment for family life composed of a family population. For this reason, the number of unrelated individuals permitted to constitute a household unit is limited to a maximum of three in this district. Residential structures for both permanent and transient occupancy, including institutions, may be authorized.

Suburban Residential District (R-2)

This district is composed of low-density residential areas containing mostly single-family homes as well as vacant areas where development of a similar nature is most appropriate. The regulations for this district are designed to stabilize and protect the essential characteristics of the district and to promote and encourage a suitable environment for family life composed of a family population. For this reason, the number of unrelated individuals permitted to constitute a household unit is limited to a maximum of three in this district. Residential structures for both permanent and transient occupancy, including institutions, may be authorized.

Multifamily Residential District (R-M)

This district is intended to establish areas where housing of a medium-density capacity can be located. For this reason, a maximum of four unrelated individuals are authorized to constitute a household unit in all types of dwelling units in this district. The regulations of this district provide that multiple-family dwellings, such as apartment houses, townhouses, garden apartments, etc., may be developed in appropriate areas, well located with respect to major roads, shopping facilities and employment centers. Such developments are allowed in a manner which provides a suitable and comfortable living environment for people of all ages. Community facilities needed to support these developments are permitted. While these developments are of a medium density, they tend to be small in scale and therefore would be compatible with adjacent land uses.

Residential Light Commercial (R-LC)

This district is established to provide areas where housing can be located adjacent to or in conjunction with light commercial operations compatible in nature with residential land use. For this reason, a maximum of four unrelated individuals are authorized to constitute a household unit in all types of dwelling units in this district. The regulations applicable to this district provide that single-family dwellings and multiple-family dwellings, such as apartment houses, townhouses, garden apartments, etc., may be developed in appropriate areas well located with respect to major roads, shopping facilities and employment centers. Community facilities needed to support these developments are permitted. Small manufacturing and light commercial facilities are allowed in a manner which will provide for a suitable and comfortable living environment for people of all ages. Artistic endeavors are encouraged in this district as are the establishment of live-work dwellings. These developments and light commercial and manufacturing facilities are of medium density, tending to be small in scale. They are harmonious with and complementary to adjacent land uses.

Central Business District (C-1)

The purposes of this district are to enhance the utility, safety and attractiveness of the historic downtown business area for residents and visitors alike; to encourage the continuation of a compact, efficient and attractive retail facade and arrangement of buildings in the downtown area; and to minimize traffic congestion and its effects in the downtown area, all of which purposes are served by encouraging a compact and convenient arrangement of retail stores, offices, compatible service uses and the use of community parking areas and by discouraging those uses which are incompatible with permitted uses or which would tend to be disruptive of traffic and pedestrian flow and historic building patterns. Furthermore, the historic area regulations of Article XVII of this chapter apply to the Central Business District as a means of protecting this important element of the City's historic and architectural heritage.

General Commercial District (C-2)

The primary purpose of this district is to provide outlying areas for heavier businesses and light industrial uses. Businesses will be conducted in completely enclosed structures. Noxious fumes, excessive noise and other environmental pollutants will not be permitted regardless of the nature of the business.

Entrance Corridor Overlay District (EC)

The purpose of this district is to protect and enhance the City's attractiveness; protect the City's scenic, historic, architectural and cultural resources; support and stimulate development which is appropriate and complimentary to the numerous properties of historic, architectural and cultural significance throughout the City; protect and enhance the architectural and scenic character of significant access routes to the City's historic downtown; promote orderly and attractive development along these significant access routes; and ensure that development within this district is compatible with these resources through architectural control of development.

Institutional Overlay District (I-1)

The purpose of this district is to provide for orderly development of major institutions such as colleges, universities and medical campuses in accord with approved master plans for these institutions, with minimum procedural delay, and at the same time to ensure coordination of institutional development with surrounding land uses and the overall fabric of the City, the City's Comprehensive Plan and applicable City codes and ordinances.

Historic Downtown Preservation District

The purposes and objectives of this district is to:

A. Bring attention to the architectural excellence and historic importance of certain buildings, structures, places and areas in the City.

B. Improve the land values, business climate, environmental quality, facilities and services of the City, while keeping the unique and distinctive character of certain sections.

C. Foster a more favorable climate in the City, especially in the Central Business District, for the development of tourism as a basic and vital industry in the community.

D. Encourage the development of off-street parking in the Central Business District for the convenience of shoppers, City and county employees and tourists.

E. To assist private organizations within the City in furthering a deeper appreciation of the rich cultural heritage of the community.

F. To promote a broad program, within the scope of this article, for preserving, rehabilitating and maintaining architecturally fine structures, monuments, walkways, places and areas within the entire City.

Residential Historic Neighborhood District

The purposes and objective of this district is to:

A. Bring attention to the architectural excellence and historic importance of certain buildings, structures, places and residential areas in the City.

B. Preserve and improve the unique and distinctive character of certain residential sections.

C. Enhance the quality of life for residents by preserving the historic resources of the City.

D. Maintain and improve property values, encourage sound stewardship and be minimally intrusive on property owners.

E. Assist private organizations within the City in furthering a deeper appreciation of the rich cultural and historic heritage of the community.

Planned Unit Development (PUD)

The planned unit development (PUD) concept encourages and permits variation in residential developments, clustering of buildings, common open space, and a mix of building types and land uses. Its intent is to permit greater flexibility in order to allow more creative, innovative, imaginative, and, where possible, environmentally sensitive development than may be possible in the other zoning districts. A PUD is intended to allow the use of diversified development techniques for larger parcels. Planned Unit Developments shall be developed with appropriate site design, landscaping, and buffering practices to ensure compatibility with surrounding developed properties.

General Floodplain District (FP)

The purpose of this district is to prevent the loss of life and property, the creation of health and safety hazards, the disruption of commerce and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base by:

A. Regulating uses, activities and development which, alone or in combination with other existing or future uses, activities and development, will cause unacceptable increases in flood heights, velocities and frequencies.

B. Restricting or prohibiting certain uses, activities and development from locating within districts subject to flooding.

C. Requiring all those uses, activities and developments that do occur in flood-prone districts to be protected and/or floodproofed against flooding and flood damage.

D. Protecting individuals from buying land and structures which are unsuited for intended purposes because of flood hazards.

Parks and Open Space District (P-OS)

The purpose of this district is to preserve and enhance public park and recreational areas and open space, to provide opportunities for recreation, preserve scenic qualities, protect sensitive environmental areas and provide pedestrian and bicycle pathways.

§420-1.7. Zoning Map.

The locations and boundaries of districts established in the City shall be shown on a map titled "Zoning Map, City of Lexington, Virginia." The same map may be amended subsequent to the adoption thereof. The Zoning Map, as well as all notations, dimensions, designations, references and other data shown thereon, is made a part of these regulations to the same extent as if the information set forth on such map were fully described and incorporated herein. A certified official copy of the Zoning Map, with all map amendments indicated thereon, shall be on file in the office of the City Zoning Administrator.

[2]: *Editor's Note: For state law as to preparation and adoption of zoning map and amendments thereto, see Code of Virginia, § 15.2-2285.*

§420-1.8. Determination of uncertain boundaries.

Where uncertainty exists as to the boundaries of the districts established in **§ 420-1.6** and as shown on the Zoning Map, the following rules shall apply:

A. In a case where a boundary line is located within a street or alley or a navigable or non-navigable stream, it shall be deemed to be in the center of the street or alley right-of-way or stream.

B. In a case where a boundary line approximately follows a lot line or the City corporate line and is not more than 10 feet in distance therefrom, such lot line or City corporate line shall be the boundary.

C. In a case of unsubdivided property or where a zoning line divides a lot, the location of any such line shall be controlled by the dimension stated on the Zoning Map.

§420-1.9. Boundary Adjustments.

Any area incorporated into the City after the effective date of this chapter shall immediately, upon the effective date of the action, be automatically classified as a General Residential District until a zoning plan for the area shall be adopted by the Council. The Planning Commission shall prepare and present to the Council a zoning plan for the new area within six months.

§420-1.10. Uses generally.

A. Conformance with chapter. No building or structure shall be erected, and no existing building shall be moved, altered, added to or enlarged, nor shall any land, building or structure be used, occupied, designed or arranged to be used for any purpose or in any manner not in conformance with the regulations of this chapter.

B. Uses not specifically listed prohibited. For the purposes of this chapter, permitted uses are listed for the various districts. Unless the contrary is clear from the context of the lists or other regulations of this chapter, uses not specifically listed are prohibited.

C. Lots. Every building hereafter erected shall be located on a lot as herein defined, and, except as herein provided, there shall be not more than one building on one lot.

D. Dwellings. A dwelling of any type erected, altered or maintained as such in a less restricted district than that for which the regulations governing such dwelling are specified shall comply with the regulations governing the use, area, building height, yard and other requirements of the respective type of dwelling as if such dwelling were erected, altered or maintained in the district in which the regulations apply.

§420-1.11. Conditional Use Permits.

A. Purpose. To provide for certain uses that either have unusual characteristics or have characteristics that are sufficiently different from those of their surroundings or are generally of a public or semipublic character, conditional use permits are authorized by this chapter in certain circumstances and upon the exercise of planning judgment respecting location, site plan and other factors.

B. Public notice.

1. In accordance with §15.2-2204 of the *Code of Virginia*, the Planning Commission shall not recommend nor shall the City Council approve any conditional use until public hearings have been held by both the Planning Commission and the City Council. Notice of public hearings shall be published once a week for two successive weeks in some newspaper

published or having general circulation in the City, provided that such notice for both the Planning Commission and the City Council may be published concurrently. Such notice shall specify the time and place of a hearing at which persons affected may appear and present their views, not less than five days nor more than 21 days after the second advertisement shall appear in such newspaper. The subject matter of the public hearing need not be advertised in full but may be advertised by reference. Each such advertisement shall contain a reference to the places within the City where copies of the proposed plans, ordinances or amendments may be examined. The Planning Commission and City Council may hold a joint public hearing after public notice as set forth herein, and if such joint hearing is held, public notice as set forth above need be given only by the City Council. The term "two successive weeks," as used in this subsection, shall mean that such notice shall be published at least twice in such newspaper, with not less than six days elapsing between the first and second publications.

2. Planning staff shall give written notice to those persons who own property, any portion of which abuts the subject property, and all property which is directly across the street from any portion of the subject property, as determined by the City's real property tax records. This notice shall give the date, time and place of the hearing, identify the property which is the subject of the application and give a brief description of the proposed action. This notice shall be mailed a minimum of 10 days prior to the date of the public hearing. The list of property owners and the content of the notice shall be approved by the Zoning Administrator prior to mailing.

3. Planning staff shall place a sign provided by the City on the subject property which indicates that this action is pending. This sign shall be located to be clearly visible from the street.

C. Conditions of issuance.

1. Conditional use permits may be issued for any of the uses for which a conditional use permit is required by the provisions of this chapter, provided that the governing body, upon a recommendation by the Planning Commission, shall find that:

   i. The proposed use will not affect adversely the health or safety of persons residing or working in the neighborhood of the proposed use.

   ii. The proposed use will not be detrimental to the public welfare or unduly injurious to property values or improvements in the neighborhood.

   iii. The proposed use will not be in conflict with the policies and principles of the City's adopted Comprehensive Plan.

   iv. Adequate public services, including streets and other trafficways, utilities, police and fire protection, are or reasonably will be available to support the proposed use.

2. Where the provisions of this chapter require conditional use permits for certain parking lots, drive-in, and/or drive-through facilities in the C or C-2 Zoning Districts, due consideration shall be given, in addition to the findings contained in Subsection C(1) of this section, to the purposes of the districts and specifically to the effect of such facilities on the use of off-street circulation ways, including use of alleys; on the location of access points and relationship to traffic and pedestrian flow; and on the adequacy of off-street

waiting area at drive- in facilities. Additionally, in the review of such facilities in the C-1 Zoning District, due consideration shall be given to the effect of such facilities on the historic pattern of buildings and on the maintenance of a compact, efficient and attractive retail facade and arrangement of buildings.

[Amended 5-2-2013 by Ord. No. 2013-02]

3. In granting any conditional use permit, the governing body shall give due consideration to factors relevant to the findings required by Subsection C (1) and (2), as well as to any other reasonable land use and zoning considerations as may be required by the nature of the proposed use or as may be otherwise appropriate to effectuate the intent of this chapter, and the governing body shall designate such conditions as it deems necessary to carry out the intent of this chapter. The application for such conditional use permit shall be accompanied by such written and graphic material as may be necessary to enable the Planning Commission and the governing body to make the recommendation and findings set forth above.

D. Commencement of construction. Construction or operation shall commence within one year of the date of issuance or the conditional use permit shall become void.

E. Reapplication. No reapplication for a conditional use permit for the same or substantially the same application shall be considered by the governing body within a period of one year from its last consideration. This provision, however, shall not impair the right of the governing body to propose a conditional use permit on its own motion.

F. Should the use approved by the conditional use permit cease for any twenty-four-month period during the life of the permit, the conditional use permit shall become void.

Article II. Review and Approval Procedures

§420-2.1. Compliance required.

All departments, officials and public employees of this jurisdiction who are vested with the duty or authority to issue permits or licenses shall conform to the provisions of this chapter. They shall issue permits for uses, buildings or purposes only when they are in harmony with the provisions of this chapter.

§420-2.2. Zoning Permits.

A. Required. Buildings or structures shall be started, repaired, reconstructed, enlarged or altered only after a zoning permit has been obtained from the Zoning Administrator.

B. Review by Planning Commission. The Zoning Administrator may request a review by the Planning Commission of a request for a zoning permit prior to the issuance of such zoning permit, in order to determine if the contemplated use is in accordance with the district for which the permit will apply.

C. Application; fee; scale drawing. Each application for a zoning permit shall be accompanied by a fee established by City Council and by three copies of a scale drawing which shall show the size and shape of the parcel of land on which the proposed building is to be constructed, the location of any rights-of-way of any street or highway adjoining such parcel of land, the location of any required building lines, the exact sizes and locations on the lot of the structures and accessory structures then existing, the lines within which the proposed building or structure shall be erected, the existing and intended use of each structure or part thereof, and such other information, with regard to the lot and neighboring lots, as may be necessary to determine and provide for the enforcement of this chapter.

D. Issuance. If the proposed building or use is in conformity with the provisions of this chapter, a permit shall be issued to the applicant by the Zoning Administrator. One copy of the drawing shall be returned to the applicant with the permit.

§420-2.3. Incentive Zoning.

A. Procedure for Incentive Zoning

1. Any prospective developer shall negotiate the terms of an incentive zoning agreement with the Zoning Administrator. The Zoning Administrator shall record the outcome of these negotiations in writing, and present this proposal, along with any supporting documents, to the Planning Commission in order to secure its recommendation.

2. The Planning Commission may amend the terms presented in the proposal as it sees fit, and shall recommend the proposal (along with any amendments to it) to the City Council by a majority vote of those present and voting at a duly called and noticed meeting. The Planning Commission shall have 30 days from the date that it receives an incentive zoning proposal from the Zoning Administrator to recommend or reject it. If the Planning Commission fails to act, the proposal shall be deemed recommended and transmitted to the City Council for action.

3. If a proposal is recommended or deemed recommended, the City Council shall either approve or reject the proposal as written by a majority vote of council members present and voting at a meeting of the City Council that has been duly called and noticed.

B. Notice and Public Hearing Requirement. The Planning Commission shall not recommend nor shall the City Council adopt any proposal under this section unless it complies with the notice and public hearing requirements of **§ 420-2.7**.

C. Enforcement Upon Approval by City Council. The Zoning Administrator shall be vested with all necessary authority on behalf of the City to administer and enforce any incentive zoning proposal approved by the City Council.

§420-2.4. Site plans required; exceptions.

Pursuant to Code of Virginia, §15.2-2286.A.8, no building permit shall be issued involving construction or exterior modifications to a building until a site plan has been issued in accordance with Article **II**. Site plans are required and shall be submitted for all new structures, all renovated structures and all additions to existing structures, with the following exceptions:

A. Single-family dwellings.

B. Two-family dwellings

§420-2.5. Contents of site plans.

For relatively minor developments, requirements of this subsection may be waived by the Zoning Administrator or his authorized agent provided that the intent of this chapter may not be circumvented. Otherwise, every site plan prepared as hereinafter provided and submitted in accordance with this article shall contain the following information:

A. A boundary survey of the tract.

B. A certificate, signed by the surveyor or engineer, setting forth the source of title of the owner of the tract and the place of record of the last instrument in the chain of title.

C. All existing and proposed streets and easements, their names, numbers and widths, existing and proposed utilities, owners, zoning and present use of adjoining property.

D. Location, type and size of vehicular entrances to the site.

E. Locations, types, sizes and heights of fencing, retaining walls and screen planting where required.

F. All off-street parking, loading spaces and walkways, indicating type of surfacing, size, angle of stalls, width of aisles and a specific schedule showing the number of parking spaces provided and the number required in accordance with Article **XII**.

G. Number of floors, floor area, height and location of each building and proposed general use for each building. If a multifamily residential building, the number, size and type of dwelling units.

H. All existing and proposed water and sanitary sewer facilities, indicating all pipe sizes, types and grades and where connection is to be made.

I. Provisions for the adequate disposition of natural and storm water, indicating locations, sizes, types and grades of ditches, catch basins and pipes and connections to existing drainage system.

J. Existing topography, with a maximum of two-foot contour intervals. Where existing ground is on a slope of less than 2%, either one-foot contours or spot elevations where necessary, but not more than 50 feet apart in both directions.

K. Proposed finished grading by contours, supplemented where necessary by spot elevations.

L. A landscape plan if requested by the Zoning Administrator, his authorized agent or the Planning Commission.

§420-2.6. Preparation and submission.

A. Site plans, or any portion thereof, involving engineering, architecture, landscape architecture or land surveying shall be prepared and certified respectively by an engineer, architect, landscape architect or land surveyor duly authorized by the state to practice as such.

B. Site plans shall be prepared on a scale of one inch equals 50 feet or larger.

C. A clear, legible, blue or black line copy of the site plan shall be submitted to the Zoning Administrator. The Zoning Administrator shall be responsible for checking the site plan for general completeness and compliance with such administrative requirements as may be established prior to routing copies thereof for review.

§420-2.7. Approval; issuance of permit.

All site plans which are appropriately submitted and which conform to the standards and requirements set forth in this article shall be forwarded to the Planning Commission for approval. In compliance with Code of Virginia §15.2-2261 an approved final site plan shall be valid for a period of not less than five years from the date of approval.

A. Public notice.

1. Planning staff shall give written notice to those persons who own property any portion of which abuts the subject property and all property which is across the street from any portion of the subject property as determined by the City's real property tax records. This notice shall give the date, time and place of the Planning Commission meeting at which the site plan is being reviewed, identify the property which is the subject of the application and give a brief description of the proposed action. This notice shall be mailed a minimum of 10 days prior to the date of the meeting of the Planning Commission at which the site plan is first considered. The list of property owners and the contents of the notice shall be approved by the Zoning Administrator prior to mailing.

2. Planning staff shall also place a sign provided by the City on the subject property which indicates that this action is pending. This sign shall be located to be clearly visible from the street.

B. Pursuant to Code of Virginia, §15.2-2259, the site plan shall be approved within 60 days after it has been officially submitted for approval if it is found to be adequate with respect to:

1. Locations and design of vehicular entrances and exits in relation to streets giving access to the site and in relation to pedestrian traffic.

2. Locations and adequacy of automobile parking areas.

3. Adequate provision for traffic circulation and control within the site and provision for access to adjoining property.

4. Compliance with the requirements for setback and screening.

5. Adequacy of drainage, water supply, fire protection and sanitary sewer facilities.

6. Compliance with applicable established design criteria, construction standards and specifications for all improvements.

7. Approval by the City Health Officer or his agents if septic tank and other sewage disposal facilities other than sanitary sewers are involved.

8. Adequacy of proposed landscaping for softening the harsh visual effects of parking lots and for providing screening between the development and the street and surrounding lots.

C. Approval of a site plan submitted under the provisions of this article shall expire five years after the date of such approval unless building permits have been obtained for construction in accordance therewith.

D. No permit shall be issued for any structure in any area covered by the site plan that is required under the provisions of this article except in conformity with such site plan which has been duly approved.

§420-2.8. Performance guarantees.

A. As a condition to the approval of a final site plan, the owner or developer shall be required to guarantee completion of the public and other site-related improvements associated with the development prior to approval of the final plat.

B. The following performance guarantees shall be required as applicable to the site:

1. Any street, curb, gutter, sidewalk, bicycle trail, drainage or sewerage system, waterline or any improvements dedicated for public use;

2. Erosion and sediment control measures and stormwater management facilities;

3. Any privately-owned site-related improvements, including but not limited to fencing, landscaping, buffering, internal sidewalks, lighting, and paving as required by this chapter but not completed prior to issuance of a certificate of occupancy.

4. Other site-related improvements required by local or state ordinance.

C. Performance guarantees shall only include the cost of any facility or improvement shown or described on the approved plat or plan of the project for which such guarantee is being furnished.

D. The required guarantee shall be provided in an amount equivalent to the total estimated cost of construction based on unit prices for new public or private sector construction in the City. The owner or developer shall submit a written itemized estimate of the total cost of construction, certified by a professional as being accurate, as part of the development application and subject to City approval.

E. The following forms of guarantees may be used to satisfy the requirements of this section. The owner or developer may furnish to the City, subject to the approval of the Zoning Administrator:

1. a certified check or cash escrow in the amount of the estimated costs of construction;

2. a personal, corporate or property bond with surety in an amount sufficient for the construction of the proposed facilities, or a contract for the construction of such facilities and the contractor's bond, with like surety, in like amount;

3. a bank or saving institution's letter of credit on certain designated fund.

F. All performance guarantees shall provide that such bond, letter of credit, or other agreement shall not be terminated, canceled, or modified without at least 30 days' prior written notice by certified mail to the Administrator.

G. All performance guarantees shall provide for the completion of construction of all facilities within a time determined by the Administrator.

H. Extensions of time. If guaranteed facilities are not completed in a timely manner acceptable to the City, the Administrator may proceed via the provisions for default, below, or grant an extension of time for the completion of facilities, not to exceed one year provided:

1. All surety consents have been acquired and approved by the City;
2. The owner has submitted an acceptable schedule for completion; and
3. Inspection of existing physical improvements is found to be satisfactory.

I. Partial release of performance guarantee.

1. Upon completion of at least 30% of the improvements covered by a performance guarantee, the applicant may file a written request for partial release of such guarantee.
2. The Administrator shall act upon each written request for a periodic partial release within 30 days of receipt. The Administrator may inspect the facilities for conformance to the terms and conditions of the approved plan and specification for the facility.
3. If no action is taken by the Administrator during the 30-day period, the request for partial release shall be deemed approved.
4. The Administrator shall have the authority to require that each request be accompanied by the certification of a professional licensed to make such determination that the required improvements are partially or finally completed in accordance with the approved plans and specifications.

J. Final release of performance guarantee.

1. Upon final completion of the facilities, the applicant may file a written request for final release of the performance guarantee. The Administrator may inspect the facilities for conformance with the terms and conditions of the approved plan and specifications for the facilities subject to the performance guarantee.
2. Landscaping performance guarantees. Once 90 percent of the landscaping has been installed, inspected and approved by the Administrator, 90 percent of the performance guarantee shall be released. The remaining ten percent (10%) shall be held in escrow for a minimum of two years. The final ten percent shall be released at the end of the two-year period upon inspection and approval by the Administrator.
3. Within 30 days of the receipt of the written request, the Administrator shall either accept the request and release the remaining guarantee or notify the applicant of specific defects or deficiencies and suggest corrective measures.
4. If the Administrator fails to act within the 30-day period, the applicant may make an additional request in writing for final release, sent by certified mail to the City Manager. The City Manager shall act within 10 working days of receipt of this request. If no action

is taken, the request shall be deemed approved and the final release granted to the applicant.

5. Final release of any performance guarantee for public facilities shall not occur prior to receipt of as-built plans demonstrating compliance with all City requirements.

6. The Administrator shall have the authority to require the request be accompanied by the certification of a professional licensed to make such determination that the required improvements are partially or finally completed in accordance with the approved plans and specifications.

K. Default. In the event of default in the construction of guaranteed facilities, the Administrator is authorized to take such actions as may be required to protect the City and the public, including, but not limited to:

1. Require recalculation and reassessment of security;

2. Draw or make demand on the owner or developer's security;

3. Contract for the completion of the work;

4. Enter the property for purposes of completing the work; and

5. Bring an action at law against the owner, developer, or surety.

L. Whenever a performance guarantee is required by the terms of conditional rezoning, the Administrator shall employ the procedures provided in this section to establish the amount and form of the guarantee in accordance with this section.

M. As-built plan requirements.

1. All entities who construct public water or sewer lines, storm drainage systems, bike paths, sidewalks, trails or streets must submit an "as-built" set of construction drawings for approval as a part of the City's acceptance process.

2. Entities constructing any stormwater management facilities must submit a set of "as-built" construction drawings.

3. The initial submittal shall be three sets of "red-lined" marked up prints which should be delivered to City Hall. The submittal shall also include recorded copies of any public easements associated with the project.

4. The as-built drawings shall clearly show any changes or variations from the approved design. Horizontal variations greater than one foot should be shown dimensionally. Vertical elevation variations greater than two feet shall be provided for all shown design elevations. A benchmark elevation and benchmark description and location shall be provided on each plan sheet.

5. As-builts for a stormwater management facility shall also include the following:

i. Length, width, slope information and depth or contours (one-foot intervals) of the pond area along with a verification of the original design volume.

ii. A benchmark on the riser, inlet headwall, or other approved location.

iii. Revised design computations verifying the functionality of the facility. Computations shall be submitted, along with an additional paper copy of the as-built plans.

iv. The grading/storage volumes must be approved by Administrator prior to landscaping/planting. All plantings must be added to the as-built plans after plant installation. As-built plans will not be approved without required plantings. If as-built data shows that the constructed facility varies from the original design storage elevations by greater than or equal to 1%, the variations will have to be corrected (regraded) prior to submission for review unless storage is verified. All constructed features not previously approved on the original construction drawings will need to be modified to adhere to the approved plans or be approved after the fact.

v. All as-built information shall be blocked in and shown on the original construction drawings.

vi. The as-built shall be signed and sealed by a professional licensed to make such certification.

6. Once the City has determined that the as-built information is satisfactorily shown, the design professional will be notified to submit plans for as-built approval. The as-built information shall preferably be shown on the original construction drawings (i.e., the original plans with the permit approval stamp and design professional seal). Placing as-built information upon a scanned image or other reproduction of the original construction drawings may be acceptable so long as the quality, integrity, and legibility of the original drawings are substantially preserved without undue compromise. The as-built plat set shall be submitted for signature and shall contain the same red-lined information as approved in the as-built review. A final, signed digital as-built submission shall be submitted along with one hard copy.

§420-2.9. Revisions and vacations.

Any site plan may be revised in the same manner as originally approved.

Any interest in streets, alleys, easements for public rights of passage, easements for drainage, and easements for a public utility granted to a locality as a condition of the approval of a site plan may be vacated according to either of two methods described in § 15.2-2270.

§420-2.10. Certificates of occupancy.

A. Land may be used or occupied and buildings structurally altered or erected may be used or changed in use only after a certificate of occupancy has been issued by the Administrator. Such a permit shall state that the building or the proposed use of land complies with the provisions of this chapter. A similar certificate shall be issued for the purpose of maintaining, reviewing, changing or extending a nonconforming use.

B. No such occupancy, use, or change in use shall take place until a certificate of occupancy has been issued by the Zoning Administrator. Such certificate shall certify that the building or the proposed use, or the use of the land, complies with the provisions of this ordinance. Upon application of the owner or an authorized agent, the Zoning Administrator shall issue the certificate of zoning compliance for any building, structure or lot; provided, that the Administrator finds such building,

structure or lot is in conformity with all applicable provisions of this ordinance, and all other applicable City laws.

C. The City shall issue or deny any application for a certificate of occupancy within seven (7) days of an application being filed. If denied, the City shall advise the owner or owner's agent the reasons for the denial, and the specific actions required on the part of the owner before the certificate of occupancy can be issued.

§420-2.11. Appeals.

Any person aggrieved by any decision of the Zoning Administrator may, within 30 days of such decision, appeal to the City Board of Zoning Appeals. Any applicant or adjoining property owner who is aggrieved by the decision of the Board of Zoning Appeals may appeal to and have a determination made by the Circuit Court.

Article III. Use Matrix.

Zoning District	FP, Floodplain Overlay	P-OS, Parks and Open Space District	R-1, Residential General	R-2, Suburban Residential	R-M, Residential Multifamily	R-LC, Residential-Light Commercial	C-1, Central Business District	C-2, General Commercial District
B = By-right uses, C = Conditional uses								
Use Types								
Residential								
Accessory apartment			B	B	B	B	B	
Dish Antennas (not meeting use and design Standards in §420-11.1.1)			C	C	C	C		
Family Health Care Structure, temporary			B	B	B	B		
Fraternity/Sorority House, University Administered			C		C			
Group home			B	B	B	B		
Guest room			B	B	B	B		
Live-work dwelling					B	B	B	B
Multi-family dwelling					B	C	B[1], C[2]	
Single-family dwelling, attached			B	B	B	B		
Single-family dwelling, detached			B	B	B	B		
Townhouse					B	B	B	C
Two-family dwelling			B		B	B		
Civic								
Cemetery			B					
Civic use	B	B	C	C	C	B	B	B
Club						C	B	B
Cultural services						B	B	B
Educational facility, College/University			C	C	C	C	C	C

Zoning District	FP, Floodplain Overlay	P-OS, Parks and Open Space District	R-1, Residential General	R-2, Suburban Residential	R-M, Residential Multifamily	R-LC, Residential-Light Commercial	C-1, Central Business District	C-2, General Commercial District
Educational facility, Primary/Secondary			C	C	C	B		
Emergency shelter						C	C	C
Public assembly			C	C	C		C	C
Public Park & Recreational Area		B						
Public maintenance and service facility			C					B
Public recreation assembly	C		C		C	C	C	C
Recycling center								C
Refuse collection site								C
Religious assembly			C	C	C	C	B	C
Shelter							B	B
Commercial								
Automobile rental/leasing								C
Automobile repair service							C	B
Automobile sales								C
Bed-and-breakfast			C[3]	C[4]	C	B	B	B
Brewery or Distillery							C	B
Business or trade school							C	B
Business support service						C	C	B
Car wash								C
Catering, Commercial (off-premises)							B	B
Clinic						B	B	B
Commercial indoor amusement						C	B	B
Commercial indoor entertainment						C	B	B
Commercial indoor sports and recreation								B

Zoning District	FP, Floodplain Overlay	P-OS, Parks and Open Space District	R-1, Residential General	R-2, Suburban Residential	R-M, Residential Multifamily	R-LC, Residential-Light Commercial	C-1, Central Business District	C-2, General Commercial District
Commercial outdoor entertainment								C
Commercial outdoor sports and recreation	B							C
Commercial vehicle repair service								C
Communications Service							B	B
Construction sales and service								B
Construction yard								C
Consumer repair service						B	B	B
Custom manufacturing						B	B	B
Day care center			C	C	C	B	C	B
Entertainment Establishment, Adult								B
Equipment sales and rental								C
Family home day care			C	C	C	B	B	B
Farmer's Market	B	C				B	B	B
Financial institution							B	B
Funeral home								B
Garden center						B		B
Gasoline station							C	B
Greenhouse, commercial						C		B
Guidance Services						B	B	B
Halfway house							C	C
Home for adults			C	C	C			B
Home occupation, Class A			B	B	B	B		
Home occupation, Class B						C		
Hospital						B	C	C
Hotel							B	B

Zoning District	FP, Floodplain Overlay	P-OS, Parks and Open Space District	R-1, Residential General	R-2, Suburban Residential	R-M, Residential Multifamily	R-LC, Residential-Light Commercial	C-1, Central Business District	C-2, General Commercial District
Kennel								C
Laundry							B	B
Micro-Brewery							B	B
Micro-Distillery							B	B
Mini-warehouse								C
Nursing home						B		B
Office, general						B	B	B
Office, medical						B	B	B
Off-Street Remote Parking (per §420-12.3)						C	C	C
Outdoor Display								C
Pawn Shop								B
Personal improvement services						B	B	B
Personal services						B	B	B
Restaurant, drive-in								B
Restaurant, general							B	B
Restaurant, mobile						B	B	B
Restaurant, small						C	B	B
Shooting range, indoor								B
Shopping Center								B
Short Term Rental			B	B	B	B	B	
Specialty Food Shop						B	B	B
Specialty Shop						B	B	B
Store, Adult								B
Store, general							B	B
Store, grocery							B	B
Store, liquor							B	B

Zoning District	FP, Floodplain Overlay	P-OS, Parks and Open Space District	R-1, Residential General	R-2, Suburban Residential	R-M, Residential Multifamily	R-LC, Residential-Light Commercial	C-1, Central Business District	C-2, General Commercial District
Store, neighborhood convenience						C	B	B
Studio, Fine Arts						B	B	B
Tattoo Parlor and/or Body Piercing Salon							C	C
Veterinary hospital/clinic								B
Wholesale sales								B
Winery							B	B
Industrial								
Industrial, light								B
Laboratory								B
Research and development						C	B	B
Salvage and scrap service								C
Sawmill, temporary	B							
Warehousing and distribution								C
Miscellaneous								
Amateur radio tower			B	B		B	B	B
Building, Portable	B	B	B[5]	B[5]	B[5]	C[6]	C[6]	C[6]
Communication tower (Standard Process Project)		C	C	C	C	C		C
Communication tower (Admin. Review Eligible Project)	B[7]	B[7]	B[7]	B[7]	B[7]	B[7]	B[7]	B[7]
Cemetery, private						C		
Garage, private			B	B		B	C	C
Parking facility		B			C	C	C	C
Recreation facility, private	B	C	B	B	B	B		

Zoning District	FP, Floodplain Overlay	P-OS, Parks and Open Space District	R-1, Residential General	R-2, Suburban Residential	R-M, Residential Multifamily	R-LC, Residential-Light Commercial	C-1, Central Business District	C-2, General Commercial District
Utility service, major			C	C				C
Utility service, minor			B	B		B	B	B

[1] Second floor and higher

[2] First floor

[3] Bed & Breakfasts only allowed along Main, Washington, and Nelson Streets

[4] Bed & Breakfasts only allowed along S. Main Street

[5] accessory building is by right

[6] temporary construction office and storage sheds are by-right

[7] permitted if requirements of 420-11.5.4 are met

Article IV. Zoning District Regulations

§420-4.1. Building height.

No building or structure shall be erected, reconstructed or structurally altered to exceed in height the limit designated in this chapter for the district in which such building is located.

§420-4.2. Areas and yards.

A. No building or structure shall be erected, nor shall any existing building or structure be altered, enlarged or rebuilt, nor shall any open space surrounding any building or structure be encroached upon or reduced in any manner, except in conformity with the yard, lot, area and building location regulations hereinafter designated for the district in which such building, structure or open space is located.

B. No yard or other open space provided about any building for the purpose of complying with the provisions of this chapter which is considered as a yard or open space on one lot shall be considered as a yard or open space for a building on any other lot.

C. All yards and courts required by this chapter shall be open and unobstructed to the sky with the following authorized encroachments:

1. Fences, Walls, Hedges: Fences, walls, hedges, may be permitted in any required yard, provided that no fence, wall or hedge along any yard shall be over seven feet in height. The aforesaid provision notwithstanding, no fence, hedge, wall or barricade of any kind shall be constructed on or between abutting properties in commercial districts, both of which are utilized for off-street customer parking and/or traffic flow, unless it is determined by the Zoning Administrator that such fence, hedge, wall or barricade will promote the general welfare of the public and decrease traffic hazards in the general vicinity.
2. Handicapped accessible ramps. Handicapped accessible ramps provided that handicapped accessible ramps are not covered and are not within five (5) feet of any property line.
3. Porches, Balconies, Decks, Stoops, Landings. Unenclosed porches, balconies, decks, stoops or landings may project not more than five feet beyond the front, side and rear walls of a building into the minimum front, side or rear yard setback for the district and shall not be closer than five feet from any lot line. “Unenclosed” shall mean no side enclosure, other than railings, that is more than 18 inches in height, exclusive of screens. Any two story or enclosed porch shall be considered a part of the building in the determination of the required setback.
4. Projecting Horizontal Architectural Features. Architectural features, such as windowsills, belt courses, chimneys, cornices, eaves, roof overhangs, bay windows or canopies may project not more than three feet into any required setback, but no closer than five feet to any lot line. A bay window which is not more than ten feet wide may extend three feet into a required yard.
5. Steps. Uncovered steps may encroach into a required yard.

§420-4.3. Street frontage.

No lot shall be used in whole or in part for dwelling purposes unless such lot abuts upon a street in accordance with the minimum frontage requirements of this chapter. No lot or parcel of land abutting the terminus of a public street shall be deemed to comply with street frontage requirements unless such lot abuts an approved, permanent cul-de-sac.

§420-4.4. Widening of streets and highways.

Whenever there shall be plans in existence, approved by either the State Department of Highways and Transportation or by the governing body, for the widening of any street or highway, the Zoning Administrator may require additional front yard setback for any new construction or for any structures altered or remodeled adjacent to the future planned right-of-way, in order to preserve and protect the right-of-way for such proposed street or highway widening.

§420-4.5. Visibility at intersections in residential districts.

On a corner lot in any residential district, nothing shall be erected, placed, planted or allowed to grow in such a manner as to impede vision between a height of 2 1/2 and 10 feet above the center lines of such corner lots and a line joining points along such street lines 50 feet from the point of the intersection.

§420-4.6. Lot Requirements.

Zoning District	Lot Area	Lot Width	Building Height	Front Yard	Side Yard	Rear Yard
R-1	8,000 sq. ft.; 12,000 sq. ft. for two-family dwellings	60 feet; 80 feet for two-family dwellings	35 feet; up to 45 feet w/30 foot side yard plus 1 foot for each additional foot over 35 feet	15 feet	10 feet	25 feet for main buildings, 5 feet for accessory buildings
R-2	15,000 sq. ft.	80 feet	35 feet; up to 45 feet w/30 foot side yard plus 1 foot for each additional foot over 35 feet	25 feet	15 feet	25 feet for main buildings, 5 feet for accessory buildings
R-M	8,000 sq. ft.; Two-family dwellings-12,000 sq. ft.; Multi-family-10,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of 4; Townhouses - 2,400 sq. ft. per unit	60 feet; Two-family dwellings-80 feet; Townhouses-20 feet each unit; Multi-family-100 feet	45 feet	25 feet	10 feet; 20 feet for multi-family	25 feet; 30 feet for multi-family
R-LC	Residential use: 8,000 sq. ft.; Two-family dwellings-12,000 sq. ft.; Multi-family-10,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of 4; Townhouses - 2,400 sq. ft. per unit; Non-residential: 8,000 s.f.	Residential uses: 60 feet; Two-family dwellings-80 feet; Townhouses-20 feet each unit; Multi-family-100 feet; Non-residential: 60 feet	35 feet, except dwellings may be increased up to 45 feet, provided that each side yard is 20 feet, plus at least one foot for each additional foot of building height over 35 feet.	25 feet	Residential uses: 10 feet, or 20 feet for multi-family Non-residential: 10 feet	Residential uses: 25 feet, or 30 feet for multi-family Non-residential: 25 feet

Zoning District	Lot Area	Lot Width	Building Height	Front Yard	Side Yard	Rear Yard
C-1	None	None	45 feet; public and governmental buildings up to 60 feet w/CUP	None	10 feet when abutting a residential district	10 feet when abutting a residential district
C-2	None	None	45 feet	30 feet	30 feet when abutting a residential district	30 feet when abutting a residential district
PD-MU	3 acres		see §420-5.10	for setbacks see §420-5.9		
POS	0 sq. ft.	0 feet	15 feet; 35 feet if ≥ 10 feet from a property line	5 feet [1]	5 feet [1]	5 feet [1]

[1]Structures located in designated cemeteries and designed to contain human remains, such as but not limited to, mausoleums, columbaria, crypts, and niche walls, are not subject to P-OS yard setback regulations.

Article V. Planned Development – Mixed Use District (PD-MU)

§420-5.1. Intent and purpose.

The purpose of the Planned Development – Mixed Use District is to promote areas appropriate for office, retail, and residential uses, designed in a unified and cohesive manner in order to create an attractive environment in which to live, work, and recreate. Two or more uses shall be integrated into a mixed use project. The district is intended to be established in areas suitable for redevelopment and identified within the Comprehensive Plan as Opportunity Areas numbered 3 and 5, along E. Nelson Street and S. Main Street respectively, and to provide a process and design criteria that can be used to transition from established uses while accommodating new growth and evolving market trends. Development proposals should incorporate high quality architectural design and provide gradual transitions to surrounding land uses. The Opportunity Areas designated along E. Nelson and S. Main Streets are also designated as Entrance Corridors and development rezoned to PD-MU should protect and enhance the City's attractiveness in compliance with Article VI of this chapter. Vertical combination of uses is encouraged where appropriate and a PD-MU is expected to produce a better design than can be produced through traditional zoning districts.

§420-5.2. Character of development.

The goal of a Planned Development – Mixed Use District is to encourage a development form and character that enhances the Lexington community's sense of place and character and is different from conventional suburban development. Lexington's Comprehensive Plan includes Design Principles for Opportunity Areas and for Mixed Use Neighborhoods that should inform the character and development of the proposed project. A proposal for a Planned Development – Mixed Use District must demonstrate consideration of the following characteristics, and in those instances where a development cannot include a characteristic, the PD-MU Narrative must provide written justification why the characteristic cannot be incorporated:

A. Pedestrian orientation;

B. Neighborhood friendly streets and paths;

C. Interconnected streets and transportation networks;

D. Parks and open space;

E. Neighborhood centers;

F. Buildings and spaces of appropriate scale;

G. Appropriately screened parking;

H. Electric vehicle and bicycle parking;

I. Mixture of uses and use types;

J. Mixture of housing types and affordability;

K. Environmentally sensitive design, such as energy efficiency of buildings (May include photovoltaic power generation & storage, low carbon building materials, energy efficient mechanicals, and a thermally efficient building envelope), and green infrastructure elements, such as low impact development measures for stormwater, encouragement of public accessibility to parks and open spaces in any new development;

L. Clear boundaries with any surrounding rural areas; and

M. Shade trees planted in a large enough pervious area on the property that they will survive to maturity.

An application is not necessarily required to possess every characteristic of the Planned Development – Mixed Use District as delineated in this subsection in order to be approved. The size of the proposed district, its integration with surrounding districts, or other similar factors may prevent the application from possessing every characteristic.

§420-5.3. Permitted uses- generally.

In the Planned Development – Mixed Use District, all uses permitted by-right in the residential, commercial, civic, miscellaneous, and industrial districts may be permitted. Additional uses specifically enumerated in the final master plan may be permitted by-right at the discretion of the City. Specific uses may also be excluded.

§420-5.4. Permitted uses- with conditional use permit.

One or more uses permitted by conditional use permit in any zoning districts may be permitted in the Planned Development – Mixed Use District if documented in the PD-MU master plan. Any use desired but not documented in the approved PD-MU master plan requires an application to amend the PD-MU master plan.

§420-5.5. Mixture of uses.

A variety of housing types and non-residential uses is strongly encouraged. The mixture of uses shall be based upon the uses, goals and strategies recommended in the Comprehensive Plan. This mixture may be obtained with different uses in different buildings or a mixture of uses within the same building.

§420-5.6. Minimum area for a Planned Development – Mixed Use District.

The minimum area required for the establishment of a Planned Development – Mixed Use District shall be three (3) acres.

Additional area may be added to an established Planned Development – Mixed Use District if it adjoins and forms a logical addition to the approved development. The procedure for the addition of land to the Planned Development - Mixed Use District shall be the same as for an original application, and all requirements shall apply except the minimum lot area requirement as set forth above.

§420-5.7. Open Space.

Open space promotes attractive and unique developments that are also environmentally conscious. PD-MUs shall include the following, in keeping with the Comprehensive Plan:

A. Open space shall be dedicated in a logical relationship to the site and in accordance with any guidance from the Comprehensive Plan regarding significant open space. Open space, and where appropriate, public access and shared use are strongly encouraged;

B. Improvements shall be configured to accommodate permitted, accessory and conditional uses in an orderly relationship with one another, with the greatest amount of open space and with the least disturbance to natural features.

§420-5.8. Densities.

The gross and net residential densities shall be shown on the approved final master plan by area and for the development as a whole in dwelling units per acre, and shall be binding upon the master plan's

approval. The overall gross density so approved shall be determined by the City with reference to the Comprehensive Plan.

Non-residential density shall be expressed in terms of total square footage by area and for the development as a whole. There is no maximum square footage for non-residential uses but the proposed uses should be in proportion to the overall intent and functionality of the planned district concept as set forth in **§420-5.1**.

§420-5.9. Setback regulations.

Within the Planned Development – Mixed Use District, minimum setback ranges shall be specifically established during the review and approval of the PD-MU master plan. Specific setbacks may be approved administratively during the site plan process if they are in conformance with the established ranges, or a modification to the PD-MU master plan will be required if the provided setbacks are not within the established ranges. The following guidelines shall be used in establishing the building spacing and setbacks:

A. Areas between buildings used as service yards, storage of trash, or other utility purposes should be designed so as to be compatible with adjoining buildings;

B. Building spacing and design shall incorporate privacy for outdoor activity areas (patios, decks, etc.) associated with individual dwelling units whenever feasible;

C. Yards located at the perimeter of the Planned Development – Mixed Use District shall conform to the setback requirements of the adjoining district, or to the setback requirements of the PD-MU district, whichever is greater; and

D. A 30 foot minimum setback is required when abutting a residential zoning district.

In no case shall setbacks interfere with public safety issues such as sight lines and utilities, including other public infrastructure such as sidewalks, open space, etc.

§420-5.10. Height of buildings.

In the Planned Development – Mixed Use District, the height regulations shall be:

A. Single-family residences: 45 feet (maximum).

B. Banks, office buildings and hotels: 60 feet (maximum).

C. Apartments, shopping centers, and other permitted buildings: 60 feet (maximum).

D. Conditional use permits are required for structures exceeding the maximums listed in this section.

E. These limitations shall not apply to church spires, belfries, cupolas, chimneys, flues, television antennas and radio aerials.

F. All accessory buildings shall generally be less than the main building in height.

§420-5.11. Parking.

Within the Planned Development – Mixed Use District, the applicant shall establish parking regulations for consideration by the City. The proposed regulations should be based on a parking needs study or equivalent data. Such regulations shall reflect the intent of the Comprehensive Plan to decrease impervious cover by reducing parking requirements, considering alternative transportation modes, and using pervious surfaces for spillover parking areas. Shared parking areas, especially with non-residential

uses are encouraged. Parking lots will be interconnected on adjacent parcels whenever possible. Small, landscaped and interconnected parking lots, rather than large, central parking lots, shall be encouraged. Parking lots shall not dominate the image of a site.

§420-5.12. Utilities.

All new utility lines, electric, cable television, and other telecommunication lines, etc., shall be placed underground.

§420-5.13. Application for rezoning.

A. The applicant shall file an application for rezoning with the Zoning Administrator. The application shall consist of three primary sections: a narrative, an existing conditions map, and a PD-MU master plan. Prior to submitting an application for rezoning, the applicant is encouraged to hold public meetings to receive public input regarding the proposed project.

1. Narrative

   i. A general statement of objectives to be achieved by the planned district including a description of the character of the proposed development and the market for which the development is oriented;

   ii. A list of all adjacent property owners;

   iii. Site development standards including, but not limited to density, setbacks, maximum heights, and lot coverage;

   iv. Utilities requirement and implementation plan;

   v. Phased implementation plan;

   vi. Comprehensive sign plan;

   vii. Statements pertaining to any architectural and community design guidelines shall be submitted in sufficient detail to provide information on building designs, orientations, styles, lighting plans, etc.; and

   viii. List of exceptions or differences from the zoning requirements, if any are being requested.

2. Existing Conditions Map

   i. Topography, including steep slopes (>15%);

   ii. Water features;

   iii. Roadways;

   iv. Structures;

   v. Tree drip lines;

   vi. Major utilities;

   vii. Significant environmental features; and

   viii. Existing and proposed ownership of the site along with all adjacent property owners.

3. PD-MU Master Plan

   The preliminary PD-MU master plan shall be of sufficient clarity and scale to accurately identify the location, nature, and character of the proposed Planned Development – Mixed Use District. At a minimum, the preliminary PD-MU master plan, shall include the following:

   i. Proposed layout of the Planned Development – Mixed Use District including the general location of uses, types of uses, density range of uses, and a landscaping plan;

   ii. Building heights;

   iii. Methods of access from existing state-maintained roads to proposed areas of development;

   iv. General road alignments;

   v. General alignments of sidewalks, bicycle and pedestrian facilities;

   vi. A general water layout plan indicating the intended size and location of primary lines and the general location of fire hydrants (e.g., one every two blocks, etc.);

   vii. A general sanitary sewer layout indicating the size and location of primary lines, and the location of pump stations;

   viii. A general plan showing the location and acreage of the active and passive recreation spaces, parks and other public open areas; and

   ix. A stormwater management plan detailing both stormwater quantity and quality mitigation measures and best practices.

B. Additionally, an environmental assessment and a traffic study may also be required to be submitted as part of the application package. The environmental assessment should detail any project impacts on FEMA identified flood areas and slopes greater than 25%. The traffic study should quantify existing and projected traffic levels on all adjacent streets, and at all proposed entrances.

C. The City Attorney shall review any property owner's or other association's charter and regulations prior to final site plan approval.

D. The Planning Commission shall review the preliminary PD-MU master plan for the proposed Planned Development – Mixed Use District in light of the goals enumerated in the comprehensive plan, consider it at a scheduled public hearing, and forward its recommendation along with the preliminary PD-MU master plan to the City Council for consideration. The City Council shall hold a public hearing thereon, pursuant to public notice as required by the Code of Virginia, 15.2-2204, after which the City Council may make appropriate changes or corrections in the ordinance or proposed amendment. However, no land may be zoned to a more intensive use classification than was contained in the public notice without an additional public hearing after notice required by the Code of Virginia, 15.2-2204. Such ordinances shall be enacted in the same manner as all other ordinances. The plan and narrative approved by the City Council shall constitute the final PD-MU master plan for the Planned Development – Mixed Use District.

   1. The Planning Commission shall approve the master plan when it finds, after reviewing a report from the Zoning Administrator and after holding a public hearing thereon, that the

development shown on the master plan is in compliance with the requirements of the Planned Development – Mixed Use District and other applicable provisions of this chapter. Planning Commission approval requires the following findings be made.

The proposed development:

i. Will not be detrimental to the public health, safety and welfare or unduly injurious to property values or improvements in the neighborhood;
ii. Enhances the Lexington community's sense of place and character and is a better design than can be produced through traditional zoning districts;
iii. Incorporates high-quality architectural design and provides gradual transitions to surrounding land uses using design features, such as setbacks, height step downs, and landscaping;
iv. Improves sidewalk and pedestrian access and adds green infrastructure as appropriate;
v. Provides adequate parking to avoid impact on adjacent areas;
vi. Screens parking from off-site views using plants and at gateways incorporate special signage, public art, and/or landscaping to create a sense of arrival into the City;
vii. Does not conflict with the policies and principles of the City's adopted Comprehensive Plan;
viii. Demonstrate that adequate public services are or will be available; and
ix. Addresses any associated traffic study.

Otherwise, the Commission shall disapprove the plan.

2. The action of the Commission shall be based upon a finding of fact, which shall be reduced to writing and preserved among its records. The Commission shall submit to the Council a copy of its finding and a copy of the PD-MU master plan, together with its recommendations.

3. Amendments to the PD-MU master plan may be accomplished by the same procedure as for an original application.

E. Once the City Council has approved the final PD-MU master plan, all accepted conditions and elements of the plan shall constitute proffers, enforceable by the Zoning Administrator.

F. The Zoning Administrator shall approve or disapprove a final site plan within sixty days from the receipt of such plan. The site plan shall be in substantial conformance with the approved final PD-MU master plan. Such final site plan may include one or more sections of the overall Planned Development – Mixed Use District, and shall meet all applicable federal, state, and City regulations.

G. A property owners' association shall be established to provide for the ownership, care and maintenance of all common open space areas and other common facilities and improvements unless all real property within the district is owned by a single entity. All common open space, facilities and improvements shall be dedicated to the property owner's association and no land within privately owned lots shall be considered common open space. All property owners' associations shall be created by covenants and restrictions recorded among the land records of the City of Lexington and all such covenants shall include provisions for the maintenance of common open space, facilities and improvements. The property owners' association shall be responsible for the maintenance of all common open space, facilities and improvements in a

reasonable condition. All open space areas shall be landscaped as shown on the adopted PD-MU master plan and shall be kept in a clean, attractive and safe condition. All open space areas shall be kept open to and available for use by the residents of the planned community.

§420-5.14. Amendments to the PD-MU master plan.

Where sections of the Zoning or Subdivision Ordinance are deemed to be in conflict with the goals of the final PD-MU master plan, the rezoning application shall be considered a waiver or modification to these sections if specified in the final PD-MU master plan. Otherwise, the applicant must provide a clear explanation as to why certain regulations are in conflict with the final PD-MU master plan, demonstrate that the public's health, safety and welfare will not be compromised, and request the specific waivers or modifications to be considered by the City after a public hearing. Amendments to the master plan may be accomplished by the same procedure as for an original application.

Article VI. Entrance Corridor Overlay District (EC)

§420-6.1. Intent.

The purpose of this district is to protect and enhance the City's attractiveness; protect the City's scenic, historic, architectural and cultural resources; support and stimulate development which is appropriate and complimentary to the numerous properties of historic, architectural and cultural significance throughout the City; protect and enhance the architectural and scenic character of significant access routes to the City's historic downtown; promote orderly and attractive development along these significant access routes; and ensure that development within this district is compatible with these resources through architectural control of development.

§420-6.2. Area created; boundaries.

The entrance corridor overlay districts shall be the boundary of the General Commercial District (C-2) and the Planned Development – Mixed Use District (PD-MU).

§420-6.3. Permitted uses.

A building and/or land shall be used for the following purposes: uses which are permitted in the underlying district shall be permitted in the EC District.

§420-6.4. Conditional uses.

A building and/or land may be used for the following purposes subject to the issuance of conditional use permit as authorized in **§420-1.11**: uses permitted by conditional use permit in the underlying district shall be permitted by conditional use permit in the EC District.

§420-6.5. Area and bulk regulations.

Uses, buildings and structures shall be subject to regulations for lot area, lot width, street frontage, setback, height, yards, parking and signs applicable in the underlying district in which they are located.

§420-6.6. Certificate of appropriateness required.

A certificate of appropriateness is required for the following:

A. No building permit shall be issued involving construction or exterior modifications to a building until a certificate of appropriateness has been issued in accordance with **§420-6.7** for improvements subject to such building permit.

B. No site plan shall be approved until a certificate of appropriateness has been issued in accordance with **§420-6.7** for all buildings and improvements shown thereon.

C. No changes shall be made to the exterior color or colors of a building or sign until a certificate of appropriateness has been issued in accordance with **§420-6.7** for such color changes.

§420-6.7. Administration.

A. The Planning Commission shall be responsible for the issuance of certificates of appropriateness required by this article. Application for a certificate of appropriateness shall be filed with the Zoning Administrator. Materials submitted shall include a preliminary site plan, landscaping plan, elevations of all buildings facades visible from public streets, samples of proposed building materials, lighting plan and details and scale drawings of proposed signage, to include materials, colors and proposed lighting. Architectural and landscaping plans should include elevations and

renderings that depict colors, materials and designs. The Planning Commission shall review the application and, if approved, shall issue a certificate of appropriateness, with or without conditions, together with any modifications deemed necessary to ensure compliance with this section. Failure of the Planning Commission to act within 60 days from the date of application shall constitute approval of the application.

B. In making its determinations, the Planning Commission may consider any architectural feature which influences appearance, such as, but not limited to, motif and style, color, texture and materials, configuration, orientation, mass, shape, height and location of buildings, location and configuration of parking areas, landscaping and buffering.

§420-6.8. Design standards.

All applications for certificates of appropriateness must satisfy the design standards contained in this section.

A. Landscaping.

1. Landscaping shall be used to soften the visual impact of development and enhance the appearance of the area.
2. Landscaping shall be sufficient to soften the visual effects of parking lots, reduce the effective visual mass of large buildings and provide screening between development, the street and surrounding lots.
3. Landscape buffers shall be provided adjacent to public streets of sufficient size to permit street trees and plantings to be installed to reduce the visibility into parking lots.
4. Landscaping shall be compatible with landscaping on adjacent properties.

B. Signage.

1. Each parcel shall have an overall sign plan which reflects a consistent style and specifies the size and color scheme for proposed signage.
2. Materials used in signs and their support structures should reflect the building served by the sign.
3. Sign colors should be harmonious with the building which they serve

C. Architecture.

1. Materials, colors and general style of buildings within a development should be coordinated.
2. Heating and air-conditioning units, ventilation units, and mechanical equipment shall be screened from view from public streets.
3. Loading docks, trash containers and mechanical equipment shall be screened from view from public streets.
4. The effective visual mass of large buildings should be reduced by variations in roofline, building angles, dimensional relief, color, architectural detailing and landscaping.

5. Architectural styles, building and roofing materials, and colors shall be reflective of the traditional architecture of Lexington. This may be accomplished through building scale, materials and forms, all of which may be embodied in architecture which is contemporary as well as traditional.

6. Trademark buildings and related features shall be modified to meet these design standards.

D. Site planning.

1. Parking lot layouts shall respond to the topographic characteristics of the site.

2. The number of access points to parking lots from a street will be minimized and shall relate to other existing curb cuts whenever possible.

3. Parking lots will be interconnected on adjacent parcels whenever possible.

4. Small, landscaped and interconnected parking lots, rather than large, central parking lots, shall be encouraged.

5. Parking lots shall not dominate the image of a site.

6. Pedestrian access from the sidewalk into individual project sites, as well as within sites and between sites, shall be provided.

E. Lighting.

1. Lighting should be of uniform style for each project site.

2. Lighting should be contained within the site and designed to limit spillover and minimize the amount of light that is directed to the sky.

3. Light poles shall not exceed 24 feet in height.

§420-6.9. Appeals.

Appeals may be taken from any action or decision of the Zoning Administrator and Planning Commission by granting or refusing to grant a certificate of appropriateness pursuant to the provisions of this article. Appeals shall be taken to the Lexington City Council within 30 days of the action taken by the Planning Commission. Appeals shall be made by letter addressed to the City Manager noting the particular action being appealed. Any owner or other party aggrieved by the decision of the Lexington City Council shall have the right to appeal to the Circuit Court of the City of Lexington within 30 days of the action taken by the Lexington City Council.

Article VII. Institutional District I-1

§420-7.1. Intent.

The purpose of this district is to provide for orderly development of major institutions such as colleges, universities and medical campuses in accord with approved master plans for these institutions, with minimum procedural delay, and at the same time to ensure coordination of institutional development with surrounding land uses and the overall fabric of the City, the City's Comprehensive Plan and applicable City codes and ordinances.

§420-7.2. Overlay concept.

To enable the district to operate in harmony with the plan for land use and population density embodied in this chapter, the Institutional District I-1 is created as a special district to be superimposed on base districts contained in this chapter and is to be so designated by a special symbol on the Zoning District Map.

§420-7.3. Permitted uses.

A building and/or land shall be used for the following purposes:

A. Insofar as uses are generally consistent with the base district, public and private schools, colleges, universities, medical campuses and other educational or research institutions which have been approved as part of a master plan as set forth herein below, and including hospitals and other medically related facilities, dormitory or other student housing, university-administered fraternity and sorority houses, other fraternity and sorority houses with conditional use permits, staff and faculty housing, classroom, library, religious, administrative, recreational, athletic, alumni, parking and service facilities, signs and other accessory uses owned by or operated under the control of such institution.

B. Facilities such as those set forth in Subsection **A** of this section, but which have not been approved as a part of a master plan as set forth below, shall require a conditional use permit.

§420-7.4. Conditional uses.

[Added 8-7-2008 by Ord. No. 2008-04]

A. Facilities such as those set forth in **§420-7.3A**, but which have not been approved as a part of a master plan as set forth below.

B. Portable buildings in accordance with **§420-11.5**.

§420-7.5. Area and bulk regulations.

For uses, buildings and structures approved as a part of an institutional master plan, the approved conditions shall control all matters covered by the plan, including lot area, lot width, street frontage, setback, height, yards, parking and signs. Uses, buildings and structures not within the area of or not a part of an approved institutional master plan shall be subject to regulations for lot area, lot width, street frontage, setback, height, yards, parking and signs applicable in the district where they are located.

§420-7.6. Master plan.

A. Contents. The City Planning Commission may recommend to the City Council a master plan for all or part of the I-1 District. Such master plan shall be submitted to the Commission by the owner or owners of the property. The plan shall include a graphic representation of the following information at a suitable scale, together with necessary explanatory material:

1. The boundaries of the area involved and the ownership of properties contained therein, as well as all existing public streets and alleys within and adjacent to the site.
2. The location and use of all existing buildings on the site, as well as the approximate location, height, dimensions and general use of all proposed buildings or major additions to existing buildings.
3. The location of all existing parking facilities and the approximate location of all proposed parking facilities, including the approximate number of parking spaces at each location and all existing and proposed means of vehicular access to parking areas and to public streets and alleys. Any proposed changes in the location, width or character of public streets and alleys within and adjacent to the site shall also be shown on the plan.
4. The general use of major existing and proposed open spaces within the site and specific features of the plan, such as screening, buffering or retention of natural areas, which are intended to enhance compatibility with adjacent and nearby properties.

B. Action by Planning Commission; amendments.

1. The Planning Commission shall approve the master plan when it finds, after reviewing a report from the Zoning Administrator and after holding a public hearing thereon, that the development shown on the master plan is in compliance with the requirements of the Institutional District I-1 and other applicable provisions of this chapter; that such development will not be detrimental to the public health, safety and welfare or unduly injurious to property values or improvements in the neighborhood and will not be in conflict with the policies and principles of the City's adopted Comprehensive Plan; and that adequate public services are or reasonably will be available. Otherwise, the Commission shall disapprove the plan.
2. The action of the Commission shall be based upon a finding of fact, which shall be reduced to writing and preserved among its records. The Commission shall submit to the Council a copy of its finding and a copy of the master plan, together with its recommendations.
3. Amendments to the master plan may be accomplished by the same procedure as for an original application.

§420-7.7. Approval of zoning permits; notification of violation.

Upon approval of the master plan by the City Council, following a public hearing thereon, necessary zoning permits may be approved by the Administrator, if such permits are deemed to be in compliance with the provisions of this chapter and substantially in accordance with the approved master plan or subsequent amendment thereto. If at any time after approval of a plan or its amendment the Administrator finds the plan or provisions of this chapter to have been violated, the City Council shall be so informed.

§420-7.8. Site plan required.

Site plans are required to be submitted in accordance with the requirements of Article **II** of this chapter. Where construction of major facilities, such as new buildings, major additions, vehicular accessways, or parking areas, is proposed within 200 feet of the boundaries of an area for which a master plan has been approved or within 200 feet of a public street, the site plan must be submitted to the City Council for approval after receiving a recommendation from the Planning Commission. In addition, if the base district is part of the City's historic area, construction, reconstruction, alterations, repairs or demolitions shall be subject to architectural review in accordance with the requirements of Article **VIII** of this chapter.

§420-7.9. Design review required.

Design review is required for all facilities in accordance with the requirements of Article **VI** of this chapter.

Article VIII. Historic Downtown Preservation District

§420-8.1. Intent.

The purposes and objectives of this article are to:

A. Bring attention to the architectural excellence and historic importance of certain buildings, structures, places and areas in the City.

B. Improve the land values, business climate, environmental quality, facilities and services of the City, while keeping the unique and distinctive character of certain sections.

C. Foster a more favorable climate in the City, especially in the Central Business District, for the development of tourism as a basic and vital industry in the community.

D. Encourage the development of off-street parking in the Central Business District for the convenience of shoppers, City and county employees and tourists.

E. To assist private organizations within the City in furthering a deeper appreciation of the rich cultural heritage of the community.

F. To promote a broad program, within the scope of this article, for preserving, rehabilitating and maintaining architecturally fine structures, monuments, walkways, places and areas within the entire City.

§420-8.2. Scope.

Any building wholly or partially included within the Historic Downtown Preservation District shall fall within the concept of this article. The building regulations of the Historic Downtown Preservation District will conform to the existing zoning districts that the Historic Downtown Preservation District is superimposed upon, except that anything in this chapter to the contrary notwithstanding, any existing structure located in the Historic Downtown Preservation District and listed as an historic structure, as per **§420-8.8**, may be used as a single-family or multifamily dwelling unit.

§420-8.3. Area created; boundaries.

In order to execute the purposes and objectives of this article, there is hereby created in the City an Historic Downtown Preservation District. The boundaries of the Historic Downtown Preservation District shall fall within the classification of the C-1 zone.

§420-8.4. Investigation of prospective areas.

It shall be a function of the Board to investigate and delineate buildings, structures, places and areas in the City having historic interest or value which should be preserved and protected in the execution and attainment of the purposes and objectives declared in **§420-8.1** and to report thereon from time to time to the Council for consideration as to whether such areas should be set apart for preservation and recognition, through whatever means possible.

§420-8.5. Permit.

A. Certificate of appropriateness required. No improvement, structural or otherwise, in the Historic Downtown Preservation District shall be located, constructed, reconstructed, altered, repaired or demolished unless a permit therefor is issued by the Zoning Administrator. No such permit shall be issued unless a certificate of appropriateness is issued for such purpose by the Architectural Board and unless the location, construction, reconstruction, alteration, repair or demolition

thereof otherwise complies with the requirements of the Building Code and other ordinances and laws applicable and relating thereto.

B. Application. Application for a certificate of appropriateness to locate, construct, reconstruct, alter, repair or demolish a building, structure or any other improvement in the Historic Downtown Preservation District shall be made to the Zoning Administrator, in writing, by the owner of such building, structure or property. The application for such certificate of appropriateness shall be accompanied by plans and specifications of the parts of the building, structure or other improvement which are or will be subject to public view from a public street, public way or public place. Such plans and specifications shall show the proposed exterior architectural features of such building, structure or improvement and shall include, but not necessarily be limited to, the general design, arrangement, textures, materials, planting and color proposed to be used in the location, construction, reconstruction, alteration or repair of the building, structure or improvement and the types of windows, exterior doors, lights, landscaping, parking, signs and other exterior fixtures and appurtenances which will be subject to public view from a public way or other public place. In the case of an application for demolition, the application shall be accompanied by plans and specifications of the remaining and/or adjacent structure(s) and, if none, then the lot or remaining improvements on the site. Such plan shall address the view from a public way or public place of such lot or remaining structure(s). Upon the filing of such application, the Zoning Administrator shall transmit it, with such plans and specifications, to the Board.

§420-8.6. Certificate of appropriateness.

A. Action by Architectural Review Board.

1. Upon receipt of the application and the plans and specifications required by **§420-8.5B**, the Architectural Review Board shall confer with the applicant for the certificate of appropriateness and shall approve or disapprove such plans and specifications and, if such plans are approved, shall issue a certificate of appropriateness therefor, with or without conditions, or with such modifications of the plans and specifications as the Board deems necessary to execute the purposes and objectives of and to require compliance with the regulations and restrictions set out in this article. Otherwise, the Board shall reject such plans and specifications and shall not issue the certificate of appropriateness. The failure of the Board to approve or disapprove such plans and specifications, with or without conditions or modifications, within 60 days from the date of application for the certificate of appropriateness shall be deemed to constitute approval of the plans and specifications as submitted and the Zoning Administrator shall issue the permit, provided that the work to be done under the permit complies with the requirements of the Building Code and other ordinances and laws applicable or relating thereto.

2. Razing or demolition.

    i. In addition to the right of appeal as set forth in **§420-8.11**, the owner of a building or structure located in the Historic Downtown Preservation District set forth in **§420-8.3**, the razing or demolition of which is subject to the provisions of this article, shall, as a matter of right, be entitled to raze or demolish such landmark, building or structure provided that:

        1. He has applied for such right;

2. The owner has, for the period of time set forth in the same schedule hereinafter contained and at a price reasonably related to its fair market value, made a bona fide offer to sell such building or structure, and the land pertaining thereto, to the City or to any person, firm, corporation, government or agency thereof, or political subdivision thereof, which gives reasonable assurance that it is willing to preserve and restore the building or structure and the land pertaining thereto; and

3. No bona fide contract, binding upon all parties thereto, shall have been executed for the sale of any such building or structure and the land pertaining thereto prior to the expiration of the applicable time period set forth in the time schedule hereinafter contained.

ii. Any appeal which may be taken to the Circuit Court from the decision of the Lexington City Council, whether instituted by the owner or by any other proper party, notwithstanding the provisions heretofore stated relating to a stay of the decision appealed from, shall not affect the right of the owner to make the bona fide offer to sell referred to above. No offer to sell shall be made more than one year after a final decision by the Lexington City Council, but thereafter the owner may renew his request to the Lexington City Council to approve the razing or demolition of the historic building or structure.

iii. The time schedule for offers to sell shall be as follows: three months when the offering price is $25,000 or less; four months when the offering price is $25,000 or more but less than $40,000; five months when the offering price is $40,000 or more but less than $55,000; six months when the offering price is $55,000 or more but less than $75,000; seven months when the offering price is $75,000 or more but less than $90,000; and 12 months when the offering price is $90,000 or more.

B. Considerational factors. Before a certificate of appropriateness is issued by the Board, and upon conferring with the applicant for the certificate of appropriateness, the Board, in addition to other pertinent factors which may be involved in the execution of the purposes and objectives declared in **§420-8.1**, shall consider:

1. The historical or architectural value and significance of the building or structure and its relationship to or congruity with the historic value of the land, place or area in the Historic Downtown Preservation District upon which it is proposed to be located, constructed, reconstructed, altered or repaired.

2. The appropriateness of the exterior architectural features of such building or structure to such land, place or area and its relationship to or congruity with the exterior architectural features of other land, places, areas, buildings or structures in the Historic Downtown Preservation District and environs.

3. The general exterior design, arrangement, textures, materials, planting and color proposed to be used in the location, construction, alteration or repair of the building, structure or improvement and the types of windows, exterior doors, lights, landscaping and parking viewed from a public street, public way or other public place and their relationship to or congruity with the other factors to be considered by the Board under this section.

4. Any applicable provisions of the city's design guidelines

C. Factors not necessarily considered. The Board shall not necessarily consider detailed designs, interior arrangement or features of a building or structure which are not subject to public view from a public street, public way or other public place and shall not impose any requirements except for the purpose of preventing developments incongruous with the historic aspects of the surroundings and the Historic Downtown Preservation District.

§420-8.7. Maintenance and repair.

Nothing in this article shall be construed to prevent ordinary maintenance or repair of any exterior architectural feature now or hereafter located in an Historic Downtown Preservation District.

§420-8.8. Inventory of buildings.

The Board, in order to further execute the purposes and objectives declared in **§420-8.1**, may make an inventory or list of all existing buildings in the City which it deems to be of historic interest because of their architecture, persons who have resided there or events which have occurred therein or for other historic reasons. Such inventory or list shall give a brief description of each building, the date of its construction, as nearly as can be ascertained, the reasons for including it in such inventory or list, and the names and addresses of its present owners, as shown on the current land books of the City. In this inventory, the Board may ask the assistance and cooperation of the local historical organizations, as the Board sees fit.

§420-8.9. Building markers.

The Board shall encourage one or all of the local historical organizations to design an appropriate marker for the proposed Historic Downtown Preservation District and place such recommendations before the Board for adoption and shall invite each owner of an historic building described in the inventory to display the marker thereon. If such owner agrees to display the marker, he shall signify such agreement by executing an instrument approved by the City Attorney, a copy of which shall be filed in the office of the Building Official. The Building Official shall thereupon cause to be erected and thereafter shall maintain such marker on or adjacent to such building, on which shall be inscribed the name of the building or its builder and the original owner or the date of construction of the building. The cost of marking, inscribing, installing and maintaining such marker shall be paid through public funds raised for this purpose.

§420-8.10. Signs.

The Board shall prescribe the character, type, color and materials used in the erection, posting, display or maintenance of signs permitted in the Historic Downtown Preservation District, and, in so doing, the Board shall give due consideration to the purposes of such signs and require that they be in harmony with the exterior general design, arrangement, textures, materials, color and use of the building or structure on or at which they are erected, posted, displayed or maintained and congruous with the purposes and objectives declared in **§420-8.1**, without defeating the purpose for which such signs are intended.

§420-8.11. Appeals.

Appeals may be taken from any action or decision of the Zoning Administrator and Board in granting or refusing to grant a certificate of appropriateness pursuant to the provisions of this article. Appeals shall be taken to Lexington City Council within 30 days of the action taken by the Architectural Review Board. An appeal shall be noted by letter addressed to the City Manager noting the particular action appealed from. Further, any owner or any party aggrieved by the decision of the Lexington City Council shall have the right to appeal to the Circuit Court of the City of Lexington within 30 days of the action taken by the Lexington City Council.

Article IX. Residential Historic Neighborhood Conservation District

§420-9.1. Intent.

The purposes and objective of this article are to:

A. Bring attention to the architectural excellence and historic importance of certain buildings, structures, places and residential areas in the City.

B. Preserve and improve the unique and distinctive character of certain residential sections.

C. Enhance the quality of life for residents by preserving the historic resources of the City.

D. Maintain and improve property values, encourage sound stewardship and be minimally intrusive on property owners.

E. Assist private organizations within the City in furthering a deeper appreciation of the rich cultural and historic heritage of the community.

§420-9.2. Scope.

Any building wholly or partially included within any Residential Historic Neighborhood Conservation District shall fall within the concept of this article. The building regulations of any Residential Historic Neighborhood Conservation District will conform to the existing zoning districts upon which such area is superimposed.

§420-9.3. Areas created; boundaries.

In order to execute the purposes and objective of this article, there are hereby created in the City one or more Residential Historic Neighborhood Conservation Districts. The boundaries for such district or districts shall be designated on the City of Lexington Zoning Map.

§420-9.4. Approval of major actions by Architectural Board.

The following major actions shall be approved only after a public meeting and favorable action by a majority of the members of the Architectural Board:

A. Demolishing or moving of a main or accessory building.

B. Construction of a new main building or a new accessory building.

C. Installation of a chicken coop and pen, either mobile or fixed and in accordance with Sec. 420-11.1.1, which will be subject to public view from a public street, public way or public place.

§420-9.5. Certificate of appropriateness required.

No permit shall be issued for any improvement requiring approval by the Architectural Board by **§420-9.4** above unless a certificate of appropriateness is issued for such purpose by the Architectural Board and unless the construction or demolition complies with the requirements of the Building Code and other ordinances and laws applicable and relating thereto.

§420-9.6. Application for certificate of appropriateness.

Application for a certificate of appropriateness shall be made to the Zoning Administrator, in writing, by the owner of such building, structure or property. Application for new construction shall be accompanied by plans and specifications, sketches or other documentation of the parts of the building, structure or other improvement which are or will be subject to public view from the contiguous public street or streets in the case of corner lots. Such documentation shall show the proposed exterior architectural features of such building, structure or improvement and shall include, but not necessarily be limited to, the general

design, arrangement, textures, and materials proposed to be used. In the case of an application for demolition the application shall be accompanied by plans and specifications, photographs or other appropriate documentation of the remaining and/or adjacent structure(s) and, if none, then the lot or remaining improvements on the site. Such plan shall address the view from the public street of such lot or remaining structure(s). Upon the filing of such application, the Zoning Administrator shall transmit it, with such plans and specifications, to the Board.

§420-9.7. Action by Architectural Board.

A. Upon receipt of the application and the plans and specifications required above, the Architectural Board may confer with the applicant for the certificate of appropriateness and shall approve or disapprove such plans and specifications and, if such plans are approved, shall issue a certificate of appropriateness therefor, with or without conditions, or with such modifications of the plans and specifications as the Board deems necessary to execute the purposes and objectives of and to require compliance with the regulations and restrictions set out in this article. Otherwise, the Board shall reject such plans and specifications and shall not issue the certificate of appropriateness. The failure of the Board to approve or disapprove such plans and specifications, with or without conditions or modifications, within 60 days from the date of application for the certificate of appropriateness shall be deemed to constitute approval of the plans and specifications as submitted, and the Zoning Administrator shall issue the permit, provided that the work to be done under the permit complies with the requirements of the Building Code and other ordinances and laws applicable or relating thereto.

B. The Architectural Board shall be guided in its decisions by the purposes and objectives declared in **§420-9.1** and by the standards and guidelines established in **§§ 420-9.8** and **420-9.10** below. The Board shall have the authority to request modification of proposed actions in order to comply with said standards and guidelines.

C. The Architectural Board shall approve any application which conforms to the purposes and objectives declared in **§420-9.1** and the standards and guidelines established in **§§ 420-9.8** and **420-9.10**. The Board shall give reasons for its decisions, shall act promptly on applications before it, and shall coordinate its procedures with those of other agencies and individuals charged with the administration of this article. The Board may seek advisory assistance from experts in such fields as the Board's work requires.

§420-9.8. Considerational factors.

Before a certificate of appropriateness is issued by the Board for work within these Residential Historic Neighborhood Conservation Districts, and upon conferring with the applicant for the certificate of appropriateness, the Board, in addition to considering the purposes and objectives specified in **§420-9.1**, shall consider:

A. The appropriateness of the exterior architectural features of the building and its relationship to or congruity with the exterior architectural features of other land, places, areas, buildings or structures in the Residential Historic Neighborhood Conservation District and environs.

B. The general exterior design, arrangement, textures, and materials proposed to be used in the construction of the building when viewed from the public street (or streets in the case of a corner lot) along the lot front of said building and its relationship to the other factors to be considered by the Board under this section. Among other things, the Board is to consider the overall architectural design, form and style, including the height, mass, proportion and scale; architectural details, such as the design and style of decorative or functional fixtures, such as

lighting, windows and doors; the design and arrangement of buildings on the site; and the texture and materials of a proposal when assessing architectural compatibility.

C. Any applicable provisions of the city's design guidelines.

§420-9.9. Factors not to be considered.

A. The Board shall not consider the interior arrangement of a building or features of a building which are not subject to public view from the contiguous public street or streets.

B. The Board shall not impose any requirements except for the purpose of preventing developments incongruous with the historic and architectural aspects of the building and its surroundings or the character of the Residential Historic Neighborhood Conservation District.

§420-9.10. Considerational factors for demolition, moving or razing.

When reviewing requests for demolition, moving, or razing, the Board shall also consider whether:

A. The loss of the building will be adverse to the district or to the public interest by virtue of its uniqueness or its architectural or historic significance.

B. The demolition, moving or razing will have an adverse effect on the character and surrounding environment of the district.

C. The historic, archaeological, or architectural value of a structure and its contribution to the historic value of the surrounding area.

D. The building is of such significance that it would qualify on its own merit for designation as a state or local historic building or for listing in the landmarks registry, or

E. The building is of such old and uncommon design, texture and/or material that it could be reproduced only with great difficulty and/or expense.

F. Any applicable provisions of the city's design guidelines

§420-9.11. Appeals.

Appeals of any decision of the Zoning Administrator in granting or refusing to grant a certificate of appropriateness or building permit pursuant to the provisions of this article may be taken in accordance with procedures set forth below. Appeals are limited to owners of the property affected by such decision, residents of adjacent properties, and the Lexington City Council. Appeals of any decision of the Board in granting or refusing to grant a certificate of appropriateness or building permit pursuant to the provisions of this article may be taken in accordance with the procedures set forth below. The City Council may appeal the decision of the Zoning Administrator and the Board. In such instance the appeal shall be directed to the Circuit Court.

A. The appeal process shall be as follows:

1. Appeals of decisions of the Zoning Administrator and Architectural Board shall be taken to the Lexington City Council within 30 days of the action taken by the Architectural Board. An appeal shall be noted by letter addressed to the City Manager noting the particular action appealed from. Further, any appellant aggrieved by the decision of the Lexington City Council shall have the right to appeal to the Circuit Court within 30 days of the action taken by the Lexington City Council.

2. Appeals by the Lexington City Council of any decision of the Architectural Board shall be directly to the Circuit Court.

B. Razing or demolition

1. In addition to the right of appeal as set forth above, the owner of a building or structure located in a Residential Historic Neighborhood Conservation District set forth in **§420-9.3**, the razing or demolition of which is subject to the provisions of this article, shall, as a matter of right, be entitled to raze or demolish such landmark, building or structure, provided that:
    i. He or she has applied for such right;
    ii. The owner has, for the period of time set forth in the same schedule hereinafter contained and at a price reasonably related to its fair market value, made a bona fide offer to sell such building or structure, and the land pertaining thereto, to the City or to any person, firm, corporation, government or agency thereof, or political subdivision thereof, which gives reasonable assurance that it is willing to preserve and restore the building or structure and the land pertaining thereto; and
    iii. No bona fide contract, binding upon all parties thereto, shall have been executed for the sale of any such building or structure and the land pertaining thereto prior to the expiration of the applicable time period set forth in the time schedule hereinafter contained.
2. Any appeal which may be taken to the Circuit Court from the decision of the Lexington City Council, whether instituted by the owner or by any other proper party, notwithstanding the provisions heretofore stated relating to a stay of the decision appealed from, shall not affect the right of the owner to make the bona fide offer to sell referred to above. No offer to sell shall be made more than one year after a final decision by the Lexington City Council, but thereafter the owner may renew his or her request to the Lexington City Council to approve the razing or demolition of the historic building or structure.
3. The time schedule for offers to sell shall be as follows: three months when the offering price is $25,000 or less; four months when the offering price is $25,000 or more but less than $40,000; five months when the offering price is $40,000 or more but less than $55,000; six months when the offering price is $55,000 or more but less than $75,000; seven months when the offering price is $75,000 or more but less than $90,000; and 12 months when the offering price is $90,000 or more.

§420-9.12. Investigation of prospective areas.

The Board may investigate and propose buildings, structures, places and areas in the City having historic interest or value which should be preserved and protected in the execution and attainment of the purposes and objectives declared in **§420-9.1** and report thereon from time to time to the Planning Commission for consideration as to whether such areas shall be set apart for preservation and recognition, through whatever means possible.

§420-9.13. Maintenance and repair.

Nothing in this article shall be construed to prevent ordinary maintenance or repair of any exterior architectural feature now or hereafter located in a Residential Historic Neighborhood Conservation District.

Article X. General Floodplain District FP

§420-10.1. Intent.

The purpose of these provisions is to prevent the loss of life and property, the creation of health and safety hazards, the disruption of commerce and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base by:

A. Regulating uses, activities and development which, alone or in combination with other existing or future uses, activities and development, will cause unacceptable increases in flood heights, velocities and frequencies.

B. Restricting or prohibiting certain uses, activities and development from locating within districts subject to flooding.

C. Requiring all those uses, activities and developments that do occur in flood-prone districts to be protected and/or floodproofed against flooding and flood damage.

D. Protecting individuals from buying land and structures which are unsuited for intended purposes because of flood hazards.

§420-10.2. Applicability.

These provisions shall apply to all lands within the City and identified as being in the one-hundred-year floodplain by the Federal Emergency Management Agency.

§420-10.3. Compliance and liability.

A. No land shall hereafter be developed and no structure shall be located, relocated, constructed, reconstructed, enlarged, or structurally altered except in full compliance with the terms and provisions of this article and any other applicable ordinances and regulations which apply to uses within the jurisdiction of this article.

B. The degree of flood protection sought by the provisions of this article is considered reasonable for regulatory purposes and is based on acceptable engineering methods of study. Larger floods may occur on rare occasions. Flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This article does not imply that districts outside the floodplain district or that land uses permitted within such district will be free from flooding or flood damages.

C. This article shall not create liability on the part of the City or any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

§420-10.4. Abrogation and greater restrictions.

This article supersedes any article currently in effect in flood-prone districts. However, any underlying article shall remain in full force and effect to the extent that its provisions are more restrictive than this article.

§420-10.5. Description of districts.

A. Basis of districts. The various floodplain districts shall include areas subject to inundation by waters of the one-hundred-year flood. The basis for the delineation of these districts shall be the

Flood Insurance Study (FIS) and the Flood Insurance Rate Map (FIRM) for the City prepared by the Federal Emergency Management Agency, effective April 6, 2000.

1. The floodway district is delineated, for purposes of this article, using the criterion that certain areas within the floodplain must be capable of carrying the waters of the one-hundred-year flood without increasing the water surface elevation of that flood more than one foot at any point. The areas included in this district are specifically defined in of the above-referenced Flood Insurance Study and shown on the accompanying Flood Insurance Rate Map.
2. The flood-fringe district shall be that area of the one-hundred-year floodplain not included in the floodway district. The basis for the outermost boundary of the district shall be the one-hundred- year flood elevations contained in the flood profiles of the above-referenced Flood Insurance Study and as shown on the accompanying Flood Insurance Rate Map.
3. The approximated floodplain district shall be that floodplain area for which no detailed flood profiles or elevations are provided but where a one-hundred-year floodplain boundary has been approximated. Such areas are shown as Zone A on the maps accompanying the Flood Insurance Study. For these areas, the one-hundred-year flood elevations and floodway information from federal, state and other acceptable sources shall be used, when available. Where the specific one- hundred-year flood elevation cannot be determined for this area, using other sources of data, such as the United States Army Corps of Engineers Floodplain Information Reports, United States Geological Survey Flood-Prone Quadrangles, etc., then the applicant for the proposed use, development and/or activity shall determine this elevation in accordance with hydrologic and hydraulic engineering techniques. Hydrologic and hydraulic analyses shall be undertaken only by professional engineers or others of demonstrated qualifications, who shall certify that the technical methods used correctly reflect currently accepted technical concepts. Studies, analyses, computation, etc., shall be submitted in sufficient detail to allow a thorough review by the City.

B. Overlay concept.

1. The floodplain districts described above shall be overlays to the existing underlying districts as shown on the Official Zoning Ordinance Map, and as such the provisions for the floodplain districts shall serve as a supplement to the underlying district provisions.
2. In case of any conflict between the provisions or requirements of the floodplain districts and those of any underlying district, the more restrictive provisions and/or those pertaining to the floodplain districts shall apply.
3. In the event that any provision concerning a floodplain district is declared inapplicable as a result of any legislative or administrative actions or judicial decision, the basic underlying provisions shall remain applicable.

§420-10.6. District boundaries.

The boundaries of the floodplain districts are established as shown on the Flood Insurance Rate Map which is declared to be a part of this article and which shall be kept on file in the office of the Zoning Administrator.

§420-10.7. District boundary changes.

The delineation of any of the floodplain districts may be revised by the City Council where natural or man-made changes have occurred and/or where more detailed studies have been conducted or undertaken by the United States Army Corps of Engineers or other qualified agency or an individual documents the need for such a change. However, prior to any such change, approval must be obtained from the Federal Emergency Management Agency.

§420-10.8. Interpretation of district boundaries.

Initial interpretations of the boundaries of the floodplain districts shall be made by the Zoning Administrator. Should a dispute arise concerning the boundaries of any of the districts, the Board of Zoning Appeals shall make the necessary determination. The person questioning or contesting the location of the district boundary shall be given a reasonable opportunity to present his/her case to the Board and to submit his/her own technical evidence if he/she so desires.

§420-10.9. General provisions.

A. Permit requirement. All uses, activities, and development occurring within any floodplain district shall be undertaken only upon the issuance of a zoning permit. Such development shall be undertaken only in strict compliance with the provisions of this article and with all other applicable codes and ordinances, such as the Virginia Uniform Statewide Building and the City of Lexington Subdivision Regulations. Prior to the issuance of any such permit, the Zoning Administrator shall require all applications to include compliance with all applicable state and federal laws. Under no circumstances shall any use, activity and/or development adversely affect the capacity of the channels or floodway of any watercourse, drainage ditch or any other drainage facility or system.

B. Alteration or relocation of watercourse. Prior to any proposed alteration or relocation of any channels or of any watercourse, stream, etc., within this jurisdiction, a permit shall be obtained from the United States Army Corps of Engineers, the Virginia State Water Control Board, and the Virginia Marine Resources Commission (a joint permit application is available from any of these organizations). Furthermore, notification of the proposal shall be given by the applicant to all affected adjacent jurisdictions, the Division of Soil and Water Conservation (Department of Conservation and Recreation), and the Federal Emergency Management Agency.

C. Site plans and permit applications. All applications for development in the floodplain district and all building permits issued for the floodplain shall incorporate the following information:

    1. The elevation of the one-hundred-year flood.
    2. The proposed lowest floor elevation of any proposed building based upon National Geodetic Vertical Datum of 1929.
        i. For structures to be elevated, the elevation of the lowest floor (including basement).
        ii. For structures to be floodproofed (nonresidential only), the elevation to which the structure will be floodproofed.
    3. Information concerning flood depths, pressures, velocities, impact and uplift forces and other factors associated with a one-hundred-year flood, if available.
    4. Documentation, certified by a registered engineer or architect, which states that the proposed construction or development, including floodproofing and anchoring methods,

has been adequately designed to withstand the pressures, velocities, and impact and uplift forces associated with the one-hundred-year flood. Such statement shall include a description of the type and extent of floodproofing measures which have been incorporated into the design of the structure and/or the development.

5. Topographic information showing existing and proposed ground elevations.

D. Manufactured homes. Manufactured homes that are placed or substantially improved on sites shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated to or above the base flood elevation and be securely anchored to an adequately anchored foundation system to resist flotation, collapse and lateral movement.

§420-10.10. Floodway district.

In the floodway district, no encroachments, including fill, new construction, substantial improvements, or other development shall be permitted unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in the one-hundred-year flood elevation.

§420-10.11. Permitted uses in the floodway district.

The following uses and activities are permitted, provided that they are in compliance with the provisions of the underlying area and are not prohibited by any other ordinance and provided that they do not require structures, fill, or storage of materials and equipment:

A. Public and private recreational uses and activities, such as parks, day camps, picnic grounds, golf courses, boat launching and swimming areas, horseback riding and hiking trails, wildlife and nature preserves, game farms, fish hatcheries, trap and skeet game ranges, and hunting and fishing areas.

B. Accessory residential uses, such as yard areas, gardens, play areas and pervious loading areas.

C. Accessory industrial and commercial uses, such as yard areas, pervious parking and loading areas, airport landing strips, etc.

§420-10.12. Flood-fringe and approximated floodplain districts.

A. In the flood-fringe and approximated floodplain districts, the development and/or use of land shall be permitted in accordance with the regulations of the underlying area, provided that all such uses, activities and/or development shall be undertaken in strict compliance with the floodproofing and related provisions contained in the Virginia Uniform Statewide Building Code and all other applicable codes and ordinances.

B. Within the approximated floodplain district, the applicant shall also delineate a floodway area based on the requirement that all existing and future development not increase the one-hundred-year flood elevation more than one foot at any point. The engineering principle, equal reduction of conveyance, shall be used to make the determination of increased flood heights.

C. Within the floodway area delineated by the applicant, the provisions of **§ 420-10.9** shall apply.

§420-10.13. Design criteria for utilities and facilities.

A. Sanitary sewer facilities. All new or replacement sanitary sewer facilities and private package sewage treatment plants (including all pumping stations and collector systems) shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the

systems into the floodwaters. In addition, they should be located and constructed to minimize or eliminate flood damage and impairment.

B. Water facilities. All new or replacement water facilities shall be designed to minimize or eliminate infiltration of floodwaters into the system and be located and constructed to minimize or eliminate flood damages.

C. Drainage facilities. All storm drainage facilities shall be designed to convey the flow of surface waters without damage to persons or property. The systems shall ensure drainage away from buildings and on-site waste disposal sites. The City Council may require a primarily underground system to accommodate frequent floods and a secondary surface system to accommodate larger, less frequent floods. Drainage plans shall be consistent with local and regional drainage plans. The facilities shall be designed to prevent the discharge of excess runoff onto adjacent properties.

D. Utilities. All utilities, such as gas lines and electrical and telephone systems, being placed in flood-prone areas should be located, elevated (where possible), and constructed to minimize the chance of impairment during a flood occurrence.

E. Streets and sidewalks. Streets and sidewalks should be designed to minimize their potential for increasing and aggravating the levels of flood flow. Drainage openings shall be required to sufficiently discharge flood flows without unduly increasing flood heights.

§420-10.14. Variances.

A. Factors to be considered. In passing upon applications for variances, the Board of Zoning Appeals shall satisfy all relevant factors and procedures specified in other sections of this chapter and consider the following additional factors:

1. The danger to life and property due to increased flood heights or velocities caused by encroachments. No variance shall be granted for any proposed use, development, or activity within any floodway district that will cause any increase in the one-hundred-year flood elevation.
2. The danger that materials may be swept onto other lands or downstream to the injury of others.
3. The proposed water supply and sanitation systems and the ability of these systems to prevent disease contamination and unsanitary conditions.
4. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owners.
5. The importance of the services provided by the proposed facility to the community.
6. The requirements of the facility for a waterfront location.
7. The availability of alternative locations not subject to flooding for the proposed use.
8. The compatibility of the proposed use with existing development and development anticipated in the foreseeable future.
9. The relationship of the proposed use to the comprehensive plan and floodplain management program for the area.
10. The safety of access by ordinary and emergency vehicles to the property in time of flood.

11. The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters expected at the site.
12. The repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as an historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.
13. Such other factors which are relevant to the purposes of this article.

B. The Board of Zoning Appeals may refer any application and accompanying documentation pertaining to any request for a variance to any engineer or other qualified person or agency for technical assistance in evaluating the proposed project in relation to flood heights and velocities and the adequacy of the plans for flood protection and other related matters.

C. Variances shall be issued only after the Board of Zoning Appeals has determined that the granting of such will not result in unacceptable or prohibited increases in flood heights, additional threats to public safety, or extraordinary public expense and will not create nuisances, cause fraud or victimization of the public, or conflict with local laws or ordinances.

D. Variances shall be issued only after the Board of Zoning Appeals has determined that the variance will be the minimum required to provide relief from any hardship to the applicant.

E. The Board of Zoning Appeals shall notify the applicant for a variance, in writing, that the issuance of a variance to construct a structure below the one-hundred-year flood elevation increases the risks to life and property and will result in increased premium rates for flood insurance.

F. A record shall be maintained of the above notification as well as all variance actions, including justification for the issuance of the variances. Any variances which are issued shall be noted in the annual or biennial report submitted to the Federal Insurance Administrator.

§420-10.15. Existing structures in floodplain districts.

A structure or use of a structure or premises which lawfully existed before the enactment of these provisions, but which is not in conformity with these provisions, may be continued subject to the following conditions:

A. Existing structures in the floodway district shall not be expanded or enlarged unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed expansion would not result in any increase in the one-hundred- year flood elevation.

B. Any modification, alteration, repair, reconstruction, or improvement of any kind to a structure and/or use located in any floodplain area to an extent or amount of less than 50% of its market value shall be elevated and/or floodproofed to the greatest extent possible.

C. The modification, alteration, repair, reconstruction, or improvement of any kind to a structure and/or use, regardless of its location in a floodplain area, to an extent or amount of 50% or more of its market value shall be undertaken only in full compliance with the provisions of this article and the Virginia Uniform Statewide Building Code.

Article XI. Use and Design Standards.

The following additional regulations apply to specific uses as set forth below. These regulations are intended to serve as the minimum standards for these uses, and are not intended to be in substitution for other provisions of this ordinance that may apply.

§420-11.1. Residential Uses.

1. Chickens.
   A. Purpose. This chapter authorizes the keeping of chickens in the City of Lexington and prescribes the conditions for the keeping of such chickens within an urban residential environment. It also seeks to protect the residential integrity of the surrounding neighborhood and health and safety of the chickens.

   B. Definitions. The following words and phrases, as used in this subsection, shall have the following meanings:

      "Biosecurity measures" means actions, measures and conditions that promote sanitation and the prevention of disease related to the keeping and maintaining and handling of a chicken or chickens, including: the provision and periodic replacement of dry and clean litter for chicken litter; the disposal of chicken litter only in accordance with the provisions of this chapter and other applicable law and otherwise away from any place where chickens or other poultry and wild birds would have access; the provision and maintenance of clean coops and pens and related equipment, with regular, periodic complete cleaning and disinfection; the washing and disinfection of footwear and equipment that may enter pens and coops; and the washing and disinfection of hands and the change of clothing after any contact with a sick or diseased chicken, other poultry, animal or wildlife prior to contact with other chickens.

      "Chicken" means female domestic chicken kept pursuant to the provisions of this chapter.

      "Chicken litter" means any resulting mixture or combination of chicken excreta, manure, feed, feathers and material from the bedding for chickens.

      "Coop" means the structure within a pen that houses chickens and is built and maintained with materials as impenetrable barriers so as to keep chickens confined and secure from other animals, providing space of not less than three square feet per chicken.

      "Litter" means shavings and other materials to be used or used as chicken bedding.

      "Pen" means an area of property enclosed at all times and on all sides, including the top, with a strong fence of mesh wire and other reliable materials as an impenetrable barrier so as to keep all chickens confined and secure from other animals, having space of not less than eight square feet per chicken.

      "Processing of chicken" means slaughtering, cutting, boning, canning, salting, stuffing, or rendering a chicken that was or is kept or maintained on property pursuant to the provisions of this chapter.

      "Property" means an area of land, including any buildings and structures located thereon, in the City of Lexington, Virginia, and owned legally or equitably by a person, regardless of

ownership titling of interests, or used under a lease or otherwise by a person(s) for the keeping of chickens.

"Rooster" means an adult male domestic chicken.

"Sanitary conditions" mean conditions at all times of keeping or maintaining or handling of a chicken or chickens and related activities on property in accordance with biosecurity measures and other sanitary-related provisions of this chapter.

"Slaughter" means the act of killing a chicken or chickens.

"Poultry" and "Fowl" mean any domesticated birds raised for food, either meat or eggs feathers or show, including, but not limited to all breeds of chickens, ducks, geese, swans, turkeys, guinea fowl and pigeons.

C. General standards. Any person keeping chickens on property shall be permitted to use the property to do so as an accessory use to a single-family, two-family, or multifamily dwelling upon the following conditions:

(1) No more than six chickens shall be allowed per property, regardless of the number of dwellings or the ownership interests or use arrangements.

(2) Roosters are prohibited.

(3) Chickens shall not be allowed to roam free and they shall be kept in a pen or coop at all times. It shall constitute a violation of this chapter for any person to allow or permit any chicken to roam at large within the City.

(4) All coops and pens shall be deemed accessory structures and shall comply with the rear yard and side yard setback requirement as provided in the Lot Requirements table in Sec. 420-4.7.

(5) All coops and pens shall be located in the rear yard only and in side yards that are not adjacent to a public road. Coops and pens may not be located in a floodplain.

(6) All coops and pens must be kept in a sanitary condition at all times, and must be cleaned on a regular basis to prevent offensive odors.

(7) Offensive odors from chickens, manure, or other chicken-related substances shall not be detectable at any time at the property boundaries.

(8) Biosecurity measures as to the pen, coop and chickens and the property shall be maintained at all times, in addition to compliance with all of the provisions and requirements of the Code of the City of Lexington and Virginia Code and regulation directives regarding care, shelter, sanitation, health, disease, insect and rodent control and as to cruelty, neglect, noise, reasonable control and other such requirements pertaining to, but not limited to, the adequate care and control of animals in the city.

(9) Absent confinement and security and biosecurity measures being maintained at all times in accordance with the provisions of this chapter, one or more chickens may be removed by an animal control officer.

(10) All feed or other material intended for consumption by a chicken shall be placed and maintained in containers impenetrable by mice, rats, rodents, or other animals, and such

container shall be equipped and maintained at all times with tightly fitting caps or lids. The presence of mice, rats, rodents, or other animals on the property in or near an area used for the keeping of chickens shall be proof, without more, that such area is maintained in violation of this chapter.

(11) If any chicken litter or waste is disposed of by use of the city refuse system, it must be double plastic-bagged, with at least 1.5 mil rating, and securely closed and deposited in a city approved receptacle. In addition, any chicken(s) being disposed of shall also be so bagged and securely closed and deposited in a city approved receptacle.

(12) Storage or disposal of litter, waste, and chickens on public land or in or near a sewage, or within 20 feet of a stormwater collection system, facility or stream or pond, water detention facility, or water garden of any kind is strictly prohibited.

(13) There shall be no slaughtering or processing of chickens outdoors.

(14) The sale of chicken eggs on or from the property is prohibited.

(15) No hen kept pursuant to the terms of this section shall be deemed a companion animal per Section 3.2-6500 of the Code of Virginia.

(16) All coops and pens located in an historic district must be reviewed and approved by the Architectural Review Board only in those circumstances where the coop and/or pen are or will be subject to public view from a public street, public way or public place.

D. Administration. The following pertains to the permit process for keeping chickens and, when necessary, the revocation of such permit:

(1) It shall be unlawful for any persons to keep one or more chickens on property unless the person has been issued a permit for such by the zoning administrator. The application, which the zoning administrator is authorized to promulgate, must, at a minimum, identify the property by address and parcel ID; include a sketch showing the area where the chickens will be housed and all types and sizes of enclosures in which the chickens will be kept; and show all property dimensions and setbacks. Once a one-time zoning permit fee has been paid and the site and enclosures have been inspected and approved by the city's zoning administrator, and the application approved, a permit may be issued. No permit shall be issued to any person or as to any property as to which taxes, fees or other charges owed to the city have not been paid and are in arrears.

(2) The permit applicant must be the owner of the property or must have and submit written consent of the owner of the property as part of the permit application to keep chickens on the property. Upon written notice of the property owner's withdrawal or cancellation or termination of such approval, the permit shall be revoked by the zoning administrator.

(3) If the permit holder is convicted of any city or state code violation associated with the keeping of chickens, the permit shall be revoked.

(4) In the event of the zoning administrator receiving and verifying three credible complaints of violation of any provision of this chapter and after notice given of such to the permit holder, the permit may be revoked.

(5) Upon revocation of the permit, chickens must be removed within 30 days or be subject to removal. Any person(s) so having a permit revoked shall not be allowed, at any time, to make application for another permit for five years.

(6) Upon a finding by the zoning administrator that there is warning or equivalent notice or advisory or guidance issued by federal or state authorities regarding a present or forecasted substantial threat of the potential transmission or spread of avian influenza or other poultry disease, no further permits shall be issued until such time that, by similar notice or advisory or guidance, the threat has been recognized by federal or state authorities as having been eliminated.

E. Existing use at the time of enactment. Notwithstanding the foregoing provisions of this chapter, a person whose use of property involves chickens being kept at the time of enactment of the provisions of this chapter shall have a period of 60 days from such date of enactment to comply with the requirements of this chapter.

F. Fee. The one-time fee for application for a permit to keep chickens shall be twenty-five dollars ($25). If the use is discontinued by the applicant for a period of more than two years, a new permit process, and a new permit fee will be required.

2. Dish antennas.

Additional standards in all Residential districts.

A. Communication antennas, commonly called "dish" antennas, which do not comply with the restrictions listed below may be allowed with conditional use permits, subject to the applicant's ability to satisfactorily mitigate negative aesthetic impacts on adjoining properties. Dish antennas shall be permitted in all districts but shall be limited to one exterior antenna per parcel except with conditional use permit.

B. Ground-mounted antennas shall be limited to the rear yard, and in the case of a corner lot no antenna shall be nearer than 25 feet to the side street adjacent to the property.

C. No ground-mounted antenna shall exceed the main building in height.

D. Roof-mounted antennas, when designated for that purpose, shall be permitted, except that a roof- mounted antenna shall not be more than 48 inches in diameter and shall not be visible from any street.

E. Antennas shall be permanently and securely installed.

3. Dwellings.

Additional standards in the C-1 district.

A. Dwelling units shall be allowed by-right on the second floor or any higher floor.

B. Dwelling units occupying the first floor of any structure shall only be allowed with a conditional use permit.

1. First floor residential units should not be visible from a public street

2. If the building fronts on a public street, the residential portion of the first floor shall be required to be shielded by office or retail space or a lobby that maintains a commercial appearance.

4. Family Health Care Structures, temporary.

Temporary family health care structures shall be subject to the following standards:

A. Such structures shall comply with all setback requirements that apply to the primary structure and with any maximum floor area ratio limitations that may apply to the primary structure.

B. Only one family health care structure shall be allowed on a lot or parcel of land.

C. The structure shall be no more than 300 gross square feet and shall comply with all applicable provisions of the Industrialized Building Safety Law (§36-70 et seq.) and the Uniform Statewide Building Code (§36-97 et seq.).

D. Prior to installing a temporary family health care structure, a permit must be obtained from the City and associated fees paid.

E. Any family health care structure shall comply with all applicable requirements of the Virginia Department of Health.

F. No signage advertising or promoting the existence of the structure shall be permitted on the exterior of the structure or anywhere on the property.

G. Any temporary family health care structure shall be removed within 60 days of the date on which the temporary family health care structure was last occupied by a mentally or physically impaired family member receiving services or assistance.

H. The City may revoke the permit if the permit holder violates any provision of this section.

5. Townhouse.

A. No more than eight townhouses shall be constructed contiguously.

B. The facades of individual townhouses within any contiguous row of townhouses shall be sufficiently varied in their materials, design, or appearance as to visually distinguish them as individual dwelling units.

C. Any townhouse shall front on, or be accessed by, a public street.

D. Any provided open space shall be owned and maintained by the developer, until such time as it is turned over to the ownership and maintenance of an approved homeowners' association.

§420-11.2. Civic Uses.

1. Cemeteries.

A. The approval of a cemetery shall include the following uses without further zoning approval required: all uses necessarily or customarily associated with interment of human remains, benches, ledges, walls, graves, roads, paths, landscaping, and soil storage consistent with federal, state, and local laws on erosion and sediment control.

B. Mausoleums, columbaria, chapels, administrative offices, and maintenance storage areas that are shown in the applicant's plan of development shall not require additional local legislative approval provided such structures and uses are developed in accordance with the original plan of development. This subsection shall not supersede any permission adopted pursuant to State Code §15.2-2306.

2. Public maintenance and service facility.
   A. The outside storage for supplies, materials, or heavy equipment must be located in the rear yard and screened from any non-industrial zoned parcels or rights-of-way in accordance with the landscape section of this ordinance.

   B. Outside storage areas shall not exceed thirty-five (35) percent of the total area of the site.

3. Recreation Facility, Public.
   A. General standards: Any outdoor activity area, swimming pool, ball field, or court which adjoins a residential use type shall include screening and buffering in accordance with the landscape section of this ordinance.

   B. Where nighttime lighting is proposed it shall be fully shielded and large evergreen trees shall be required to appropriately screen any adjoining residences. Any such night-time lighting shall be constructed in accordance with the lighting standards set forth in this ordinance.

§420-11.3. Commercial Uses.

1. Automobile repair service.
   All automobile repair services shall meet the following minimum standards:

   A. All vehicles stored on the premises in excess of seventy-two (72) hours shall be placed in a storage yard.

   B. No exterior display or storage of new or used automobile parts is permitted.

   C. There shall be no storage of motor vehicles in landscaped areas or within ten (10) feet of the public road right-of-way.

   D. The use shall be designed to ensure proper functioning of the site in regards to vehicle stacking, circulation, and turning movements.

2. Bed-and-breakfast.
   Bed-and-breakfasts shall be subject to the following minimum standards:

   A. The operator shall hold a valid business license from the City and, where applicable, a permit from the Department of Health.

   B. A registration book must be maintained for one year and be made available for review by the City upon request.

   C. Every room occupied for sleeping purposes shall comply with Uniform Statewide Building Code.

   D. Signage must comply with Article **XIII** of this chapter.

   E. No changes shall be made to the building exterior that would detract from its appearance as a family dwelling.

   F. Off-street parking shall be provided in compliance with Article **XII** of this chapter. The physical and aesthetic impact of required off-street parking shall not be detrimental to the existing character of the house and lot or to the surrounding neighborhood.

   G. Bed-and-breakfasts shall only be permitted in existing structures and may not increase the size of the structure, including accessory structures, by more than 25% of the original square footage. Any additions or modifications shall be residential in appearance and compatible with the original

structure and surrounding structures and the overall footprint of the structure, and parking shall not be excessive for the size and shape of the lot.

H. Landscaping, buffers and/or fences shall be in compliance with Article **XIV** of this chapter.

I. Bed-and-breakfasts are to be integrated into the residential fabric of the neighborhood in which they are located. A proposed bed-and-breakfast should not affect the integrity or character of the single-family residential neighborhood for which it is proposed.

J. Off-street parking shall be screened from surrounding family residences by landscaping or fencing which is compatible with the neighborhood.

K. Existing structures and landscaping determined to contribute to the character of the neighborhood shall not be removed.

L. Guest rooms shall not have cooking facilities.

M. The maximum stay for a guest shall be 14 days.

N. Bed-and-breakfast establishments are permitted solely to provide lodging and breakfast accommodations. Additional activities, including receptions, parties and other events, are not permitted unless specifically authorized by the conditional use permit. Authorization for additional activities will be based on the suitability of the house and property for hosting such events. Specific consideration will be given to the floor plan of the house, the proximity of the house to neighboring houses, the size of the lot, provisions to buffer the effects of such activities from adjacent property and the ability to provide parking for such events.

O. Bed-and-breakfast establishments must be occupied by the owner.

P. In R-1, B&B's may only be located along Main, Washington, and Nelson Streets by CUP.

Q. In R-2, B&B's may only be located along South Main Street by CUP.

3. Car Wash.

All car washes shall comply with the following general standards:

A. Car washes shall be located and designed so that vehicular circulation does not conflict with traffic movements in adjacent streets, service drives, and/or parking areas.

B. Car washes shall be constructed in a design similar to the building character of the surrounding area.

C. Parking shall be located behind the front line of the principal building.

D. Any use that has a car wash shall treat the car wash as a primary use

E. No sales, repair, or outside storage of motor vehicles shall be conducted on the site.

4. Commercial outdoor sports and recreation.

A. Commercial outdoor sports and recreation areas shall include screening and buffering in accordance with the landscape section of this ordinance.

B. Where nighttime lighting is proposed, it shall be fully shielded and large evergreen trees shall be required to appropriately screen adjoining residences.

5. Construction sales and service.

Construction sales and services shall be subject to the following general standards:

A. Outdoor storage and/or display of goods, supplies, materials, or heavy equipment shall be located to the rear of the principal building.

B. Outside storage areas shall not exceed twenty-five (25) percent of the total site area.

6. Day care center.

The following general standards shall be applicable to day care centers.

A. All day care centers shall comply with any and all requirements of City and State Codes, including but not limited to, obtaining a zoning permit, maintenance of a City Business License, and maintain a state license in accordance with the State Code, as applicable.

B. Minimum lot size: One half (0.5) acre, except in C-1.

C. Parking, except in C-1. Designated arrival and departure zones shall be located adjacent to the day care center in such a manner that children to not have to cross vehicle traffic aisles to enter or exit the center. Arrival and departure area shall include at least one parking/stacking space per 10 children.

D. Outdoor recreation areas shall be safely separated from all parking, loading, and service areas.

E. Fencing. A fence a minimum of four (4) feet in height shall completely enclose the outdoor recreation area so that children are safely contained.

7. Drive-thru facilities.

The following general standards shall apply to all drive-thru facilities:

A. All drive-thru entrances must be at least 50 feet from an intersection. The distance is measured along the property line from the junction of the two street lot lines to the nearest edge of the entrance.

B. Drive-thru facilities shall be located and designed so that vehicular circulation does not conflict with traffic movements in adjacent streets, service drives, and/or parking areas.

C. Off-street stacking spaces shall be provided in accordance with the following requirements:

1. Stacking spaces shall not interfere with travelway traffic or designated parking spaces.

2. Stacking spaces shall be at a minimum of eighteen (18) feet in length.

3. Stacking spaces shall be located to the side or rear of the principle structure and shall not be adjacent to any street right-of-way.

4. Off-street stacking spaces shall be provided in accordance with the following table:

STACKING SPACE REQUIREMENTS		
TYPE OF ACTIVITY	REQUIRED NUMBER OF STACKING SPACES	START POINT FOR STACKING SPACES
Financial Institutions - automated teller machine	3	Teller machine
Financial Institutions - bank teller lane	3	Teller window/tube
Professional Personal Service - dry-cleaning/laundry	3	Cleaner/laundry window
Retail Sales - pharmacy	3	Pharmacy window
Restaurant	6	Order box/speaker
	4*	Pick-up window
Other	To be determined by City. Such determination shall consider any study prepared by an engineer or other qualified design professional.	
* These spaces are required in addition to the stacking spaces required to be located behind the order box/speaker and shall be located between the pickup window and the order box/speaker.		

8. Entertainment Establishment, adult (Sexually Oriented Business).

A. Purpose. It is a purpose of this chapter to regulate sexually oriented businesses in order to promote the health, safety, and general welfare of the citizens of the City and to establish reasonable and uniform regulations to prevent the deleterious secondary effects of sexually oriented businesses within the City. The requirements of this chapter have neither the purpose nor effect of imposing a limitation or restriction on the content or reasonable access to any communicative materials, including sexually oriented materials. Similarly, it is neither the intent nor effect of this chapter to restrict or deny access by adults to sexually oriented materials protected by the First Amendment, or to deny access by the distributors and exhibitors of sexually oriented entertainment to their intended market. Neither is it the intent nor effect of this chapter to condone or legitimize the distribution of obscene material.

B. Findings and rationale. Based on evidence of the adverse secondary effects of adult uses presented in hearings and in reports made available to the City Council, and on findings, interpretations, and narrowing constructions incorporated in numerous legal cases, the City Council finds:

(1) Sexually oriented businesses, as a category of commercial uses, are associated with a wide variety of adverse secondary effects including, but not limited to, personal and property crimes, prostitution, potential spread of disease, lewdness, public indecency, obscenity, illicit drug use and drug trafficking, negative impacts on surrounding properties, declining property value, urban blight, litter, and sexual assault and exploitation.

(2) Sexually oriented businesses should be separated from sensitive land uses, including schools, churches, parks, libraries, public recreation areas, and residential areas, to minimize the impact of their secondary effects upon such uses and should be separated from other sexually oriented businesses to minimize the secondary effects associated with such uses and to prevent an unnecessary concentration of sexually oriented businesses in one area.

(3) Each of the foregoing negative secondary effects constitutes a harm, which the City has a substantial government interest in preventing and/or abating. This substantial government interest in preventing secondary effects, which is the City's rationale for this chapter, exists independent of any comparative analysis between sexually oriented and non-sexually oriented businesses. Additionally, the City's interest in regulating sexually oriented businesses extends to preventing future secondary effects of either current or future sexually oriented businesses that may locate in the City. The City finds that the cases and documentation relied on in this chapter are reasonably believed to be relevant to said secondary effects.

C. Therefore, the following general standards shall apply to all adult entertainment establishments:

(1) Distances specified in this section shall be measured from the property line of one use to the property line of the other. The distance between an adult entertainment establishment and a residentially zoned district shall be measured from the property line of the use to the nearest point of the boundary line of the residential zoning district.

(2) An adult entertainment establishment shall be located at least 500 feet from any religious assembly, education facility, public recreational facility, day care center, public assembly, cultural services, home for adults, life care facility, or residential zoning district in existence on the date on which the establishment obtains its zoning permit.

(3) Any protected use listed in subsection (2) of this section may begin operation within 500 feet of a sexually oriented business only if the owner of the protected use, in addition to any other requirements of this Code, gives the City a written statement that it acknowledges the presence of the sexually oriented business(es) and voluntarily waives the protection of subsection (c) of this section as to the sexually oriented business(es) for as long as the sexually oriented business(es) or any successor thereto remains. This written statement does not waive the protection of this section as to any sexually oriented business established or relocated after the written statement. If a sexually oriented business is discontinued for a period of two years or more, then it must comply with the setback requirements of this section regardless of any such written statements by protected uses.

(4) No adult entertainment establishment shall be located within one thousand (1,000) feet of any adult store or other adult establishment.

(5) No adult entertainment establishment shall display adult media, depictions of specified sexual activities or specified anatomical areas in its window, or in a manner visible from the street, highway, or public sidewalk, or the property of others. Window areas shall remain transparent.

(6) Exterior lighting shall be installed in accordance with Article **XV** of this chapter to illuminate the parking area, walkways, and all entrances to the establishment.

(7) Hours of operation shall not extend after 1:00 am.

9. Financial Institutions.

Financial institutions shall comply with the following general standards:

A. Exterior lighting shall be compatible with the surrounding neighborhood.

B. Entrances to the site shall be minimized and located in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on any surrounding residential neighborhood.

C. Loading areas shall be located as to minimize the impact on the surrounding neighborhood.

10. Funeral home.

All funeral homes shall be subject to the following general standards:

A. The funeral home shall have a buffer between it and any residentially-zoned property abutting or directly across the street from the funeral home use in accordance with the landscape section of this ordinance.

11. Gasoline station.

Gasoline stations shall be subject to the following general standards:

A. Applicants shall demonstrate that the use will be compatible with the neighborhood with regards to traffic circulation, parking, and appearance and size of structures.

B. Entrances to the site shall be minimized and located in a manner promoting safe and efficient traffic circulating while minimizing the impact on the surrounding neighborhood.

C. Any canopy over the fuel pumps shall have the same roof shape and exterior materials as the primary structure.

D. Dumpsters shall be located so as to minimize view from off-site areas and shall be fully screened by a wall constructed of the same material and color as the principal structure.

E. The Zoning Administrator may require a traffic analysis to be provided by the applicant. Such analysis may include, but not be limited to, the proposed traffic flows, sight visibility for emerging vehicles, and other public safety factors.

12. Home Occupations.

All home occupations shall be subject to the following general standards:

A. No signs shall be permitted.

B. The area devoted to home occupation(s) shall not exceed 25 percent of the gross floor area of the dwelling unit.

C. Use shall be conducted as an accessory use and shall not change the character of the dwelling unit nor have any exterior evidence of its use.

D. No merchandise shall be sold on the premises.

E. The type and volume of traffic generated by a home occupation shall be consistent with the traffic generation characteristics of other dwellings in the area.

F. The home occupation shall not increase the demand on water, sewer, or garbage collection services to the extent that its use combined with the residential use of the dwelling shall not be significantly higher than is normal for residential uses.

G. The equipment used by the home-based business and the operation of the business shall not create any noise, vibration, heat, glare, dust, odor or smoke discernible at the property lines or use or store hazardous materials in excess of quantities permitted in residential structures.

H. The operator of a home occupation use shall secure a City business license, and obtain a home occupation use permit.

I. Approval of a home occupation use shall be revocable at any time by the City because of the failure of the owner or operator of the use covered by the approval to observe all requirements of law with respect to the maintenance and conduct of the use and all conditions imposed in connection with the approval.

J. Approval of a home occupation use shall stand revoked, without any action by the City, if the use authorized has been intentionally abandoned, has ceased for a period of one year, has not commenced within one year of approval, or does not have a current business license.

13. Hotel.

Additional standards in the C-1 district.

A. Parking shall be located behind the front line of the principal building.

B. No guest rooms shall be located on the first floor.

C. The structure shall match the scale and mass of the surrounding structures as determined by the Zoning Administrator.

14. Office, medical.

The following general standards shall apply to all medical offices.

A. Entrances to the site shall be minimized and located in such a way as to maximize safety, maintain efficient traffic circulation, and minimize the impact on any surrounding residential neighborhood.

B. Loading areas shall be sited in such a way so as to minimize the impact on any surrounding neighborhood.

15. Outdoor Display.

Areas associated with retail uses shall be subject to the following standards:

A. Shall be limited to a maximum of five percent (5%) of the total lot area.

B. Shall not be located in front of (i.e., on the street side of) or on top of the building.

C. All surfaces will be graded and drained as to dispose of all surface water accumulated within the area to a public storm drain or on-site detention at the approval of the City Engineer.

D. Asphalt or concrete walkways or aisles shall be provided to permit all-weather customer access to all areas of the outdoor display.

E. Shall be screened with an opaque fence or wall, and shall not be visible from any public street or adjacent parcel.

F. Walls or fences shall not be less than six (6) feet in height, nor exceed eight (8) feet in height.

G. No sales display may exceed the height of the screening wall or fence.

16. Pawn Shop.

The following general standard shall apply to all pawn shops:

A. No outdoor display of goods or storage shall be permitted.

17. Restaurant, drive-in.

The following general standards shall apply to all drive-in restaurants:

A. Stacking spaces shall not interfere with the travelway traffic or designated parking spaces.

B. Stacking spaces shall be located to the side or rear of the principle structure and shall not be adjacent to any street right-of-way.

C. Six (6) stacking spaces shall be located behind the order speaker and four (4) stacking spaces shall be located between the order speaker and the pickup window.

D. Extended awnings, canopies, or umbrellas are permitted.

18. Restaurant, mobile.

The following additional requirements apply to sales from a mobile restaurant operating on private property or within public spaces or rights of way, except when operating in conjunction with temporary, special events permitted under applicable sections of the City Code:

A. Mobile restaurants must obtain a City Mobile Restaurant permit, and must be inspected and approved by the City at least three business days prior to initial operation *and again prior to annual business license renewal.*

B. Mobile restaurants must maintain a valid business license issued by the City of Lexington and a valid health permit issued by the Virginia Department of Health.

C. A mobile restaurant may operate on either public property or private commercially zoned property with written permission from the owner.

D. No items shall be sold other than food and beverages.

E. No music shall be played that is audible outside of the vehicle.

F. Mobile restaurant vehicles must park in locations or areas as approved in the City Mobile Restaurant permit, and shall not block i) the main entry drive isles or impact pedestrian or vehicular circulation overall, (ii) other access to loading areas, or (iii) emergency access and fire lanes. The Mobile Restaurant must also be positioned at least fifteen (15) feet away from fire hydrants, any fire department connection (FDC), driveway entrances, alleys and handicapped parking spaces.

G. A mobile restaurant may operate for a maximum of six hours between 9am and 9pm Sunday to Thursday and between 9am to 11pm Friday and Saturday (including set-up and break-down) in

any one day at any single location. The vehicle and all accessory structures shall be removed each day.

H. No signs may be displayed except 1) those permanently affixed to the vehicle and 2) one, a framed sign not to exceed 4 feet in height and 6 square feet of display for each of the two sides and the sign cannot block any passageways.

I. Trash receptacles shall be provided and all trash, refuse, or recyclables generated by the use shall be properly disposed of.

J. No liquid wastes shall be discharged from the mobile restaurant.

K. No mobile restaurant shall locate within 50 feet of the entrance to a business that sells food for consumption (determined by measuring from the edge of the Mobile Restaurant to the main public entrance of the restaurant) unless permission of the restaurant owner is provided.

L. No mobile restaurant shall locate within 100 feet of a single family or two-family residential use.

M. Vehicles may be otherwise limited by the City depending on the location or other details of the Mobile Restaurant permit application.

N. A mobile restaurant may operate at any farmer's market held on public or private property, if the food truck vendor is legally parked at the farmer's market and has received written permission from the farmer's market manager and displays such written permission upon request.

O. The operation of the mobile restaurant or use of a generator should not be loud enough to be plainly audible at a distance of one hundred (100) feet away. Excessive complaints about vehicle or generator noise will be grounds for the Administrator to require that the Mobile Restaurant Vendor change location on the site or move to another property.

P. The requirements of this section shall not apply to Mobile Restaurant Vendors at catered events (events where the food is not sold through individual sales but provided to a group pursuant to a catering contract with a single payer).

Q. A Mobile Restaurant permit may be revoked by the Zoning Administrator at any time, due to the failure of the property owner or operator of the Mobile Restaurant permit to observe all requirements for the operation of mobile restaurants. Notice of revocation shall be made in writing to address of record for Mobile Restaurant permit holder. Any person aggrieved by such notice may appeal the revocation to the Board of Zoning Appeals.

19. Retail.

The following general standards shall apply to all retail uses:

A. No outdoor display of goods shall be permitted except during City authorized special events.

20. Shooting range, indoor.

A. Applicants must clearly demonstrate that the use will be compatible with the neighborhood, particularly with regard to traffic circulation, parking and appearance. Drop-off areas may be located in the front yard, but shall maintain a residential character and appearance.

B. Exterior lighting shall be compatible with the surrounding neighborhood.

C. Entrances to the site should be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on any surrounding residential neighborhood.

D. The scale, massing, and building design shall be compatible with the surrounding neighborhood.

21. Shopping center.

The following general standards shall apply to all shopping centers:

B. Entrances to the site shall be minimized and located in such a way as to maximize safety, maintain efficient traffic circulation, and minimize the impact on any surrounding residential neighborhood.

C. The scale, massing, and building design shall be compatible with surrounding developments. The structures shall be street oriented with pedestrian entrances from the street.

D. No outdoor display of goods shall be permitted.

22. Short Term Residential Rental.

All Short Term Residential Rental Businesses shall comply with the following general standards:

A. Definitions. As used in this article, unless the context requires a different meaning:

Booking transaction means any transaction in which there is a charge to a transient by a host for the occupancy of any dwelling, sleeping, or lodging accommodations.

Guest or transient means a person who occupies a short term rental unit.

Short term rental means a residential dwelling unit that is used or advertised for rent for transient occupancy in increments of fewer than 30 consecutive days. This use type does not include bed-and-breakfast establishments and does not apply to month to month extensions following completion of a year's lease.

Primary resident (or Host) means the owner of the short term rental unit, or lessee of the short term rental unit with a lease agreement that is one year or greater in length, who occupies the property as his or her principal place of residence and domicile. In determining compliance with these regulations, the host has the burden of demonstrating that the dwelling unit is his or her primary residence.

Residential dwelling unit means a residence where one (1) or more persons maintain a household.

Type A rentals means rentals where the host is present during the short term rental and no more than two (2) bedrooms of the short term rental unit are rented.

Type B rentals means all other rentals, including ones where more than two (2) bedrooms of the short term rental unit are rented or the host is not present during the short term rental.

B. Registration and other requirements.

1. No host shall operate a short term rental business without the host first having registered with the Department of Planning and Development in accordance with Sec. 15.2-983 of the Code of Virginia.

2. The Planning and Development department will report all registrations to the Commissioner of Revenue for the collection of the transient lodging tax as set forth in chapter 366, article III of the City Code.

3. The registration form shall include the following information:

    a. The name, telephone number, address, and email address of the host.
    b. A reminder about the importance of having appropriate levels of insurance that covers the homestay unit, the host and the guests.

4. The registration shall be valid January 1st (or from whatever date the registration first occurs) through December 31st of the calendar year, and shall be renewed annually.

5. A log book must be maintained for one (1) year and be made available for review by the City upon request.

6. No signage advertising a short term rental shall be allowed for a short term rental business located in the R-1, R-2, and R-M residential zoning districts. A rental business located in a commercial zoning district (C-1 & C-2) or in the Residential-Light Commercial zoning district (R-LC), where such businesses are permitted, is not limited by the requirements of this subsection.

7. Registration may be revoked if more than three substantiated complaints are received within a one-year period. Revocation is for a minimum of one year but may be permanent at the discretion of the City.

8. A host may only operate one (1) residential dwelling unit in all of the residential zoning districts (R-1, R-2 & R-M) citywide as a short term rental.

9. Any short term rental business in violation of zoning regulations, including operation without registering, are subject to all relevant penalties as set forth by the City.

10. A host is permitted a maximum one hundred and four (104) nights of type A and type B rentals in each calendar year for a short term rental business located in the R-1, R-2, and R-M residential zoning districts. Of these one hundred and four (104) nights of rentals, no more than forty-five (45) nights may be type B rentals. In the required log book, the number of type A and type B rentals shall be listed for all booking transactions. A short term rental business located in a commercial zoning district (C-1 & C-2) or in the Residential-Light Commercial zoning district (R-LC), where such businesses are permitted, is not limited by the requirements of this subsection.

11. In all residential zoning districts, the dwelling unit used for short term rentals must be the host's primary residence, which means that he or she resides there for at least one hundred and eighty five (185) days during each year.

12. The owner of a short term rental unit located in a commercial zoning district (C-1 & C-2) or in the Residential-Light Commercial zoning district (R-LC), where such businesses are permitted, is not required to meet the primary resident requirement.

13. Off-street parking shall be provided in compliance with Article XII of this chapter. The physical and aesthetic impact of required off-street parking shall not be detrimental to the existing character of the house and lot or to the surrounding neighborhood.

14. Off-street parking may upon the recommendation of the Planning Commission and made part of a conditional use permit by the City Council not be required or may be reduced in number for short term rentals located in the R-1, R-2, R-M, and R-LC zoning districts, provided:

    a. The required off-street parking is provided in a remote parking lot which is within 500 feet measured along lines of public access from the principal use. A remote parking lot to

satisfy this requirement for short term rentals shall be owned by the owner of the principal structure or, in the alternative, shall be restricted by a recorded agreement to off-street parking purposes during the lifetime of the principal structure or as long as off-street parking is required for such principal structure in accordance with the terms of this article, or

b. The short term rental is located in a Residential Historic District where a streetscape would be marred by off street parking and there is support from adjacent property owners showing agreement to reduce or delete the requirement for off-street parking, or

c. Public parking is provided within 500 feet of the principal use and can reasonably provide the required off street parking.

15. Short term rentals located within an Institutional overlay district and shown on a City approved Master Plan are exempted from Sec. 420-11.3.B.5 through Sec. 420-11.3.B.13.

C. Safety.

1. The City may inspect any short term rental once per year for compliance with applicable building codes.

2. The unit shall meet all applicable sections of the life safety requirements in the building code.

3. Site Address

Building (dwelling) will have an approved address placed in a position that is plainly legible and visible from the street fronting the property. These numbers shall contrast with their background. Address shall be Arabic numbers or alphabetical letters. Numbers shall be minimum of four (4) inches high with a minimum stroke of one half (0.5) inches or as otherwise approved by the fire code official. Structures obscured from street view or access roads in excess of one hundred and fifty (150) feet in length shall additionally post the numerical address at the roadway entrance.

D. Use regulations.

1. No recreational vehicles, buses, or trailers shall be parked on the adjoining street or visible on the property in conjunction with the short term rental use.

2. The dates for trash and recycling collection shall be posted prominently in the short term rental unit.

3. During each stay at the short term rental unit, a principal guest shall be designated as the contact person for City officials in the event of safety or behavioral issues at the unit. The host shall provide this information upon request to authorized City officials.

4. The host shall not permit occupancy of a short term rental unit for a period of less than overnight.

5. The name and telephone number of the host or the host's designee shall be conspicuously posted within the short term rental unit. The host shall answer calls twenty-four (24) hours a day, seven (7) days a week for the duration of each short term rental to address any problems associated with the short term rental unit.

6. The principal guest of a short term rental unit shall be at least eighteen (18) years of age.

7. The maximum number of adult guests in a short term rental unit is limited to two (2) adults per bedroom.

E. Registration suspension or cancellation.

1. A registration may be suspended or cancelled for the following reasons:
    a. Failure to collect and/or remit the transient occupancy tax.
    b. Three (3) or more substantiated complaints (including, but not limited to, parking on grass, noise, excess trash) within a twelve-month period.
    c. The failure of any short term rental host to maintain his or her principal place of residence or domicile at the dwelling unit (as required in the residential zoning districts) used as a limited residential lodging.
2. Before any suspension or cancellation can be effective, the Zoning Administrator shall give written notice to the short term rental host. The notice of suspension or cancellation issued under the provisions of this chapter shall contain:
    a. A description of the violation(s) constituting the basis of the suspension or cancellation;
    b. If applicable, a statement of acts necessary to correct the violation; and
    c. A statement that if no written response by the host is received by the Planning Department within thirty (30) days from the date of the notice, the registration will be suspended or cancelled.
3. The notice shall be given to the host by delivering a copy of the notice in person. If the host cannot be found, such notice shall be sent to the address of record by:
    a. Certified mail or e-mail to the addresses in the registration form; and
    b. A copy of the notice shall be posted in a conspicuous place on the premises.
4. A copy of the notice will be provided to the Commissioner of Revenue to advise the registration may be revoked.
5. Any determination made by the Zoning Administrator may be appealed to the Board of Zoning Appeals in accordance with Article XIX.

F. Penalty.

It shall be unlawful to operate a short term rental:

1. without obtaining a registration as required by this article,
2. after a registration has been suspended or cancelled, or
3. in violation of any other requirement of this article.
4. The penalty shall be a fine of five hundred dollars ($500.00) per occurrence in accordance with Sec. 15.2-983 of the Code of Virginia for an operator required to register who offers for short-term rental a property that is not registered.

G. Exemptions.

1. The Provisions of this section, and the requirements described herein, shall not apply to a residential unit participating in a charitable fund raising effort wherein a residential dwelling unit is occupied by transient guests who, in return for their stay, donate directly to a charity. In order for a residential dwelling unit to receive this exemption, the charitable qualifying event is:
    a. conducted by a recognized 501(c) organization that is based in the community or has a chapter or affiliate based in the community;
    b. the qualifying event is part of a local community wide campaign; and,

c. payment is made from the guest directly to the recognized non-profit organization. A residential dwelling unit may claim this exemption once per calendar year for a single charitable event with the related charitable rental lasting no more than three consecutive nights.

23. Store, adult.

The following general standards shall apply to all adult stores:

A. Distances specified in this section shall be measured from the property line of one use to the property line of the other. The distance between an adult store and a residentially zoned district shall be measured from the property line of the use to the nearest point of the boundary line of the residential zoning district.

B. An adult store shall be located at least five (500) feet from any religious assembly, education facility, public recreational facility, day care center, public assembly, cultural services, home for adults, life care facility, or residential zoning district in existence on the date on which the store obtains its zoning permit.

C. No adult store shall be located within one thousand (1,000) feet of any adult store or other adult establishment.

D. No adult store shall display adult media, depictions of specified sexual activities or specified anatomical areas in its window, or in a manner visible from the street, highway, or public sidewalk, or the property of others. Window areas shall remain transparent.

24. Store, grocery.

All grocery stores shall be subject to the following general standards:

A. Entrances to the site shall be minimized and located in such a way as to maximize safety, ensure efficient traffic circulation and minimize the impact upon the surrounding neighborhood.

Additional standards for the C-1 district:

A. Parking shall be located behind the front line of the principal building.

B. Any new buildings shall be street-oriented with pedestrian entrances from the street, and compatible with the surrounding development.

C. Lighting shall be consistent with the surrounding neighborhood.

25. Store, liquor.

The following general standards shall apply to all liquor stores:

A. A proposed liquor store shall not be located within 500 feet of an existing liquor store. This distance shall be measured from the property line of one business to the property line of the other.

B. Parking shall be located behind the front line of the principal building.

C. Exterior lighting shall be compatible with the surrounding neighborhood.

D. Entrances to the site should be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on any surrounding residential neighborhood.

E. The scale, massing, and building design shall be compatible with the surrounding neighborhood.

26. Wholesale sales.

A. Loading areas shall be sited in such a way so as to minimize the impact on any surrounding neighborhood.

B. Parking shall be located behind the front line of the principal building.

§420-11.4. Industrial Uses.

1. Industrial, light.

A. The use, storage, and disposal of hazardous materials shall meet all applicable federal, state, and local codes.

B. Accessory outdoor storage up to 10% of the building area may be permitted. Outdoor storage shall be located to the rear of the principal building.

§420-11.5. Miscellaneous Uses.

1. Parking Facility.

The following general standards shall apply to all parking facilities:

A. No motor vehicle work shall be permitted in association with a parking facility except under emergency service work.

B. Parking shall be the principal use of all parking facilities. Spaces may be rented for parking but no other business of any kind shall be conducted in the structure except City sanctioned farmer's markets.

2. Portable buildings.

A. Portable buildings, except those specifically exempted below, may be located on a lot only upon the issuance of a conditional use permit, in accordance with **§420-1.11**. Where a lot is used for retail, commercial or industrial purposes, one or more such buildings may be located on a lot. Portable buildings must be used as a subordinate building, the use of which is incidental to and used only in conjunction with the main building's use. Such buildings must conform to the yard requirements for the zoning district in which they are located. The placement of such a building shall require an entrance corridor certificate of appropriateness if it is to be located in an Entrance Corridor Overlay District and a certificate of appropriateness if it is to be located in the Downtown Historic Preservation District. Such a building is for temporary use only and must be replaced with a permanent building or removed within two years. One extension may be requested and approved for not more than one additional year.

B. Exemptions:

1. In all residential districts portable buildings may be used as accessory structures, the use of which is incidental to and used only in conjunction with the primary structure.

2. Contractor's temporary office and storage sheds incidental to a construction project. Such buildings shall be placed on the construction site only after a building permit has been issued for on-site construction work. When such construction work is completed or abandoned, or when the building permit expires or is revoked, such offices or sheds shall be removed.

3. Temporary restroom facilities.

C. Bond required. A cash or other bond may be required to cover the cost of removal and disposal of a temporary building when the conditional use permit expires.

3. Portable Storage Container

Notwithstanding any contrary provision of this ordinance, portable storage containers located outside of a fully-enclosed building or structure shall be allowed only in residential and commercial zoning districts subject to the following restrictions:

A. In residential districts including the R-LC zoning district, a maximum of one (1) portable storage container may be allowed on a lot for a period no longer than sixty (60) days in any consecutive twelve-month period. In any case where there is a change in ownership of the lot, the date upon which title to the lot is conveyed shall begin a new 12-month period.

B. Any residentially zoned parcel with one (1) portable storage container on the lot for less than fifteen (15) calendar days shall not be required to obtain a zoning permit if the zoning administrator has advance notice of placement. A zoning permit issued by the zoning administrator is required for any portable storage container located on a lot for more than fifteen (15) calendar days but no more than sixty (60) calendar days. There will be no fee for such permit and the permit shall be displayed on the exterior of the portable storage unit at all times.

C. In the commercial zoning districts a maximum of one (1) portable storage container may be allowed on a lot for a period no longer than sixty (60) days in any consecutive twelve-month period. In any case where there is a change in ownership of the lot, the date upon which title to the lot is conveyed shall begin a new 12-month period.

D. Any commercially zoned parcel with one (1) portable storage container on the lot for less than thirty (30) calendar days shall not be required to obtain a zoning permit if the zoning administrator has advance notice of placement. A zoning permit issued by the zoning administrator is required for any portable storage container located on a lot for more than thirty (30) calendar days but no more than sixty (60) calendar days. There will be no fee for such permit and the permit shall be displayed on the exterior of the portable storage unit at all times.

E. The portable storage container must be placed a minimum of five (5) feet from the property line, or on the driveway of the lot. One (1) portable storage container may be placed in a legal parking place on the street for a period no longer than fifteen (15) days with the approval of the Public Works Department and the Fire Department when space is not available on site.

F. No portable storage container located in a residential district including the R-LC zoning district shall have dimensions greater than twenty (20) in length, eight (8) feet in width or eight (8) feet in height.

G. Other than the required city zoning permit, no sign shall be attached to a portable storage container except to provide the contact information of the container provider.

H. Temporary portable storage containers shall only be permitted on lots with a principal building or structure.

I. Temporary portable storage containers shall not be used in conjunction with a Class A or Class B home occupation or used as a principal use or principal building or structure.

J. Temporary portable storage containers shall not be inhabited.

K. Temporary portable storage containers cannot be located in the floodway or floodplain overlay district.

L. The container shall not be connected to utilities.

M. The vertical stacking of portable storage containers and the stacking of any other materials or merchandise on top of any storage container shall be prohibited;

N. All portable storage containers shall be maintained in a condition free from rust, peeling paint and other visible forms of deterioration.

O. The provisions of this subsection shall not apply to properties where construction is actively occurring under a valid building permit.

4. Communication Tower.

A. Definitions and Scope

1. Communication tower is defined as a tower or antenna which supports communication (broadcasting and/or receiving) equipment utilized by commercial, government or other corporate, public and quasi-public users. Towers include radio, television, cellular telephone, personal communication services (PCS), microwave, internet, and other similar communications facilities, satellite earth station and building-supported antennas. The towers may be self-supporting or guy-supported. The regulations set out below do not apply to the following: (1) amateur radio communications antennas under 75 feet in height owned and operated by a federally licensed amateur radio station operator; (2) antennas and dishes limited exclusively to home use; and (3) towers owned by the city. All communication towers shall be classified as an administrative review-eligible or standard process project, as defined below.

a. Project means (i) the installation or construction by a wireless services provider or wireless infrastructure provider of a new structure or (ii) the co-location on any existing structure of a wireless facility that is not a small cell facility. "Project" does not include the installation of a small cell facility by a wireless service provider or wireless infrastructure provider on an existing structure to which the provisions of subsection 420-11.5.4.B.2.c of this ordinance apply.

(1) Administrative review-eligible project means a project that provides for:

(a) The installation or construction of a new wireless support structure, as defined below, that is no more than fifty (50) feet above ground level, provided that the structure with attached wireless facilities is (i) not more than ten (10) feet above the tallest existing utility pole located within five hundred (500) feet of the new structure within the same public right-of-way or within the existing line of utility poles; (ii) not located within the boundaries of a local, state, or federal historic district; (iii) not located inside the jurisdictional boundaries of a locality having expended a total amount equal to or greater than thirty-five (35) percent of its general

fund operating revenue, as shown in the most recent comprehensive annual financial report, on undergrounding projects since 1980; and (iv) the new wireless support structure is designed to support small cell facilities; or

(b) The co-location on any existing structure of a wireless facility that is not a small cell facility.

(2) Standard process project means any project other than an administrative review-eligible project. All such projects shall require a conditional use permit in accordance with this ordinance.

2. Antenna means communications equipment that transmits or receives electromagnetic radio signals used in the provision of any type of wireless communications services.

3. Base station means a station that includes a structure that currently supports or houses an antenna, transceiver, coaxial cables, power cables, or other associated equipment at a specific site that is authorized to communicate with mobile stations, generally consisting of radio transceivers, antennas, coaxial cables, power supplies, and other associated electronics.

4. Co-locate means to install, mount, maintain, modify, operate, or replace a wireless facility on, under, within, or adjacent to a base station, building, existing structure, utility pole, or wireless support structure. For purposes of this ordinance, "co-location" shall have the same meaning.

5. Department means the Department of Transportation.

6. Existing structure means any structure that is installed or approved for installation at the time a wireless services provider or wireless infrastructure provider provides notice to a locality or the Department of an agreement with the owner of the structure to co-locate equipment on that structure. “Existing structure” includes any structure that is currently supporting, designed to support, or capable of supporting the attachment of wireless facilities, including towers, buildings, utility poles, light poles, flag poles, signs, and water towers. It shall also include the replacement of a structure, located within a six (6) foot perimeter of the original placement of the structure, with structures that are the same size or smaller.

7. Micro-wireless facility is defined as a small cell facility that is no larger than twenty-four (24) inches in length, fifteen (15) inches in width, and twelve (12) inches in height and that has an exterior antenna, if any, no longer than eleven (11) inches.

8. New structure means a wireless support structure that has not been installed or constructed, or approved for installation or construction, at the time a wireless services provider or wireless infrastructure provider applies to a locality for any required zoning approval.

9. Small cell facility means a wireless facility that meets both of the following qualifications:

a. each antenna is located inside an enclosure of no more than six (6) cubic feet in volume, or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than six (6) cubic feet; and 2) all other wireless equipment associated with the facility has a cumulative; and

b. all other wireless equipment associated with the facility has a cumulative volume of no more than twenty eight (28) cubic feet, or such higher limit as established by the Federal Communications Commission. The following types of associated equipment are not included in the calculation of equipment volume calculation: electric meters, concealment, telecommunications demarcation boxes, back-up power systems, grounding equipment, power transfer switches, cut-off switches, and vertical cable runs for the connection of power and other services.

10. Utility pole means a structure owned, operated, or owned and operated by a public utility, local government, or the Commonwealth that is designed specifically for and used to carry lines, cables, or wires for communications, cable television, or electricity.

11. "Water tower" means a water storage tank, or a standpipe or an elevated tank situated on a support structure, originally constructed for use as a reservoir or facility to store or deliver water.

12. "Wireless facility" means equipment at a fixed location that enables wireless communications between user equipment and a communications network, including (i) equipment associated with wireless services, such as private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services, such as microwave backhaul, and (ii) radio transceivers, antennas, coaxial, or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration.

13. "Wireless infrastructure provider" means any person that builds or installs transmission equipment, wireless facilities, or wireless support structures, but that is not a wireless services provider.

14. "Wireless services" means (i) "personal wireless services" as defined in 47 U.S.C. § 332(c)(7)(C)(i); (ii) "personal wireless service facilities" as defined in 47 U.S.C. § 332(c)(7)(C)(ii), including commercial mobile services as defined in 47 U.S.C. § 332(d), provided to personal mobile communication devices through wireless facilities; and (iii) any other fixed or mobile wireless service, using licensed or unlicensed spectrum, provided using wireless facilities.

15. "Wireless services provider" means a provider of wireless services.

16. Wireless support structure means a freestanding structure, such as a monopole, tower, either guyed or self-supporting, or suitable existing structure or alternative structure designed to support or capable of supporting wireless facilities. "Wireless support structure" does not include any telephone or electrical utility pole or any tower used for the distribution or transmission of electrical service.

B. Conditional Use Permit required

1. Except as provided in subsection D. below, all communication towers shall be handled as standard process projects and shall require a conditional use permit, obtained in accordance with the provisions of Article 1 of this ordinance. Standard process projects shall be reviewed pursuant to the criteria put forth in Virginia Code Section 15.2-2316.4:2, as amended. The processing of a standard process project application shall be subject to the following parameters:

   a. Within ten (10) days after receipt of a conditional use permit application and a valid electronic mail address for the applicant, the locality shall notify the applicant by electronic mail whether the application is incomplete and specify any missing information; otherwise, the application shall be deemed complete. All such applications shall be approved or denied within the following specified time periods:

      (1) For a new structure, as defined by this ordinance, within the lesser of one hundred and fifty (150) days of receipt of the completed application or the period required by federal law for such approval or disapproval; or

      (2) For the co-location of any wireless facility that is not a small cell facility within the lesser of ninety (90) days of receipt of the completed application or the period required by federal law for such approval or disapproval.

      (3) Any period specified above for the city council to approve or disapprove an application may be extended by mutual agreement between the applicant and the city.

   b. A completed conditional use permit application shall be deemed approved if the city council fails to approve or disapprove the application within the periods specified above or any agreed extension thereof.

   c. Any disapproval of the conditional use permit application shall be in writing and accompanied by an explanation for the disapproval, and the locality shall identify any modifications that could be made to the application which would permit the city to approve the proposed project. City council's action on disapproval of an application submitted under this section shall:

      (1) Not unreasonably discriminate between the applicant and other wireless services providers, wireless infrastructure providers, providers of telecommunications services, and other providers of functionally equivalent services; and

      (2) Be supported by substantial record evidence contained in a written record publicly released within thirty (30) days following the disapproval.

   d. The fee for processing standard process projects shall be five hundred dollars ($500.00), which shall not exceed the actual direct costs to process the application, including permits and inspection, in accordance with Virginia Code Section 15.2-2316.4:1, as amended.

   e. Nothing in this section shall prohibit the denial of an application because:

(1) The proposed height of any wireless support structure, wireless facility, or wireless support structure with attached wireless facilities exceeds fifty (50) feet above ground level; provided that such denial does not unreasonably discriminate against the applicant; or

(2) The proposed location of the new structure or co-location of a wireless facility is in an area where all cable and public utility facilities are required or encouraged to be placed underground in accordance with Virginia Code Section 15.2-2316.4:2, as amended;

(3) The applicant did not provide written notice to adjacent landowners at least 15 days before it applies to locate a new structure, or

(4) Existing wireless support structures are available within a reasonable distance that could be used for co-location. The applicant shall be responsible for submitting evidence proving that an existing wireless support structure is incapable of supporting co-location because of unreasonable terms, technical limitations, or other valid criteria as determined by the zoning administrator or designee.

2. Preapplication meeting required. Prior to submitting an application for a conditional use permit for a communication tower, the applicant shall meet with the director of planning to discuss the proposed location of the communication tower, the location of all existing and planned communication towers which the applicant owns or operates within the city, the feasibility of locating the communication facilities on existing towers, buildings or structures, or on municipal property and such other issues as deemed relevant by the planning director or designee. Failure to schedule or attend a preapplication meeting shall preclude the acceptance and processing of an application for a conditional use permit for a communication tower.

3. Additional information required for use permits. In addition to the information otherwise required for a conditional use permit application, any application for a conditional use permit for a communication tower shall include the following:

   a. A site plan drawn to scale specifying the location of tower(s), guy anchors (if any), transmission building and other accessory uses, parking, access, landscaped areas, fences ownership and use of adjoining properties.

   b. Certification by the manufacturer or an engineering report by a state-registered structural engineer shall be submitted indicating the communication tower or antenna height, design, structure, installation and total anticipated capacity of the structure, including number and type of antennas which could be accommodated, and demonstrating to the satisfaction of the code compliance manager that all structural requirements and safety specifications set forth in the Virginia Uniform Statewide Building Code, as supplemented and amended, will be met. In addition to the structural and safety specifications in the Virginia Uniform Statewide Building Code, the certification shall indicate that the proposed communication tower will be constructed to withstand 110 mile per hour winds.

c. A statement from a registered engineer that the NIER (nonionizing electromagnetic radiation) emitted from the communication tower, when measured in conjunction with the emissions from all communication facilities on the tower, does not result in an exposure at any point on or outside such facility which exceeds the lowest applicable exposure standards established by any regulatory agency of the U.S. government or the American National Standards Institute.

d. In order to assist the city council in determining whether it is feasible to locate the proposed communication facilities on existing communication towers, proposed communication towers which have received all necessary approvals for construction, suitable buildings and suitable structures, including, but not limited to, electric transmission structures, the applicant shall indicate on a map the location of all existing towers, and all buildings and structures suitable for the proposed communication facilities within a two-mile radius of the proposed communication tower site, including specific information about the location, height, and design of each tower.

e. Verifiable evidence from the applicant, in written form deemed acceptable to the director of planning, of the lack of space on all existing towers within a two-mile radius of the proposed site, and all suitable buildings, and other structures which could accommodate the proposed antenna, and the lack of space on existing tower sites to construct an additional communication tower for the proposed antenna within the service area.

f. Written confirmation of plans for multiple use of the proposed communication tower.

g. A visual study depicting all areas the proposed facility would be visible from and what the appearance would be, including photo-simulations. A balloon test at the proposed site may also be required at the discretion of the planning director or designee.

After acceptance of an application as complete, the director of planning may request additional information and documentation relative to land use and safety issues, provided that the director shall not delay processing the conditional use permit application while the provision of such information or documentation is pending. However, in the event that all requested information and documents are not submitted prior to a scheduled public hearing, the planning department will recommend to the planning commission that consideration of the application be continued until such information and documents have been submitted.

4. Multiple use of communication towers required whenever feasible.

a. In the consideration of applications for the conditional use permits for the construction of communication towers, the multiple use of existing communication towers, proposed communication towers which have received necessary approvals for construction, and suitable buildings and structures, including, but not limited to, electric transmission structures shall be required whenever feasible in order to minimize the proliferation of communication towers throughout the city, to provide for adequate light and air, to facilitate the

creation of a convenient, attractive and harmonious community, to preserve the character of zoning districts, and to eliminate the potential for adverse impact on established land uses within the city. However, in no event shall it be deemed a violation of this ordinance to operate a communication tower with a single user if a conditional use permit has been issued without an express stipulation requiring multiple use.

5. Evaluation criteria for conditional use permits. In determining whether a conditional use permit application for a communication tower should be approved, the planning commission and city council shall consider the following factors, in addition to the other evaluation criteria for conditional use permits set out in Article 1 of this ordinance:

    a. Whether the communication tower is consistent with the comprehensive plan as determined by the planning commission in accordance with section 15.2-2232 of the Code of Virginia.

    b Whether approval of the communication tower will contravene good planning practices or obstruct the public aims of facilitating the creation of a convenient, attractive community, providing for adequate light and air, preserving the character of zoning districts and eliminating the potential for adverse impact on established land uses within the city.

    c. Whether the proposed communication tower is to be located in an area where it would be unobtrusive and would not substantially detract from aesthetics or neighborhood character, due either to location, to the nature of surrounding uses (such as industrial uses), or to lack or mitigation of visibility caused by natural growth, stealth design or other factors.

    d. Whether the applicant has established that collocation on existing and proposed communication towers and suitable buildings and structures is not feasible in accordance with subsection 420-11.5.4.B.5 above, and whether the applicant has agreed to provide collocation opportunities to other users and has specified the number and types of users that could be accommodated on the proposed communication tower.

    e. Whether the application represents a request for multiple use of a communication tower or site, or use on a site contiguous to an existing communication tower. Where the applicant proposes multiple use of the communication tower, the planning commission and the city council may consider whether the applicant has submitted written confirmation of collocation plans including, but not limited to, agreements, memoranda of agreement or completed forms for multiple use provided by the city.

    f. Whether the application contains evidence that other potential users of the proposed communication tower have been contacted, and they have no current plans, to the best of their ability to determine, that could be fulfilled by joint use of the proposed communication tower.

g. Whether the application shows how the communication tower or site will be designed or laid out to accommodate future multiple users, and if not so designed, the reasons given for failure to do so.

C. Setback requirements

1. The following setback requirements shall apply to all towers and antennas for which a conditional use permit is required; provided, however, that the City may reduce the standard setback requirements if the goals of this section would be better served thereby:

a. Towers must be set back a distance equal to 200% of the height of the tower from any off-site residential structure and in no case less than 400 feet.

b. Towers, guys, and accessory facilities must satisfy the minimum zoning district setback requirements for primary structures.

D. Exceptions to conditional use permit requirement

1. Administrative review-eligible projects. New communication towers meeting the definition of an administrative-review eligible project, or the co-location of a wireless facility that is not a small cell facility on an existing structure, shall be considered an administrative review-eligible project. All such projects shall be reviewed pursuant to the criteria put forth in Virginia Code Section 15.2-2316.4:2, as amended, and shall be subject to the following requirements:

a. The wireless service provider or wireless infrastructure provider either (a) obtains the approval of the City of Lexington by virtue of a franchise agreement and right-of-way permit or lease, as required by law, if a new wireless support structure is proposed to be located in the right-of-way or on city property; or (b) the wireless service provider or wireless infrastructure provider: (i) either has permission from the owner of the land on which the administrative review-eligible project is proposed or has the permission from the owner of an existing pole, building or structure to co-locate equipment on that pole, building or structure and (ii) notifies and provides evidence of such permission to the locality in which the permitting process occurs; and

b. The applicant shall submit an application which shall include: (a) photographs or accurate renderings. including correct colors and exact dimensions, of each type of proposed project; (b) a statement signed by a professional engineer licensed in the Commonwealth of Virginia stating that the proposed facilities comply with all applicable Federal Communications Commission regulations, including, without limitation, regulations pertaining to the emission of radio frequency radiation; and (c) such additional information as the planning director may reasonably require in order to determine whether the requirements of this section are met.

c. Within ten (10) days after receipt of an application and a valid electronic mail address for the applicant, the locality shall notify the applicant by electronic mail whether the application is incomplete and specify any missing information;

otherwise, the application shall be deemed complete. All such applications shall be approved or denied within the following specified time periods:

(1) For a new structure within the lesser of one hundred fifty (150) days of receipt of the completed application or the period required by federal law for such approval or disapproval; or
(2) For the co-location of any wireless facility that is not a small cell facility, within the lesser of ninety (90) days of receipt of a completed application, or the period required by federal law for such approval.
(3) Any period specified above for the city to approve or disapprove an application may be extended by mutual agreement between the applicant and the city.

d. A completed application shall be deemed approved if the director of planning fails to approve or disapprove the application within the periods specified above or any agreed extension thereof.

e. Any disapproval of the application shall be in writing and accompanied by an explanation for the disapproval, and the locality must describe any modifications that could be made to the application which would permit the city to approve the proposed project. The director of planning's action on disapproval of an application submitted under this section shall:

(1) Not unreasonably discriminate between the applicant and other wireless services providers, wireless infrastructure providers, providers of telecommunications services, and other providers of functionally equivalent services; and
(2) Be supported by substantial record evidence contained in a written record publicly released within thirty (30) days following the disapproval.

f. The fee for processing administrative review-eligible projects shall be five hundred dollars ($500.00) in accordance with Virginia Code Section 15.2-2316.4:1, as amended.

g. Nothing in this section shall be interpreted to prohibit the denial of an application if the proposed height of any wireless support structure, wireless facility, or wireless support structure with attached wireless facilities exceeds fifty (50) feet above ground level.

h. Nothing in this ordinance shall be interpreted to prohibit the city from limiting the number of new structures or the number of wireless facilities that can be installed within a five hundred foot (500') radius of an existing wireless support structure that could support co-location at that specific location. The applicant shall be responsible for submitting evidence proving that an existing wireless support structure is incapable of supporting co-location because of unreasonable terms, technical limitations, or other valid criteria as determined by the zoning administrator or designee.

2. Temporary portable towers. Temporary portable towers also known as cells on wheels (COWS), are permitted under the following circumstances:

a. For use when a duly authorized communication tower is undergoing maintenance that requires antennas to be disconnected or turned off. A permit shall be obtained from the zoning administrator authorizing the COW for a maximum of sixty (60) days, which period may be extended at the discretion of the zoning administrator.

b. For use in an emergency situation during the activation of the city's emergency operations center.

c. For special events not to exceed seven (7) days under a special event permit approved by the City of Lexington.

3. Small cell facility.

a. Small cell facilities installed by a wireless service provider or wireless infrastructure provider on existing structures; provided that the following requirements are met: The wireless service provider or wireless infrastructure provider either

(1) obtains the approval of the City of Lexington by virtue of a franchise agreement and right-of-way permit or lease, as required by law, if a new small cell facility is proposed to be located in the right-of-way or on city property; or

(2) the wireless service provider or wireless infrastructure provider: (i) has permission from the owner of an existing pole, building or structure to co-locate equipment on that pole, building or structure and (ii) notifies and provides evidence of such permission to the locality in which the permitting process occurs; and

b. The applicant shall submit an application to the department of planning and development for administrative review and approval by the director of planning and the application shall include: (a) photographs or accurate renderings, including correct colors and exact dimensions, of each type of proposed small wireless facility; (b) a statement signed by a professional engineer licensed in the Commonwealth of Virginia stating that the proposed facilities comply with all applicable Federal Communications Commission regulations, including, without limitation, regulations pertaining to the emission of radio frequency radiation; and (c) such additional information as the planning director may reasonably require in order to determine whether the requirements of this section are met. An applicant may submit up to thirty-five (35) permit requests on a single application. All such completed applications, as determined by the director of planning, shall be approved or disapproved within sixty (60) days of receipt of the complete application. Within ten (10) days after receipt of an application and a valid electronic mail address for the applicant, the locality shall notify the applicant by electronic mail whether the application is incomplete and specify any missing information; otherwise, the application shall be deemed complete. The 60-day period may be extended by the locality in writing for a period not to exceed an additional thirty (30) days. The application shall be deemed approved if the locality fails to act within the initial sixty (60) days or an extended 30-day period. Any disapproval of the application shall be in writing and accompanied

by an explanation for the disapproval. The fee for processing small cell facility applications shall be one hundred dollars ($100.00) for each application proposing up to five (5) small cell facilities and fifty dollars ($50.00) for each additional small cell facility proposed on a permit application. The application for the small cell facility shall be approved only if the following minimum standards are met:

(1) The small cell facility shall not have the potential to pose a material interference with other pre-existing communication facilities or with future communication facilities that have already been designed and planned for a specific location or that have been reserved for future public safety communication facilities, as determined by the city.
(2) The small cell facility does not create a public safety concern or inhibit critical public service needs.
(3) If the communication small cell facility shall be installed on or in publicly owned or publicly controlled property, excluding privately owned structures, the communication small cell facility shall be substantially concealed from view by means of painting or tinting to match the surface of the building or other structure to which they are affixed or by other suitable method, such as by flush-mounting or integration into the design elements of the building or structure.
(4) Further, electrical power and battery backup cabinets shall be roof-mounted or otherwise located so as not to be visible from a public street or, where not practicable as determined by the director of planning, such equipment shall be appropriately screened by landscaping or other means minimizing visibility from a public street.
(5) Small cell facilities shall only be permitted in the Lexington Downtown Historic Preservation District or the Residential Neighborhood Conservation District if they meet the standards included in the Lexington Historic District Design Guidelines as amended and with a certificate of appropriateness approved by the Architectural Review Board.
(6) This section shall not be construed to prohibit or limit an applicant from voluntarily submitting conditions to address visual or aesthetic effects resulting from the placement of small cell facilities on private property.

c. At such time that the small cell ceases to be used for communications purposes for three (3) consecutive months, the applicant shall remove the small cell from the property. If the applicant fails to remove the small cell within thirty (30) days of written notice from the zoning administrator, the director of planning, through his or her own agents or employees, shall be authorized to remove the small cell facility and assess all charges incurred in such removal on the applicant or owner.

4. Micro-wireless facilities. The installation, placement, maintenance or replacement of micro-wireless facilities that are suspended on cables or lines that are strung between existing utility poles shall not require any permit from the city nor shall

they be subject to any fee from the city if the applicant provides the director of planning or designee with proof of compliance with all national safety codes.

5. Nothing herein shall be construed to exempt the applicant from the requirement for a grant of franchise from the city council pursuant to Section 15.2-2100 of the Code of Virginia, 1950, as amended.

Article XII. Off-Street Parking and Loading Requirements

§420-12.1. Intent.

A. The purpose of this article is to regulate the design, location and maintenance of parking areas, to meet the expanding needs of a growing City and to furnish adequate facilities to satisfy those who live, shop and work within the City.

B. It is the intent of this article to have adequate parking designed and constructed during the erection of all new structures and the modifications to existing structures.

C. These parking areas are to be designed for the convenience of all who use them and shall be located so as to improve traffic flow, promote traffic safety and add to the beautification of the City.

§420-12.2. Location generally.

A. Off-street parking required by this chapter shall only occur on an all-weather driving surface.

B. There shall be provided, at the time of the erection of any principal building or structure or at the time any principal building or structure is altered, enlarged or increased in capacity by adding dwelling units, guest rooms, floor areas or seats, not less than the amounts of parking space given in **§ 420-12.8**. Such space shall be maintained and shall not be encroached upon so long as such principal building or structure remains, unless an equivalent number of such spaces is provided elsewhere in conformance with the article.

C. Loading space, as required in **§ 420-12.9**, shall not be construed as supplying off-street parking space.

D. Notwithstanding any contrary provision of this chapter, buildings in the Historic Downtown Preservation District shall be exempt from the requirements of this article.

§420-12.3. Location in relation to use.

The parking spaces required shall be located on the same lot as is the principal use; provided, however, that upon the recommendation of the Planning Commission and made part of a conditional use permit by the City Council, a portion of required off-street parking for uses in districts other than residential may be located in a remote parking lot which is within 500 feet measured along lines of public access from the principal use. A remote parking lot to satisfy this requirement shall be owned by the owner of the principal structure or, in the alternative, shall be restricted by a recorded agreement to off-street parking purposes during the lifetime of the principal structure or as long as off-street parking is required for such principal structure in accordance with the terms of this article.

§420-12.4. Reduction.

Off-street parking space required under this article may be reduced at a time when the capacity or use of a building is changed in such a manner that the new use or capacity would require less space than before the change. Such reduction may not be to a level below the standards set forth in this article.

§420-12.5. Joint use of spaces.

A. Churches. Parking spaces already provided to meet off-street parking requirements for theaters, stadiums, auditoriums and other places of public assembly, stores, office buildings and industrial establishments, lying within 500 feet of a church, as measured along lines of public access, that are not normally used between the hours of 6:00 a.m. and 6:00 p.m. on Sundays and that are

made available for other parking may be used to meet not more than 75% of the off-street parking requirements of a church.

B. Other places of public assembly. Parking spaces already provided to meet off-street parking requirements for stores, office buildings and industrial establishments, lying within 500 feet of a place of public assembly, as measured along lines of public access, that are not normally in use between the hours of 6:00 p.m. and 12:00 midnight and that are made available for other parking may be used to meet not more than 50% of the total requirements of parking space.

§420-12.6. Design standards.

A. Surfacing. Depending on the site's topography and conditions, the Zoning Administrator may require that off-street parking areas for three or more vehicles be surfaced with an erosion-proof asphaltic, bituminous, cement or other properly bound pavement. Off-street parking shall not be located in a required yard or near the front entrance of a structure unless an all-weather driving surface is provided as approved by the City.

B. Drainage and maintenance. Off-street parking facilities shall be drained to eliminate standing water and prevent damage to abutting property and/or public streets and alleys. Off-street parking areas shall be maintained in a clean, orderly and, to the extent possible, dust-free condition at the expense of the owner or lessee and not used for the sale, repair, or dismantling or servicing of any vehicles, equipment, materials or supplies.

C. Separation from walkways and streets. Off-street parking spaces shall be separated from walkways, sidewalks, streets or alleys by a wall, fence or curbing or other approved protective device, or by distance, so that vehicles cannot protrude over publicly owned areas.

D. Entrances and exits. The location and design of entrances and exits shall meet regular traffic safety and design standards. In general, there shall not be more than one entrance and one exit or one combined entrance and exit along any one street.

E. Interior drives. Interior drives shall be of adequate width to serve a particular design arrangement of parking spaces, except that no driveway shall be less than eight feet in width.

F. Marking. Parking spaces in lots of more than 10 spaces shall be marked by painted lines or curbs or other means to indicate individual spaces. Signs or markers shall be used to ensure efficient traffic operation on the lot.

G. Lighting. Adequate lighting shall be provided if off-street parking spaces are to be used at night. The lighting shall be arranged and installed to minimize glare on property in a residential district.

H. Screening. Where off-street parking areas for five or more automobiles are located closer than 50 feet to a dwelling in a residential district and where such parking areas are not entirely screened visually from the dwelling by an intervening building or structure, a continuous visual screen, with a minimum height of six feet, shall be provided between the parking area and the dwelling. Such screen shall be a solid masonry wall, a uniformly painted solid board fence or evergreen hedge six feet in height, except in areas requiring natural air circulation, unobstructed view or other technical considerations necessary for proper operation.

I. Shared access. Access to required parking spaces for single-and two-family residences may be provided by a shared driveway when each abutting side yard has a minimum width of 10 feet.

§420-12.7. Obligations of owner.

A. The requirements for off-street parking space and off-street loading space shall be a continuing obligation of the owner of the real estate on which any structure or use is located as long as such structure or use is in existence and its use, requiring vehicle parking or vehicle loading facilities, continues. It shall be unlawful for the owner of any structure or use affected by this article to discontinue, change or dispense with or to cause the discontinuance or change of the required vehicle parking or loading space, apart from the alternate vehicle parking or loading space which meets with the requirements of and is in compliance with this article. It shall be unlawful for any firm or corporation to use such structure without acquiring such land or other suitable land for vehicle parking or loading space which meets the requirements of and is in compliance with this chapter.

B. Whenever off-street parking is required and cannot be provided within the principal structure or on the same lot as the principal structure and is located on another parcel of property, as permitted by this article, such parcel of property provided and utilized for off-street parking shall be owned by the owner of the principal structure or, in the alternative, shall be restricted by a recorded agreement to off-street parking purposes during the lifetime of the principal structure or as long as off-street parking is required for such principal structure in accordance with the terms of this article.

C. No recreational vehicles shall be parked or stored on any lot in a residential zoning district on that portion of the lot lying between the center line of the street and the front of the structure; provided, however, that such equipment may be parked on that portion of the lot lying between the center line of the street and the front of the structure on residential premises for a period not to exceed 48 hours during loading and unloading. No such equipment shall be used for living, sleeping or housekeeping purposes when parked or stored on a residential lot or in any location not approved for such use.

D. Vehicles that are inoperable, unregistered, or abandoned must not be stored outdoors. For purposes of this section, an auto repair service facility with a valid business license issued by the City is exempt from the prohibition of storing inoperable, unregistered, or abandoned vehicles outdoors.

§420-12.8. Schedule of required spaces.

Off-street parking shall be provided according to the following schedule. Where application of the schedule creates a fractional number of spaces, the parking spaces required shall be construed to be the next highest whole number.

Use	Parking Spaces Required
Assemblies (public and religious); club; and civic use	1 for each 6 seats or 10 feet of benches or pews, based on fixed seating capacity in the main place of assembly therein; 1 for each 100 square feet of assembly floor space in buildings without fixed seating
Automobile and commercial vehicle repair service, car washes, and gasoline stations	3 for each bay, stall, rack or pit, plus 1 for each gasoline pump; minimum 5 spaces
Automobile and equipment sales lots, rental/leasing	1 customer vehicle space for each 500 square feet

Bed-and-breakfast, dormitories, and short term rental business	1 for each sleeping room in addition to parking spaces required for permanent residents of the building
Brewery, Distillery, Winery	1 for each 150 square foot of food/beverage preparation and consumption area, plus 1 per 800 square feet of operations
Commercial indoor amusement	1 space for each 3 persons based on maximum occupancy
Commercial indoor entertainment	1 space for each 4 seats or similar accommodations, plus 1 space per 2 employees on largest shift
Commercial outdoor entertainment	1 space for each 3 persons based on maximum occupancy load, plus 1 space per employee on largest shift
Commercial outdoor sports & recreation	1 space for each 3 persons based on maximum occupancy load, plus 1 space per employee on largest shift
Clinic	1 for each 200 square feet
Cultural services	1 for each 500 square feet
Day care center	1 for each 250 square feet
Educational facility	1 for each employee on largest shift, plus 1 per 20 students
Family home day care	1 plus residential requirement
	1 for each 250 square feet
Fraternity or sorority	1 space for each bed provided in the house's designed capacity or 15 spaces, whichever is greater
Funeral homes and mortuaries	1 for each 100 square feet of floor space of assembly rooms used for service
Garden center	1 for each 300 square feet
Halfway house	1 for each two residents
Hospitals, general acute care	2 for each bed
Home for adults	1 for every 2 occupants
Home occupation, class A	2 plus residential requirement
Home occupation, class B	4 plus residential requirement
Hotels	1 for each guest room or resident unit, plus required parking for any restaurant or assembly space
Kennel	1 for each 400 square feet
Light Industrial, custom manufacturing	1 for each 2 employees, based on estimated maximum daily or maximum 8-hour shift requirements in a 24-hour period
Laboratory; Research and development	1 for each 800 square feet
Large capacity dwelling, and group home	2 for each dwelling unit or 1 per bedroom, whichever is greater
Laundry	1 for each 2 washing machines
Libraries	1 for each 500 square feet of floor space
Mini-warehouse	3 plus 1 per 100 units
Multi-family dwelling	1.25 for each studio & one bedroom unit, 1.5 for each two bedroom unit, and

	2 for each three or more bedroom unit
Nursing homes and homes for adults	1 for every 2 beds
Offices, general	1 for each 250 square feet
Offices, medical	1 for each 200 square feet
Outdoor sales, display, or service area	1 for each 2,000 square feet
Personal services; personal improvement services	1 for each 500 square feet
Restaurants	1 for each 150 square feet of floor space
Shelter	1 for each 2 residents
Single-family dwellings, two-family dwellings, accessory dwellings and townhouses	2 for each dwelling unit; 1 for each accessory dwelling, 4 outdoor parking spaces maximum per residential lot
Sports arenas or stadiums	1 for each 6 seats or 10 feet of benches
Store, general	1 for each 250 square feet
Veterinary hospital/clinic	1 for each 400 square feet
Warehouses and wholesale sales	1 for each1,250 square feet

§420-12.9. Off-street loading.

A. On the same premises with every building or structure or part thereof erected and occupied for manufacturing, storage, warehousing, goods display or as a department store, wholesale store, market, hotel, hospital, mortuary, laundry, dry-cleaning establishment or other use similarly involving the receipt or distribution of vehicles, materials or merchandise, there shall be provided and maintained on the lot adequate space for standing, turning, loading and unloading services, in order to avoid interference with public use of the streets and alleys.

B. Such loading and unloading space, unless otherwise adequately provided for, shall be an area 10 feet by 50 feet, with fifteen-foot height clearance, and shall be provided according to the following schedule:

Gross Floor Area (square feet)	**Loading and Unloading Spaces Required in Terms of Usable Floor Area**
0 to 1,400	None
1,401 to 20,000	1 space
20,001 to 100,000	1 space, plus 1 space for each 20,000 square feet
100,001 to 500,000	5 spaces, plus 1 space for each 40,000 square feet in excess of 100.000 square feet
Over 500,000	15 spaces, plus 1 space for each 80,000 square feet

Article XIII. Signs

§420-13.1. Purpose and Intent.

A. Signs can obstruct views, distract motorists, displace alternative uses for land, and pose other problems that legitimately call for regulation. The purpose of this article is to regulate the size, color, illumination, movement, materials, location, height and condition of all signs placed on private property for exterior observation, thus ensuring the protection of property values, the character of the various neighborhoods, the creation of a convenient, attractive and harmonious community, protection against destruction of or encroachment upon historic areas, and the safety and welfare of pedestrians and wheeled traffic, while providing convenience to citizens and encouraging economic development. This article allows adequate communication through signage while encouraging aesthetic quality in the design, location, size and purpose of all signs. This article shall be interpreted in a manner consistent with the First Amendment guarantee of free speech and in a manner consistent with the City's Comprehensive Plan. If any provision of this article is found by a court of competent jurisdiction to be invalid, such finding shall not affect the validity of other provisions of this article, which can be given effect without the invalid provision.

B. Signs not expressly permitted as being allowed under this article, by specific requirements in another portion of this chapter, or otherwise expressly allowed by the City are forbidden.

C. These regulations are intended to promote signs that are compatible with the use of the property to which they are appurtenant, landscape and architecture of surrounding buildings, are legible and appropriate to the activity to which they pertain, are not distracting to motorists, and are constructed and maintained in a structurally sound and attractive condition.

§420-13.2 Sign Permits.

A. *Permit required.* Except when otherwise exempted by this article, no sign shall be erected, constructed, posted, painted, altered, or relocated, unless and until a zoning permit has been issued by the zoning administrator and where provided for in this article, subsequent to an approval of a certificate of appropriateness by the architectural review board (ARB) where applicable or by the Planning Commission where applicable.

B. *Permit process.* Before any zoning permit is issued, the applicant shall submit to the administrator a sign permit application and an application for certificate of appropriateness when applicable provided by the administrator, together with drawings and/or specifications as may be necessary to fully advise and acquaint the administrator with the location, construction, materials, manner of illuminating and/or securing or fastening, and number of signs applied for, and the style of the wording of the sign or advertisement to be carried on the sign.

C. *Application.* The permit application shall contain the location of the sign structure, the name and address of the sign owner and of the sign erector, a drawing showing the design and location of the sign, and such other pertinent information as the Building Official may require to ensure compliance with this chapter or other ordinances of the City.

D. *Fees.* Fees for sign permits shall be as fixed from time to time by the governing body of the City.

E. *Building codes and inspections.* Structural and safety features and electrical systems shall be in accordance with the requirements of applicable codes and ordinances. No sign shall be approved for use unless it has been inspected by the department issuing the permit and is

found to be in compliance with all the requirements of this chapter and applicable technical codes. All signs which are electrically illuminated shall require a separate electrical permit and inspection.

F. *General permit application requirements.* Submission requirements for architectural review board sign guidelines as set forth in the Historic District Design Guidelines adopted by the City Council, as amended, shall be followed for selecting the type of sign, location, colors, lettering style, materials and type of illumination (if applicable). Sign permit applications also require:

1. An application for a certificate of appropriateness, as applicable.
2. A plan showing location of existing and proposed sign(s) on building façade(s) or grounds and exterior dimensions of buildings subject to the sign permit.
3. Scaled drawings showing dimensions, scale, and elevation of proposed sign(s) to include specific materials, hardware, and methods of mounting and illumination.

G. All signs shall be erected within six (6) months from the date of approval of the sign permit; otherwise, the permit shall become null and void and a new permit shall be required. The zoning administrator may grant one extension of the permit for a period of six (6) months, but in no case shall a permit be valid for more than a total of twelve (12) months. Extensions may be granted only when the proposed sign is in compliance with all current applicable regulations.

§420-13.3. Exemptions.

Sign permits shall not be required for the following signs; however, all applicable regulations of this chapter shall apply.

A. Signs erected by a governmental body or required by law, including official traffic signs or sign structures, provisional warning signs or sign structures, and temporary signs indicating danger.

B. Minor signs as defined by this ordinance not exceeding three (3) total signs per street frontage per parcel.

C. Change of message of an approved sign.

D. Painting, repainting, cleaning and other normal maintenance and repair of signs or sign structures, unless a structural change is made.

E. Temporary Signs as set forth in this section, including real estate signs, contractor signs, and special event signs.

F. A sign displayed on a truck, bus or other vehicle, while in use in the normal course of business with the exception of mobile billboards that are prohibited.

G. Flags of the United States of America, Commonwealth of Virginia, City of Lexington, or other flags displayed for non-commercial purposes.

H. Any property actively offered for sale or lease may display one sign per street frontage in addition to those otherwise allowed by this ordinance, limited to a maximum area of sixteen (16) square feet for parcels in commercial zoning districts (R-LC, C-1, & C-2) and eight (8) square feet in all other zoning districts. Such signs shall to be removed when the property is no longer offered for sale or lease and shall not be banner type signs.

§420-13.4. Prohibited signs.

The following signs are prohibited:

A. Flashing Signs or signs lighted in a varying degree including strobe lights.

B. Moving or Rotating Signs.

C. Off-premises signs.

D. Inflatable signs.

E. Signs or parts of a sign located anywhere on the roof or wall of a building so that they shall extend above or beyond the perimeter of the building's roof, wall or parapet wall or into a front, side or rear yard setback.

F. Signs illuminated with sodium halide lights; and any illuminated sign that emits excessive levels of light in the opinion of the Zoning Administrator.

G. Electronic message boards.

H. Abandoned sign structures.

I. Changeable copy signs, except as specifically permitted by this Zoning Ordinance.

J. Any signs, including posters and handbills, affixed to any structures, trees or other natural vegetation, rocks or poles.

K. Any sign that may be confused with or obstruct the view of any authorized traffic sign or signal, or obstruct the sight-distance triangle at any road intersection, or extend into the public right-of-way or otherwise create a distraction for drivers.

L. Portable signs, including those on wheels, except A-Frame/sandwich boards complying with the provisions of this section.

M. Signs that prevent free ingress or egress from any door, window, fire escape, or that prevent free access from one part of a roof to any other part or otherwise adversely affect safety or are in violation of any building code or other applicable law.

N. Signs that emit smoke, visible vapors, particles, normally detectable sound or odor shall not be permitted, including open flames used to attract public attention.

O. Mirrors or mirror devices on, in, or as part of a sign.

P. Signs placed, affixed or painted on a motor vehicle or trailer parked with the primary purpose of providing signage, and not used in the normal conduct of business.

Q. Signs located in the public right-of-way, unless approved and erected by the City of Lexington.

R. Mobile billboards.

S. Any sign representing or depicting specified sexual activities or specified anatomical areas or sexually oriented goods. Any sign containing obscene text or pictures as defined by the Virginia Code.

T. Signs advertising activities or products that are illegal under federal, state, City or county law.

§420-13.5. Sign Standards: C-1 Zoning District.

Any business located within a C-1 zoning district shall be limited to displaying no greater than 1 square foot of signage per foot of business frontage, and in no case shall any business display greater than 30 square feet of signage per building street frontage. Individual signs shall be limited in their size and placement according to the following regulations:

	Maximum Sign Dimensions: C-1 Zoning District		
Sign Type	**Number**	**Area** (Sq. Ft.)	**Height** (Ft.)
Window	Not limited	Lesser of 20% of window area or 6 Sq. Ft.	Not limited
Freestanding	1 per business	9 s.f. per side for buildings < 30 ft frontage; 15 per side for buildings > 30 ft frontage	8
Projecting	1 per business per street frontage	9 s.f. per side for buildings < 30 ft frontage; 15 per side for buildings > 30 ft frontage	No less than 8 and 15 ft. max. above grade level
Wall	1 per business per street frontage	15 s.f.	15 ft. max. above grade level
Canopy	Permitted	Letters not more than 6 inches high.	No less than 9
Internally Illuminated	Not permitted except one neon window sign not more than 3 Sq. Ft.[1]	n/a	n/a
A-Frame	1 per 30 feet of frontage	6 per side	4 feet
Painted	1 on side or rear wall	Shall not exceed 10% of that wall area	As per other standards
Temporary (freestanding, banner, or wall only)[2]	Not limited	8	4

[1]Such signs shall not flash and shall be “on” only during posted hours of business.

[2]Temporary signs shall not count toward sign allotment for each business.

A building owner may allocate up to 15 square feet of the building's available signage to each business occupant located in an upper story, basement or interior space not sharing the building face.

§420-13.6. Sign Standards: C-2 Zoning District.

Any business located within a C-2 zoning district shall be limited to displaying no greater than 2 square feet of signage per foot of business frontage, and in no case shall any business display greater than 100 square feet of signage per building street frontage. Individual signs shall be limited in their size and placement according to the following regulations:

	Maximum Sign Dimensions: C-2 Zoning District		
Sign Type	**Number**	**Area** (Sq. Ft.)	**Height** (Ft.)
Window	Not limited	Lesser of 20% of window area or 6 Sq. Ft.	Not limited
Freestanding	1 per street frontage, limit 2 per lot	25	15
Projecting	1 per business per street frontage	12	No less than 9
Wall	1 per business per street frontage	1 s.f. for each lineal foot of bldg. frontage; with 32 s.f. min. and 100 s.f. max. allowed	15 ft. max. above grade level
Canopy	Permitted	Letters not more than 12 inches high.	No less than 9
Internally Illuminated	Permitted	n/a	n/a
A-Frame	1 per 30 feet of frontage	6 per side	4 feet
Painted	1 on side or rear wall	Shall not exceed 15% of that wall area	As per other standards
Temporary (freestanding, banner, or wall only)[1]	Not limited	8	4

[1]Temporary signs shall not count toward sign allotment for each business.

§420-13.7. Sign Standards: R-1, R-2, R-M, R-LC Zoning District.

Signs located in the R-1, R-2, R-M, or R-LC zoning districts shall be limited in their size and placement according to the following regulations:

	Maximum Sign Dimensions: Residential Zoning Districts (R-1, R-2, R-M, R-LC)								
	Residential Uses			**Residential Projects**[1]			**Non-Residential Uses**		
Sign Type	**Number**	**Area** (Sq. Ft.)	**Height** (Ft.)	**Number**	**Area** (Sq. Ft.)	**Height** (Ft.)	**Number**	**Area** (Sq. Ft.)	**Height** (Ft.)
Freestanding Signs	1 per lot	2 sq. ft.	4 feet	1 per site entrance	16 Sq. Ft.	4 feet	1 per separate road frontage	16 Sq. Ft.	5 feet
Wall Signs	1 per lot	2 sq. ft.	n/a	1 per street frontage	16 Sq. Ft.	n/a	1 per separate road frontage	16 Sq. Ft.	12 ft.

[1]Includes subdivisions, multifamily buildings, and other types of residential projects built as a unified development.

§420-13.8. Sign Standards: P-OS Zoning District.

Signs located in the P-OS zoning district shall be limited in their size and placement according to the following regulations:

A. One wall sign 16 square foot in area and not more than 10 feet above grade.

B. One freestanding sign 16 square foot in area per each of two sides and not more than 4 feet above grade.

§420-13.9. Temporary signs.

A. Temporary signs may be erected or constructed without a permit in all zoning districts; however, all applicable code requirements in this chapter shall still apply.

B. *Temporary Signs in Commercial Zoning Districts (C-1 and C-2)*. These signs shall be either Freestanding Signs, Wall Signs, Window Signs, or Banner Signs, and may be displayed for up to 45 consecutive days. The zoning administrator may extend the time limit by up to 45 days upon application by the owner at the end of the initial 45-day period, if the applicant shows that the sign is maintained in sound condition and the purpose for it still pertains. Temporary Freestanding Signs, Wall Signs, Banner Signs, shall not exceed one sign per location, nor eight (8) square feet in area and four (4) feet in height. Temporary Window Signs shall not obstruct more than twenty (20) percent of the area of the window on which the sign is located.

C. *A-Frame Signs in Commercial Zoning Districts (C-1 and C-2).* These signs must not be more than an aggregate of twelve (12) square feet or less in a sandwich board design as defined herein. The sign may only be displayed during business hours. The placement of the sign shall not impede pedestrian, wheelchair, or vehicular traffic flow. Signs must be placed to maintain at least four (4) feet of clear passage between the edge of the sign and the curb and should not otherwise compromise public safety. Only one such sign is permitted per business, or one sign per thirty (30) linear feet of sidewalk, whichever is more restrictive. A-Frame Signs may be displayed on a daily basis and are not limited to the time constraints in subsection B. listed above.

D. *Temporary Signs in Residential Zoning Districts.* These signs shall be either Freestanding Signs, Wall Signs, Window Signs or Banner Signs. Temporary Signs shall not exceed sixteen (16) square feet in area total per property. No sign shall exceed six (6) feet in height, except Window Signs. Window signs shall not obstruct more than twenty-five (25) percent of the total area of all windows on each building façade on the property.

E. *Temporary Signs required to be posted by law.* Any such sign shall be removed the day after the last day for which it is required to be displayed. The administrator may require proof of legal requirement for the posting of the sign. These signs are permitted in all zoning districts.

§420-13.10. General requirements for all signs.

A. Sign area computations.

1. The surface area of any sign permitted under this article is determined by measuring the entire face of the sign including any wall work incidental to its decoration, but excluding support elements whose sole purpose and function is to support the sign, except as noted below:

2. The surface area of any sign made up only of individual letters or figures shall include the space between such letters or figures.

3. Whenever one sign contains information on both sides, one side only shall be used in computing the surface area of the sign.

B. Placement of signs

Signs shall be placed so they do not obstruct vehicles, pedestrians, or the signs of adjacent businesses and so that they follow architectural review board placement guidelines.

C. Materials, colors, and styles

The materials, colors, and styles of non-temporary signs located within approved historic districts are subject to the approval of the architectural review board in accordance with any applicable design guidelines adopted by the City Council.

D. Lighting

No sign shall be illuminated in such a way that light may shine into on-coming traffic, affect highway safety, or shine directly into a residential dwelling unit zoned R1, R2, or R-M.

E. Substitution

Wherever this Article permits a sign with commercial content, non-commercial content is also permitted subject to the same requirements of size, color, illumination, movement, materials, location, height and construction.

§420-13.11. Structural and maintenance requirements.

All signs shall be maintained in good condition and remain structurally safe. Any sign that has deteriorated to a state of peeling, cracking, splitting, fading or rusting, is in violation of this ordinance and subject to enforcement.

§420-13.12. Nonconforming signs.

A. Any sign lawfully in existence on the date of enactment of this article may be maintained even though it does not conform with the provisions of this article.

B. No nonconforming sign may be enlarged or altered in such a manner as to expand the nonconformity, nor may illumination be added to any nonconforming sign, except as provided in **§420-13.10.D**.

C. A nonconforming sign may not be moved or replaced except to bring the sign into complete conformity with this article.

D. A nonconforming sign destroyed by any cause may not be repaired, reconstructed or replaced except in conformity with this article. For the purposes of this section, a nonconforming sign is destroyed if damaged to an extent that the cost of repairing the sign to its former condition or replacing it with an equivalent sign equals or exceeds fifty (50) percent of the appraised value of the sign so damaged.

E. The message of a nonconforming sign may be changed so long as this does not create any new nonconformities.

F. A pre-existing sign must be removed if the structure, building or use to which it is accessory is destroyed, or demolished to an extent exceeding 50 percent of the appraised value of the principal structure, building or use.

§420-13.13. Enforcement.

A. *Violations*. Violations of this Article constitute violations of the zoning code and the City may obtain compliance through any of the methods available for other zoning violations.

B. *Removal of signs in violation.* The Zoning Administrator may order the removal of any sign erected or maintained in violation of this article. He shall give 30 days' notice in writing to the owner of such sign or of the building, structure or premises on which such sign is located to remove the sign or to bring it into compliance with this article. The Zoning Administrator may remove a sign immediately and without notice if, in his opinion, the condition of the sign is such as to present an immediate threat to the safety of the public. Any surface exposed by the removal of a sign shall be restored to its original condition by the property owner and be compatible with adjacent surfaces.

C. *Removal of abandoned signs.* A sign shall be removed by the owner or lessee of the premises upon which the sign is located when the business which it advertises is no longer conducted on the premises. If the owner or lessee fails to remove such sign, the Zoning Administrator shall give the owner 15 days' written notice to remove it. Upon failure to comply with this notice, the Zoning Administrator or his duly authorized representative may remove the sign at cost to the property owner.

§420-13.14. Appeals.

Any person aggrieved by any decision or order of the Zoning Administrator may appeal to the Board of Zoning Appeals by serving written notice to the Zoning Administrator, who, in turn, shall immediately transmit the notice to the Board, which shall meet to hear it within 30 days thereafter. The Zoning Administrator shall take no further action on the matter, pending the Board's decision, except concerning unsafe signs which present an immediate and serious danger to the public, as provided in **§ 420-13.12B.**

Article XIV. Landscaping.

§420-14.1 Purpose and Intent.

The purpose of this section is to establish standards for landscape architecture, site design, site buffering, and landscape screening. With the intent of preserving and promoting the health, safety, and general welfare of the City, these regulations are based on the following goals:

A. Preserve and enhance the aesthetic character of the City;

B. Protect the quality of the City's natural rivers, streams, and wetlands;

C. Enhance erosion control;

D. Improve the relationship between adjacent properties through screening and buffering;

E. Promote economic development in the City's neighborhoods, historic districts, and entrance corridors.

§420-14.2. Application of Landscape Standards.

A. These landscape requirements shall apply to:

1. All new developments, or redevelopments, requiring an approved site plan as specified by this ordinance

2. All properties seeking rezoning or conditional use permit under the requirements of this ordinance

B. These requirements shall not apply to parcels containing single-family detached dwellings or two-family dwellings.

§420-14.3. Landscape Plan Requirements.

A. The landscape plan shall include:

1. Location, type, size, height, and number of proposed plantings.

2. Planting specifications or installation details.

3. Location and size of all existing plants and trees to be retained during construction, as well as protection measures to be implemented during construction.

4. Location, size and other related design details for all hardscape improvements, signage, recreational improvements and open space areas, fences, walls, barriers and other related elements.

5. Designation of required setbacks, yards and screening areas

6. Location of other man-made site features, parking lots, hardscape improvements, overhead structures and underground utilities to ensure that landscape materials will not be in conflict with the placement and operation of these improvements.

§420-14.4. General Standards.

A. Any required landscaping shall be installed prior to the issuance of a certificate of occupancy.

B. Existing healthy trees and shrubs shall be credited toward any minimum landscaping required by this section, provided they meet minimum size standards and are protected before and during construction and maintained thereafter in a healthy growing condition.

C. The owner of the property upon which the required landscaping or buffering is installed shall be responsible for maintenance and replacement. If any required tree, shrub, or other landscaping element shall die or be removed after issuance of the certificate of occupancy, the developer, his or her successors or assigns, shall replace each by the end of the next planting season with trees or shrubs of the same or similar species, type, color, or character.

D. Landscaping shall not obstruct the view of motorists using any street, private driveway, parking isles, or the approach to any street intersection so as to constitute a traffic hazard or a condition dangerous to the public safety.

E. All required landscape materials shall conform to the following minimum size or height standards at the time of planting:

    1. Deciduous shade trees: 1" caliper
    2. Ornamental and understory trees: 4' height
    3. Coniferous trees: 4' height
    4. Shrubs: 12" spread or height

§420-14.5. Buffering.

Landscape buffering is intended to provide a year-round visual screen between two or more properties in order to minimize visual and other adverse impacts. Buffering may consist of fencing, evergreens, boulders, mounds, or a combination of materials.

A. A landscape buffer area shall be required where a commercially zoned development abuts a residential zoning district, or where multi-family residential development abuts any property zoned R-1 or R-2.

B. In the above conditions, a buffer strip ten (10) feet in width shall be required. Where site considerations do not allow a natural buffer of ten (10) feet width, a smaller buffer, or a privacy fence or wall, may be substituted for all or a portion of that buffer as approved by the Zoning Administrator during the site plan process.

C. Plants should be sufficiently large and planted in such a fashion that a year-round screen at least six (6) feet in height shall be produced within one growing season.

D. No buildings, structures, storage of materials, or parking shall be permitted within a buffer area.

E. Buffer plantings shall be maintained in perpetuity in such a way as to ensure that the buffering requirements of this ordinance continue to be met. Any dead or dying plants shall be removed within thirty (30) days of notification by the Zoning Administrator and shall be replaced by the property owner during the next viable planting season

§420-14.6. Screening.

A. Screening shall be required to conceal specific areas from both on-site and off-site views. Such areas shall be screened at all times, regardless of adjacent uses, adjacent districts, or other proximate landscaping material. Specific areas to be screened include:

1. Large waste receptacles (dumpsters) and refuse collection points (including cardboard recycling containers)
2. Loading and service areas
3. Outdoor storage areas (including storage tanks)
4. Ground-based utility equipment with size in excess of 12 cubic feet
5. Ground level and wall-mounted mechanical equipment (e.g. air handling equipment, compressors, condensers, duct work, transformers, and elevator equipment) visible from a public street (not including an alley) at ground level at the property line. Window mounted mechanical equipment, solar photovoltaic, and solar thermal systems are exempted from the requirement to screen mechanical equipment.

B. The above-mentioned areas shall be screened using an appropriate combination of landscape plants, fencing, or masonry walls to adequately screen them from views both on and off the subject property.

C. Screening plantings shall be maintained in perpetuity in such a way as to ensure that the buffering requirements of this ordinance continue to be met. Any dead or dying plants shall be removed within thirty (30) days of notification by the Zoning Administrator and shall be replaced by the property owner during the next viable planting season.

§420-14.7. Parking Lot Landscaping.

All vehicle parking areas shall include landscaping, both within the interior of the parking area and around its perimeter, to provide shade, screen views, mitigate runoff, and provide aesthetic appeal. However, the landscape provisions of this Section shall not apply to off-street parking for individual single or two-family residential dwellings, or for parking structures or vehicle display areas.

A. Parking Lots Adjacent to Lot Lines: For parking lots immediately adjacent to lot lines, the following landscape regulations shall apply:

1. Where a parking lot (or a private driveway providing access to a parking lot or building entry) abuts a property line not common with the right-of-way of a street, a landscaping strip of two and one-half (2 1/2) feet in width shall be located between the parking lot and the abutting property line.
2. A minimum of one tree for each forty (40) feet of contiguous property line shall be planted in the landscape strip.

B. Parking Lots Adjacent to Public Streets: For parking lots and private access adjacent to public streets which are subject to site plan approval, the following landscape regulations shall apply:

1. Where a parking lot (or a private driveway providing access to a parking lot or building entry) abuts a public right-of-way for a City street, a landscaping strip

of five (5) feet in width (not including the sidewalk) shall be located between the parking lot or private driveway and the right-of-way line.

2. A minimum of one tree for each forty (40) feet of property line common with the public right-of-way shall be planted in the landscaping strip.

C. All parking lots of thirty (30) or more spaces shall contain within the interior of the parking lot not less than one tree for every twelve (12) continuous parking spaces or fraction thereof. Such trees shall be dispersed throughout the interior of the parking lot. In the case of redevelopment proposals, this parking lot tree requirement is only applicable to those proposals that necessitate additional parking spaces over those that are currently provided.

D. Landscaped planting islands (located such that parking spaces are on opposing sides of the planting island) shall be developed in parking lots meeting the following criteria:

1. The total size of the parking lot exceeds one hundred fifty (150) total parking spaces.

2. Parking lot layout incorporates three or more double-loaded or single-loaded parking bays which are contiguous and parallel to each other.

3. Planting islands which are designed to be perpendicular to the parking bay shall be constructed for every other parking bay.

4. Planting islands shall have a minimum width of six (6) feet to allow for bumper overhang and shall otherwise provide adequate width for the growth and maintenance of the intended landscape materials to be planted therein.

E. The primary landscaping materials used in parking lots shall be trees which provide shade or are capable of providing shade at maturity. Shrubs and other live planting material may be used to complement the primary, tree landscaping.

F. The landscaping shall be dispersed throughout the parking lot, with interior dimensions of any planting area (i.e. interior parking median) sufficient to protect and maintain all landscaping materials planted therein.

§420-14.8. Walls and Fences.

Fences and walls may be used within landscaped areas to provide buffering, privacy, separation, security, or for aesthetic reasons, but may not create an unsightly or unsafe condition on or off of the public or private property on which the fence or wall is proposed.

A. The provisions of this section shall apply to all construction, reconstruction, or replacement of fences or walls except:

1. those required for support of a principal or accessory structure

2. engineered retaining walls necessary to the development of a site

3. temporary fences for construction activities, trees protection, and erosion and sediment control

B. Fences or walls shall not be located within the public right-of-way.

C. Fences and walls may be located within any required yard or setback.

D. Fences located within an easement shall receive written authorization from the easement holder or the City (as appropriate). The City shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access such easements or facilities.

E. No fence or wall shall be installed in a manner or in a location so as to block or divert a natural drainage flow on to or off of any other land, unless the fence or wall has specifically been approved as part of an approved stormwater management plan.

F. A fence or wall in any residential zoning district shall not exceed 7 feet in height above the existing grade without approval of a conditional use permit.

G. A fence or wall in any commercial zoning district shall not exceed 8 feet in height above the existing grade without approval of a conditional use permit.

H. No fence or wall shall be constructed in a manner or in a location that impairs safety or sight-lines for pedestrians and vehicles traveling on public rights of way.

I. All fences and walls and associated landscaping shall be maintained in good repair and in a safe and attractive condition. The owner of the property on which a fence or wall is located shall be responsible for maintenance, including but not limited to, the replacement of missing, decayed, or broken structural and decorative elements.

§420-14.9. Recommended Plants.

Landscaping plans and plantings installed within the City should generally be sustainable and biologically diverse with emphasis on trees and plants native to Virginia and the Lexington region, as well as those landscape patterns established in the City in the past.

A. Landscape designers shall make every effort to use healthy and locally sourced, trees, shrubs, and other plants, and to create landscapes that minimize the need for maintenance and irrigation. Invasive species are not recommended.

B. For the purposes of meeting the City of Lexington's landscape ordinance goals, the following plant and tree species are suggested as a guide to landscape architects and landscape designers. This list is intended as a suggestion only. Final plant selections should be made by property owners in consultation with qualified landscape professionals, and should consider specific site conditions, disease resistance, and other qualities to ensure healthy and beautiful landscapes.

    1. Street and shade trees: Japanese Pagoda Tree, Silver Linden, Zelkova, American or Chinese Elms, Swamp White Oak, Kastura, Ginkgo, River Birch, Hackberry, London Plane Tree, Yellowwood, Bale Cypress.

    2. Ornamental or flowering trees: Amur Maple, Dogwood (Kousa), Serviceberry, Redbud, Cornus Mas Dogwood, Seven Son Flower, Bottle Brush Buckeye, Yellowwood, Spicebush.

    3. Evergreen or flowering shrubs: English Yew, Japanese Yew, Rhododendren, Abelia, Forsythia, Viburnum, Flowering Quince, colored twig Dogwoods, Hydrangeas, Aucuba, Globe Cryptomeria, Globe Arborvitae, Inkberry, Chokeberry, Carolina Allspice, Elderberry, Distyllium, Winterberry, Clethra, Fothergilla, Sweet Spire.

4. Buffering/screening: American Holly, Arborvitae, Foster Holly, Cryptomeria, False Cypress, Sweet Bay Magnolia, Bald Cypress, Dawn Redwood, Eastern Red Cedar.

Article XV. Exterior Lighting

§420-15.1. Purpose and Intent.

The purposes of these outdoor lighting regulations are to protect dark skies, to protect the general welfare by controlling the spillover of light onto adjacent properties, to ensure the safety of motorists and pedestrians, and to ensure lighting does not adversely affect land uses on adjacent lands. More specifically, this section is intended to:

A. Regulate lighting to assure that excessive light spillage and glare are not directed at adjacent lands, neighboring areas, and motorists;

B. Ensure that all site lighting is designed and installed to maintain adequate lighting levels on site;

C. Provide security for persons and property.

§420-15.2. Applicability.

A. General. The provisions of this section shall apply to all development in the City unless exempted in accordance with this section.

B. Time of Review. Review for compliance with the standards of this section shall occur as part of the review of an application for a site plan, planned development, certificate of appropriateness, or certificate of zoning use, as appropriate by the Zoning Administrator.

C. Existing Development. Compliance with these standards, to the maximum extent practicable, shall also apply to redevelopment of an existing structure, building, or use when it is expanded, enlarged, or otherwise increased in intensity equivalent to or beyond 50 percent.

D. Exemptions. The following uses, activities and development are exempt from the exterior lighting standards of this section:

1. FAA-mandated lighting associated with a utility tower or airport;
2. Lighting associated with the United States flag, Virginia flag, or other non-commercial flags expressing constitutionally protected free speech;
3. Holiday lighting, provided the lighting does not create unsafe glare on street rights-of-way;
4. Security lighting controlled by sensors which provides illumination for fifteen (15) minutes or less;
5. Battery-powered emergency lighting;
6. Architectural lighting of 40 watts incandescent or less;
7. The replacement of an inoperable lamp or component which is in a fixture that was installed prior to the date of adoption of this section;
8. The replacement of a failed or damaged fixture which is one of a matching group serving a common purpose;
9. String lights; and
10. Gas lanterns.

§420-15.3. General Standards.

A. Hours of Illumination. Institutional uses, commercial uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting, except lighting necessary for security or emergency purposes, within one hour after closing and shall not turn on such lights until within one hour of opening. For the purposes of this subsection, lighting necessary for security or emergency purposes shall be construed to mean the minimum amount of exterior

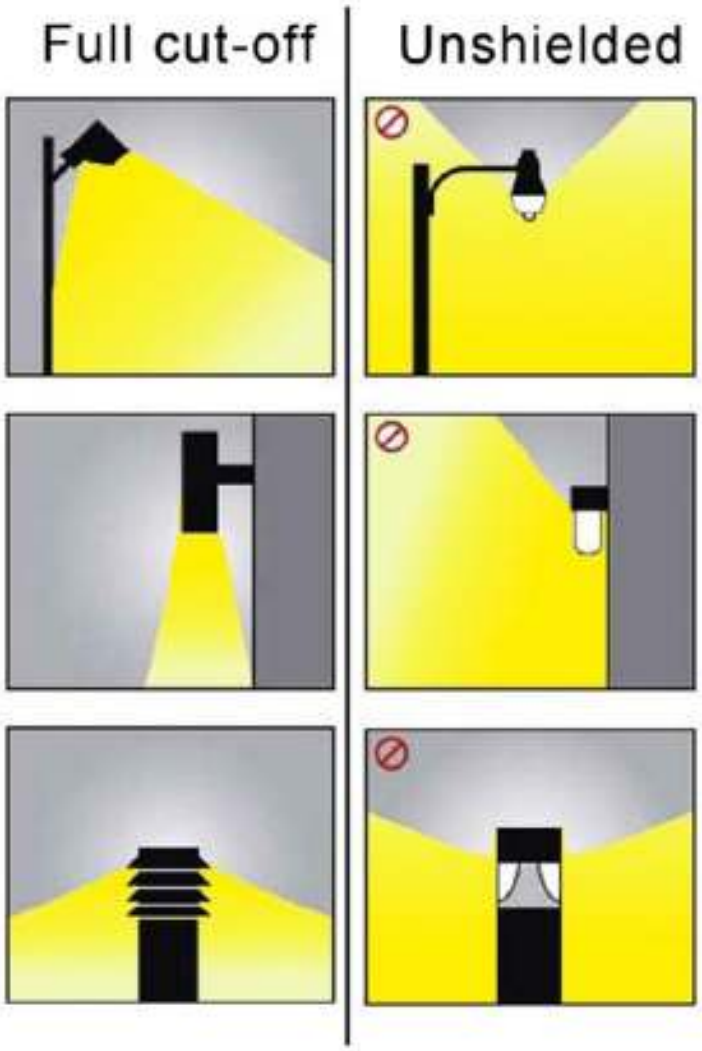
lighting necessary to illuminate possible points of entry or exit into a structure, to illuminate exterior walkways, or to illuminate outdoor storage areas. Lighting activated by motion sensor devices is encouraged for these purposes.

B. Shielding. Except for single-family detached and duplex dwellings, all exterior light fixtures, including security lighting, shall consist of full cut-off fixtures, and be directed downward. The term full cut-off fixture means an outdoor light fixture shielded in such a manner that all light emitted by the fixture, either directly from the lamp or indirectly from the fixture, is projected below the horizontal plane.

C. Maximum Height. Except for athletic fields or performance areas, the height of outdoor lighting, whether mounted on poles, walls, or by other means, shall be no greater than 25 feet above grade.

D. Signage. Lighting for signage shall be governed by the standards set forth in the separate section of this zoning ordinance regulating signs.

Example of Full Cutoff Light Shielding:



§420-15.4. Lighting Plan.

To ensure compliance with the standards of this section, a lighting plan demonstrating how exterior lighting will comply with the standards of this section shall be included as part of any application requiring a site plan.

§420-15.5. Historic District Lighting.

For all properties located within the Historic Downtown Preservation District and subject to the review of the Architectural Review Board, lighting fixtures shall be reviewed as a component of any site plan or other alteration before a Certificate of Appropriateness is issued. The requirements of the applicable Historic Downtown Preservation District shall be applied in addition to the requirements of this section in the consideration of new or replacement lighting fixtures.

Article XVI. Nonconforming Uses.

§420-16.1. Continuation.

If, at the time of the enactment of this chapter or any subsequent amendment thereto, any legal activity is being pursued or any lot or structure legally utilized in a manner or for a purpose which does not conform to the provisions of this chapter, such manner of use or purpose may be continued as herein provided:

A. If any change in title of possession or renewal of a lease of any such lot or structure occurs, the use existing may be continued.

B. If any nonconforming use, structure or activity is discontinued for a period exceeding two years after the enactment of this chapter or any amendment thereto, it shall be deemed abandoned, and any subsequent use shall conform to the requirements of this chapter.

C. A nonconforming structure, lot or use may be changed only to another use of a substantially similar character as the original use or to a more restrictive use.

D. Whenever a nonconforming structure, lot or activity has been changed to a more limited nonconforming use, such existing use may be changed only to an even more limited use.

E. When any nonconforming use is superseded by a permitted use, the use shall thereafter conform to the regulations for the district, and no nonconforming use shall thereafter be resumed.

§420-16.2. Prior building permits.

The construction or use of a nonconforming building or land area for which a building permit was legally issued prior to the adoption or amendment of this chapter may proceed, provided that such building is completed within one year or such use of land established within 30 days after the effective date of this chapter.

§420-16.3. Certificate of occupancy required to exceed restrictions on number of individuals constituting a household unit.

All single-family dwellings which become nonconforming as a result of amendments to this chapter concerning the number of unrelated individuals who may constitute a household unit must apply for and be issued a certificate of occupancy within six months of the date of adoption of such amendments. Failure to obtain a certificate of occupancy shall invalidate any claim for nonconforming use status, and the dwelling will be required to conform to all applicable sections of this chapter.

§420-16.4. Changes in district boundaries.

Whenever the boundaries of a district are changed, any uses of land or buildings which become nonconforming as a result of such change shall become subject to the provisions of this article.

§420-16.5. Repairs and maintenance.

On any building devoted in whole or in part to any nonconforming use, work may be done in any period of 12 consecutive months on ordinary repairs or on repair or replacement of nonbearing walls, fixtures, wiring or plumbing, to an extent not exceeding 20% of the current replacement value of the structure, provided that the cubic content of the structure, as it existed at the time of passage or amendment of this chapter, shall not be increased. Nothing in this chapter shall be deemed to prevent the strengthening or restoring to a safe condition of any structure or part thereof declared to be unsafe by any official charged with protecting the public safety, upon order of such official.

§420-16.6. Extensions or enlargements.

A. A nonconforming structure shall not be extended or enlarged.

B. A nonconforming activity may be extended throughout any part of a structure which was arranged or designed for such activity at the time of passage or amendment of this chapter.

§420-16.7. Major restoration.

A. Except as otherwise provided in **§ 420-16.7D** below, if a nonconforming activity or structure is destroyed or damaged in any manner to the extent that the cost of restoration to its condition before the occurrence shall exceed 50% of the cost of reconstructing the entire structure, it shall be restored only if it complies with the requirements of this chapter. However, structures which are nonconforming only because of inadequate street frontage or lot width may be reconstructed provided that a variance of yard and/or setback requirements, if required, is obtained from the Board of Zoning Appeals.

B. Except as otherwise provided in Section **§420-16.7D** below, where a conforming structure devoted to a nonconforming activity, or where a nonconforming structure, is damaged less than 50% of the cost of reconstructing the entire structure, either may be repaired or restored, provided that any such repair or restoration is started within 12 months and completed within 18 months from the date of such partial destruction.

C. The cost of land or any factor other than the cost of the structure shall be excluded in the determination of the cost of restoration for any structure or activity devoted to a nonconforming use.

D. If a nonconforming building or use is damaged or destroyed by fire, natural disaster or other act of God, such building may be repaired, rebuilt or replaced to eliminate or reduce the nonconforming features to the extent possible, without the need to obtain a variance. Such building may also be repaired, rebuilt or replaced to its original nonconforming condition. The owner shall apply for a building permit and any work done to repair, rebuild or replace such building shall be in compliance with the provisions of the Uniform Statewide Building Code. Any work done to repair, rebuild or replace such building shall be in compliance with the provisions of the local floodplain regulations adopted as a condition of participation in the National Flood Insurance Program. Unless such building is repaired or rebuilt within two (2) years of the date of the natural disaster or replaced within two (2) years of the date of the natural disaster or other act of God, such building shall only be repaired, rebuilt or replaced in accordance with the provisions of this ordinance. However, if the nonconforming building is in an area under a federal disaster declaration and the building has been damaged or destroyed as a direct result of conditions that gave rise to the declaration, then the owner shall have an additional two (2) years for the building to be repaired, rebuilt or replaced as otherwise provided in this section. For purposes of this section, owners of property damaged by an accidental fire have the same rights to rebuild such property as if it were damaged by an act of God. Nothing herein shall be construed to enable the property owner to commit an arson and obtain vested rights under this section.

§420-16.8. Nonconforming lots.

Any lot of record at the time of the adoption or amendment of this chapter which is less in area or in width than the minimum required by this chapter may be used or built upon, provided that a variance of yard and/or setback requirements, if required, is obtained from the Board of Zoning Appeals.

Article XVII. Amendments

§420-17.1 General procedure for proposed text amendments.

A. If, in any district established under this chapter, a use is not specifically permitted and an application is made by a property owner or his agent to the Zoning Administrator for such use, the application shall be referred to the Planning Commission. The Planning Commission may hold a public hearing, as set forth in **§ 420-17.2**, and shall advise the governing body whether to:

   1. Amend this chapter, making the use applied for a permitted use in that district;
   2. Amend this chapter, making the use applied for a permitted use with a conditional use permit in that district;
   3. Amend this chapter by rezoning, thereby allowing the use; or
   4. Deny the use in that district.

B. If after 100 days no recommendation has been made, the governing body shall assume that the Planning Commission concurs with the applicant and supports amending this chapter, and the City Council shall thereafter take any action it deems appropriate.

§420-17.2 Amendments.

A. Procedure. The regulations, restrictions and boundaries established in this chapter may, from time to time, be amended, supplemented, changed, modified or repealed by a majority of favorable votes of the City Council, subject to the following:

   1. This chapter shall not be amended or reenacted unless the City Council has referred the proposed amendment or reenactment to the Planning Commission for its recommendations. Failure of the Commission to report 100 days after the first meeting of the Commission after the proposed amendment or reenactment has been referred to the Commission shall be deemed approval unless the proposed amendment or reenactment has been withdrawn by the applicant prior to the expiration of the time period.
   2. Pursuant to Code of Virginia §15.2-2286.7, any amendment to this chapter may be initiated by:
      i. Resolution of the City Council
      ii. Resolution of the Planning Commission; or
      iii. Petition of the owner, contract purchaser with the owner's written consent, or the owner's agent therefor, of the property which is the subject of the proposed zoning map amendment, addressed to the governing body or the local planning commission, who shall forward such petition to the governing body.
   3. Public notice.
      i. In accordance with §15.2-2204 of the *Code of Virginia*, the Planning Commission shall not recommend nor shall the City Council adopt any plan, ordinance or amendment until notice of intention to do so has been published once a week for two successive weeks in some newspaper published or having general circulation

in the City, provided that such notice for both the Planning Commission and the City Council may be published concurrently. Such notice shall specify the time and place of a hearing at which persons affected may appear and present their views, not less than five days nor more than 21 days after the second advertisement shall appear in such newspaper. The subject matter of the public hearing need not be advertised in full but may be advertised by reference. Each such advertisement shall contain a reference to the places within the City where copies of the proposed plans, ordinances or amendments may be examined. In the case of a proposed amendment to the zoning map, the public notice shall state the general usage and density range of the proposed amendment and the general usage and density range, if any, set forth in the applicable part of the comprehensive plan. No land may be zoned to a more intensive use classification than was contained in the public notice without an additional public hearing after notice pursuant to §15.2-2204.

ii. The Planning Commission and City Council may hold a joint public hearing after public notice as set forth herein, and if such joint hearing is held, public notice as set forth above need be given only by the City Council. The term "two successive weeks," as used in this subsection, shall mean that such notice shall be published at least twice in such newspaper, with not less than six days elapsing between the first and second publications.

iii. When a proposed amendment of this chapter involves a change in the zoning classification of 25 or fewer parcels of land, then, in addition to the advertising as above required, written notice shall be given at least five days before the hearing to the owner or owners, their agent or the occupant of each parcel involved, to the owners, their agent or the occupant of all abutting property and property immediately across the street or road from the property affected, and, if any portion of the affected property is within a planned unit development, then to such incorporated property owners' association within the planned unit development that has members owning property located within 2,000 feet of the affected property. Notice shall also be given to the owner, the owner's agent or the occupant of all abutting property and property immediately across the street from the property affected which lies in Rockbridge County. Notice sent by registered or certified mail to the last known address of such owner as shown on the current real estate tax assessment records shall be deemed adequate compliance with this requirement. If the hearing is continued, notice shall be remailed.

4. Individual property owners may petition the City Council to have their property rezoned by submitting their requests in writing, accompanied by payment of applicable fees to defray the cost of advertising and administration, to the Administrator. Action shall be taken on each such petition in conformity with the provisions of this section, including the requirements for public notice. Planning staff shall also place a sign provided by the City on the subject property which indicates that this action is pending. This sign shall be located to be clearly visible from the street.

5. Every action contesting a decision of the local governing body adopting or failing to adopt a proposed zoning ordinance or amendment thereto or granting or failing to grant a special exception shall be filed within thirty days of the decision with the circuit court

having jurisdiction of the land affected by the decision. Nothing in this subsection shall be construed to create any new right to contest the action of a local governing body.

§420-17.3. Conditional zoning.

A. Purpose. The purpose of conditional zoning is to provide a method for permitting the reasonable and orderly development and use of land in those situations in which unique, specific circumstances indicate that the existing zoning ordinance district regulations are not adequate. In these instances, reasonable conditions voluntarily proffered by the owner of the property to which the proffered conditions will be applicable for the protection of the community when combined with existing zoning ordinance district regulations would cause the requested rezoning to be compatible with existing zoning and land uses in the area.

B. Proffer of conditions. Any owner of property making application for a change in zoning or an amendment to the Zoning Map may, as part of the application, voluntarily proffer in writing reasonable conditions which shall apply to the subject property in addition to the regulations provided for in the zoning district sought in the rezoning application. Any such proffered conditions must be made prior to any public hearing before the City Council (including joint public hearings with the Planning Commission), be in accord with the procedures and standards contained in section 15.2-2297 of the Code of Virginia, and shall be subject to the following limitations:

1. The rezoning itself must give rise to the need for the conditions;
2. The conditions shall have a reasonable relation to the rezoning;
3. The conditions shall not include a cash contribution to the City;
4. The conditions shall not include mandatory dedication of real or personal property for open space, parks, schools, fire departments or other public facilities not otherwise provided for in Sec. 15.2-2241;
5. The conditions must not require the mandatory creation of a property owner's association under Chapter 26 Title 55 of the Code of Virginia;
6. No condition shall be proffered that is not related to the physical development or physical operation of the property The conditions must not include payment for, or construction of, off-site improvements except those provided for in Section 15.2-2241 of the Code of Virginia;
7. All conditions proffered shall relate to the physical development or operation of the property and
8. All such conditions shall be in accordance with the Comprehensive Plan.
9. The Council shall not be obligated to accept any or all of the conditions proffered by the owner.

C. Effect of conditions. Upon the approval of any such rezoning, all conditions proffered and accepted by the governing body shall be deemed a part thereof and non-severable therefrom and shall remain in force and effect until amended or varied by City Council. All such conditions shall be in addition to the regulations provided for in the zoning district to which the land is rezoned.

D. Zoning Map notation and records. Each conditional rezoning shall be designated on the Zoning Map by an appropriate symbol designed by the Zoning Administrator. In addition, the Zoning Administrator shall keep and maintain a conditional zoning index which shall provide ready access to the ordinance creating such conditions and which shall be available for public inspection. The Zoning Administrator shall update the Index annually and no later than November 30 of each year.

E. Submittal requirements. Each application for rezoning which proposes proffered conditions to be applied to the property shall be accompanied by the following items beyond those required by conventional rezoning requests:

1. A statement describing the nature of the proposed development and explaining the relationship of the development to the Comprehensive Plan.

2. A statement setting forth a maximum number of dwelling units or lots proposed, including density and open space calculations where applicable to any residential development, or a statement describing the types of uses proposed and the approximate square footage for each nonresidential development.

3. A statement detailing any special amenities that are proposed.

4. A statement of the public improvements both on and off site that are proposed for dedication and/or construction and an estimate of the date for providing such improvements.

5. A site plan listing and detailing the nature and location of any proffered conditions and those proposed circumstances which prompted the proffering of such conditions.

6. A statement setting forth the proposed approximate development schedule.

7. A signed statement by both the applicant and owner in the following form: "I hereby proffer that the development of the subject property of this application shall be in strict accordance with the conditions set forth in this submission."

F. Time period for conditional zoning authorization. A conditional zoning authorization shall expire 12 months after its adoption if a building permit has not been issued for the proffered development and construction initiated. A twelve-month extension to a conditional zoning authorization may be granted by the Planning Commission.

G. Procedural regulations and requirements. Proffered conditions shall include written statements, development plans and materials proffered in accordance with the provisions of this section and approved by the governing body in conjunction with the approval of an amendment to the Zoning Map. Upon approval, any site plan, subdivision plat, or development plan thereafter submitted for the development of the property in question shall be in substantial conformance with all proffered conditions, and no development shall be approved by any City official in the absence of substantial conformance. For the purpose of this section, "substantial conformance" shall be defined as that conformance which leaves a reasonable margin for adjustment due to final engineering data but conforms to the general nature of the development, the specific uses and the general layout depicted by the plans and other materials presented by the applicant and/or the owner.

H. Enforcement and guarantees.

1. The Zoning Administrator shall be vested with all necessary authority on behalf of the City to administer and enforce conditions attached to a rezoning or amendment to a zoning map, including:

    i. Ordering in writing of the remedy of any noncompliance with such conditions;

    ii. Bringing legal action to ensure compliance with such conditions, including injunction, abatement or other appropriate action or proceeding; and

    iii. Requiring a bond or other surety in an amount sufficient for or conditioned upon the construction of any physical improvements required by the conditions, or a contract for the construction of such improvements and the contractor's guarantee, in like amount and so conditioned, which guarantee may be released by the Zoning Administrator upon the submission of satisfactory evidence that the construction of such improvements has been completed in whole or in part.

2. Failure to meet all conditions shall cause the Zoning Administrator to deny the issuance of any required use, occupancy, or building permits as may be appropriate.

I. Petition for review of decision. Any zoning applicant or other person who is aggrieved by the decision of the Zoning Administrator under Subsection H of this section may petition the governing body for review of such decision. Any such appeal shall be filed within 30 days from the date of the action complained of and shall be instituted by filing with the Zoning Administrator and with the City Manager a notice of appeal specifying the grounds under which the petitioner is aggrieved. The Zoning Administrator shall transmit to the governing body all of the papers constituting the record upon which the action appealed from was taken, and the governing body shall proceed to hear the appeal at its next regularly scheduled meeting. An appeal shall stay all proceedings and furtherance of the action appealed from unless the Zoning Administrator certifies to the governing body, after the notice of appeal has been filed with him, that by reason of the fact stated in the certificate a stay will, in his opinion, cause imminent peril to life or property. In such case, the proceeding shall not be stayed otherwise than by a restraining order which may be granted by the governing body or by a court of record on application or notice to the Zoning Administrator and on due cause shown.

   Pursuant to Code of Virginia §15.2-2301, a decision by the governing body on an appeal taken in accordance with this section shall be binding upon the owner of the property which is the subject of such appeal only if the owner of such property has been provided written notice of the zoning violation, written determination, or other appealable decision. An aggrieved party may petition the circuit court for review of the decision of the City Council on an appeal taken pursuant to this section.

J. Any request by an applicant to amend or vary conditions that were voluntarily proffered and accepted by the City Council shall be reviewed and processed pursuant to Code of Virginia § 15.2-2302.

K. Time limit for reconsideration of applications. After the City Council has taken official action denying an application for conditional zoning or for an amendment to the approved conditions for a conditional zoning, no other application for substantially the same changes shall be again considered until 12 months from the date of such official action.

Article XVIII. Enforcement

§420-18.1.- Inspection Warrants.

The zoning administrator or his agent may make an affidavit under oath before a magistrate or circuit court, and if such affidavit establishes probable cause that a zoning ordinance violation has occurred, request that the magistrate or court issue the zoning administrator or agent an inspection warrant to enter and inspect the subject dwelling. The zoning administrator or his agents shall make reasonable effort to obtain consent from the owner or tenant of the subject dwelling prior to seeking the issuance of an inspection warrant.

As authorized by Code of Virginia § 15.2-2286(4), whenever the Zoning Administrator has reasonable cause to believe that any person has engaged in or is engaging in any violation of a Zoning Ordinance that limits occupancy in a residential dwelling unit, which is subject to a civil penalty that may be imposed in accordance with the provisions of this chapter, and the Zoning Administrator, after a good faith effort to obtain the data or information necessary to determine whether a violation has occurred, has been unable to obtain such information, the Zoning Administrator may request that the City Attorney petition the judge of the general district court for a subpoena duces tecum against any such person refusing to produce such data or information. The judge of the court, upon good cause shown, may cause the subpoena to be issued. Any person failing to comply with such subpoena shall be subject to punishment for contempt by the court issuing the subpoena. Any person so subpoenaed may apply to the judge who issued the subpoena to quash it.

§420-18.2. Notice of Zoning Violation.

A. Any person, whether the owner, lessee, principal, agent, employee or otherwise, who violates or fails to comply with any of the provisions or requirements of this zoning chapter including, but not limited to, provisions of the district regulations, proffers accepted by the council, or condition of approval imposed by the council, or the improvement, development or alteration of any site in violation of any plan approved pursuant to this article, shall be subject to the following:

   1. A civil penalty, as provided for in section 420-18.3.A; or

   2. Criminal penalties, as provided for in section 420-18.3.H, when:

      i. The amount of civil penalties for a series of violations arising from the same set of operative facts exceeds five thousand dollars ($5,000), or

      ii A violation results in injury to any person.

B. Upon becoming aware of any violation of the provisions of this chapter, the Administrator may issue written notice of such violation to the person committing or permitting the violations. Notice shall be mailed by registered or certified mail or hand delivered.

C. The notice of violation shall state the nature of the violation, date that it was observed, the remedy or remedies necessary to correct the violation and a reasonable time period for the correction of the violation.

D. Every written notice of violation of the Administrator shall include a statement informing the recipient that he or she may have a right to appeal the notice of zoning violation or written order

within 30 days in accordance with this section. The decision shall be final and unappealable if not appealed within 30 days.

E. If the recipient chooses to appeal, an appeal fee shall be submitted as established by a Council adopted Fee Schedule.

F. Appeals shall be heard by the Board of Zoning Appeals in accordance with the procedures set forth in Article **XIX** of this chapter.

§420-18.3. Penalties for violation of chapter.

A. Any person who violates or fails to comply with any of the provision or requirements of the Zoning Ordinance as described in section 420-18.2 shall be subject to a civil penalty of two hundred dollars ($200.00) for the initial summons or ticket, and a civil penalty of five hundred dollars ($500.00) for each additional summons or ticket arising from the same set of operative facts.

B. Upon becoming aware of any violation of the provisions of this chapter, the Administrator may proceed to issue a civil summons.

C. Any person summoned or issued a ticket for a violation may make an appearance in person or in writing by mail to the City Treasurer prior to the date set for trial in court. Any person so appearing may enter a waiver of trial, admit liability, and pay the civil penalty established for the offense charged after first agreeing in writing to abate or remedy the violation within a specified timeframe. Such persons shall be informed of their right to stand trial and that a signature to an admission of liability will have the same force and effect as a judgement of court.

D. If a person charged with a violation does not elect to enter a waiver of trial and admit liability, the violation shall be tried in the general district court in the same manner and with the same right of appeal as provided for by law.

E. If the violation remains uncorrected at the time of the admission of liability or finding of liability, the court shall order the violator to abate or remedy the violation in compliance with this chapter. Except as otherwise provided by the court for good cause shown, any such violator shall abate or remedy the violation within a period time as determined by the court, but not later than six (6) months of the date of admission of liability or finding of liability. Failure to remove or abate a zoning violation within the specified time period shall constitute a separate offense punishable by an additional civil fine and any other penalties as ordered by the court.

F. Civil penalties are in lieu of criminal penalties. A violation enforced under this section shall be in lieu of any criminal penalty except as provided in section 420-18.2 and, except for any violation resulting in injury to any person, such a designation shall preclude the prosecution of the particular violation as a criminal misdemeanor. The remedies provided for in this section are otherwise cumulative and not exclusive and shall be in addition to any other remedies provided by law.

G. This section shall not be construed to allow the imposition of civil penalties for:

1. Activities related to land development where, for the purposes of this section, the term “land development” means a human-made change to, or construction on, the land surface including, but not limited to, land disturbing activity within the meaning of chapter 178 of the Code of the City of Lexington or the construction of buildings, structures or improvements

under an approved site plan or subdivision plat, but does not mean the land development project's compliance with this chapter; and

2. The violation of any provision of the Code of the City of Lexington relating to the posting of signs on public property or public rights-of-way.

H. Any person who violates or fails to comply with any of the provisions or requirements of the zoning chapter as set described in section 420-18.2 and:

1. The violation or failure to comply results in injury to any person, or

2. The violation or failure to comply occurs after the five thousand dollar ($5,000.00) maximum aggregate civil penalty provided in section 420-18.2 has been reached,

shall have committed a misdemeanor offense punishable by a fine of not less than ten dollars ($10.00) nor more than one thousand dollars ($1,000). If the violation is uncorrected at the time of conviction, the court shall order the person convicted to abate or remedy the violation in compliance with this chapter, within a time period established by the court. Failure to remove or abate such violation within the time period established by the court shall constitute a separate misdemeanor offense punishable by a fine of not less than ten dollars ($10.00) nor more than one thousand dollars ($1,000.00), and any such failure during any succeeding ten (10) day period, punishable by a fine of not less than one hundred dollars ($100.00) nor more than one thousand five hundred dollars ($1,500.00)

Article XIX. Board of Zoning Appeals

§420-19.1. Membership.

A. Composition; compensation and removal of members; vacancies. A Board consisting of five persons who are residents of the City shall be appointed by the Circuit Court of the county. The Board shall serve without pay other than for traveling expenses, and members shall be removable for cause upon written charges and after public hearing. Appointments for vacancies occurring otherwise than by expiration of term shall in all cases be for the unexpired term.

B. Terms; the terms of office shall be for five years and the term of one member shall expire each year.

C. Conflict of interests. Any member of the Board shall be disqualified to act upon a matter before the Board with respect to property in which the member has an interest.

D. Organization. The Board shall choose annually its own Chairman and its own Vice Chairman, who shall act in the absence of the Chairman.

E. Incumbent members. Members of the present Board of Zoning Appeals, duly appointed under the zoning ordinance in effect immediately preceding the enactment of this chapter, shall remain in office for the balance of the term for which each was originally appointed under the prior ordinance.

Editor's Note: For state law as to creation, membership and organization of boards of zoning appeals, see Code of Virginia, § 15.2-2308.

§420-19.2. Powers and duties.

A. The Board of Zoning Appeals shall have the following powers and duties:

1. To hear and decide appeals from any order, requirement, decision or determination made by an administrative officer in the administration or enforcement of this chapter or of any ordinance adopted pursuant hereto.

2. To authorize upon appeal in specific cases such variance from the terms of this chapter provided that the burden of proof shall be on the applicant for a variance to prove by a preponderance of the evidence that his application meets the standard for a variance ad the criteria set out in this section. A variance shall be granted if the evidence shows that the strict application of the terms of the ordinance would un reasonable restrict the utilization of the property or that the granting of the variance would alleviate a hardship due to a physical condition relating to the property or improvements thereon at the time of the effective date of the ordinance, and

    i. The property interest for which the variance is being requested was acquired in good faith and any hardship was not created by the applicant for the variance;

    ii. The granting of the variance will not be of substantial detriment to adjacent property and nearby properties in the proximity of that geographical area;

    iii. The condition or situation of the property concerned is not of so general or recurring a nature as to make reasonably practicable the formulation of a general regulation to be adopted as an amendment to the ordinance;

iv. The granting of the variance does not result in a use that is not otherwise permitted on such property or a change in the zoning classification of the property; and

v. The relief or remedy sought by the variance application is not available through a special exception process that is authorized in the ordinance pursuant to subdivision 6 of § 15.2-2309 or the process for modification of a zoning ordinance pursuant to subdivision A 4 of § 15.2-2286 at the time of the filing of the variance application.

3. A variance shall be authorized only after a hearing, advertised according to § 15.2-2204, shall have been held.

B. In authorizing a variance, the Board may impose such conditions regarding the location, character and other features of the proposed structure or use as it may deem necessary in the public interest and may require a guarantee or bond to ensure that the conditions imposed are being and will continue to be complied with.

C. In exercising its powers, the Board may, in conformity with the provisions of this chapter, reverse or affirm, wholly or partly, or modify the order, requirement, decision or determination appealed from and may make such order, requirement, decision or determination as ought to be made and, to that end, shall have all the powers of the Zoning Administrator.

D. To hear and decide appeals from the decision of the zoning administrator after notice and hearing as provided by § 15.2-2204. However, when giving any required notice to the owners, their agents or the occupants of abutting property and property immediately across the street or road from the property affected, the board may give such notice by first-class mail rather than by registered or certified mail.

E. To hear and decide applications for interpretation of the district map where there is any uncertainty as to the location of a district boundary. After notice to the owners of the property affected by the question, and after public hearing with notice as required by § 15.2-2204, the board may interpret the map in such way as to carry out the intent and purpose of the ordinance for the particular section or district in question. However, when giving any required notice to the owners, their agents or the occupants of abutting property and property immediately across the street or road from the property affected, the board may give such notice by first-class mail rather than by registered or certified mail. The board shall not have the power to change substantially the locations of district boundaries as established by ordinance.

F. No provision of this section shall be construed as granting any board the power to rezone property or to base board decisions on the merits of the purpose and intent of local ordinances duly adopted by the governing body.

G. The board by resolution may fix a schedule of regular meetings, and may also fix the day or days to which any meeting shall be continued if the chairman, or vice-chairman if the chairman is unable to act, finds and declares that weather or other conditions are such that it is hazardous for members to attend the meeting. Such finding shall be communicated to the members and the press as promptly as possible. All hearings and other matters previously advertised for such meeting in accordance with § 15.2-2312 shall be conducted at the continued meeting and no further advertisement is required.

Editor's Note: For state law as to powers and duties of Board of Zoning Appeals, see Code of Virginia, § 15.2- 2309.

§420-19.3. Organizational rules and procedures.

A. The Board shall adopt such rules and regulations as it may consider necessary.

B. Meetings of the Board shall be held at the call of its Chairman or at such time as a quorum of the Board may determine.

C. The Chairman or, in his absence, the Acting Chairman may administer oaths and compel the attendance of witnesses.

D. The Board shall keep minutes of its proceedings, showing the vote of each member upon each question or, if absent or failing to vote, indicating such fact. It shall keep records of its examinations and other official actions, all of which shall be immediately filed in the office of the Board and shall be public record.

E. All meetings of the Board shall be open to the public.

F. A quorum shall be at least three members.

G. A favorable vote of three members of the Board shall be necessary to reverse any order, requirement, decision or determination of any administrative official or to decide in favor of the applicant on any matter on which the Board is required to pass.

§420-19.4. Appeals and variances.

A. Generally. An appeal to the Board may be taken by any person aggrieved or by any officer, department, board or bureau of the City affected by any decision of the Administrator or from any order, requirement, decision or determination made by any other administrative officer in the administration or enforcement of this article, any ordinance adopted pursuant to this article, or any modification of zoning requirements pursuant to §15.2-2286. Such an appeal shall be taken within 30 days after the decision appealed from by filing with the Administrator and with the Board a notice of appeal specifying the grounds thereof. The Administrator shall forthwith transmit to the Board all the papers constituting the record upon which the action appealed was taken.

    1. Any written notice of a zoning violation or a written order of the zoning administrator dated on or after July 1, 1993, shall include a statement informing the recipient that he may have a right to appeal the notice of a zoning violation or a written order within 30 days in accordance with this section, and that the decision shall be final and unappealable if not appealed within 30 days. The zoning violation or written order shall include the applicable appeal fee and a reference to where additional information may be obtained regarding the filing of an appeal. The appeal period shall not commence until the statement is given. A written notice of a zoning violation or a written order of the zoning administrator that includes such statement sent by registered or certified mail to, or posted at, the last known address of the property owner as shown on the current real estate tax assessment books or current real estate tax assessment records shall be deemed sufficient notice to the property owner and shall satisfy the notice requirements of this section.

2. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Administrator certifies to the Board that, by reason of facts stated in the certificate, a stay would, in his opinion, cause imminent peril to life or property, in which case proceedings shall not be stayed otherwise than by a restraining order granted by the Board or by a court of record, on application and notice to the Administrator and for good cause shown.

Editor's Note: For state law as to appeals to zoning board, see Code of Virginia, § 15.2-2311.

B. Mailing procedure. Appeals shall be mailed to the Board, care of the Administrator. A copy shall be mailed to the individual, official, department or agency concerned, if any.

C. Hearing.

1. The Board shall fix a reasonable time for the hearing of an application or appeal and decide such appeal within 45 nights .

2. Public notice shall be provided as specified below and due notice given to the parties in interest:

i. Notice of the hearing shall be published once a week for two successive weeks in some newspaper published or having general circulation in the City. Such notice shall specify the time and place of the hearing at which persons may appear and present their views, not less than five days nor more than 21 days after the second advertisement shall appear in such newspaper. The subject matter of the public hearing need not be advertised in full but may be advertised by reference. Each such advertisement shall contain a reference to the places within the City where copies of the appeal or variance request may be examined. The term "two successive weeks," as used in this subsection, shall mean that such notice shall be published at least twice in such newspaper, with not less than six days elapsing between the first and second publications.

ii. For variance requests, planning staff shall give written notice to those persons who own property, any portion of which abuts the subject property, and all property which is directly across the street from any portion of the subject property, as determined by the City's real property tax records. This notice shall give the date, time and place of the hearing, identify the property which is the subject of the application and give a brief description of the proposed action. This notice shall be mailed a minimum of 10 days prior to the date of the public hearing. The list of property owners and the content of the notice shall be approved by the Zoning Administrator prior to mailing.

iii. For variance requests, planning staff shall also place a sign provided by the City on the subject property which indicates that this request is pending. This sign shall be located to be clearly visible from the street.

D. Decision. In exercising its powers, the Board may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from. In any appeal, if a board's attempt to reach a decision results in a tie vote, the matter may be carried over until the next scheduled meeting at the request of the person filing the appeal.

E. Reapplication. No reapplication for a variance for the same or substantially the same application shall be considered by the governing body within a period of one year from its last consideration.

§420-19.5. Intent.

A. Any person or persons jointly or severally aggrieved by any decision of the Board, or any taxpayer or any officer, department, board or bureau of the municipality, may present to the Circuit Court of the county a petition specifying the grounds on which aggrieved within 30 days after the filing of the decision in the office of the Board.

B. Upon the presentation of such petition, the Court shall allow a writ of certiorari to review the decision of the Board and shall prescribe therein the time within which a return thereto must be made to serve upon the realtor's attorney, which shall not be less than 10 days and may be extended by the Court. The allowance of the writ shall not stay proceedings upon the decision appealed from; but the Court may, on application, on notice to the Board and on due cause shown, grant a restraining order.

C. The Board shall not be required to return the original papers acted upon by it, but it shall be sufficient to return certified or sworn copies thereof or such portions thereof as may be called for by such writ. The return shall concisely set forth such other facts as may be pertinent and material to show the grounds of the decision appealed from and shall be verified.

D. If, upon the hearing, it shall appear to the Court that testimony is necessary for the proper disposition of the matter, it may take evidence or appoint a commissioner to take such evidence as it may direct and report such evidence to the Court, with his findings of fact and conclusions of law, which shall constitute a part of the proceedings upon which the determination of the Court may reverse or affirm, wholly or partly, or may modify the decision brought up for review.

E. Costs shall not be allowed against the Board unless it shall appear to the Court that the Board acted in bad faith or with malice in making the decision appealed from.

Editor's Note: For state law as to appeals to decision of Board of Zoning Appeals, see Code of Virginia, § 15.2-23141.

Article XX. Definitions

§420-20.1. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. Where terms are not defined, they shall have their ordinarily accepted meaning, or such as the context may imply.

Generally, the words "used for" include "designed for," and vice versa; the word "building" includes the word "structure"; the word "dwelling" includes the word "residence"; and the word "lot" includes the word "plot." Any words pertaining to gender shall be interchangeable. The word “he” shall mean “she,” and “she” shall mean “he.” The word “shall” is mandatory; the word “may” or should” is permissive.

Illustrations show only the form of defined signs. Dimensional standards are shown only in the text of this article.

ABANDONED MOTOR VEHICLE

A motor vehicle, trailer or semitrailer or part thereof that:

1. Weighs at least 75 pounds; and
2. a) Is left unattended on public property for more than 48 hours in violation of a state law or local ordinance; b) has remained for more than 48 hours on private property without the consent of the property’s owner, regardless of whether it was brought onto the private property with the consent of the owner or person in control of the private property; or c) is left unattended on the shoulder of a primary highway.

ACCESS

A means of approach, including ingress and egress.

ACCESSORY APARTMENT

A residential use having the external appearance of a single-family residence in which there is located a second dwelling unit that comprises no more than 25% of the gross floor area of the building nor more than a total of 750 square feet.

ACCESSORY USE OR STRUCTURE

A use or structure which is clearly subordinate and customarily incidental to the main use or structure that it is accessory to and located upon the same lot occupied by the main use or structure. Structures attached to the main building shall be considered part of the main building.

ACREAGE

A parcel of land, regardless of area, described by metes and bounds and not a lot shown on any recorded subdivision plat.

ACT OF NATURE

A natural event, not preventable by any human agency, such as flood, storms, or lightning. Forces of nature that no one has control over and therefore cannot be held accountable.

ADDITION

Any construction that increases the gross floor area of a building or structure, or results in an expanded footprint of a building or structure on the ground.

ADMINISTRATIVE OFFICIAL; ZONING ADMINISTRATOR

The official charged with the enforcement of this chapter, who shall be the City Manager or his designated agent.

AFFORDABLE HOUSING

Housing that is affordable to families with incomes at or below 80% of the area median income, provided that the occupant pays no more than 30% of his or her gross income for gross housing costs, including utilities.

AGENT

One who represents another, called the principal, in dealings with third persons. The agent undertakes some business by authority of the principal. The principal is the property owner.

AGGRIEVED PERSON

A person or group of people with an immediate, pecuniary and substantial interest in an action taken by the administrator or board of zoning appeals under this ordinance, as opposed to a remote or indirect interest. A person is also aggrieved if the person suffers a denial of some personal or property right or imposition of a burden or obligation different from that suffered by the public in general.

AGRICULTURE

The tilling of soil, raising of crops, horticulture, aquaculture, hydroponics, forestry, gardening, livestock and fowl keeping and breeding, and the production of natural products with resources primarily derived from the land upon which it is produced.

AGRICULTURAL OPERATION

Any operation devoted to the bona fide production of crops, or animals, or fowl including the production of fruits and vegetables of all kinds; meat, dairy, and poultry products; nuts, tobacco, nursery, and floral products; and the production and harvest of products from silvicultural activity.

ALL-WEATHER DRIVING SURFACE

Any material capable of supporting the weight of a large motor vehicle during any weather condition. Examples could include products such as Grasscrete and Geoblock; or, materials such as gravel, textured pavement, concrete or others as approved by the Zoning Administrator.

ALLEY

A minor right-o-way that is dedicated to public use and which affords a secondary means of vehicular access to the back or side of properties otherwise abutting a street, and which may be used for public utility purposes.

ALTERATION

Any change or rearrangement in the supporting members of an existing building, such as bearing walls, columns, beams, girders or interior partitions, or any enlargement or reduction of a building or structure, whether horizontally or vertically, or the moving of a building or a structure from one location to another.

AMATEUR RADIO TOWER

A structure on which an antenna is installed for the purpose of transmitting and receiving amateur radio signals erected and operated by an amateur radio operator licensed by the FCC.

ANTENNA

Any exterior apparatus designed for commercial telephonic, radio or television communications through the sending and/or receiving of electromagnetic waves.

APPLICANT

A property owner or their authorized representative who has petitioned the City for approval of a zoning change, zoning permit, building permit, variance, conditional use permit, site development plan, sign permit, certificate of appropriateness, or any other authorization for the use or development of their property under the requirements of this ordinance.

APPLICATION

An applicant petition for approval of a zoning change, zoning permit, building permit, variance, conditional use permit, site development plan, sign permit, certificate of appropriateness, or any other authorization for the use or development of their property under the requirements of this ordinance.

ARCHITECTURAL LIGHTING

Exterior lighting that is designed to highlight structures, plantings, or significant architectural features in a direct or indirect fashion.

ASSEMBLY, PLACE OF

The use of land for a meeting place where persons gather together for purposes of attending civic, social, or religious functions, recreational events or entertainment performances on a regular or recurring basis including but not limited to, religious institutions, banquet facilities, funeral homes, theaters, conference centers, stadiums, and similar places, but excludes a Dance Hall as defined by this chapter. A gathering of less than 25 persons shall not be considered a Place of Assembly provided the gathering is accessory and incidental to the principal use.

AUTOMOBILE DEALERSHIP

The use of any building, land area or other premises for the display of new and used automobiles, trucks, vans, or motorcycles for sale, lease, or rent, including any warranty repair work and other major and minor repair service conducted as an accessory use.

AUTOMOBILE RENTAL/LEASING

Rental of automobiles and light trucks and vans, including incidental parking and servicing of vehicles for rent or lease. Typical uses include auto rental agencies and taxicab dispatch areas.

AUTOMOBILE SERVICE STATION

A use which provides for the minor repair and/or maintenance of automobiles, but does not include towing service or body work. The retail sale and dispensing of motor fuels may be allowed as permitted within this chapter.

AVIATION FACILITY

Also referred to as an airport. Landing fields, aircraft parking and service facilities, and related facilities for operation, service, fueling, repair, storage, charter, sales, and rental of aircraft, and including activities directly associated with the operation and maintenance of airport facilities and the provision of safety and security.

AWNING

A shelter constructed of rigid or non-rigid materials on a supporting framework, either freestanding, or projecting from and supported by an exterior wall of a building.

BANNER

A sign applied to cloth, paper, flexible plastic, or fabric of any kind and generally intended to be displayed on a temporary basis.

BASE FLOOD; ONE-HUNDRED-YEAR FLOOD

A flood that, on the average, is likely to occur once every 100 years (i.e., that has a one-percent chance of occurring each year, although the flood may occur in any year).

BASEMENT

A portion of a building having part, but not more than 1/2, of its height below grade. A basement shall be counted as a story, for the purpose of height regulations, if it is subdivided and used for business purposes or for dwelling purposes.

BED-AND-BREAKFAST

A dwelling unit occupied by the owner that provides up to eight bedroom accommodations. Buildings being used as a bed-and-breakfast at the time of adoption of this chapter having more than five bedrooms and/or occupied by a resident manager rather than the owner may continue to operate with the same or a lesser number of bedrooms and/or may continue to be occupied by a resident manager rather than by the owner of the building.

BERM

A landscaped earthen mound, incorporated as part of a site design, and intended to enhance the compatibility of abutting or nearby properties through the mitigation of sound, the screening of views, and/or the visual enhancement of a property's landscaped character.

BEST MANAGEMENT PRACTICE (BMP)

Schedules of activities, or practices, including both structural and non-structural practices, maintenance procedures, and other management practices to prevent or reduce the pollution of surface waters and groundwater systems from the impacts of land disturbing activities.

BIKEWAY

A bicycle pathway: either a bike lane, a bike trail, or bike route.

BOARD OF ZONING APPEALS

The board appointed to review appeals made by individuals with regard to decisions of the Zoning Administrator in the interpretation of this chapter and to authorize, upon appeal, variances from the terms of this chapter when justified by special conditions.

BREWERY OR DISTILLERY

The use of land, licensed by the Commonwealth of Virginia, where beer or spirts are manufactured for sale. Breweries have a capacity greater than 1,000 barrels a year and distilleries have a capacity greater than 5,000 gallons a year. Consumption on the premises is permitted as an Accessory Use.

BUFFER YARD

A yard with screening and landscaping materials required between abutting zoning districts of differing intensities or between adjoining land uses for the purpose of decreasing the adverse impact of differing uses and districts.

BUILDING

Any structure having a roof supported by columns or walls, for the shelter, housing or enclosure of any individual, animal, activity, process, equipment, goods, or materials of any kind.

BUILDING ACCESSORY

A subordinate structure customarily incidental to and located upon the same lot occupied by the main structure. No such accessory structure shall be used for housekeeping purposes.

BUILDING FACE

Any one of the four principal exposures, front, sides or back, of a building. For purposes of sign regulations, the face of a building is that portion exposed to a street, alley or lot and is measured at ground level on a linear basis from exposed corner to exposed corner.

BUILDING HEIGHT

see *Height, building*.

BUILDING LINE OR SETBACK LINE

A line that establishes the area within which the principal building or structure must be erected or placed and which may be located by means of a plat of subdivision or site plan at a distance greater than, but in no case less than, the minimum setbacks or yard spaces required by the zoning ordinance.

BUILDING, PORTABLE

A structure that is build off site and moved to a lot for use as storage, office, or commercial purposes, and /or that does not have a concrete slab or perimeter footing. All portable buildings shall be anchored.

BUILDING, MAIN

A building in which the principal use of the lot on which it is situated is conducted. In a residential district any dwelling shall be deemed to be a main building on the lot on which it is situated.

BUILDING OFFICIAL

The administrative official responsible for issuing building permits and enforcing the Building Code of the City of Lexington, Virginia

BUSINESS OR TRADE SCHOOL

A use providing education or training in business, commerce, language, or other similar activity or occupational pursuit, and not otherwise defined as an Educational facility, either primary and secondary, or college and university, or as a Home occupation.

BUSINESS SUPPORT SERVICE

Establishment or place of business engaged in the sale, rental or repair of office equipment, supplies and materials, or the provision of services used by office, professional and service establishments. Typical uses include office equipment and supply firms, small business machine repair shops, convenience printing and copying establishments, as well as temporary labor services.

CABERET, ADULT

A building or portion of a building regularly featuring dancing or other live entertainment if the dancing or entertainment that constitutes the primary live entertainment is distinguished or characterized by an emphasis on the exhibition of specified sexual activities or specified anatomical areas for observation by patrons therein.

CALIPER

The diameter of a tree (usually nursery stock) measured at a point six (6) inches above the ground or top of root ball for up to and including four (4) inch caliper trees, and at a point 12 inches above the ground or top of root ball for larger sizes.

CANOPY

An overhead roof able to provide shade or shelter from weather conditions that can be supported by stanchions or supported by the building.

CAR WASH

Washing and cleaning of vehicles. Typical uses include automatic conveyor machines and self-service car washes

CATERING, COMMERICAL (OFF-PREMISES)

The use of land where food and/or beverages are prepared on the premises and delivered to another location for consumption.

CELLAR

see *Basement*.

CEMETERY

Any land or structure used or intended to be used for the interment of human remains. The sprinkling of ashes or their burial in a biodegradable container on church grounds or their placement in a columbarium on church property shall not constitute the creation of a cemetery.

CEMETERY, PRIVATE

A place where human remains are interred above or below ground and where plots are not sold.

CENTRAL SEWAGE SYSTEM

Any system of collection and treatment of sewage, as defined by rules and regulations of the state board of health governing the disposal of sewage, serving two or more connections, whether the system is privately or publicly owned and operated.

CENTRAL WATER

Any water supply and distribution system, whether privately or publicly owned and operated, serving two or more individual connections.

CERTIFICATE OF OCCUPANCY

An official certificate issued by the City through the Building Official which indicates conformance with the zoning regulations and building codes and which authorizes legal use of the premises for which it is issued.

CHANNEL

A perceptible natural or artificial waterway which periodically or continuously contains moving water confined to a definite bed and banks.

CITY COUNCIL

The governing body of the City of Lexington, Virginia.

CIVIC USE

Public parks and playgrounds, public schools, municipal buildings including police, fire and rescue facilities and all other publicly owned structures.

CLINIC

A facility providing medical, psychiatric, or surgical service for sick or injured persons exclusively on an out-patient basis including emergency treatment, diagnostic services, training, administration and services to outpatients, employees, or visitors. The term, "clinic" includes immediate care facilities, where emergency treatment is the dominant form of care provided at the facility.

CLUB

A use providing educational, meeting, or social facilities for civic or social clubs, fraternal/sororal organization, and similar organizations and associations, primarily for use by members and guests. Recreational facilities, unless otherwise specifically cited in this section, may be provided for members and guests as an accessory use. A Club does not include a building in which members reside.

CLUSTER DEVELOPMENT

A development design technique that concentrates buildings on a part of a site to allow the remaining land to be used for recreation, common open space, and the preservation of environmentally sensitive features.

CLUSTER SUBDIVISION

A development that may allow for a reduction in lot area and bulk requirements, and may provide for an increase in the number of lots permitted under a conventional subdivision (an increase in overall density of development), in proportion to the remaining land area that is devoted to open space.

CODE OF VIRGINIA

The Code of Virginia of 1950, as it may be amended from time to time. ("This Code", however, refers to the Code of the City of Lexington, Virginia.)

COMMERCIAL INDOOR AMUSEMENT

Establishments which provide multiple coin operated amusement or entertainment devices or machines as other than an incidental use of the premises. Such devices would include pinball machines, video games, and other games of skill or scoring, and would include pool and/or billiard tables, whether or not they are coin operated. Typical uses include game rooms, billiard and pool halls, and video arcades.

COMMERCIAL INDOOR ENTERTAINMENT

Predominantly spectator uses conducted within an enclosed building. Typical uses include, but are not limited to, motion picture theaters, and concert or music halls.

COMMERCIAL INDOOR SPORTS AND RECREATION

Predominantly participant uses conducted within an enclosed building. Typical uses include bowling alleys, ice and roller skating rinks, indoor racquetball, swimming, and/or tennis facilities.

COMMERCIAL OUTDOOR ENTERTAINMENT

Predominantly spectator uses conducted in open or partially enclosed or screened facilities. Typical uses include, but are not limited to, sports arenas, motor vehicle or animal racing facilities, and outdoor amusement parks.

COMMERCIAL OUTDOOR SPORTS AND RECREATION

Predominantly participant uses conducted in open or partially enclosed or screened facilities. Typical uses include, but are not limited to, driving ranges, miniature golf, swimming pools, tennis courts, outdoor racquetball courts, motorized cart and motorcycle tracks, paintball facilities, and motorized model airplane flying facilities.

COMMERCIAL VEHICLE REPAIR SERVICE

Repair of construction equipment, commercial trucks, agricultural implements and similar heavy equipment, including automobiles, where major engine and transmission repairs are conducted. Typical uses include automobile and truck repair garages, transmission shops, radiator shops, body and fender shops, equipment service centers, machine shops and other similar uses where major repair activities are conducted.

COMMISSION

The City Planning Commission.

COMMON ELEMENTS

All portions of a cooperative other than the units.

COMMON AREA

A tract or parcel of land not devoted to residential uses or structures; but directly related to and adjunct to a planned development, cluster development or subdivision and which is owned and/or controlled by the residents of owners of such development.

COMMUNICATIONS SERVICE

Establishment primarily engaged in the provision of broadcasting and other information relay services accomplished through the use of electronic and telephonic mechanisms. Excluded from this use type are facilities classified as Utility services, major or Broadcasting or communication towers. Typical uses include television studios, telecommunication service centers, telegraph service offices or film and sound recording facilities.

COMMUNICATION TOWER

A tower or antenna which supports communication (broadcasting and/or receiving) equipment utilized by commercial, government or other corporate, public and quasi-public users. Towers include radio, television, cellular telephone, personal communication services (PCS), microwave and other similar communications facilities, satellite earth station and building-supported. Communication towers may be self-supporting or guy-supported.

CONDOMINIUM

see *Dwelling, multi-family*.

CONSERVATION EASEMENT

The granting of a property's development rights to an agency that stipulates that the described land will remain in its natural state and precludes future or additional development.

CONSTRUCTION, NEW

For the purposes of determining insurance rates, structures for which the start of construction commenced on or after the effective date of an initial FIRM (Flood Insurance Rate Map) or after December 31, 1974, whichever is later, and includes any subsequent improvements of such structures. For floodplain management purposes, "new construction" means structures for which the start of construction commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures.

CONSTRUCTION SALES AND SERVICE

Establishment or place of business primarily engaged in retail or wholesale sale, from the premises, of materials used in the construction of buildings or other structures, but specifically excluding automobile or equipment supplies otherwise classified herein. Typical uses include building material stores and home supply establishments.

CONSTRUCTION SIGN

A temporary sign identifying an architect, developer, builder, general contractor, subcontractor, material supplier, and or financing entity participating in construction on the property on which the sign is located.

CONSTRUCTION, START OF

The date the building permit was issued, provided that the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration on any wall, ceiling, floor, or other structural part of a building, whether or not the alteration affects the external dimensions of the building.

CONSTRUCTION YARD

Establishment or place of business primarily engaged in construction activities, including outside storage of materials and equipment. Typical uses are building contractor's yards.

CONSUMER REPAIR SERVICE

Establishment or place of business primarily engaged in the provision of repair services to individuals and households, rather than businesses, but excluding automotive and equipment repair use types. Typical uses include appliance repair shops, shoe repair, watch or jewelry repair shops, or repair of musical instruments.

CONVENIENCE STORE

see *Store, neighborhood convenience*.

COTTAGE

A single, permanent detached dwelling unit, which may or may not contain cooking and bathroom facilities, dedicated to temporary occupancy for purposes of recreation, education or vacation. Rental properties meeting the above description shall be considered cottages.

COUNTRY CLUB

A land area and buildings which may include a golf course, clubhouse, dining room, swimming pool, tennis courts and similar recreational or service uses available only to members and their guests.

CULTURAL SERVICES

An establishment for the preservation of art, scientific, cultural or historical materials, music, or live theatrical or musical productions.

CURB CUT

Any interruption or break in the line of the street curb for the purpose of connecting a driveway to a street, or otherwise to provide vehicular access to abutting property.

CUSTOM MANUFACTURING

Establishments primarily engaged in the on-site production of goods by hand manufacturing, within enclosed structures, involving the use of hand tools, or the use of mechanical equipment commonly associated with residential or commercial uses, or a single kiln, with retail sales incidental to manufacturing

DANCE HALL

A place of assembly where dances, parties, receptions, and other gatherings are held for profit, except when sponsored by civic, charitable, or nonprofit groups.

DARK SKY LIGHTING

A term that refers to shielded light fixtures that cast light downward and generally conform to the specifications endorsed by the International Dark-Sky Association (IDA).

DAY CARE CENTER

Any facility operated for the purpose of providing care, protection and guidance to 13 or more individuals during only part of a twenty-four hour day. This term includes nursery schools, preschools, day care centers for individuals including adults, and other similar uses but excludes public and private educational facilities or any facility offering care to individuals for a full twenty-four hour period.

DECK

A structure, without a roof, directly adjacent to a principal building, which has an average elevation of 30 inches or greater from finished grade. A deck may be constructed of any materials.

DEDICATION

The transfer of private property to public ownership upon written acceptance.

DEVELOPER

see *Applicant*.

DEVELOPMENT

Any human-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials.

DISTRICT

A district as referred to in § 15.2-2282 of the Code of Virginia.

DORMITORY

A building, or portion thereof, specifically designed for a long-term stay by students of a college, university, or nonprofit organizations including religious institutions for the purpose of providing rooms for sleeping purposes. One common kitchen and some common gathering rooms for social purposes may also be provided.

DRIVEWAY

A private road giving access from a public way to parking spaces on abutting lots.

DWELLING

Any building or portion thereof which is designed for use for residential purposes, except hotels, boardinghouses, lodging houses and motels.

DWELLING, MULTI-FAMILY

A building arranged or designed to be occupied by three or more dwelling units for permanent occupancy, regardless of the method of ownership. Included in the use type would be garden apartments, low and high rise apartments, apartments for elderly housing and condominiums.

DWELLING, SINGLE-FAMILY ATTACHED

Two or more single family dwellings sharing two or more common walls, each on its own individual lot. Attached dwellings are not vertically stacked.



Dwelling, Single-Family Attached

DWELLING, SINGLE-FAMILY DETACHED

A site built or modular building designed for or used exclusively as one dwelling unit for permanent occupancy, which is surrounded by open space or yards on all sides, is located on its own individual lot, and which is not attached to any other dwelling by any means

DWELLING, TOWNHOUSE

A grouping of three or more attached single-family dwellings in a row in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common walls.

DWELLING, TWO-FAMILY

Also referred to as a duplex; The use of an individual lot for two dwelling units which share at least one common wall, each occupied by one family, that separates living space (i.e., living room, kitchen,

bedroom, bathroom, etc.). Each dwelling unit may be vertically stacked. The exterior appearance of the whole resembles a single structure.

DWELLING UNIT

A room or group of rooms connected together containing cooking, bathroom and sleeping facilities constituting a separate, independent housekeeping unit, physically separated from any other dwelling unit in the same structure.

EASEMENT

A grant by a property owner of the use of land for a specified purpose.

EDUCATIONAL FACILITY, COLLEGE/UNIVERSITY

An educational institution authorized by the Commonwealth of Virginia to award associate, baccalaureate or higher degrees, and facilities associated with it. This term includes academic buildings, administrative facilities, dormitories, special housing, parking areas, dining halls and other physical plants associated with the college or university use.

EDUCATIONAL FACILITY, PRIMARY/SECONDARY

A public, private or parochial school offering instruction at the elementary, junior and/or senior high school levels in the branches of learning and study required to be taught in the public schools of the Commonwealth of Virginia.

EMERGENCY SHELTER

A facility promoting temporary housing for one or more individuals who are otherwise temporarily or permanently homeless.

ENTERTAINMENT ESTABLISHMENT, ADULT

Any adult cabaret, adult motion picture theater, or adult video-viewing or arcade booth, or adult bookstore; also referred to as a sexually oriented business.

EQUIPMENT SALES AND RENTAL

Establishments primarily engaged in the sale or rental of tools, trucks, tractors, construction equipment, agricultural implements, and similar industrial equipment, and the rental of mobile homes. Included in this use type is the incidental storage, maintenance, and servicing of such equipment.

ESTABLISHMENT

Any entity or individual conducting a business, profession, or trade; and any entity or individual conducting a civic, community service, or nonprofit activity.

FAA

The Federal Aviation Administration.

FAÇADE

An entire outside wall of a structure, including wall faces, parapets, fascia, windows, and doors, of one complete elevation.

FAIR MARKET VALUE

The price at which property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts.

FAMILY

One or more persons related by blood, adoption or marriage, living or cooking together as a single housekeeping unit. The persons constituting a family may include foster children.

FAMILY HOME DAY CARE

A single-family dwelling in which more than four but less than 13 individuals, are received for care, protection and guidance during only part of a twenty-four-hour day. Individuals related by blood, legal adoption or marriage to the person who maintains the home shall not be counted towards this total. The care of 4 or fewer individuals for portions of a day shall be considered as a Home occupation.

FAMILY HEALTH CARE STRUCTURE, TEMPORARY

Pursuant to all conditions set forth in the Code of Virginia §15.2-2292.1, a transportable residential structure, providing an environment facilitating a caregiver's provision of care for a mentally or physically impaired person, that (i) is primarily assembled at a location other than its site of installation; (ii) is limited to one occupant who shall be the mentally or physically impaired person, or in the case of a married couple, two occupants, one of whom is a mentally or physically impaired person and the other requires assistance with one or more activities of daily living as defined in §63.2-2200, as certified in writing by a physician licensed in the Commonwealth; (iii) has no more than 300 gross square feet; and (iv) complies with applicable provisions of the Industrialized Building Safety Law (§36-70 et seq.).

FARMER'S MARKET

Retail sale of fresh fruits and vegetables, and other food and related items, at a facility with spaces occupied by several different temporary tenants on a short term or daily basis; indoor or outdoor; but this term does not include roadside stands.

FENCE

A freestanding structure of metal, masonry, composition, vinyl or wood or any combination, resting on or partially buried in the ground and rising above ground level, with posts at regular intervals, and used for confinement, screening, or partition purposes.

FINANCIAL INSTITUTION

An establishment whose principal purpose is the provision of financial services, including but not limited to, an insured depository institution, a credit union, a Federal home loan bank, a small business investment company, a depository institution holding company, a mortgage lending business, or other institutions as defined by Federal code.

FLAG LOT

see *Lot, pipestem*.

FLOOD

1. A general and temporary condition of partial or complete inundation of normally dry land areas from:

   a. The overflow of inland waters.

   b. The unusual and rapid accumulation or runoff of surface waters from any source.

   c. Mud slides (i.e., mud flows) which are proximately caused by flooding as defined in Subsection (1)(b) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.

2. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as a flash flood, or by some similarly unusual and unforeseeable event which results in flooding as defined in Subsection (1)(a) of this definition.

FLOODPLAIN

1. A relatively flat or low land area adjoining a river, stream, or watercourse which is subject to partial or complete inundation.

2. An area subject to the unusual and rapid accumulation or runoff of surface water from any source.

FLOOD-PRONE AREA

Any land area susceptible to being inundated by water from any source.

FLOODWAY

The designated area of the floodplain required to carry and discharge floodwaters of a given magnitude. For the purposes of this chapter, the floodway shall be capable of accommodating a flood of one-hundred-year magnitude.

FLOOR AREA, GROSS

The sum of the horizontal areas of the several stories of a building, measured from the exterior faces of exterior walls, or in the case of a common wall separating two buildings, from the centerline of such common wall. Gross floor area shall exclude basements and attics. The surface area of tennis courts, swimming pools, driveways, surface parking spaces, decks, patios, and porches, is not included in the total gross floor area.

FLOOR AREA RATIO (FAR)

The ratio of gross floor area of all structures on a lot to total lot area.

FRATERNITY HOUSE AND SORORITY HOUSE, UNIVERSITY-ADMINISTRATED

A fraternity or sorority house owned and directly administered by the college or university with which it is affiliated.

FRONTAGE ROAD

A service road, usually parallel to a highway, designed to reduce the number of driveways that intersect the highway.

FULL CUTOFF LUMINAIRE

An outdoor light fixture shielded in such a manner that all light emitted by the fixture is projected below the horizontal plane; also a type of dark sky lighting.

FUNERAL HOME

Establishments engaged in undertaking services such as preparing the dead for burial, and arranging and managing funerals. Typical uses include funeral homes or mortuaries.

GARAGE, COMMERCIAL

see *Automobile service station* or *Commercial vehicle repair service*.

GARAGE, PRIVATE

An accessory building designed or used for the storage of automobiles owned and used by the occupants of the building to which it is accessory. On a lot occupied by a multiple-unit dwelling, the private garage may be designed and used for the storage of 1½ times as many automobiles as there are dwelling units.

GARDEN CENTER

Establishments or places of business primarily engaged in retail sales from the premises including trees, shrubs, seeds, fertilizers, pesticides, plants and plant materials primarily for agricultural, residential and commercial consumers. Such establishments typically sell products purchased from others, but may sell material which they grow themselves.

GASOLINE STATION

Any place of business with fuel pumps and underground storage tanks which provides fuels and oil for motor vehicles. A store associated with automobile fuel sales shall be considered a gasoline station.

GLARE

The effect produced by brightness sufficient to cause annoyance, discomfort, or loss in visual performance and visibility.

GOLF COURSE

A tract of land for playing golf, improved with tees, greens, fairways, hazards, and which may include clubhouses and shelters. Included would be executive or par 3 golf courses. Specifically excluded would be independent driving ranges and any miniature golf course.

GOVERNING BODY

The Mayor and Council of the City.

GRADE

The lowest of:

1. Lowest elevation of the street at the curb;
2. Established or mean street elevation if curb not established;
3. Lowest elevation of finished ground surface on any side of the building or property.

GRANDFATHERED

A term referencing a use or structure that is not in conformance with the current ordinance but that was legal at the time it was established or constructed. Also referred to as a legally non-conforming use/structure.

GREENHOUSE

A building with transparent walls and roof; for the cultivation and exhibition of plants under controlled conditions.

GREENHOUSE, COMMERCIAL

A greenhouse operation in which plants are offered for sale to the public, either at wholesale or at retail.

GREENWAY

A corridor of open space managed for conservation, recreation and non-motorized transportation. Greenways often follow natural geographic features such as ridge lines, stream valleys, and rivers, but may also be built along canals, utility corridors, abandoned rail lines and the like. Greenways may include a trail or bike path or may be designed strictly for environmental or scenic protection.

GROSS PUBLIC FLOOR AREA

The total area of the building accessible or visible to the public, including showrooms, motion picture theaters, motion picture arcades, service areas, behind-counter areas, storage areas visible from such other areas, restrooms (whether or not labeled "public"), plus aisles, hallways, and entryways serving such areas.

GROUP HOME

A licensed residential facility in which no more than eight mentally ill, mentally retarded, or developmentally disabled persons reside, with one or more resident counselors or other staff persons, shall be considered a residential occupancy by a single family. Mental illness and developmental disability shall not include current illegal use of or addiction to a controlled substance as defined in Code of Virginia §54.1-3401. Such facility shall be licensed by the Commonwealth of Virginia Department of Behavioral Health and Development Services, in order to qualify as a single family use.

GUESTROOM

A room which is intended, arranged or designed to be occupied, for more than 45 nights , by one or more guests paying direct or indirect compensation therefor, but in which no provision is made for cooking.

GUIDANCE SERVICES

A use providing counseling, guidance, recuperative, or similar services for persons requiring rehabilitation assistance as a result of mental illness, alcoholism, detention, drug addiction, or similar conditions for only part of a twenty-four-hour day.

HALFWAY HOUSE

An establishment providing accommodations, supervision, rehabilitation, counseling, and other guidance services to persons suffering from alcohol or drug addiction, to persons re-entering society after being released from a correctional facility or other institution, or to persons suffering from similar disorders.

HAZARDOUS SUBSTANCE

A substance listed under United States Public Law 96-510, entitled the Comprehensive Environmental Response Compensation and Liability Act.

HEAVY EQUIPMENT SALES AND RENTAL

The use of land for the sale, lease, or rental of new or used Commercial Vehicles or trucks, trailers, construction equipment, agricultural implements or similar industrial equipment. Included in this use are the incidental storage, minor maintenance, and routine servicing of such equipment, but does not include a Junkyard as defined by this chapter.

HEIGHT

When referring to a tower or other structure, the distance measured from ground level to the highest point on the tower or other structure, even if said highest point is an antenna.

HEIGHT, BUILDING

The vertical distance measured from the adjoining grade at the front entrance of the building or structure to the highest point of the structure. For corner lots, the building height shall be the average of the front height defined above and the building side height adjacent to the street. The building side height shall be defined as the vertical distance measured from the lowest adjoining grade on the side adjacent to the street to the highest point of the structure.



Height, building

HEIGHT, STRUCTURE

The distance between the highest point of any structure, and the lowest grade adjacent to the structure.

HEIGHT, TREE

The measurement taken from the top of the root ball to the top of the trunk.

HISTORICAL AREA

An area containing buildings or places in which historic events occurred or having special public value because of notable architectural or other features relating to the cultural or artistic heritage of the area, of such significance as to warrant conservation and preservation. An historic area is not currently in, or does not currently constitute, an historic district.

HISTORIC DISTRICT

A site, structure, landmark, one or more of them, or a group of them, which have unique architectural, historic, cultural, or archaeological importance to the county, the Commonwealth, or the nation, and which are designated on the official zoning map as constituting an historic district.

HISTORIC SITE

A building, place or area in which historic events occurred or having special public value because of notable architectural or other features relating to the cultural or artistic heritage of the community, of such significance as to warrant conservation and preservation.

HISTORIC STRUCTURE

Any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
    a. By an approved state program as determined by the Secretary of the Interior; or
    b. Directly by the Secretary of the Interior in states without approved programs.

HOME FOR ADULTS

A dwelling unit providing a residence for the elderly with more than five (5) persons for purposes of providing special training, education, habilitation, rehabilitation, custodial care or supervision; provided that a licensed residential facility for eight (8) or fewer mentally ill, mentally retarded, or

developmentally disabled persons, with one or more resident counselors or other support staff, shall be considered a single-family residence.

HOME GARDENS

Gardens in residential districts for the production of vegetables, fruits and flowers generally for use or consumption by the occupants of the premises.

HOME OCCUPATION, CLASS A

An occupation conducted primarily on-site involving persons residing on the premises. Such occupations may require the use of accessory structures. No more than five clients or customers shall be allowed on the premises at any one time on a regular basis.

HOME OCCUPATION, CLASS B

An occupation conducted primarily on-site involving persons residing on the premises and not more than two (2) full or part-time outside employees. Such occupations may require the use of accessory structures or outside areas. No more than 10 clients or customers shall be allowed on the premises at any one time on a regular basis.

HOSPITAL

A facility providing medical, psychiatric, or surgical service for sick or injured persons primarily on an in-patient basis and including ancillary facilities for outpatient and emergency treatment diagnostic services, training, research, administration, and services to patients, employees, or visitors.

HOTEL

also referred to as a motel or motor lodge; A building or group of attached or detached buildings containing lodging units intended primarily for rental or lease to transients by the day, week, or month. Such uses generally provide additional services such as daily maid service, restaurants, meeting rooms, and/or recreation facilities.

HOUSEHOLD UNIT

A family and/or a specified number of persons not related by blood, adoption or marriage living and cooking together as a single housekeeping unit.

INCENTIVE ZONING

The use of bonuses in the form of increased project density or other benefits to a developer in return for the developer providing certain features, design elements, uses, services, or amenities desired by the locality, including but not limited to: site design incorporating principles of new urbanism and traditional neighborhood development, environmentally sustainable and energy-efficient building design, affordable housing creation and preservation, and historical preservation, as part of the development.

INDUSTRY, LIGHT

Enterprises engaged in the processing, manufacturing, compounding, assembly, packaging, treatment or fabrication of materials and products, from processed or previously manufactured materials. Light industry is capable of operation in such a manner as to control the external effects of the manufacturing process, such as smoke, noise, soot, dirt, vibration, odor, etc. Use may include, but

are not limited to, a machine shop, the manufacturing of apparel, electrical appliances, electronic equipment, camera and photographic equipment, ceramic products, cosmetics and toiletries, business machines, paper products (but not the manufacture of paper from pulpwood), musical instruments, medical appliances, tools or hardware, plastic products (but not the processing of raw materials), pharmaceuticals or optical goods, bicycles, any other product of a similar nature.

INOPERABLE MOTOR VEHICLE

Inoperable motor vehicle means any one or more of the following: (a) any motor vehicle which is not in operating condition for a period of 60 days or longer; (b) any motor vehicle which for a period of 60 days or longer has been partially or totally disassembled by the removal of tires and wheels, the engine, or other essential parts required for operation of the vehicle; or (c) any motor vehicle which for a period of 60 days or longer there are displayed neither valid license plates nor a valid inspection decal. However, the provisions of this section shall not apply to a licensed business which on June 26, 1970, is regularly engaged in business as an automobile dealer, salvage dealer or scrap processor.

INTERIOR PARKING LOT ISLAND

An island or planter that is surrounded on at least 3 sides by a parking lot or access road.

INVASIVE SPECIES

A plant, fungus, or animal species that is not native to a specific location (an introduced species), and which has a tendency to spread to a degree believed to cause damage to the environment, human economy or human health.

JUNKYARD

An establishment or place of business which is maintained, operated or used for storing, keeping, housing or buying junk or for the maintenance or operation of an automobile graveyard, and the term shall include garbage dumps and sanitary fills.

KENNEL

Any lot, building, structure, enclosure or premises where grooming, breeding, boarding, training or selling of animals is conducted as a business.

KIOSK

A small, free-standing, one story accessory structure having a maximum floor area of one hundred (100) square feet and used for retail purposes, such as automatic teller machines, or the posting of temporary information and/or posters, notices and announcements. If a kiosk is to be occupied, it shall have a minimum floor area of 50 square feet.

LABORATORY

An establishment whose principal purpose is the research, compounding and/or packaging of scientific products, which may include light manufacturing.

LANDSCAPING

The improvement of the appearance of an area by the planting of trees, grass, shrubs, or other plant materials, or by the alteration of the contours of the ground.

LAUNDRY, COMMERCIAL

Establishments primarily engaged in the provision of laundering, cleaning or dyeing services other than those classified as Personal services. Typical uses include bulk laundry and cleaning plants, diaper services, or linen supply services.

LIFE CARE FACILITY

A residential facility primarily for the continuing care of the elderly, providing for transitional housing progressing from independent living in various dwelling units, with or without kitchen facilities, and culminating in nursing home type care where all related uses are located on the same lot. Such facility may include other services integral to the personal and therapeutic care of the residents. An Assisted Living facility would not be included in this definition.

LIGHT POLLUTION

Any adverse effect of man-made light including sky glow, glare, light trespass, light clutter, and decreased visibility at night.

LIGHT TRESPASS

Light sources casting excessive light upon adjacent property or upon a public right-of-way, also called light spillover.

LIQUOR

Any alcoholic beverage other than beer, wine, or cider, as those terms are defined in Virginia Code § 4.1-100 and 4.1-213.

LIQUOR STORE

Any privately owned store (i) licensed by the Commonwealth of Virginia to sell liquor for off-premises consumption, but excluding Breweries or Distilleries as defined by this chapter, and (ii) in which liquor makes up more than 10 percent of its stock in trade or occupies more than 10 percent of its net floor area.

LIVE-WORK DWELLING

A dwelling unit used for both dwelling purposes and any nonresidential use permitted in the zoning district in which the unit is located.

LOADING SPACE

An off-street space used for the delivery and loading/unloading of vehicles.

LOCATION

A lot, parcel, building site or tenant space.

LOT

A parcel of land intended to be separately owned, developed, or otherwise used as a unit, established by plat, subdivisions or as otherwise permitted by law.

LOT AREA

The total area, measure on a horizontal plane, included within lot lines. In residential zoning districts, lot area shall be defined as the area of the lot that excludes major utility easements (e.g. gas pipeline, electric, etc.) and an area that lies within the 100-year flood plain (as it is established at the time of the final plat approval).

LOT, CORNER

A lot abutting on two or more streets at their intersection; of the two sides of a corner lot abutting streets, the front shall be deemed to be the shortest of the two sides abutting streets.

LOT DEPTH

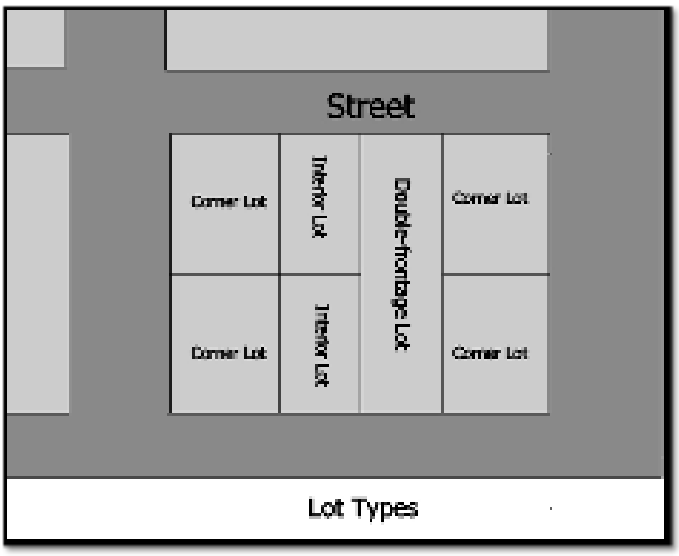
The average horizontal distance between the front and rear lot lines.

LOT, DOUBLE-FRONTAGE

An interior lot having frontage on two streets.

LOT, INTERIOR

Any lot other than a corner lot.



LOT IRREGULAR

A lot of such a shape or configuration that technically meets the area, frontage and width to depth requirements of this ordinance but meets these requirements by incorporating unusual elongations, angles, curvilinear lines unrelated to topography or other natural land features.

LOT, LINE

Any line or curve in the boundary of a Lot.

LOT OF RECORD

A lot which has been recorded in the clerk's office of the circuit court.

LOT, PIPESTEM

A "panhandle" or "flag" shaped lot with its widest point set back from the road at the rear of another lot (called the pipe), and having a thin strip of land connecting to the road to provide legal access and frontage (called the stem). Pipestem lots are also referred to as panhandle lots or flag lots.

LOT WIDTH

The width of any lot at the setback line, calculated by measuring back a uniform distance from the street line as required by the setback regulation. If the street line curves or angles, the setback line shall also curve or angle uniformly with the street line and the lot width shall be calculated along the curve or angle setback line.

MANUFACTURE; MANUFACTURING

The processing and/or converting of raw, unfinished materials or products into articles or substances of different character or for use for a different purpose.

MANUFACTURED HOME

A structure subject to federal regulations which is transportable in one or more sections; is eight body feet or more in width and 40 body feet or more in length in the traveling mode or is 320 or more square feet when erected on site; is built on a permanent chassis; and is designed to be used as a single-family dwelling, with or without a permanent foundation, when connected to the required facilities, and includes the plumbing, heating, air-conditioning and electrical systems contained in the structure. Some manufactured homes are also referred to as mobile homes.

MANUFACTURED HOME PARK

Also referred to as mobile home park or trailer park; Any area designed to accommodate two or more manufactured homes intended for residential use.

MEDIA, ADULT

Magazines, books, videotapes, movies, slides, CD-ROMs or other devices used to record computer images, or other media that are distinguished or characterized by their emphasis on matter depicting, describing, or relating to specified sexual activities or specified anatomical areas.

MEDICAL CARE FACILITY

Any medical facility other than a Hospital or Nursing Home as defined by this chapter, which 1) contains office space for diagnostic or outpatient care along with associated medical facilities such as pharmacy, laboratory, physical therapy facility, or other similar facility, but does not provide inpatient hospitalization, 2) holds a Certificate of Public Need authorization from the Virginia Department of Health, 3) is licensed by or registered with the Virginia Department of Health, 4) is operated for the performance of surgical or other procedures where the patient is not capable of self-preservation during the procedure or recovery, or 5) is held out to the public as providing a level of service beyond that of a physician’s or dentist’s office.

MICRO-BREWERY

An establishment primarily engaged in brewing ale, beer, malt liquors, and nonalcoholic beer, with a capacity of not more than 1,000 barrels per year. Micro-brewery may include a restaurant or public tasting room as an accessory use.

MICRO-DISTILLERY

An establishment primarily engaged in distilling and blending potable liquors, including mixing them with other ingredients, with a capacity of not more than 5,000 gallons of finished product per year. A micro-distillery may include a restaurant or public tasting room as an accessory use.

MINI-WAREHOUSE

A building designed to provide rental storage space in cubicles where each cubicle has a maximum floor area of 400 square feet. Each cubicle shall be enclosed by walls and ceiling and have a separate entrance for the loading and unloading of stored goods. The conduct of sales, business or any other activity within the individual storage units, other than storage, shall be prohibited.

MIXED USE STRUCTURE

A building containing residential uses in addition to non-residential uses permitted in the zoning district. Mixed use structure should not be confused with a mix of uses each in separate structures in a single development.

MANUFACTURED HOME LOT

A lot within a manufactured home park for the use of a single manufactured home conforming to the special lot requirements of these regulations and having direct access to a street with the manufactured home park.

MODULAR HOME

A dwelling unit primarily manufactured off-site in accordance with the Virginia Uniform Statewide Building Code standards and transported to the building site for final assembly on a permanent foundation.

MULTI-ESTABLISHMENT BUILDING

A structure containing more than one establishment.

NATIONAL REGISTER OF HISTORIC PLACES

The official list, maintained by the National Park Service of the United States Department of the Interior, of historic resources considered by that agency to be worthy of preservation.

NONCONFORMING LOT

An otherwise legally platted lot that does not conform to the minimum area or width requirements of this chapter for the district in which it is located either at the effective date of this chapter or as a result of subsequent amendments to this chapter.

NONCONFORMING SIGN

Any sign, the area, dimensions or location of which were lawful at the time the sign was erected, but which fail to conform to the current standards and regulations due to the adoption, revision or amendment of this ordinance.

NONCONFORMING STRUCTURE

An otherwise legal building or structure that does not conform to the lot area, yard, height, lot coverage or other area regulations of this chapter or is designed or intended for a use that does not

conform to the use regulations of this chapter for the district in which it is located either at the effective date of this chapter or as a result of subsequent amendments to this chapter.

NONCONFORMING USE

A use or activity which was legal when originally established, but that fails to conform to the current standards and regulations due to the adoption, revision or amendment of the subdivision ordinance.

NURSING HOME

A use providing bed care and in-patient services for persons requiring regular medical attention but excluding a facility providing surgical or emergency medical services and excluding a facility providing care for alcoholism, drug addiction, mental disease, or communicable disease.

OCCUPANCY

The period during which one owns, rents, uses, or occupies a certain premises or land.

OCCUPANT

A person who, on a regular basis, spends nights at a residence. A person is considered an occupant regardless of whether they spend the majority of their nights at a residence, if the times they do stay overnight are regular and recurrent. In addition, a person shall be considered an occupant if their clothes or other daily living supplies are maintained at the residence.

OFFICE, GENERAL

The use of land wherein the primary use is the conduct of a business or profession such as, but not limited to accounting, tax-preparation, lenders and securities brokers, architecture, computer software, or information systems research and development, engineering, insurance, law, management, organization and association offices, psychology, theology, real estate and travel. Retail Sales do not comprise more than an Accessory Use of the primary activity of a General Office. This definition does not include Medical Office as defined by this chapter.

OFFICE, MEDICAL

The use of a site for facilities which provide diagnoses, minor surgical care, and outpatient care on a routine basis, but which does not provide overnight care or serve as a base for an ambulance service. Medical offices are operated by doctors, dentists, or similar practitioners licensed by the Commonwealth of Virginia. Emergency treatment is not the dominant type of care provided at this facility.

OFF-STREET PARKING AREA

Space provided for vehicular parking outside a dedicated street or accessway right-of-way.

OPEN SPACE

Any parcel of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment. Open space may include active recreational facilities such as swimming pools, play equipment, ball fields, court games, and picnic areas.

OPEN SPACE, COMMON

Land within or related to a development, not individually owned or dedicated for public use, which is intended for the common use or enjoyment of the residents of the development and may include such complementary structures as are necessary and appropriate. Common open space may include, recreation centers, swimming pools, tennis and basketball courts, and similar facilities.

OPEN SPACE, REQUIRED

Any space required in any front, side, or rear yard.

OUTDOOR DISPLAY

The permanent and/or continuous keeping, displaying, or storing, outside of a building, of any goods, materials, merchandise or equipment to be sold to the public.

OUTDOOR STORAGE

The keeping, in other than a building, of any goods, materials, or merchandise on the same parcel for more than twenty-four consecutive hours.

PARCEL OR PARCEL OF LAND

A lot or parcel which is described by plat or other legal description.

PARKING FACILITY

A site for surface parking or a parking structure use which provides one or more parking spaces together with driveways, aisles, turning and maneuvering areas, incorporated landscaped areas, and similar features meeting the requirements established by this ordinance. This use type shall not include parking facilities accessory to a permitted principal use.

PARKING LOT AREA

The square foot area of the parking spaces and aisles and interior parking lot islands, excluding access drives that do not have parking spaces within them.

PARKING SPACE, COMPACT

A space for parking one passenger automobile that is 16’ long and 8’ wide and is marked “Compact car.”

PARKING SPACE, NORMAL

An area not less than 10 feet wide by 20 feet long for an automobile or motor vehicle, such space being exclusive of necessary drives, aisles, entrances or exits and being fully accessible for the storage or parking of permitted vehicles.

PARKING STRUCTURE, MULTILEVEL

A structure with multiple stories designed for the parking of passenger vehicles and in which there is no provision for the repairing of vehicles.

PATIO

A level surfaced area directly adjacent to a principal building which has an average elevation of not more than 30 inches from finished grade, and without walls or a roof. A patio may be constructed of any materials.

PAWN SHOP

A use engaged in the loaning of money on the security of property pledged in the keeping of the pawnbroker and the incidental sale of such property.

PEDESTRIAN WAYS

Paved, marked or otherwise designated pedestrian treatments meeting AASHTO standards.

PERSON

An individual, firm, corporation, or association.

PERSONAL IMPROVEMENT SERVICES

Establishments primarily engaged in the provision of informational, instructional, personal improvements and similar services. Typical uses include driving schools, health or physical fitness studios, reducing salons, dance studios, handicraft and hobby instruction.

PERSONAL SERVICES

Establishments or places of business engaged in the provision of frequently or recurrently needed services of a personal nature. Typical uses include beauty and barber shops; grooming of pets; seamstresses, tailors, or shoe repairs; florists; and laundromats and dry cleaning stations serving individuals and households.

PLAT

A map or plan of a parcel of land that is to be, or has been subdivided. When used as a verb, “plat” is synonymous with “subdivide.”

PORCH

An area elevated above grade that adjoins an entry to a building that may be covered or open.

PORTABLE STORAGE CONTAINER

A large container, typically intended for transport by large truck, train, or ship, that is used for the temporary storage and or transport of personal property.

POSTAL OFFICE

Postal services directly available to the consumer operated by the United States Postal Service.

PORTICO

A roof structure over a walkway supported by columns or supported by the building.

PREMISES

see *Lot*.

PRESERVATION

The act or process of applying measures to sustain the existing form, integrity, and material of a site, structure, or landmark and their existing form and vegetative cover. Preservation may include initial stabilization work, where necessary, as well as ongoing maintenance of these elements.

PRINCIPAL BUILDING OR STRUCTURE

A building or structure in which the primary use of the lot on which the building is located is conducted.

PRINCIPAL USE

The main use of land or structures as distinguished from a secondary or accessory use.

PROPERTY

Any tract, lot, parcel or several of such tracts, lots or parcels collected together.

PUBLIC

Unless otherwise specifically indicated, public shall mean anything owned, operated, provided and/or maintained by a local, state, or federal government.

PUBLIC ASSEMBLY

Facilities that accommodate public assembly for sports, amusements, or entertainment purposes. Typical uses include auditoriums, sports stadiums, convention facilities, and incidental sales and exhibition facilities.

PUBLIC MAINTENANCE AND SERVICE FACILITY

A public facility supporting maintenance, repair, vehicular or equipment servicing, material storage, and similar activities including street or sewer yards, equipment services centers, and similar uses having characteristics of commercial services or contracting or industrial activities.

PUBLIC PARK AND RECREATIONAL AREA

Publicly owned and operated parks, picnic areas, playgrounds, indoor/outdoor athletic or recreation facilities, indoor/outdoor shelters, amphitheaters, game preserves, open spaces, and other similar uses. This shall not include Public recreation assembly.

PUBLIC PARKING

Any area used primarily or regularly for parking motor vehicles; or to any parking space or area required to be provided by any law; except for parking provided solely to reserve a single-family dwelling.

PUBLIC RECREATION ASSEMBLY

Publicly-owned and operated community, civic, or recreation centers, year-round swimming facilities, or indoor performing arts/auditoriums.

PUBLIC USE

Any use for exclusively public purposes without reference to the ownership or structures or the realty upon which it is situated by any department or branch of the federal government, commonwealth, county or town.

PUBLIC UTILITY

Any person, firm, corporation, municipal department or board duly authorized to furnish and furnishing, under federal, state or municipal regulations, to the public electricity, gas, steam, communications, telegraph, transportation or water.

RECONSTRUCTION

Any work needed to remake or rebuild a part of any Building to a sound condition, but not necessarily using original materials.

RECREATION, ACTIVE

Those recreational pursuits which require physical alteration to the area in which they are performed including, but not limited to, pedestrian ways, bikeways, tennis courts, swimming and boating areas, playgrounds, and play fields.

RECREATION, PASSIVE

Recreational activities that generally do not require a developed site such as hiking, horseback riding, and picnicking.

RECREATION FACILITY, PRIVATE

A private recreational facility for use solely by the residents and guests of a particular residential development, planned unit development, or residential neighborhood, including indoor and outdoor facilities. These facilities are usually proposed or planned in association with development and are usually located within or adjacent to such development.

RECREATION FACILITY, PUBLIC

Publicly owned or operated recreation facilities.

RECREATIONAL VEHICLE

A vehicle which is:

1. Built on a single chassis;
2. Four hundred square feet or less when measured at the largest horizontal projection;
3. Designed to be self-propelled or permanently towable by a light-duty truck; and
4. Designed primarily not for use as a permanent dwelling but as a temporary living quarters for recreational camping, travel, or seasonal use.

RECYCLING CENTER

A facility used by the general public for the collection of materials for recycling or reuse, including bins, boxes, buildings, self-propelled motor vehicles, trailers and other enclosures or receptacles.

Except for City or other governmental sponsored programs to collect and/or recycle household hazardous wastes, this definition shall not include facilities for the collection of non-recyclable materials, such as business and household refuse, garbage, organic materials, medical waste, trash, junk, toxic substances or similar materials.

REFUSE COLLECTION SITE

Facility for the collection of non-recyclable materials, such as business and household refuse, garbage, organic materials, medical waste, trash, junk, toxic substances or similar materials.

RELIGIOUS ASSEMBLY

A use located in a permanent building and providing regular organized religious worship and related incidental activities, except primary or secondary schools and day care facilities.

REPLACEMENT COST

The cost of restoring a damaged building or structure to its original condition. Replacement cost shall include reasonable estimates of the cost of materials and labor and shall be compared with the assessed value as determined by the County Assessor to determine the percentage of the cost of improvements.

RESEARCH AND DEVELOPMENT

A business which engages in research, or research and development, of innovative ideas in technology-intensive fields. Examples include research and development of communication systems, transportation, geographic information systems, multi-media and video technology. Development and construction of prototypes may be associated with this use.

RESIDENTIAL DENSITY

A measure of dwelling units per acre. The number of units shall be rounded up to the next whole unit (e.g. a 5.2 unit/acre average would be counted as 6 units/acre).

RESTAURANT

Any building in which, for compensation, food or beverages are dispensed for consumption on the premises, including, among other establishments, cafeterias, cafes, tearooms, confectionery shops, refreshment stands and drive-ins.

RESTAURANT, DRIVE-IN

An establishment primarily engaged in the preparation of food and beverages, for either take-out, delivery or table service, served in disposable containers at a counter and a drive-up or drive through service facility, or which offers curb service

RESTAURANT, GENERAL

An establishment engaged in the preparation of food and beverages containing more than 2,000 gross square feet and characterized primarily by table service to customers in non-disposable containers.

RESTAURANT, MOBILE

A readily movable wheeled cart, trailer, or vehicle designed and equipped for the preparing, serving, and/or selling of food and operated at temporary locations. This definition shall include food trucks, food trailers, and food carts and shall not apply to ice cream trucks.

RESTAURANT, SMALL

An establishment engaged in the preparation of food and beverages containing no more than 2,000 gross square feet and characterized primarily by table service to customers in non-disposable containers. Typical uses include cafes, coffee shops, and eat-in delis.

RIGHT-OF-WAY

A legally established area or strip of land, either public or private, on which an irrevocable right of passage has been recorded, and which is occupied or intended to be occupied by a street, utility service, water main, sanitary or storm sewer main, or other similar use.

ROAD

see *Street*.

SALVAGE AND SCRAP SERVICE

Place of business primarily engaged in the storage, sale, dismantling or other processing of uses or waste materials which are not intended for reuse in their original forms. Typical uses included paper and metal salvage yards, automotive wrecking yards, junk yards, used tire storage yards, or retail and/or wholesale sales of used automobiles parts and supplies.

SAWMILL, TEMPORARY

A portable sawmill located on private property for the processing of timber cut only from that property or from property immediately contiguous and adjacent thereto, or incidental processing of timber transported from other property.

SCHOOL, PRIVATE

Any building or group of buildings the use of which meets state requirements for elementary, secondary or higher education and which use does not secure the major part of its funding from any governmental agency.

SCREENING

A method of visually shielding or obscuring one abutting or nearby structure or use from another by fencing, walls, berms or densely planted vegetation. Screening is intended to substantially, but not necessarily totally, obscure visual impacts between adjoining uses.

SERVICE BAY

An enclosed or partially enclosed area where motor vehicles are parked while they are serviced or repaired.

SERVICE STALL

A non-enclosed area where motor vehicles are parked while they are serviced or repaired, which may be covered but not enclosed by walls or doors.

SETBACK

The minimum distance by which any building or structure must be separated from the front lot line.

SETBACK LINE

see *Building Line*.

SHELTER

A facility providing temporary protective sanctuary for victims of crime or abuse including emergency housing during crisis intervention for individuals, such as victims of rape, child abuse, or physical beatings.

SHOPPING CENTER

A group of commercial establishments planned, constructed and managed as a total entity with shared access, customer and employee parking provided onsite, provision of goods delivery separated from customer access, aesthetic considerations and protection from the elements.

SHOOTING RANGE, INDOOR

The use of a structure for archery or firearms for the purposes of target practice or competitions.

SHORT TERM RESIDENTIAL RENTAL

A residential dwelling unit that is used or advertised for rent for transient occupancy in increments of fewer than 30 consecutive days. This use type does not include bed-and-breakfast establishments.

SHRUB

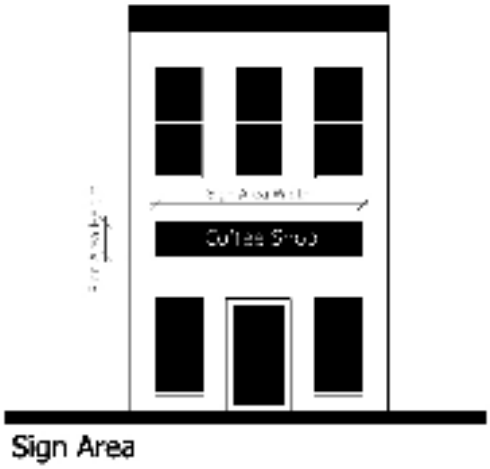
A woody plant producing multiple shoots or stems from the base height, with a total height of 15 feet or less. Also, when used to meet the landscaping criteria of the zoning ordinance, a perennial planting that, at the time of planting, has a minimum height of two (2) feet measured from the ground elevation after planting.

SIGN

A display designed or intended to convey information to the public in written or pictorial form where such display is made on, attached to, or as part of a structure, surface, or any other thing, including but not limited to the ground, any rock, tree or other natural object which display is visible beyond the boundaries of the parcel of land on which it is made. The term shall not be construed to include any display of merchandise or temporary signage displayed within a show window. A display of less than one square foot in area is excluded from this definition.

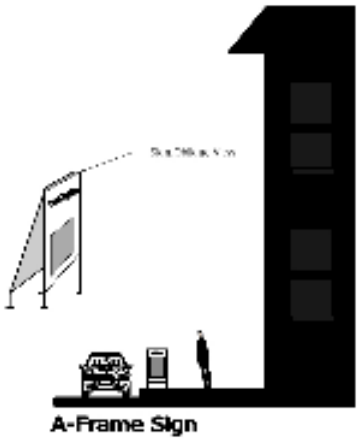
SIGN AREA

The entire face of a sign, including the advertising surface and any framing, trim or molding, but not including the supporting structure. Sign area is calculated by standard mathematical formulas such as height times width for rectilinear signs, πr^2 for circular signs, and the applicable standard mathematical formula for other geometrical shapes.



SIGN, A-FRAME

A temporary, portable sign used at a place of business to provide information to pedestrians and slow moving vehicles. The sign may be one or two sided.



SIGN, ANIMATED

A sign which changes physical position or involves the use of motion, rotation, or the appearance of motion.

SIGN, AWNING

see *Sign, Canopy*.

SIGN, BANNER

A temporary sign made of cloth, paper, vinyl or like material attached to a wall so as to remain in a generally stationary position.

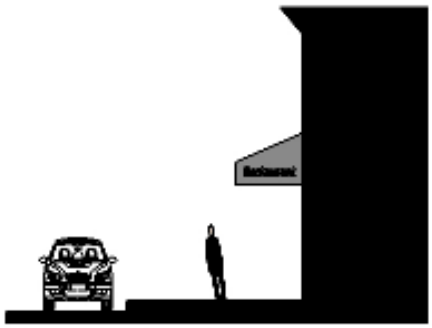
SIGN, BILLBOARD
see *Sign, Off-premises*.

SIGN, CANOPY.

A sign placed directly on or attached to the surface of an awning or canopy.



Canopy/Awning Sign



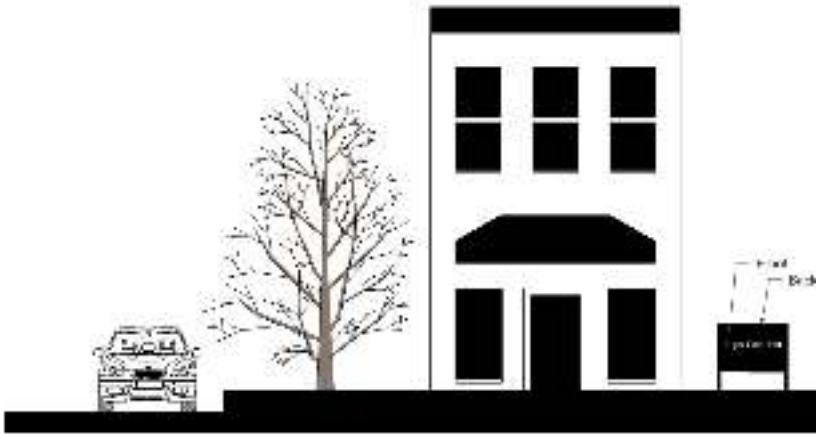
Canopy/Awning Sign

SIGN, CHANGABLE

A sign or part of a sign that is designed so that characters, letters or illustrations can be mechanically or physically changed or rearranged without altering the face or surface of the sign.

SIGN, DOUBLE-FACED

A sign with two parallel or nearly parallel faces, back to back, upon which advertising is displayed.



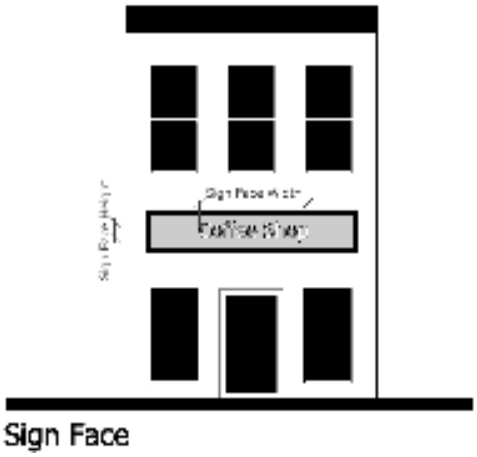
Double-Faced Sign

SIGN, ELECTRONIC MESSAGE BOARD

Any sign that uses changing lights to form a sign message or messages wherein the sequence of messages and the rate of change is electronically programmed and can be modified by electronic processes.

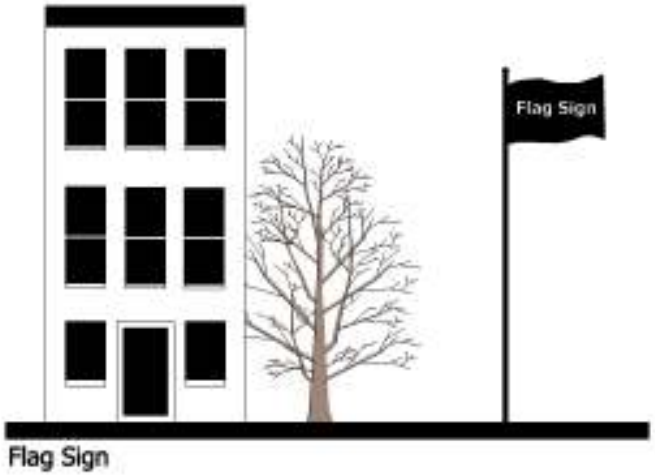
SIGN FACE

The area or display surface used for the message, not including any framing, trim or molding, or the support structure. Face area is calculated using the same mathematical formulas as for sign areas.



SIGN, FLAG

Cloth or similar flexible fabric attached to a pole at one end such that the material can bend or flutter from the point (s) of attachment.

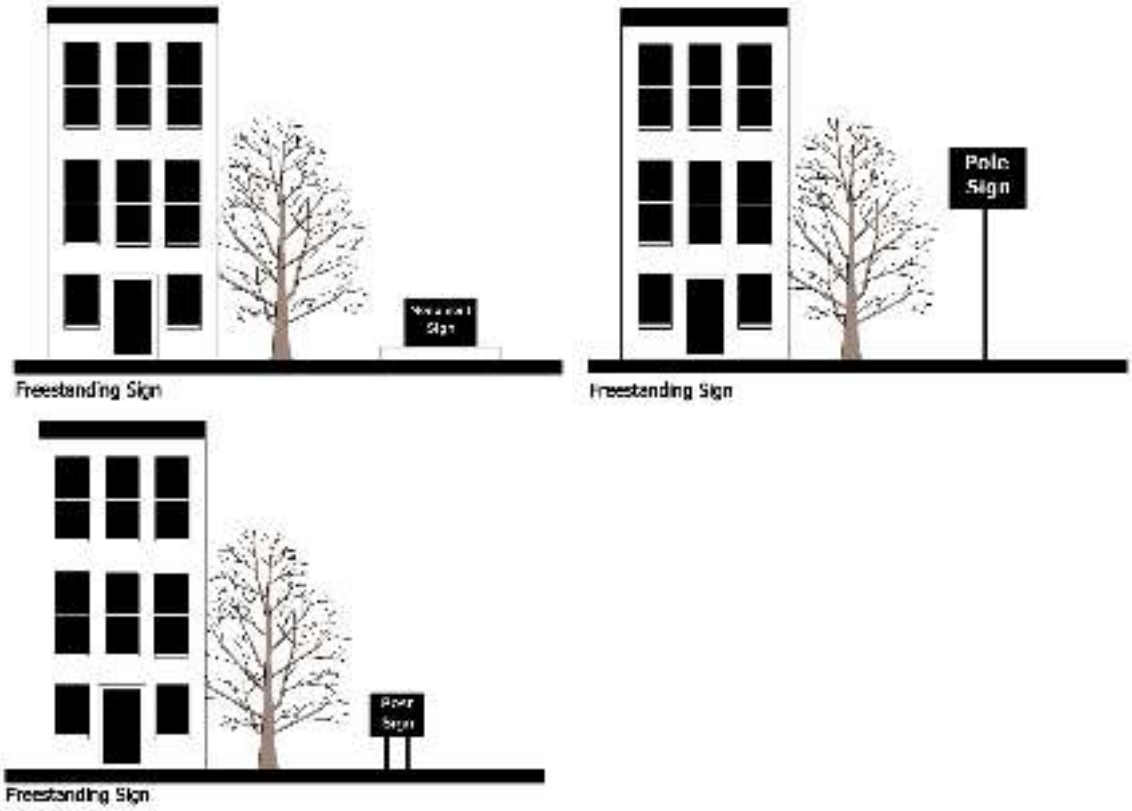


SIGN, FLASHING

Any illuminated sign on which there is artificial light which is not stationary or constant in intensity or color at all times when such sign is in use.

SIGN, FREESTANDING

Sign supported by one or more upright poles, columns, or braces placed in or on the ground and not attached to any building or structure, or a monument form without separate supporting elements.



SIGN, GOVERNMENT

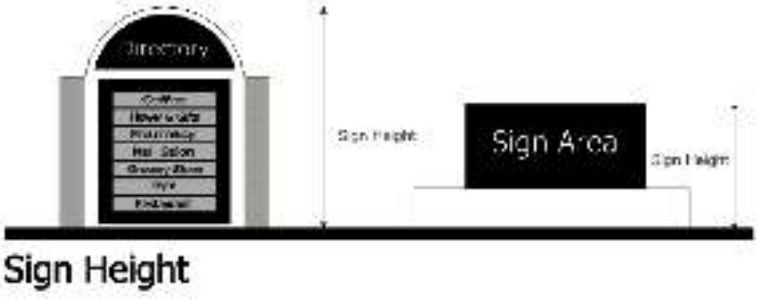
Government signs that are approved by the city council or installed for the public benefit by the City of Lexington.

SIGN, HANGING

see *Sign, Projecting.*

SIGN HEIGHT

Distance measured in feet and inches from the ground below the sign to highest point of sign to include sign structure, or in the case of wall signs on upper floors, from the floor level immediately below the sign to the highest point of the sign. Artificially increasing the height of the sign by berming or mounding dirt or other material at the sign base is prohibited.



SIGN, ILLUMINATED

A sign illuminated in any manner by an artificial light source, whether internally or externally lit. Externally illuminated signs are those that have a light source projecting onto the face of the sign

either by downlighting or indirectly with fluorescent, halogen or a source that gives off natural white light. Internally illuminated signs are those that have a light source inside or behind the sign structure or sign face which projects lights through or from the sign face.

SIGN, INDIVIDUAL LETTER

A sign made up of letters only that are attached directly to the building.



IndMdual Letter Sign

SIGN, INFALTABLE

Any display capable of being expanded by air or other gas and used on a temporary or permanent basis to advertise a product or event.

SIGN, MINOR

A wall or freestanding sign not exceeding one (1) square foot in area, not exceeding four feet in height, and not illuminated. Examples include no trespassing signs, displays of building address, security warning signs, on-site directional signs, and the like.

SIGN, MOBILE BILLBOARD

An off-site advertising sign mounted on a vehicle or trailer that can become part of traffic flow or be parked at specific locations. Neither vehicles nor trailers which advertise the company of their primary use nor campaign signs are considered mobile billboards.

SIGN, MOVING OR ROTATING

An environmentally activated sign or other display with mechanical motion powered by natural, manual, mechanical, electrical or other means, including but not limited to pennant strings, streamers, spinners, propellers, and search lights. Hand held signs are not included; see Portable Sign.

SIGN, OFF-PREMISE

Any sign, including billboards, which directs attention to a business, commodity, service or establishment conducted, sold or offered at a location other than the premises on which the sign is erected.

SIGN, PAINTED

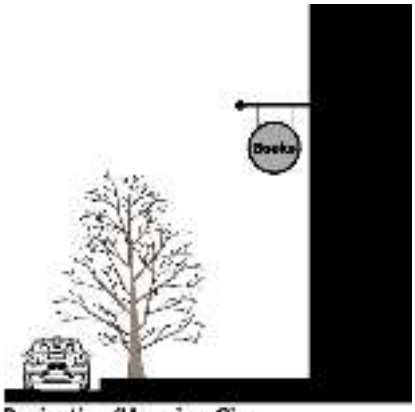
Any sign painted on the exterior surface of a building; includes a mural sign.

SIGN, PORTABLE

Any sign not permanently affixed to a building, structure, or the ground. This category includes, but is not limited to, signs attached to or placed on vehicles not used for the daily conduct of the business, banners, balloons, and similar devices used to attract attention, including hand held signs.

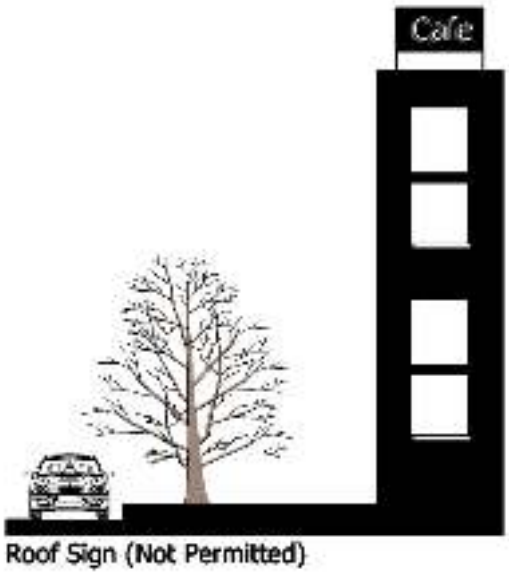
SIGN, PROJECTING

A sign attached to a building, approximately perpendicular to the building wall, and projecting up to 4 feet from the building wall; also Hanging Sign.



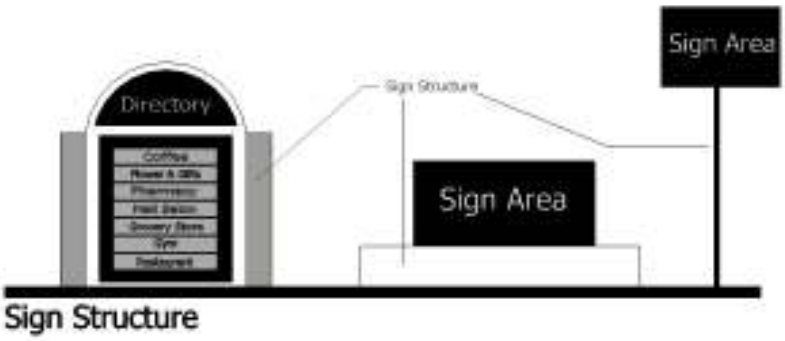
SIGN, ROOF

Any sign erected, constructed, and maintained wholly upon or over the roof of any building (such signs are not permitted under this ordinance).



SIGN STRUCTURE

Sign structure includes the supports, uprights, bracing, and framework of any structure, be it single-faced, double-faced, V-type, or otherwise exhibiting sign.

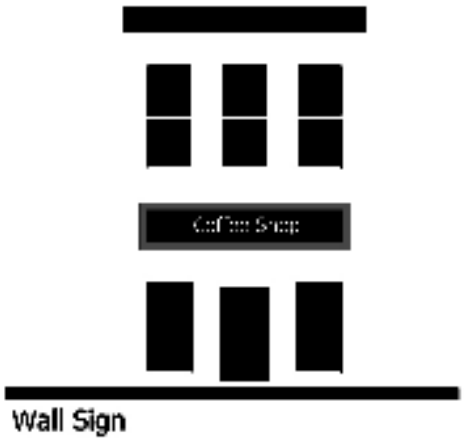


SIGN, TEMPORARY

A sign designed or intended, based on materials and structural components, to be displayed for a specified or limited period of time, regardless of type or style of sign. Examples include real estate signs, yard sale signs, contractor's signs, and special or one-time event signs per year.

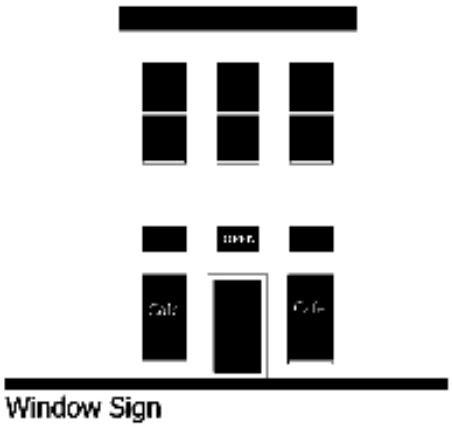
SIGN, WALL

Any signs or lettering, projecting not more than eight inches, which are placed against or attached to the front, rear, or side wall of a building, but shall not be painted or mural signs, or roof signs as defined herein.



SIGN, WINDOW

A sign painted, stenciled, or affixed on a window.



SITE PLAN

A plan prepared by a professional engineer or land surveyor licensed by the state showing all proposed improvements to the site in accordance with this chapter.

SPECIAL USE

A special use exception or yard, area or height exception specifically listed in this chapter which may be permitted by the board of zoning appeals in a specified district or in all districts in accordance with the provisions of this chapter.

SPECIALTY FOOD SHOP

The use of land, such as a coffee, candy, or ice cream shop, where the primary client consumption is off-site with limited seating and the product is limited to one type or line of food service and the food preparation is such that:

1. All odors must be contained within the establishment and specialized equipment may be required to contain the odors;
2. It does not involve "cooking" but the application of heat, by microwave or the boiling of water for beverages, shall not be considered "cooking" for purposes of this definition; and
3. No open flame heat source is used.

SPECIALTY SHOP

A small-scale (less than 2,500 square feet per business) retail use which offers for sale items of art or crafts, or which offers for sale items related to a specific theme, e.g., kitchen wares, pet care, etc.

SPECIFIED ANATOMICAL AREAS

1. Less than completely and opaquely covered: human genitals, pubic region, buttock, and female breast below a point immediately above the top of the areola; and
2. Human male genitals in a discernibly turgid state, even if completely and opaquely covered

SPECIFIED SEXUAL ACTIVITIES

Human genitals in a state of sexual stimulation or arousal or acts of human masturbation, sexual intercourse, sodomy, or fondling or other erotic touching of human genitals, pubic region, buttock or female breast.

SQUARE FEET, GROSS

All enclosed, usable space within a structure, including unfinished service areas such as stairwells and elevators.

SQUARE FEET, NET

All enclosed, usable finished space within a structure, not including unfinished service areas such as stairwells and elevators.

STATE ROAD

A street or roadway that is part of the Virginia State Highway System or Secondary Highway System.

STORAGE YARD

An area used or intended for the storage of materials, refuse, or vehicles and equipment not in service. Storage yards shall not incorporate any other areas of project development such as parking areas, landscaping, and yard areas.

STORE

Retail stores and shops.

STORE, ADULT

An establishment that: offers for sale or rent items from any of the following categories: (a) adult media, (b) sexually oriented goods, or (c) goods marketed or presented in a context to suggest their use for specified sexual activities; and the combination of such items constitutes more than 15 percent of its stock in trade or occupies more than 15 percent of its gross public floor area; and where there is no on-site consumption of the goods, media or performances for sale or rent.

STORE, GENERAL

Buildings for display and sale of merchandise at retail.

STORE, GROCERY

A retail business primarily engaged in the sale of unprepared food for personal or household preparation and consumption. Such a facility may also engage in incidental sales of prepared foods for personal consumption on-or off-site.

STORE, NEIGHBORHOOD CONVENIENCE

Establishments primarily engaged in the provision of frequently or recurrently needed goods for household consumption, such as prepackaged food and beverages, and limited household supplies and hardware. Convenience stores shall not include fuel pumps or the selling of fuel for motor vehicles. Typical uses include neighborhood markets and country stores.

STORY

That portion of a building, other than the basement, included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, the space between the floor and the ceiling next above it.

STORY, HALF

A space under a sloping roof, which has the line of intersection of roof decking and wall face not more than three feet above the top floor level, and in which space not more than two-thirds of the floor area and the ceiling next above it.

STREET

A dedicated strip of land or right-of-way subject to vehicular or pedestrian traffic providing means of access to property.

STREETSCAPE

The combination of Buildings, uses, Landscaping, and furniture located in the area that may either abut or be contained within a public or private street right-of way or access way that create the visual image of the street.

STREET LINE

The dividing line between a street or road right-of-way and the contiguous property.

STREET, PRIVATELY MAINTAINED

Any roadway that is restricted as to the hours of access by the general public or by those who may use it. The definition shall be construed to include public roads that are maintained by the individuals living along or otherwise served by the road or by a property owners association created for purposes including maintenance of streets.

STREET, PUBLIC

A street which affords principal means of access to abutting property, and encompassed by a right-of-way dedicated to public use and maintained by the Commonwealth as a part of the state primary or secondary road system. The right-of-way shall not be less than 50 feet.

STREET, SERVICE DRIVE

also referred to as a Frontage road; A public right-of-way generally parallel and contiguous to a major highway, primarily designed to promote safety by controlling ingress and egress to the right-of-way by providing safe and orderly points of access to the highway.

STRING LIGHTS

Light sources connected by free-strung wires or inside of tubing resulting in several or many points of light that are unshielded or partly shielded light sources.

STRUCTURE, PERMANENT

Anything constructed or erected the use of which requires more or less permanent location on the ground, or which is attached to something having a permanent location on the ground, including advertising signs and billboards.

STUCTURE, TEMPORARY

Anything constructed or erected without a permanent foundation or footings and that extends eight inches or more above the adjacent yard surfaces, but excluding a Manufactured Home as defined by this chapter.

STUDIO, FINE ARTS

A building, or portion thereof, used as a place of work by a sculptor, artist, or photographer; or used as a place to exhibit and offer for sale works of the visual arts (other than film).

SUBDIVIDER

Any person owning any parcel of land to be subdivided, or a group of two or more persons owning parcel of land to be subdivided, or a person or group of persons who has given their power of attorney

to one of their group or to another individual to act on their behalf in planning, negotiating for, representing or executing the legal requirements of the subdivision.

SUBDIVISION

To divide any tract, parcel or lot of land into two (2) or more parts for the purpose of transfer of ownership or building development.

SUBSTANTIAL DAMAGE

Damage of any origin sustained by a structure whereby the cost of restoring the structure to its before-damaged condition would equal or exceed 50% of the market value of the structure before the damage occurred.

SUBSTANTIAL IMPROVEMENT

Any reconstruction, rehabilitation, addition, or other improvement of a structure the cost of which equals or exceeds 50% of the market value of the structure before the start of construction of the improvement. This term includes structures which have incurred substantial damage regardless of the actual repair work performed. The term does not, however, include either:

1. Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions;

   or

2. Any alteration of an historic structure, provided that the alteration will not preclude the structure's continued designation as an historic structure.

SUBSTANTIAL RENOVATION/REHABILITATION

Improvements, not primarily cosmetic in nature, whose cost should equal at least 25% of the value of the structure after the renovation/rehabilitation is completed.

SURPLUS SALES

Businesses engaged in the sale of used or new items, involving regular or periodic outdoor display of merchandise for sale. Typical uses include flea markets and factory outlets, or discount businesses with outdoor display.

SURVEYOR

A certified land surveyor licensed by the Commonwealth of Virginia.

TATTOO PARLOR AND/OR BODY PIERCING SALON

Any business that provides tattooing or body-piercing as those terms are defined in Virginia Code § 54.1-700, or both tattooing and body-piercing.

TELECOMMUNICATION TOWER

See *Broadcasting or communication tower*.

TOWER HEIGHT

The distance measured from ground level to the highest point on the tower or other structure, even if said highest point is an antenna.

TOWNHOUSE

see *Dwelling, Townhouse*.

TOWNHOUSE DEVELOPMENT

One or more single-family dwellings containing townhouses, with accessory parking, open space and recreational and management facilities.

TRAILER, TRAVEL

see *Recreational vehicle*.

USE

The purpose or activity for which land or buildings thereon are designed, arranged or intended, or for which they are occupied or maintained, and any manner of performance of such activity with respect to the performance standards of this chapter.

UTILITY SERVICE, MAJOR

Service of a regional nature which normally entails the construction of new buildings or structures such as generating plants and sources, electrical switching facilities and stations or substations, community waste water treatment plants, and similar facilities. Included in this definition are also electric, gas, and other utility transmission lines of a regional nature which are not otherwise reviewed and approved by the Virginia State Corporation Commission. All overhead service, distribution and transmission lines are included in this definition.

UTILITY SERVICE, MINOR

Service which is necessary to support development within the immediate vicinity and involve only minor structures. Included in this use type are small facilities such as transformers, relay and booster devices, and well, water and sewer pump stations.

VARIANCE

A relaxation of the terms of this chapter where such relaxation will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of the action of the applicant, a literal enforcement of this chapter would result in unnecessary and undue hardship. As used in this chapter, a variance is authorized only for height, area and size of a structure or size of yards and open spaces; the establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the zoning division or district or adjoining zoning divisions or districts.

VDOT

The Virginia Department of Transportation.

VEGETATIVE BUFFER

Deciduous and evergreen plants, shrubs, or trees that are mature enough to act as an effective visual and audible buffer.

VEGETATIVE FILTER STRIP

Perennial vegetation established or left undisturbed adjacent to the shoreline of a watercourse intended to filter out sediment and other non-point source pollutants from runoff before it reaches a watercourse.

VETERINARY HOSPITAL/CLINIC

Any establishment rendering surgical and medical treatment of animals. Boarding of domestic animals shall only be conducted indoors, on a short term basis, and shall only be incidental to such hospital/clinic use, unless also authorized and approved as a commercial kennel. Agricultural livestock such as horses and cows may be boarded outdoors as appropriate.

VIDEO-VIEWING BOOTH OR ARCADE BOOTH, ADULT

An enclosure designed for occupancy by no more than five persons, used for presenting motion pictures or viewing publications by any photographic, electronic, magnetic, digital, or other means or media, or live performances or lingerie modeling, for observation by patrons therein.

VIRGINIA LANDMARKS REGISTER

The official list, maintained by the Department of Historic Resources, of historic resources considered by the Board of Historic Resources to be worthy of historic preservation.

WAREHOUSING

An operation from a structure, or part of a structure, for storing goods, wares, commodities and merchandise, whether for the owner thereof or for others, and whether it is a public or private warehousing operation, but excluding mini-warehouse.

WETLANDS

Waters of the United States, including land where, at least some of the time, water saturates the soil enough to result in a hydric soil (soil that is characterized by an absence of free oxygen some or all of the time). Wetlands limits must be determined in accordance with the current federally approved method of delineation.

WHOLESALE SALES

An establishment or place of business primarily engaged in selling and/or distributing merchandise to retailers, to industrial, commercial, institutional, or professional business users, or to other wholesalers.

WINERY

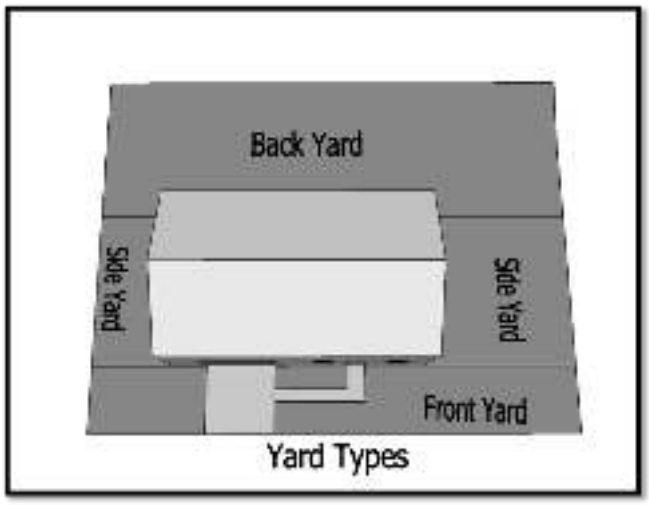
A winery use is a facility licensed in accordance with § 4.1-207 VA Code Ann. and regulations of the Board of Alcoholic Beverage Control to manufacture wine and to sell, and deliver or ship such wine in closed containers for the purpose of resale outside the state or by persons licensed by the state to sell the wine at wholesale. The use may include the licensed operation of distilling equipment on the

premises to manufacture spirits from fruit or fruit juices only, where used solely to fortify wine produced by the winery. This use does not include a farm winery.

YARD

An open space on a lot, other than a court, unoccupied and unobstructed from the ground upward, except as otherwise provided in this chapter.

1. Front yard - An open space on the same lot as a building between the front line of the building (excluding steps) and the front lot or street line, and extending across the full width of the lot.
2. Rear yard - An open, unoccupied space on the same lot as a building between the rear line of the building (excluding steps) and the rear line of the lot and extending the full width of the lot.
3. Side yard - An open, unoccupied space on the same lot as a building between the side line of the building (excluding steps) and the side line of the lot, and extending from the front yard line to the rear yard line.



ZONING ADMINISTRATOR

The administrative official, or an authorized agent thereof, responsible for administering and enforcing the Zoning Ordinance of the City of Lexington, Virginia, also referred to in this ordinance as the Administrator.

ZONING PERMIT

A document issued by the zoning administrator authorizing the use of lots, structures, lots and structures, and the characteristics of uses.

Editor's Note: See Code of Virginia, §§ 15.2-2280 and 15.2-2281.

79°28'6.1"W 37°48'53.61"N



79°26'12.75"W 37°46'47.94"N

FLOOD HAZARD INFORMATION

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

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

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

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

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

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

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates, refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Basemap information shown on this FIRM was provided in digital format by the United States Geological Survey (USGS). The basemap shown is the USGS National Map: Orthoimagery. Last refreshed October, 2020.

This map was exported from FEMA's National Flood Hazard Layer (NFHL) on **10/4/2023 12:32 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time. For additional information, please see the Flood Hazard Mapping Updates Overview Fact Sheet at https://www.fema.gov/media-library/assets/documents/118418

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards. This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date.

SCALE

Map Projection:
GCS, Geodetic Reference System 1980;
Vertical Datum: NGVD29
For information about the specific vertical datum for elevation features, datum conversions, or vertical monuments used to create this map, please see the Flood Insurance Study (FIS) Report for your community at https://msc.fema.gov

N

1 inch = 500 feet 1:6,000

0 250 500 1,000 1,500 2,000 Feet

0 50 100 200 300 400 Meters



NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

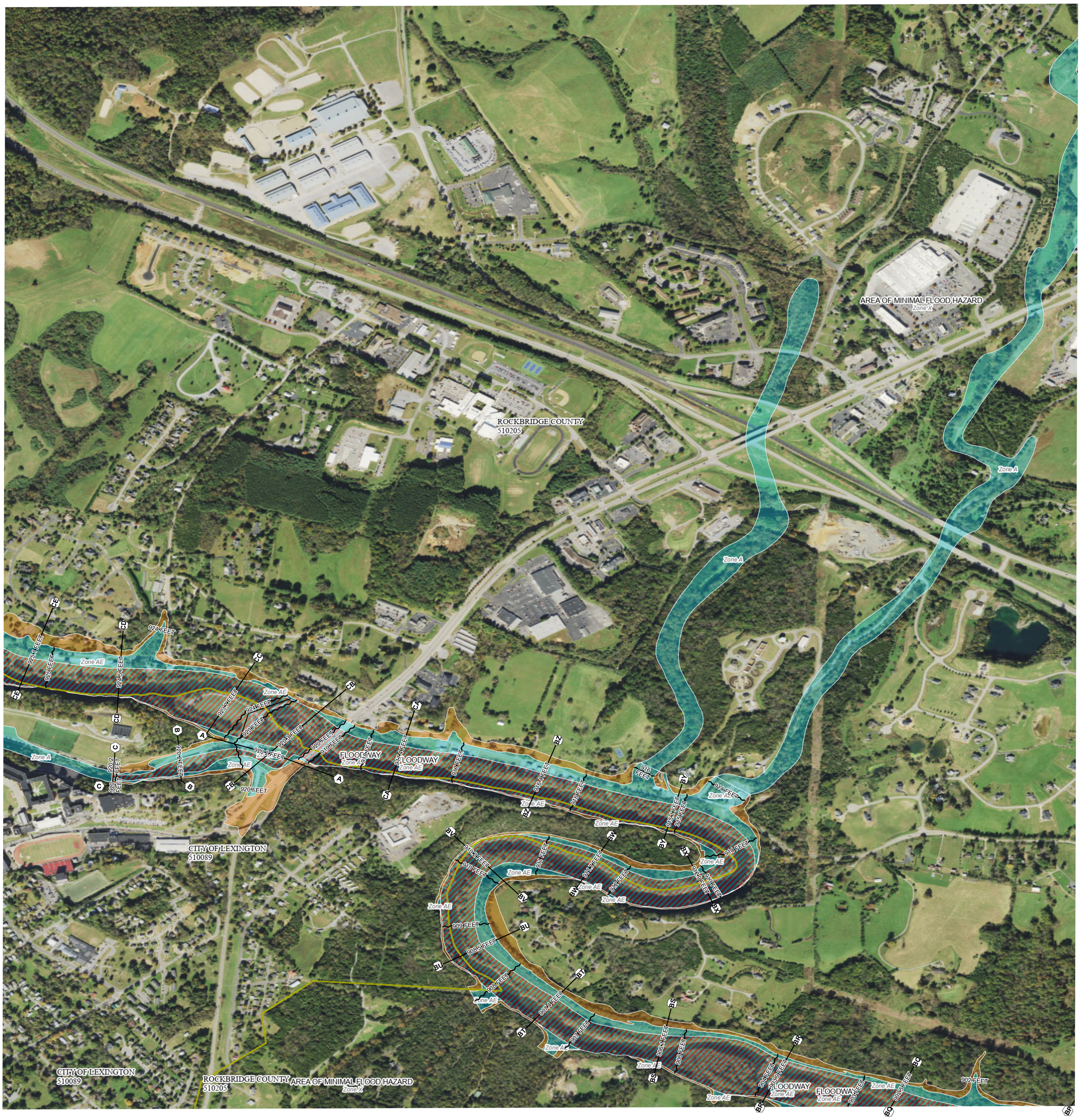
PANEL **262** OF **460**

Panel Contains:

COMMUNITY	NUMBER	PANEL
ROCKBRIDGE COUNTY	510205	0262
CITY OF LEXINGTON	510089	0262

MAP NUMBER
51163C0262C
EFFECTIVE DATE
April 06, 2000

79°26'11.37"W 37°48'54"N



79°24'18.02"W 37°46'48.33"N

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SPECIAL FLOOD HAZARD AREAS

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

OTHER AREAS OF FLOOD HAZARD

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

OTHER AREAS

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

GENERAL STRUCTURES

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

OTHER FEATURES

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

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates, refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Basemap information shown on this FIRM was provided in digital format by the United States Geological Survey (USGS). The basemap shown is the USGS National Map: Orthoimagery. Last refreshed October, 2020.

This map was exported from FEMA's National Flood Hazard Layer (NFHL) on **10/4/2023 12:36 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time. For additional information, please see the Flood Hazard Mapping Updates Overview Fact Sheet at https://www.fema.gov/media-library/assets/documents/118418

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards. This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date.

SCALE

Map Projection:
GCS, Geodetic Reference System 1980;
Vertical Datum: NGVD29
For information about the specific vertical datum for elevation features, datum conversions, or vertical monuments used to create this map, please see the Flood Insurance Study (FIS) Report for your community at https://msc.fema.gov

N

1 inch = 500 feet 1:6,000

0 250 500 1,000 1,500 2,000 Feet

0 50 100 200 300 400 Meters



NATIONAL FLOOD INSURANCE PROGRAM

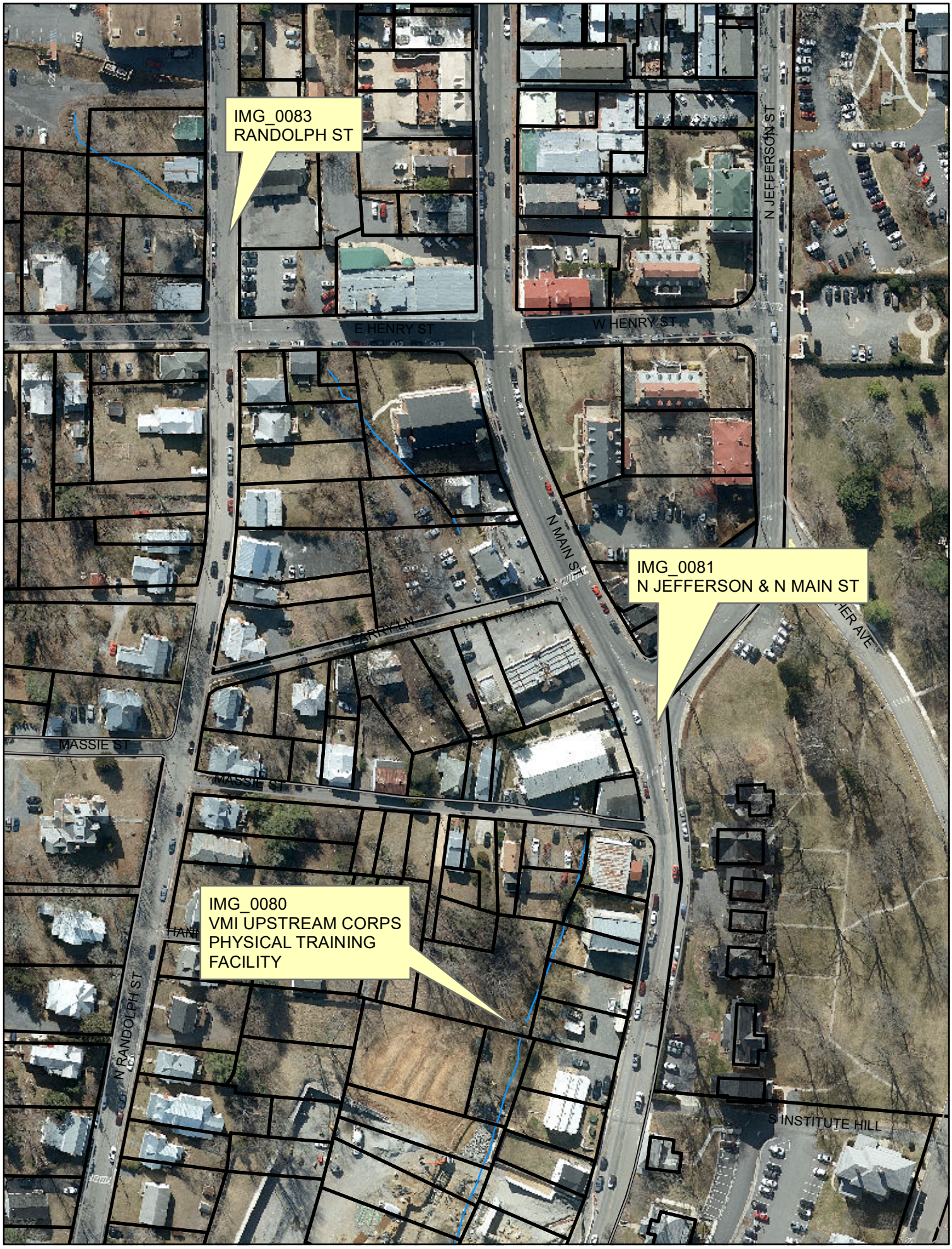
FLOOD INSURANCE RATE MAP

PANEL **266** OF **460**

Panel Contains:

COMMUNITY	NUMBER	PANEL
ROCKBRIDGE COUNTY	510205	0266
CITY OF LEXINGTON	510089	0266

MAP NUMBER
51163C0266C
EFFECTIVE DATE
April 06, 2000


IMG_0083
RANDOLPH ST
E HENRY ST
W HENRY ST
N JEFFERSON ST
N MAIN ST
IMG_0081
N JEFFERSON & N MAIN ST
PARRY LN
MASSIE ST
MASSIE ST
IMG_0080
VMI UPSTREAM CORPS
PHYSICAL TRAINING
FACILITY
N RANDOLPH ST
S INSTITUTE HILL




CAUTION/CUIDADO


TO
60

Virginia Flood Risk Information System (VFRIS)

with ArcGIS Web AppBuilder

Find address or place

Getting Started

Getting Started

Is your location in a Flood Hazard Zone?

Follow the steps below to determine if your structure or address is in a Flood Hazard Zone:

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4. Optional: Turn on the VGIN provided "Virginal "Parcels and "Virginia Structures" layers to see estimates of property boundaries and structure footprints. **Disclaimer,** these layers are for reference purposes only.

Layer List

Layers

- Virginia Social Vulnerability Block Groups 2020
  - THEMES
    - Very High Social Vulnerability
    - High Social Vulnerability
    - Moderate Social Vulnerability
    - Low Social Vulnerability
    - Very Low Social Vulnerability
- County FEMA RAS Model & Dam Safety Links
- LOMAs
- NFHL_Layers
- Contours_5ft_to_10ft
- Coastal Barrier Resource System
- Coastal Barrier Resource System Downloads
- Water Body Lines
- Virginia National Wetlands Inventory (NWI)
- Sea Level Rise Inundation Area
- Coastal A Zone
- Dam Points
- Dam Break Inundation Zones
- 1% Annual Depth Raster
- 1% Annual Chance Water Surface Elevation
- Changes Since Last FIRM (CSLF)
- Parcels
- Building Footprints
- NHD Flow Direction
- 8-digit HU (Subbasin)

(1 of 2)

Social Vulnerability Index (Block Group)

High Social Vulnerability

Block Group 3 of Tract 930501 has an index score of 0.75.

Zoom to

LEXINGTON

-79.433 37.773 Degrees

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Sign in

https://consapps.dcr.virginia.gov/VFRIS/

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(1 of 2)

Social Vulnerability Index (Block Group)

Moderate Social Vulnerability

Block Group 1 of Tract 930501 has an index score of 0.45.

Zoom to

EAST LEXINGTON

LEXINGTON

Furrs Mill Rd · Woodridge Ln · Hines Ln · Shaner Hill Dr · High Meadow Dr · Greenhouse Rd · Hunter Hill Rd · Maury River · Maury Cliffs Trl · Saunders Dr · Burma Rd · Woods Creek · Virginia Military Institute · Washington & Lee University · Stono Ln · Old Buena Vista Rd · Shop Rd · Lincoln Rd · Flower Ln · Wills Rd · McCorkle Ext Dr · Evergreen Cemetery · Morningside Dr · Oak Grove Cemetery · Carilion Rockbridge Community Hosp · E Washington St · E Preston St · Varner Ln · N Main St · N Randolph St · Senseny Ln · Diamond St · Massie St · N Lewis St · McLaughlin St · Myers St · White St · Jackson Ave · Marshall St · Stonewall St · Sellers Ave · Whitmore St · Taylor St · Houston St · Miller St · Walker St · Wallace St · Maple Ln · Waddell St · Old Farm Rd · Red Bud Ln · Alvin Ln · Johnstone St · Paxton St · Bowyer Ln · Sunset Dr · Providence Pl · Country Club Rd · Pinehurst Dr · Cameron Dr · Clifford Ln · Ross Rd · Kendal Dr · Enfield Rd · Lime Kiln Rd · Kiln Rd · Chatelaine Pl · W Denny Cir · Lexington Golf and Country Club · 11 · 60 · 251 · 64

0.2mi

-79.426 37.769 Degrees

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Virginia Flood Risk Information System (VFRIS)

with ArcGIS Web AppBuilder

Find address or place

Getting Started

Getting Started

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(2 of 2)

Social Vulnerability Index (Block Group)

Low Social Vulnerability

Block Group 5 of Tract 930501 has an index score of 0.30.

Zoom to

LEXINGTON

EAST LEXINGTON

NEWTOWN

Lexington Golf and Country Club

Washington & Lee University

Virginia Military Institute

Morgan Park

Edgars Way · Moreland Blvd · Cold Run Dr · Hollow Rock Rd · Big Spring Dr · Maury River · Jacktown Rd · Beatty Holw · Forest Hill Vw · Osage Ln · Furrs Mill Rd · Borden Rd · Bell Rd · Enfield Rd · Woods Creek · N Lewis St · N Lee Hwy · E Nelson · Jackson Ave · Flower Ln · Ross Rd · Woods Edge Dr · Pinehurst Dr · New Cameron Dr · Paxton St · Thornhill Rd · Collierstown Rd · Possum Run · Gordons Run · Wesley Chapel Rd · Union Run · Union Creek · Sorrells Ln · Spring Valley Rd · Murat Rd · Old Bue

60 · 64 · 39 · 251

-79.429 37.781 Degrees

0.4mi

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Sign in

https://consapps.dcr.virginia.gov/VFRIS/

Virginia Flood Risk Information System (VFRIS)

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(1 of 2)

Social Vulnerability Index (Block Group)

Low Social Vulnerability

Block Group 2 of Tract 930501 has an index score of 0.33.

Zoom to

LEXINGTON

EAST LEXINGTON

NEWTOWN

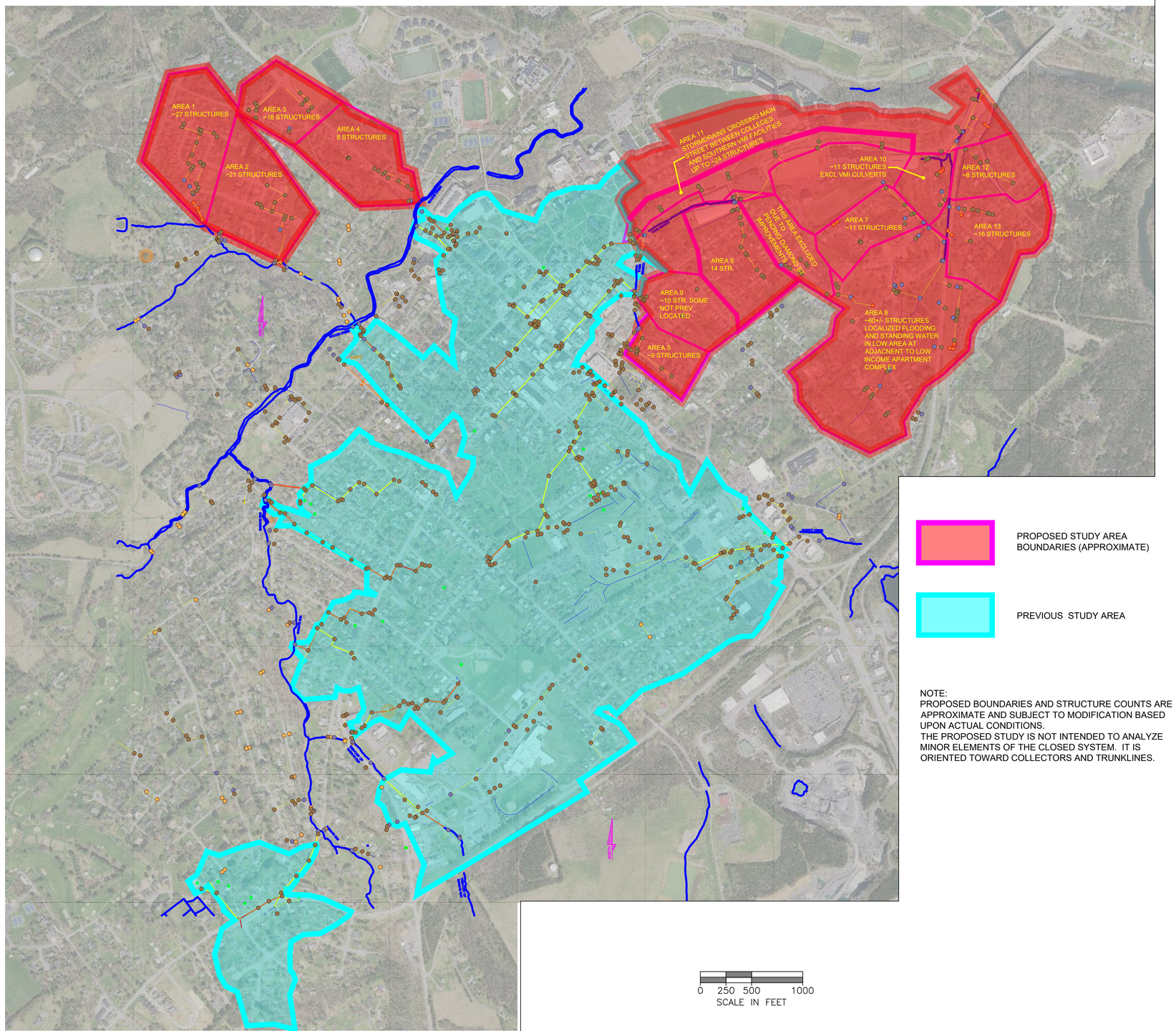
Edgars Way · Moreland Blvd · Cold Run Dr · Hollow Rock Rd · Big Spring Dr · Maury River · Jacktown Rd · Beatty Holw · Forest Hill Vw · Furrs Mill Rd · Osage Ln · Borden Rd · Bell Rd · Enfield Rd · Washington & Lee University · Virginia Military Institute · Morgan Park · Woods Creek · N Lewis St · N Lee Hwy · E Nelson · Jackson Ave · Paxton St · Lexington Golf and Country Club · Ross Rd · Woods Edge Dr · Pinehurst Dr · New Cameron Dr · Thornhill Rd · Collierstown Rd · Possum Run · Gordons Run · Wesley Chapel Rd · Flower Ln · Old Bue · Sorrells Ln · Union Run · Union Creek · Spring Valley Rd · Valley Rd · Murat Rd · Spring Fe

39 · 64 · 60 · 251

0.4mi

-79.428 37.770 Degrees

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NOTE:
PROPOSED BOUNDARIES AND STRUCTURE COUNTS ARE APPROXIMATE AND SUBJECT TO MODIFICATION BASED UPON ACTUAL CONDITIONS.
THE PROPOSED STUDY IS NOT INTENDED TO ANALYZE MINOR ELEMENTS OF THE CLOSED SYSTEM. IT IS ORIENTED TOWARD COLLECTORS AND TRUNKLINES.

Civil Consulting Group, P.C.
ENGINEERING DESIGN & ANALYSIS
3688 Country Club Road
Troutville, VA 24175
Voice 540-992-2242
Fax 540-992-3463

Lexington Virginia

Issued
OCTOBER 2022
Designed HAY
Drawn HAY
Date
Revisions

STORMWATER MASTER PLANNING
PROPOSED STUDY AREA AND PREVIOUS STUDY AREA
LEXINGTON, VIRGINIA

Horizontal Scale
AS SHOWN
Vertical Scale
NA
Commission Number
1214H
Sheet Number
EXH
1

1214H STORMWATER MASTER PLANNING/DWG/SEWERGEMS_2023_XX_XX.DWG

Lexington
Virginia

November 8, 2023

Virginia Department of Conservation and Recreation
Attn: Virginia Community Flood Preparedness Fund
Division of Dam Safety and Floodplain Management
600 East Main Street, 24th Floor
Richmond, Virginia 23219

To Whom it May Concern:

Beginning in 2021, the City of Lexington has been working to create a hydraulic model of our existing stormwater system to identify undersized piping and/or "choke points" that could cause flood damage to City infrastructure and private property. Our grant application is seeking funding to model the remainder of our stormwater system.

This letter authorizes the City of Lexington to submit a grant application to the Virginia Community Flood Preparedness Fund as developed by the Virginia Department of Conservation and Recreation in cooperation with the Virginia Resources Authority. The total project cost is $90,950. If awarded and accepted, the City will provide a 50% local match of $45,475.

We appreciate your consideration of our application and look forward to the opportunity that would be afforded by this grant.

Sincerely,

James M. Halasz

James M. Halasz
City Manager

300 East Washington Street Lexington, Virginia 24450 Phone: 540.462.3702 Fax: 540.463.5310