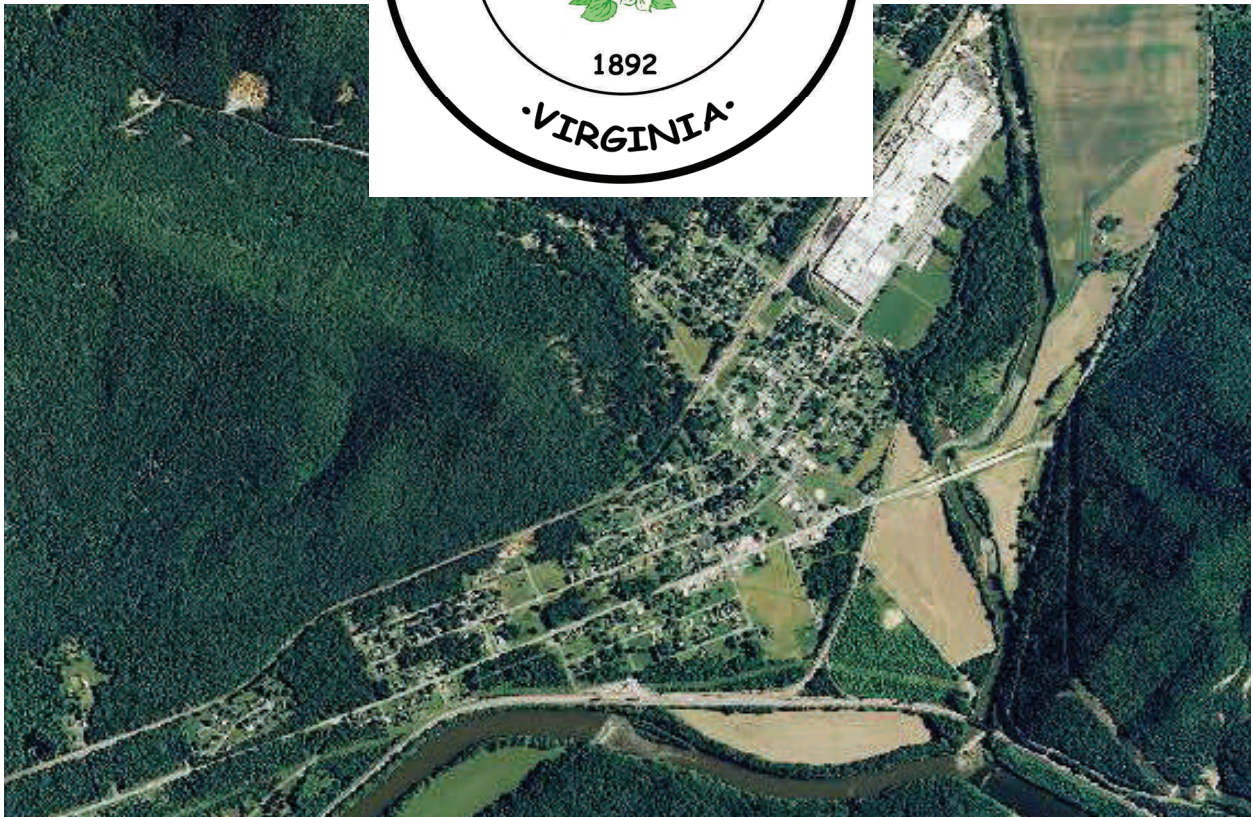


# Town of Glasgow, Virginia Comprehensive Plan

Adopted May 12, 2015



## **Acknowledgements**

The Planning Commission respectfully acknowledges the assistance of Town staff and the Town Council along with the input from citizens of Glasgow, who this plan is written to serve.

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## Overview

### Legal Status and Purpose of the Plan

The General Assembly has determined that every municipality in the Commonwealth shall prepare a comprehensive plan and review it every five years. The requirements and procedures for preparation of a Comprehensive Plan by a locality are contained in Title 15.2-2223 of the Virginia Code.

“The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with 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.”

- Virginia Code , 15.2-2223

The Code relates that the Comprehensive Plan should be general in nature, and serve as a guide to development. The planning process should examine the locality’s assets and challenges. The Comprehensive Plan should prepare the community for future changes, including population size, employment base, and environmental quality. The planning process should also assess any changes in the demand for public services and utilities. Local citizens’ needs, concerns, and aspirations should be used to establish clear goals for the future. The Comprehensive Plan should outline strategies or recommendations that can be used to accomplish such goals.

### The Planning Process

Effective planning is a dynamic process which coordinates many variables at one time. Generally in determining the destiny of a locality, the planning process can be characterized by three questions: *What do we have? What do we want and why? How do we get it?* The development of the Comprehensive Plan is a community-based effort. The planning process used to compile the Town of Glasgow Comprehensive Plan is summarized below:

- The Planning Commission met for eighteen months, from October 2013 until February 2015 to update the Comprehensive Plan. During this time, they conducted extensive research on the demographics, area economy, physical features, and transportation and housing needs, in order to complete the update of the Comprehensive Plan.
- Citizens were encouraged to provide their input during the update process verbally with Town staff or staff of the Central Shenandoah Planning Commission, in writing, and at a Public Input Open House held at the Glasgow Public Library on June 17, 2014.

- A public hearing was held by the Town of Glasgow Planning Commission on April 7, 2015 to accept input on the draft of the Town of Glasgow Comprehensive Plan.
- The Planning Commission recommended the draft Comprehensive Plan to the Town Council of Glasgow on May 12, 2015.
- The Town of Glasgow adopted the updated Comprehensive Plan on May 12, 2015.



## Summary of Recommendations and Strategies

### Chapter 2: Natural Features Recommendations

- **Recommendation 2.A:** Continue to encourage property owners to mitigate their properties against all hazards, with a focused effort upon flood mitigation.
  - ❖ **Strategy 2.A.1:** Seek grant funding to allow additional residential properties to be protected from future flooding through elevation, relocation, or acquisition.
  - ❖ **Strategy 2.A.2:** Seek grant funding to allow commercial properties to be protected from future flooding through efforts designed to floodproof vital utilities and business assets.
  - ❖ **Strategy 2.A.3:** Educate citizens, emergency responders and government officials about the provisions of the Central Shenandoah Valley Regional Flood Mitigation Plan and the Central Shenandoah Valley All Hazards Mitigation Plan, and use these plans to develop mitigation strategies.
  
- **Recommendation 2.B:** Continue efforts to improve stormwater management by developing a systematic approach to improve the quantity of water handled and the quality of the water entering the rivers.
  - ❖ **Strategy 2.B.1:** Seek grant funding to have a comprehensive stormwater management study performed. Seek grant funding to implement the recommendations of such a study.
  - ❖ **Strategy 2.B.2:** Encourage property owners, either through voluntary efforts or by ordinance, to maintain drainage systems on their property. Encourage commercial and industrial operations to use best management practices to ensure stormwater runoff from their facilities is not negatively impacting the quality of the water in the rivers.
  
- **Recommendation 2.C:** Encourage local industry to maintain consistent compliance with air quality regulations, and work towards mitigating the environmental impact of their operations. Investigate local policies regarding wood burning stoves.
  - ❖ **Strategy 2.C.1:** Maintain an open line of communication with local industry regarding environmental issues, and work with business leaders in their efforts to improve the quality of the environment.

- **Recommendation 2.D:** Work in partnership with Rockbridge County to establish a permanent mosquito reduction plan to eliminate the mosquito population in the Town of Glasgow.
  - ❖ **Strategy 2.D.1:** Research the costs involved in hiring a public operator who is authorized to spray for mosquitoes and would assist the Town and County.
  - ❖ **Strategy 2.D.2:** Create a plan to reduce standing water throughout the Town.

### Chapter 3: Government Structure and Finance Recommendations

- **Recommendation 3.A:** As the population changes, the residents of the Town will likely desire additional services. To this end, Council should engage the citizenry to stay abreast of their changing needs.
  - ❖ **Strategy 3.A.1:** Seek creative ways to gather input from citizens including, performing a survey of the Town residents every two years in order to assess their wants and needs and to seek their opinions regarding current services being provided.
  - ❖ **Strategy 3.A.2:** Continue to communicate with Town residents by employing a variety of methods including newsletters, the Town web site, social media and special mailings as necessary.
  
- **Recommendation 3.B:** As State Law continues to evolve, the ways the Town provides government services and regulates the activities may change as well. Council should keep informed of mandated changes, and changing conditions regarding ordinances. The Code of Virginia supersedes the Town Code.
  - ❖ **Strategy 3.B.1:** Update the Town Code by making necessary additions and deletions. Conduct a complete review of the Code and reorganizations of the document. This review and recodification would allow comparison to current law to ensure the Town's compliance.
  - ❖ **Strategy 3.B.2:** Continue involvement with the Virginia Municipal League, the Central Shenandoah Planning District Commission, and other organizations focused on local government so that Town officials will be well informed of changes in law or best management practices.
  - ❖ **Strategy 3.B.3:** Maintain an open channel of communication with legislators in order to promote legislation that enhances local government and its abilities to serve its citizens.

- **Recommendation 3.C :** Encourage the citizenry to consult with and participate in their local government.
  - ❖ **Strategy 3.C.1:** Include members of the citizenry on all Council committees. Include citizenry on all Council subcommittees, and allow citizens to chair any such subcommittee.
  - ❖ **Strategy 3.C.2:** Publish Council meeting agendas for public review at least one week in advance of monthly meetings.
  - ❖ **Strategy 3.C.3:** Actively recruit citizens to volunteer by advertising volunteer opportunities and continuing to implement the volunteer application process.
  
- **Recommendation 3.D:** Continuously educate those elected to serve as Council members so they can better serve the populace.
  - ❖ **Strategy 3.D.1:** Require each Council member to attend at least one conference or seminar annually.
  - ❖ **Strategy 3.D.2:** Rotate Council members to various committees in such a way that a member does not serve more than two consecutive terms on a single committee.
  - ❖ **Strategy 3.D.3:** Require newly elected Council members to attend an in-house orientation on Town government affairs. Consider creating an orientation powerpoint presentation and checklist.
  
- **Recommendation 3.E:** Explore the potential for the Town to form a committee to review the opportunities to identify and preserve historic structures in the Town of Glasgow.
  
- **Recommendation 3.F:** Examine the feasibility of paying a stipend to the Mayor and Town Council for their service to the Town.

## Chapter 5: Economy Recommendations

- **Recommendation 5.A:** Continue development of a vibrant and active downtown area with enhanced business and residential opportunities.

- **Recommendation 5.B:** Take steps to stabilize the population. (Take steps to create population growth)
- **Recommendation 5.C:** Plan for future needs of technology, medical, retail.
- **Recommendation 5.D:** Consider arts and culture district in the downtown area.
- **Recommendation 5.E:** Encourage new retail, offices, locally-owned businesses in commercial district.
- **Recommendation 5.F:** Develop an economic strategic plan to ensure continued stability and future growth.
- **Recommendation 5.G:** Create a positive business atmosphere to promote business development and expansion.
- **Recommendation 5.H:** Utilize trees and landscaping to enhance aesthetic quality development to improve quality of life factors to make the Town more attractive to professionals and industry and promote a sense of “village charm”.
- **Recommendation 5.I:** Aggressively pursue an economic development program that strengthens and broadens the economic base, with an emphasis on living wage opportunities desirable to the local citizenry.
- **Recommendation 5.J:** Actively encourage public and stakeholder participation and input for land use and development decisions.
- **Recommendation 5.K:** Explore and utilize incentive, grant, and loan programs.
- **Recommendation 5.L:** Encourage business partnerships to help sponsor festivals and events in the town.

## Chapter 6: Housing Recommendations

- **Recommendation 6.A:** Promote a variety of housing types which are safe, sound, and sanitary for residents of all income groups.
  - ❖ **Strategy 6.A.1:** Work with County officials to encourage the rehabilitation of housing to ensure compliance with applicable codes.
  - ❖ **Strategy 6.A.2:** Encourage the adoption of the Property Maintenance section of the Uniform Building Code to enhance the ability to require owners to improve sub-standard housing.
  - ❖ **Strategy 6.A.3:** Explore grant funding opportunities to rehabilitate housing that has fallen in disrepair.
  
- **Recommendation 6.B:** Encourage responsible development of vacant parcels for residential uses to serve persons of varying income levels.
  - ❖ **Strategy 6.B.1:** Examine zoning ordinances to ensure compliance with State law. Examine subdivision regulations to ensure compliance with State law and to ensure they complement similar County regulations.
  - ❖ **Strategy 6.B.2:** Language should be included in the regulations to require developers to build roads to VDOT standards in order to avoid future upgrade expenses for the Town.
  - ❖ **Strategy 6.B.3:** Encourage the best use of developable land including consideration of cluster housing, and a broader range of housing types.

## Chapter 7: Transportation Recommendations

- **Recommendation 7.A:** An adequate system of transportation routes enhances a community's ability to encourage and sustain growth. The Town should aggressively maintain and upgrade the current transportation system and add to it where necessary by paving currently unimproved roadways.
  - ❖ **Strategy 7.A.1:** Continue to work with VDOT to address issues as they arise concerning roads in their system.

**Recommended Projects**

Project #	Road	From	To	Segment Length	Description	Cost Estimate
A-1a	McCulloch St	6 <sup>th</sup> St	11 <sup>th</sup> St	0.53	Substandard roadway width. Reconstruct to two-lane rural road standards. Project #70 in CSPDC 2011 RL RTP	\$1.2 million <sup>1</sup>
A-1b	Fitzlee Street	Blue Ridge Road (VA 684)	Western terminus	1.04	Substandard roadway width. Reconstruct to two-lane rural road standards. Project #71 in CSPDC 2011 RL RTP	\$2 million

- ❖ **Strategy 7.A.2:** Continue to upgrade town-owned roadways to applicable VDOT standards and have them taken into their inventory for future maintenance.

**Recommended Project**

Project #	Road	From	To	Segment Length	Description	Cost Estimate
A-2	9 <sup>th</sup> Street	Rockbridge Road (VA 130)	Wastewater treatment plant	0.18	Reconstruct and pave roadway in order for VDOT to take facility into its inventory for maintenance	\$381,000

- ❖ **Strategy 7.A.3:** Seek grant funding to improve grade crossings throughout the Town in an effort to help pedestrians, bicyclists, and vehicles cross railroad intersections with more ease.

<sup>1</sup> All dollar figures are VDOT 2014 planning level cost estimates

**Recommended Project**

Project #	Road	From	To	Description	Cost Estimate
A-3	Blue Ridge Road (VA 684)	At railroad crossing between Powhatan St and Shenandoah Road	N/A	Improve at-grade railroad crossing. Project #65 in 2011 RL RTP	\$180,000-\$350,000

- **Recommendation 7.B:** In an effort to increase the livability of the community, the Town should construct a network of sidewalks, and consider adding multi-use trails where appropriate.
  - ❖ **Strategy 7.B.1:** Maintain the current sidewalk and work to obtain grant funding to expand the network, particularly to serve the new library and the commercial areas of Town.

**Recommended Project**

Project #	Road	From	To	Segment Length	Description	Cost Estimate
B-1	Rockbridge Road (VA 130)	12 <sup>th</sup> St	Blue Ridge Road (VA 684)	0.47	Construct sidewalk on both sides of the roadway. Part of project #68 in 2011 RL RTP	\$262,000

- ❖ **Strategy 7.B.2:** Seek grant funding to develop multi-use trails to encourage pedestrians and bicycles to use land owned by the Town, and to access areas like the boat landing, Appalachian Trail shelter, and other natural areas.

**Recommended Project**

Project #	Road	From	To	Segment Length	Description	Cost Estimate
B-2a	Blue Ridge Road	Powhatan St.	Kanawha St/Appalachian Trail Shelter	0.47	Construct paved shared-use path, adding to #69 in 2011 RL RTP	\$404,000
B-2b	Blue Ridge Road	Kanawha St/Appalachian Trail Shelter	Boat Launch	0.39	Construct paved shared-use path, adding to #69 in 2011 RL RTP	\$195,000

- ❖ **Strategy 7.B.3:** When possible, accommodate the inclusion of bike lanes or wide shoulders when new roadway construction or paving is projected.
- ❖ **Strategy 7.B.4:** Develop trails and other facilities to support bicycle use in accordance with the Central Shenandoah Regional Bicycle Plan.
- **Recommendation 7.C:** In an effort to address safety concerns, look into viable options for reducing risk in safety deficient areas.
  - ❖ **Strategy 7.C.1:** Complete investigations/studies in and around residential streets. Look into the possibility of traffic calming measures, or other appropriate means, to mitigate speeds of vehicular traffic.
    - **Recommended Project:** Conduct a traffic study on Anderson and Fitzlee Streets to determine evaluate potential cut-through traffic and speeding issues and identify traffic calming solutions. Consider signing the intersections of VA 130 and 10<sup>th</sup> Street and Blue Ridge Road and Anderson Street to encourage trucks to use Blue Ridge and Rockbridge Roads.
  - ❖ **Strategy 7.C.2:** Address access management in the vicinity of Blue Ridge and Rockbridge Roads.
    - **Recommended Project:** Conduct a study in order to consolidate driveways on Rockbridge Road (VA 130) at Blue Ridge Road (VA 684) where feasible. Project #64 in 2011 RL RTP.

## Chapter 8: Existing Land Use Recommendations

- **Recommendation 8-A:** With the current zoning classifications and layout, there is still ample opportunity for further development within the Town. The Town should encourage the change in use from vacant land to uses consistent with responsible development practices.
  - ❖ **Strategy 8-A-1:** Ensure that Town Codes and regulations encourage appropriate growth and development. (As noted elsewhere in this document)
  - ❖ **Strategy 8-A-2:** Consider extending public water and sewer to land that is appropriate for development but lacks these essential utilities. (Further detailed in Chapter 9)



- **Recommendation 8-B:** Encourage activities that restrict development in the flood plain and prohibit development in the flood way.
  - ❖ **Strategy 8-B-1:** Examining current zoning regulations to ensure that appropriate restrictions are in place to discourage development in areas prone to repeated flooding.
  - ❖ **Strategy 8-B-2:** Encourage further efforts to obtain grant funding for residential and commercial flood mitigation. (As noted elsewhere in this document)
  - ❖ **Strategy 8-B-3:** Adhere to the provisions of the Central Shenandoah Valley Regional Flood Mitigation Plan and the Central Shenandoah Valley All Hazards Mitigation Plan, and use these plans to develop mitigation strategies.

## Chapter 9: Community Services and Infrastructure Recommendations

- **Recommendation 9.A:** Improve water and sewer systems and extend them to areas not currently served. Ensure the financial stability of these utilities.
  - ❖ **Strategy 9.A.1:** Continue to upgrade water and sewer lines through systematic replacement of old or inadequate lines.
  - ❖ **Strategy 9.A.2:** Repair and replace sewer lines that contribute to excess storm event related water entering the treatment cycle.
  - ❖ **Strategy 9.A.3:** Review the water system and develop a plan to add valves in order to give operating and maintenance staff the ability to isolate smaller portions of the system to enhance their ability to service the system.
  - ❖ **Strategy 9.A.4:** Include a requirement in the Town Code for all new water connections to include devices that prevent the back-flow of water.
  - ❖ **Strategy 9.A.5:** Ensure that the Town is charging a rate for water and sewer that is competitive and adequate. Conduct an on-going examination of water and sewer rates to ensure that they are adequate to finance the operation and maintenance of the system, and allow for further expansion.
  
- **Recommendation 9.B:** Educational and cultural opportunities can be a way to encourage growth of a community. The Town should seek ways to encourage the improvement of services in these areas.

- ❖ **Strategy 9.B.1:** Work with the Glasgow Library to encourage educational opportunities for persons of all ages.
- ❖ **Strategy 9.B.2:** Being mindful that local history is important to the citizens of Glasgow, encourage the development of displays, museums, and publications focused on the history of the Town.
- **Recommendation 9.C:** Public Safety is also a major concern of the residents of a community. The Town should work to ensure police, fire, and ambulance services are adequate to meet the needs of its residents and visitors.
  - ❖ **Strategy 9.C.1:** Adequately fund a town police department and continually evaluate the staffing level of the department to ensure it is adequate for the needs of the Town.
  - ❖ **Strategy 9.C.2:** Seek grant funding to enhance the police department's equipment level and ability to provide proactive police services.
  - ❖ **Strategy 9.C.3:** Provide financial support to volunteer fire and rescue services. Also support these services' efforts to recruit, train, and retain an adequate number of members to provide these essential services.
  - ❖ **Strategy 9.C.4:** Encourage the County to ensure that volunteer fire and rescue services are adequately funded so their apparatus and equipment enables them to perform their jobs in a professional manner.
  - ❖ **Strategy 9.C.5:** As resources and volunteers continue to decline, explore the possibility of combining the fire and rescue departments.
  - ❖ **Strategy 9.C.6:** Evaluate financial support of fire and rescue departments based on services provided.
- **Recommendation 9.D:** Recreational facilities are a key feature of the Town of Glasgow. Future improvement, expansion and on-going maintenance of these facilities will serve to encourage their greater use and thus serve as an enticement for people to move to, or remain in Town.
  - ❖ **Strategy 9.D.1:** Support the efforts of the Parks and Recreation Committee as a vehicle to improve citizen involvement in the planning and implementation of recreational improvements.

- ❖ **Strategy 9.D.2:** Provide adequate funding for recreational enhancements through tax revenues and through Town support of the efforts of persons wishing to solicit private or corporate support for recreation. Also, seek grant funding for improvements.
  
- ❖ **Strategy 9.D.3:** Continue to provide space and seek funding, as available, to make improvements or additions to recreational facilities which would have a positive impact upon the quality of the recreational experience the Town can offer its residents and visitors.
  
- ❖ **Strategy 9.D.4:** Consider more substantial facilities to enhance recreational opportunities while recognizing constraints such as finances and space requirements may inhibit their location in Town. In cooperation with County officials, these items might feasibly be placed in portions of the County where they could be convenient to residents of the Town and would enhance the overall recreational experience.
  
- ❖ **Strategy 9.D.5:** Consider hiring a paid Parks and Recreation staff person.

## Chapter 1: History

### Settlement Of The Area – 1700s

- Arthur, Robert and Joseph Glasgow came to America in the late 1700s, first settling in present day Buena Vista and quickly moving around what is now Rockbridge County. Descendants of Earl Glasgow from Scotland, the three brothers eventually settled in different places throughout the Country.
- John Peter Salling first passed through the Glasgow area in 1726. Around 1741 Salling obtained a grant of 400 acres of choice bottom land, which later became the Town of Glasgow.
- The Salling Home is presumably the oldest in the Town of Glasgow, built by Peter and Rebecca Salling in 1815. Peter is the grandson of John Peter Salling.
- On December 18<sup>th</sup>, 1742, a fight between Native Americans and Settlers took place in Rockbridge County nearby present day Glasgow. Members of the Iroquois Tribe were passing through the area and made camp for a week. Problems arose between the settlers and the Tribe which ended in battle, killing eleven settlers and nine Native Americans.
- The James River Company formed with approval by General Assembly on January 14<sup>th</sup>, 1785. George Washington was the first president of the company.



Figure 1 Glasgow Historic District

### Development Of The Local Economy - Early 1800s

- In January 1854, Frank Padgett, an African American slave belonging to Peter A. Salling, drowned in an effort to rescue men aboard a wrecked freight boat on the James River at Balcony Falls. Captain Echols, who was also present during the disaster, erected a monument to commemorate Frank Padgett's bravery.



Figure 2 Balcony Falls Dam Near Town of Glasgow

- Arthur Glasgow purchased land in what is now present day Glasgow but never resided there. He willed the land to his son, Joseph. In 1823, Joseph and his wife Nancy built a house called Union Ridge at 1005 Fitzlee Street, where it stood until 1986. The Town of Glasgow is named after Joseph.
- Charles Hess Locher moved from Maryland to Balcony Falls in 1848, searching for natural cement deposits to use for construction of the James River and Kanawha Canals. The Kanawha Canal was built along the James. The North River Canal (now the Maury River) permitted shipping to and from Lexington. Locher founded James River Cement Company in 1907.
- The Rockbridge Co., Glasgow Manufacturing Co., the Glasgow Improvement Co. and the West End Company all helped initially to put Glasgow on the map.



Figure 3 Bridge at Balcony Falls

#### Creation Of The Town – Late 1800s And Early 1900s

- During the American Civil War, General Hunter’s Raid through the Shenandoah Valley destroyed property, homes and left many women and children to fend for themselves. Possessions including a family sword were stolen from a Glasgow home.
- The Town of Glasgow would become one of many Boom Towns in Virginia’s “Green Valley”, present day Shenandoah Valley, during the late 1880s that were transformed by large industrial investments.
- The Norfolk Western, Chesapeake & Ohio and Shenandoah Valley Railroad Companies cut through the Valley’s rugged terrain and steep elevation. Virginia’s Shenandoah Valley would experience some of the first railroad tunneling in the United States. In 1881, two railroads converged in Glasgow: the Shenandoah Valley Railroad & the Richmond and Alleghany (now Norfolk Southern & CSX). In 1918, passenger fare was between 2 and 3 cents a mile on the Norfolk Western and Chesapeake & Ohio lines.
- Locher Clay Products was established by Charles Hunter Locher, producing bricks after the James River Cement Works closed.
- Charles Hunter Locher later purchased the remainder of the Rockbridge Hotel and several thousand acres of land around Town to incorporate the Glasgow Company.

- The Town of Glasgow was born on March 5<sup>th</sup>, 1890, the day the Rockbridge Company held a drawing of lots. Its population was no more than 20 people. Seven months later, there would be a population of 800, over 12 industries operating or under construction, and vital services were being established.
- The Glasgow Publishing Company granted a charter to publish the “Glasgow Herald”, which would produce 39 editions.
- The Commercial Bank, Glasgow’s first bank, opened July 20<sup>th</sup>, 1890.

- The construction of the Rockbridge Hotel, which was located on a knoll southwest of Town, was instrumental in shaping the Town of Glasgow. Although the opening night Gala was attended by more than a dozen countries and drew crowds from across the nation, the building would sit vacant for years on what is now referred to as Hotel Hill (Route 130) because of a financial bust.



Figure 4 Echols Farm

- The nation-wide economic panic of 1893 stunted the growth of many flourishing towns and cities throughout the Shenandoah Valley.
- The first school in the Town was private, held in the back room of the old Todd’s Drug Store on McCullough.
- At the end of the nineteenth century, the Town of Glasgow was three miles long with seven miles of graded streets.

### **Glasgow In The Modern Era – 1930s to Present Day**

- The Blue Ridge Company built a carpet weaving company plant in Glasgow in 1934. The Wert-Faulkner Memorial Highway is in honor of the first salaried employee at Glasgow’s Blue Ridge Company.
- In May of 1937, Glasgow Town Council authorized E.B Hunt, Town Sergeant, to organize a volunteer fire department. Early fundraising efforts included ape wrestling. The first firehouse was built in 1940 on Pocahontas Street. The original alarm system now hangs in the Glasgow Episcopal Church. A fire rescue and first aid crew was later created in 1951.



- Rockbridge Woman’s Club was organized to serve the Glasgow-Natural Bridge Area on January 27<sup>th</sup>, 1953.
- Balcony Falls Dam was destroyed in 1974 to decrease the potential for flooding upstream.

### **Flooding History**

- Glasgow experienced flooding in low lying areas in 1870, 1877, 1913, 1936, 1969, 1972, 1985, 1992, 1995 and 1996.
- March 16 – 17, 1936, “The Great St. Patrick’s Day Flood”: During March, successive storms crossed the eastern region of the U.S. with floods occurring from Virginia to Maine. A total of 150 to 200 lives were lost and damage was in the millions. In Virginia, the Potomac, Shenandoah, Rappahannock, James and York Rivers flooded. Much of the Central Shenandoah Valley suffered the effects of this storm. In Glasgow, its major manufacturer, the Blue Ridge Company remained dry, but Locher and Company got water, although it caused little damage. The residential area of the Town wasn’t as lucky and many people had to be rescued by boats from their homes. It was reported that water reached between eight and ten feet on the main road through Town.
- August 19 - 20, 1969: The remnants of Hurricane Camille caused flooding by torrential rains in the late evening and early morning hours that broke all flooding records in modern history along the James and Maury Rivers. Camille, which would become the Town of Glasgow’s flood of record, devastated the homes and lives of Glasgow residents, substantially damaging 25% of homes in Glasgow. Twenty-three people died in Rockbridge County, including three members of the Rion family in Glasgow, as a result of Camille. Glasgow’s business district was under 14 feet of water. After Camille, FEMA and Federal Insurance Administration produced maps showing boundaries of floodplain in Glasgow.
- June 19, 1972: Hurricane Agnes, in its tropical storm stage, caused flooding rains over Virginia and the Mid-Atlantic States. In Virginia, 13 lives were lost and damages equaled 222 million dollars (1972 dollars). Flooding in Glasgow was the worst in Rockbridge County, but it did not cause nearly the damages that occurred just three years earlier with Hurricane Camille.



**Figure 5 Town of Glasgow during Hurricane Juan**

- November 5, 1985: Hurricane Juan caused an even larger property loss than Camille in 1969, in Glasgow. In the Town, nearly half of the homes and two-thirds of the businesses were hit by floodwaters.
- June 22 – 28, 1995: A week-long period of ground saturating rains fell over the western part of Virginia. For the Town, flooding from interior mountain streams became more of a problem than river flooding from the James or Maury Rivers with this event. At least 42 homes in Glasgow experienced flooding on the first floor of their homes and 64 homes had flooded basements or crawl spaces. As a result of this flood, Glasgow was eligible to apply for grant funding to implement a flood mitigation project.
- Flood Mitigation Project: Fifty-three (53) houses that received substantial and recurrent flood damage were elevated, relocated or acquired with the property left in open space. Funding for this \$2.5 million project was provided through the Federal Emergency Management Agency’s Hazard Mitigation Grant Program, the Virginia Department of Housing and Community Development, the Virginia Department of Emergency Management, Rockbridge County and the Town of Glasgow. As a result of this project, which was completed in 2003, more than 100 persons are now protected from future damaging floods.



## Chapter 2: Natural Features

### Introduction

The Town of Glasgow is located in the southeastern part of Rockbridge County at the base of the Blue Ridge Mountains and the confluence of the Maury and James Rivers, in the Valley Province of Virginia. The Town covers 1.53 square miles with an average elevation of 735 feet above sea level. Glasgow is relatively flat with slight increases along its mountainous limits. The Town, which is triangular in shape, is bounded on the south by the James River, the east by the Maury River and on the north and west by the Miller and Sallings Mountains.

The predominant soil type throughout the Town is Elk Loam of the Frederick Group. This soil is formed by deposits of sediments near streams. These deposits are derived from limestone, sandstone and shale soil material washed from adjoining slopes or carried from distant points.

### Floods and Floodplains

The natural features with the greatest impact upon Glasgow are the James and Maury Rivers. Half of the Town is located in the floodplain. The occasional flooding of low-lying portions of the community by these rivers has caused extensive damage to both private and public property. Major floods have occurred within low-lying portions of the community since its beginning. These floods have caused extensive damage to residential, commercial, and public property. Flooding has occurred in Glasgow in 1870, 1877, 1913, 1936, 1969, 1972, 1985, 1992, 1995 and 1996. Before the flood of 1995, flooding had been attributed primary to flood waters from the James and Maury Rivers. However, in June 1995, intense localized rainfall caused by runoff from the mountains resulted in extensive flooding within the Town, resulting in nearly \$30 million in damage.

The flow of a river is usually within a well-defined channel. However, during major floods caused by heavy rains or rapid snowmelt a river will spill over into the wide flat areas during major floods, with water moving at a fast rate and becoming deep. The duration of the flooding depends upon the duration of the event precipitating the flood (rainfall or snowmelt). Flooding is typically produced by rapidly rising waters, followed by a slow recession. Consequently flooding conditions may last for several days. Flooding affects residential and commercial areas of the Town, and has caused railroad tracks to give way. Typical flood events in Glasgow can be described as the filling up of a bathtub and then pulling out the stopper to let the water drain.

Following the flood of 1969, the Federal Insurance Administration produced maps showing the boundaries of the floodplain in Glasgow. The original maps were produced in 1971. Glasgow's Floodplain Maps were most recently updated by the Federal Emergency Management Agency (FEMA) in 2000.

Also, in the aftermath of Camille, the Balcony Falls Dam was removed. The Virginia Electrical Power Company (VEPCO) built a dam and hydroelectric plant in 1915 to provide for the electrical needs of the area. Glasgow residents had concerns that the flooding caused by Camille was only exacerbated by the existence of the dam and petitioned to have it removed. VEPCO removed the dam in 1974.

After the flood of 1995, the Town of Glasgow embarked on an ambitious project to address the problem of properties repeatedly damaged by flooding. The project, funded through FEMA's Hazard Mitigation Grant Program, the Virginia Department of Housing and Community Development, the Virginia Department of Emergency Management, Rockbridge County and the Town of Glasgow, protected 53 homes from future damage by flooding through elevation, acquisition and demolition, or relocation.

### **Topography**

Topography in Glasgow is generally flat with rises near the mountains that surround the Town. A ridgeline passing generally through the center of Town separates the Maury River watershed from the James River watershed. Stormwater and other surface water from the northern portion of the Town flows eastward to the Maury and the water from the southern portion of Town flows to the James. The elevation of the land rises from 710 feet above sea level near the riverbanks to nearly 900 feet adjacent to Sallings Mountain.

Slopes in excess of twenty-five percent are generally considered unsuitable for any type of intensive development. Along the western boundary of Town there are areas with slopes approaching twenty-five percent.

### **Climate**

The Town of Glasgow's climate is temperate with warm summers and cold, but not severe, winters. Annual average minimum temperatures are 44.5°F, and average maximum temperatures are 66.4°F.

There are three general types of storms that affect Glasgow, namely continental, coastal and frontal. Continental storms originate over the northwestern or central portion of the United States. They generally move easterly across the country to the Appalachian Mountains, where the systems tend to stall. This stalling of storms is caused by "orthographic lifting," a meteorological phenomenon that occurs when an air mass is forced from a low elevation to a higher elevation as it moves over rising terrain. As the air mass gains altitude it quickly cools down, which can raise the humidity to 100%, creating clouds and precipitation. Continental storms are not limited to any particular season or month. Coastal storms that affect the Town are typically tropical systems, which originate in the South Atlantic, Western Caribbean or Coast of Africa, primarily from June through November. Storms of this type include Hurricane Camille

and Hurricane Agnes that caused severe flooding in Glasgow. Finally, frontal storms occur when warm moist air coming up from the Gulf of Mexico encounters cold, dry air masses coming down from Canada. The warm, moist air is lifted above the cooler air causing precipitation to condense and fall. The flooding in Glasgow in 1985 and 1995, was caused by storms such as this that are slow moving, causing torrential rains to fall over an area for a prolonged period of time.

**GLASGOW 1 SE, VIRGINIA (443375)**  
**Period of Record Monthly Climate Summary**  
**Period of Record: 11/1/1967 to 4/30/2012**

**Table 1 Monthly Climate Summary**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
<b>Average Max. Temperature (F)</b>	41.3	49.6	62.2	70.1	75.9	83.2	88.4	87.8	79.3	65.2	56.7	47.8	67.3
<b>Average Min. Temperature (F)</b>	21.8	25.7	36.3	43.3	50.7	58.1	63.8	62.9	55.4	43.3	33.5	26.5	43.4
<b>Average Total Precipitation (in.)</b>	3.85	3.15	4.50	4.02	4.60	4.02	4.03	3.64	4.60	4.29	4.20	3.93	48.84
<b>Average Total Snowfall (in.)</b>	6.0	5.2	2.7	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.5	3.5	18.0
<b>Average Snow Depth (in.)</b>	1	1	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.

Max. Temp.: 11.1% Min. Temp.: 11.1% Precipitation: 100% Snowfall: 100% Snow Depth: 100%  
 Check Station Metadata or Metadata graphics for more detail about data completeness.

Source: *Southeast Regional Climate Center, sercc@climate.ncsu.edu*

**Air Quality**

The Virginia Department of Environmental Quality’s Air Division monitors air quality throughout Virginia to comply with mandates by the Virginia Air Pollution Control Law and the federal Clean Air Act. One of the monitoring stations is located near Glasgow, at 27 Ranger Lane in Natural Bridge Station. The only pollutant being monitored currently in Glasgow and Rockbridge County is ozone. Ozone is a form of oxygen with three atoms instead of the usual two atoms. It is a photochemical oxidant, and at ground level is the main component of smog. Unlike other gaseous pollutants, ozone is not emitted directly into the atmosphere. Instead, it is created in the atmosphere by the action of sunlight on volatile organic compounds and nitrogen oxides. Higher levels of ozone usually occur on sunny days with light winds, primarily from March through October.

## Chapter 2: Natural Features Recommendations

- **Recommendation 2.A:** Continue to encourage property owners to mitigate their properties against all hazards, with a focused effort upon flood mitigation.
  - ❖ **Strategy 2.A.1:** Seek grant funding to allow additional residential properties to be protected from future flooding through elevation, relocation, or acquisition.
  - ❖ **Strategy 2.A.2:** Seek grant funding to allow commercial properties to be protected from future flooding through efforts designed to floodproof vital utilities and business assets.
  - ❖ **Strategy 2.A.3:** Educate citizens, emergency responders and government officials about the provisions of the Central Shenandoah Valley Regional Flood Mitigation Plan and the Central Shenandoah Valley All Hazards Mitigation Plan, and use these plans to develop mitigation strategies.
- **Recommendation 2.B:** Continue efforts to improve stormwater management by developing a systematic approach to improve the quantity of water handled and the quality of the water entering the rivers.
  - ❖ **Strategy 2.B.1:** Seek grant funding to have a comprehensive stormwater management study performed. Seek grant funding to implement the recommendations of such a study.
  - ❖ **Strategy 2.B.2:** Encourage property owners, either through voluntary efforts or by ordinance, to maintain drainage systems on their property. Encourage commercial and industrial operations to use best management practices to ensure stormwater runoff from their facilities is not negatively impacting the quality of the water in the rivers.
- **Recommendation 2.C:** Encourage local industry to maintain consistent compliance with air quality regulations, and work towards mitigating the environmental impact of their operations. Investigate local policies regarding wood burning stoves.
  - ❖ **Strategy 2.C.1:** Maintain an open line of communication with local industry regarding environmental issues, and work with business leaders in their efforts to improve the quality of the environment.
- **Recommendation 2.D:** Work in partnership with Rockbridge County to establish a permanent mosquito reduction plan to eliminate the mosquito population in the Town of Glasgow.

- ❖ **Strategy 2.D.1:** Research the costs involved in hiring a public operator who is authorized to spray for governments and would assist the Town and County.
  
- ❖ **Strategy 2.D.2:** Create a plan to reduce standing water throughout the Town.

**Mitigation Strategies For The Town of Glasgow** from the Central Shenandoah Valley All Hazards Mitigation Plan (2013) **Table 2 Glasgow Mitigation Strategies**

FEMA Community ID #	Community	County	PDC	Strategy ID #	Mitigation Strategy	Hazard	Priority	Project Status	If Not Completed Why?	Responsible Party	Time Frame
515526	Town of Glasgow	Rockbridge	CSPDC	14.1 - 14.7	Continue membership and participation in Shenandoah Valley Project Impact, the regional disaster preparedness and mitigation education program that was started in September 2000. By participating in Shenandoah Valley Project Impact, the Town of Glasgow educates its citizens about disaster preparedness and mitigation through public awareness campaigns, workshops and trainings, and an extensive resource library.	All Hazards	High	On-going	N/A	CSPDC	On-going
515526	Town of Glasgow	Rockbridge	CSPDC	6.2	Seek funding to complete the Glasgow Residential Flood Mitigation Project that calls for the acquisition, relocation, elevation of approximately 10 residential properties that have been severely damaged in the past flood events.	Flood	High	Delayed	Lack Of Funding	N/A	N/A
515526	Town of Glasgow	Rockbridge	CSPDC	12.1, 13.1	Seek funding to complete the Glasgow Interior Stream Drainage Project to prevent or reduce flooding along Sallings Mountain and Miller Mountain. The project calls for the construction of a debris basin, flood diversion wall, improved channelization and replacement of several culverts throughout town. To date ditches have been cleaned out but that is all.	Flood	High	Delayed	Lack of Funding	N/A	N/A
515526	Town of Glasgow	Rockbridge	CSPDC	3.3	Complete a hydrologic, floodplain, and stormwater study to access new and continued vulnerable areas in the town and to provide recommendations for improvements to be made to the Town's stormwater system.	Flood	High	Delayed	Lack Of Funding	N/A	N/A

Town of Glasgow Comprehensive Plan

FEMA Community ID #	Community	County	PDC	Strategy ID #	Mitigation Strategy	Hazard	Priority	Project Status	If Not Completed Why?	Responsible Party	Time Frame
515526	Town of Glasgow	Rockbridge	CSPDC	14.1	Maintain a relationship with the Southern Shenandoah Chapter of Virginia Voluntary Organizations Active in Disaster (VOAD), which is a forum where organizations share knowledge and resources throughout the preparation, response, and recovery phases of a disaster.						
515526	Town of Glasgow	Rockbridge	CSPDC	12.1	Create a stormwater retention pond in north Glasgow - i.e. 1st Street and Pocahontas.	Flood	High	Delayed	Lack Of Funding	N/A	N/A
515526	Town of Glasgow	Rockbridge	CSPDC	10.1, 10.7	Implement a project to safeguard the Town's water system and 2 municipal wells through a wellhead protection project that includes properly abandonment of unused wells, fencing and other security measures, routine inspections of utility lines, education for property owners, business, industry, and railroad. Also create another well.	All Hazards	Medium	On-going	Lack of Funding	N/A	N/A
515526	Town of Glasgow	Rockbridge	CSPDC	12.1	Implement check-valve system or other floodproofing option to prevent culverts from backing up as they enter the Maury River when rainwater inundates the stormwater drainage system as the the river water simultaneously rises.	Flood	High	Delayed	Lack Of Funding	N/A	N/A

Town of Glasgow Comprehensive Plan

FEMA Community ID #	Community	County	PDC	Strategy ID #	Mitigation Strategy	Hazard	Priority	Project Status	If Not Completed Why?	Responsible Party	Time Frame
515526	Town of Glasgow	Rockbridge	CSPDC	6.1 - 6.10 8.1 8.2 10.1 - 10.7 12.1	Glasgow will support implementation of structural and non-structural mitigation activities on private or public property to reduce exposure to and provide protection from natural and man-made hazards. Eligible projects include but are not limited to: acquisition, elevation, minor structural flood control projects, relocation of structures, retrofitting of existing structures, infrastructure protection measures, stormwater and wastewater management improvements, advanced warning systems, hazard gauging systems, hazard education, and wildfire mitigation projects	All Hazards	High	On-going	N/A	Town	On-going
515526	Town of Glasgow	Rockbridge	CSPDC	5.1	Maintain the community's compliance with the National Flood Insurance Program (NFIP) by engaging in various activities included in the three basic components of the NFIP program; 1. floodplain identification and mapping risk, 2.responsible floodplain management, and 3. flood insurance. Sample activities include but are not limited to: maintaining publicly accessible and accurate Flood Insurance Rate Maps (FIRMs), adopting and enforcing a compliant floodplain ordinance, and provide general assistance and education to community members regarding the flood insurance program.	Flood	High	On-going	N/A	Town	On-going
515526	Town of Glasgow	Rockbridge	CSPDC	10.1	Remove the Glasgow Fire Department from the location of its current building in the floodplain to a less vulnerable location.	Flood	High	Delayed	Lack of Funding	Town	N/A
515526	Town of Glasgow	Rockbridge	CSPDC	6.1	Implement a flood mitigation project to acquire, relocate, or elevate structures on 53 properties located in the floodplain in the Town.	Flood	High	Completed	N/A	Federal, State, and Local	N/A



## **Chapter 3: Government Structure and Finance**

### **Organization and Services**

The Town of Glasgow was established by a charter granted by the General Assembly on February 29, 1892. The Town is operated under the council-manager system. Legislative power is vested in the Town Council and the responsibility for the administrative and executive functions are delegated to the Town Manager, who is appointed by the Council.

Under direction from the Council, the manager's duties include responsibilities which, in a larger locality, would be assigned to specific personnel. These duties include treasurer, zoning administrator, director of public works, and others.

The Town provides services such as water treatment and distribution, wastewater collection and treatment, refuse collection, maintenance of certain streets, police protection, and park and recreation facilities. Cooperation with Rockbridge County is essential to ensure services are provided efficiently and economically. State law mandates that the County provide certain services, and through other formal and informal agreements the two governments provide other services. Rockbridge County provides public schools, library facilities, health services, commissioner of the revenue, district and circuit courts, sheriff's office, regional jail, GIS office, and financial support for fire and rescue services. Cooperatively the governments have worked to improve stormwater management practices, flood mitigation, recreational facilities, and water/sewer service.

The Virginia Department of Transportation (VDOT) maintains the primary and secondary roadway system within the corporate limits. The Town is contracted by VDOT for snow removal. There are a small number of streets that the Town owns and maintains. Ninety-nine per cent of the streets are owned by VDOT. Ninth Street and Smiley are owned by the Town.

### **Mayor and Council**

The Town Council consists of six members elected by written ballot. A Mayor is also elected, at-large, by written ballot. In 2004, the General Assembly granted a change in the Town's charter to allow election schedules to be set by ordinance. In that year the Council adopted an ordinance which staggers the terms of the Council members, while leaving the term of office at two years. Local elections are held in November. Council members are staggered in two year terms.

### **Town Powers**

Under the Code of Virginia, Glasgow has been granted the same power as have been afforded to other towns in Virginia. Among other things, the Town may tax land, property, and goods, borrow money and issue bonds, acquire land and rights-of-way, provide and operate water supplies, provide and operate sewer systems, collect and dispose of refuse, compel the abatement and removal of nuisances, lay-out and improve streets and sidewalks, operate a police department, sets salaries for Council members, the mayor and Town employees, and impose penalties for violations of ordinances. Recent changes to several ordinances have been adopted in order to ensure compliance with State law and allow for more thorough application of Town codes.

### **Income and Expenditures**

Table 3 shows the income, expenditures and balance of funds for the Town from 2010 through 2012. In all three years, expenditures exceeded income, but reserve funds were available to balance the budget. Additional services and improvements may be subject to grant funding or rate/fee increases. All funds are thoroughly audited each year by an independent accounting firm, who provides an opinion of the financial position of the Town.

### **Summary**

Glasgow operates under a Council-Manager form of government where the Council sets the policy guidelines which are administered by a Town Manager. The Town provides basic community services as required by the Code of Virginia and the charter of the Town. The financial condition of Glasgow is healthy with adequate income to provide the daily services currently being rendered.

**Table 3: Revenues and Expenditures**

	2010	2011	2012
<b>REVENUES</b>			
General Property Taxes	169,804	170,682	188,191
Other Local Taxes	138,602	143,892	155,568
Fines and Forefeitures	8,780	5,885	16,534
Revenue From The Use Of Money And Property	2,379	1,997	2,939
Miscellaneous	25,062	48,116	36,547
Recovered Costs		1,900	
Intergovernmental Revenues:			
Commenwealth	58,274	88,823	97,712
Federal	25,420		1,639
<b>Total Revenues</b>	<b>428,321</b>	<b>461,295</b>	<b>499,130</b>
<b>EXPENDITURES</b>			
Current:			
General Government Administration	145,361	187,269	143,791
Public Safety	78,937	101,872	99,659
Public Works	154,465	178,031	193,201
Health And Welfare	4,432	2,595	2,527
Parks, Recreation, And Cultural	12,356	17,620	38,373
Nondepartmental	14,197	10,465	47,642
Capital Projects	24,476		3,381
Debt Service:			
Principal Retirement	10,219		
Interest And Other Fiscal Charges	399		
<b>Total Expenditures</b>	<b>444,842</b>	<b>497,852</b>	<b>528,574</b>
<b>FUND BALANCE</b>			
Fund Balance - Beginning Of The Year	711,600	695,079	658,522
Excess (Deficiency) Of Revenues Over (Under) Expenditures	(16,521)	(36,557)	(29,444)
<b>FUND BALANCE - END OF THE YEAR</b>	<b>695,079</b>	<b>658,522</b>	<b>629,078</b>

### Chapter 3: Government Structure and Finance Recommendations

- **Recommendation 3.A:** As the population changes, the residents of the Town will likely desire additional services. To this end, Council should engage the citizenry to stay abreast of their changing needs.
  - ❖ **Strategy 3.A.1:** Seek creative ways to gather input from citizens including, performing a survey of the Town residents every two years in order to assess their wants and needs and to seek their opinions regarding current services being provided.
  - ❖ **Strategy 3.A.2:** Continue to communicate with Town residents by employing a variety of methods including newsletters, the Town web site, and special mailings as necessary.
  
- **Recommendation 3.B:** As State Law continues to evolve, the ways the Town provides government services and regulates the activities may change as well. Council should keep informed of mandated changes, and changing conditions regarding ordinances. The Code of Virginia supersedes the Town Code.
  - ❖ **Strategy 3.B.1:** Update the Town Code by making necessary additions and deletions. Conduct a complete review of the Code and reorganizations of the document. This review and recodification would allow comparison to current law to ensure the Town’s compliance.
  - ❖ **Strategy 3.B.2:** Continue involvement with the Virginia Municipal League, the Central Shenandoah Planning District Commission, and other organizations focused on local government so that Town officials will be well informed of changes in law or best management practices.
  - ❖ **Strategy 3.B.3:** Maintain an open channel of communication with legislators in order to promote legislation that enhances local government and its abilities to serve its citizens.
  
- **Recommendation 3.C :** Encourage the citizenry to consult with and participate in their local government.
  - ❖ **Strategy 3.C.1:** Include members of the citizenry on all Council committees. Include citizenry on all Council subcommittees, and allow citizens to chair any such subcommittee.

- ❖ **Strategy 3.C.2:** Publish Council meeting agendas for public review at least one week in advance of monthly meetings.
- ❖ **Strategy 3.C.3:** Actively recruit citizens to volunteer by advertising volunteer opportunities and continuing to implement the volunteer application process.
- **Recommendation 3.D:** Continuously educate those elected to serve as Council members so they can better serve the populace.
  - ❖ **Strategy 3.D.1:** Require each Council member to attend at least one conference or seminar annually.
  - ❖ **Strategy 3.D.2:** Rotate Council members to various committees in such a way that a member does not serve more than two consecutive terms on a single committee.
  - ❖ **Strategy 3.D.3:** Require newly elected Council members to attend an in-house orientation on Town government affairs. Consider creating an orientation powerpoint presentation and checklist.

## Chapter 4: Demographics

### Introduction

Analyzing trends in population characteristics allows municipalities to better understand the current and projected needs for citizens within the community. Familiarity with such trends helps us plan for future land use needs, as well as for public services and facilities. The following demographic review will help guide our policy-making decisions for community issues such as the following: Will there be increased need for more residential zoning in the near future? How many children can we anticipate will enroll in our schools? Will there be more demand for active or passive recreational activities?

Table 4 Total Population

Table 4 Total Population			
	1990	2000	2010
Lexington	6959	6867	7042
Buena Vista	6406	6349	6650
Rockbridge	18350	20808	22307
Glasgow	1140	1046	1133

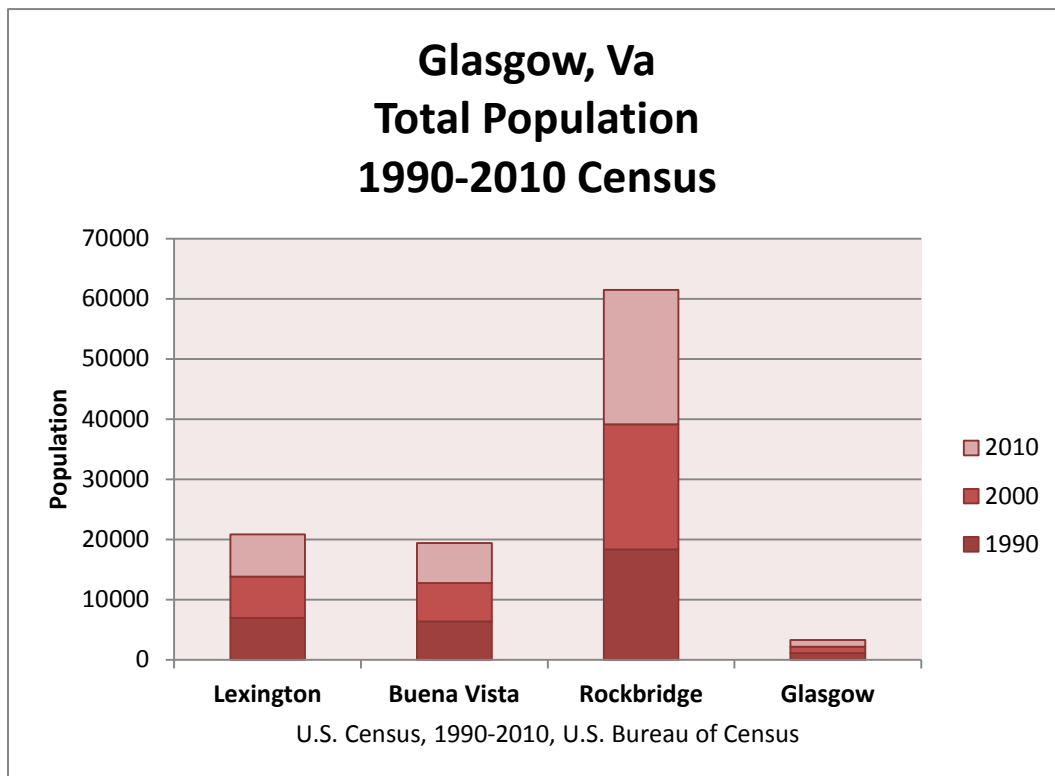


Figure 6 Total Population

<b>Table 5 Age Distribution</b>	
AGE	Percent
Under 5 years	7.60%
5 to 9 years	7.7%
10 to 14 years	7.5%
15 to 19 years	2.2%
20 to 24 years	4.6%
25 to 29 years	3.6%
30 to 34 years	11.2%
35 to 39 years	5.1%
40 to 44 years	4.1%
45 to 49 years	6.4%
50 to 54 years	9.0%
55 to 59 years	4.7%
60 to 64 years	7.4%
65 to 69 years	8.1%
70 to 74 years	3.0%
75 to 79 years	3.1%
80 to 84 years	1.7%
85 years and over	3.2%

**Table 5 Age Distribution**

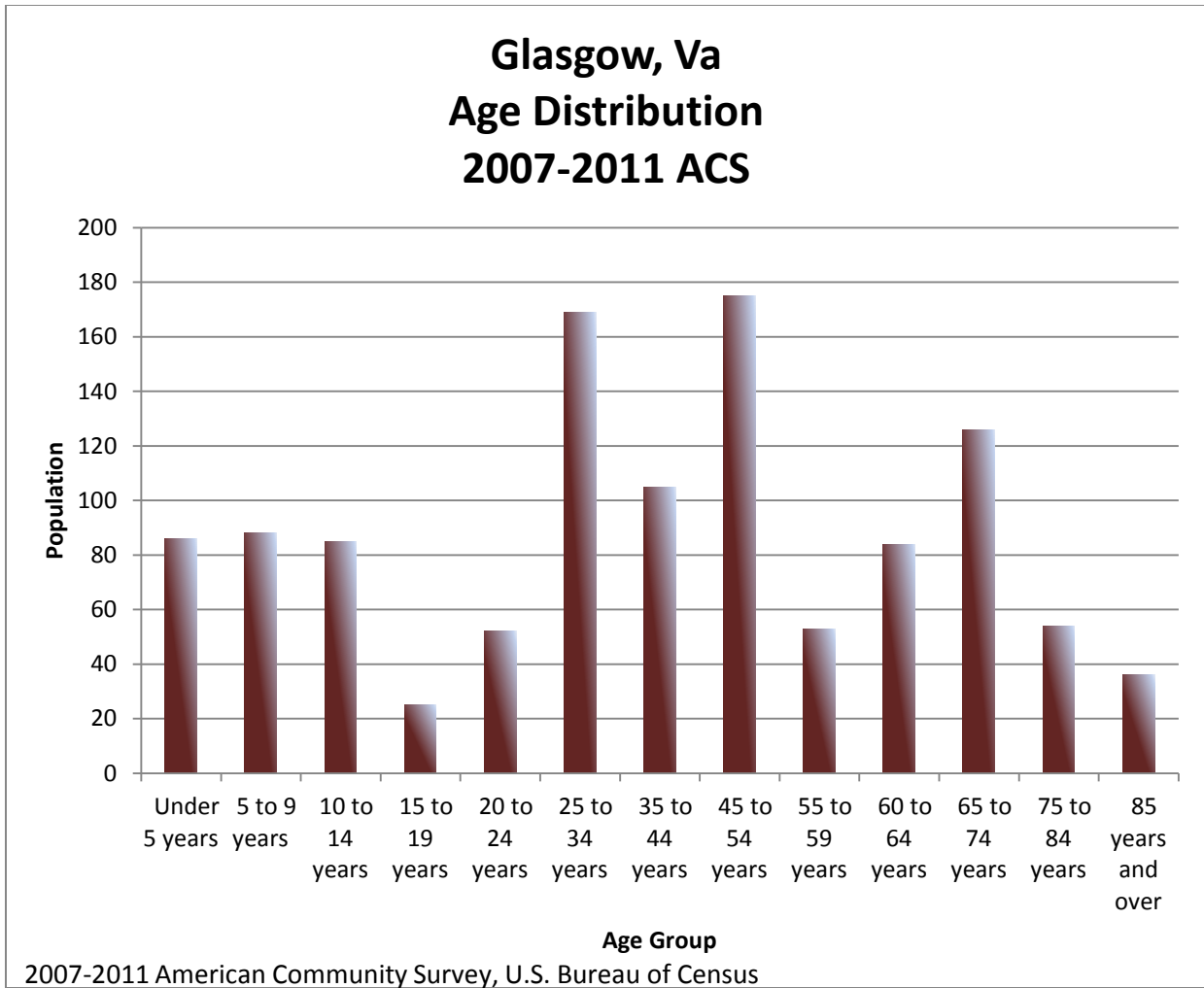


Figure 7 Age Distribution



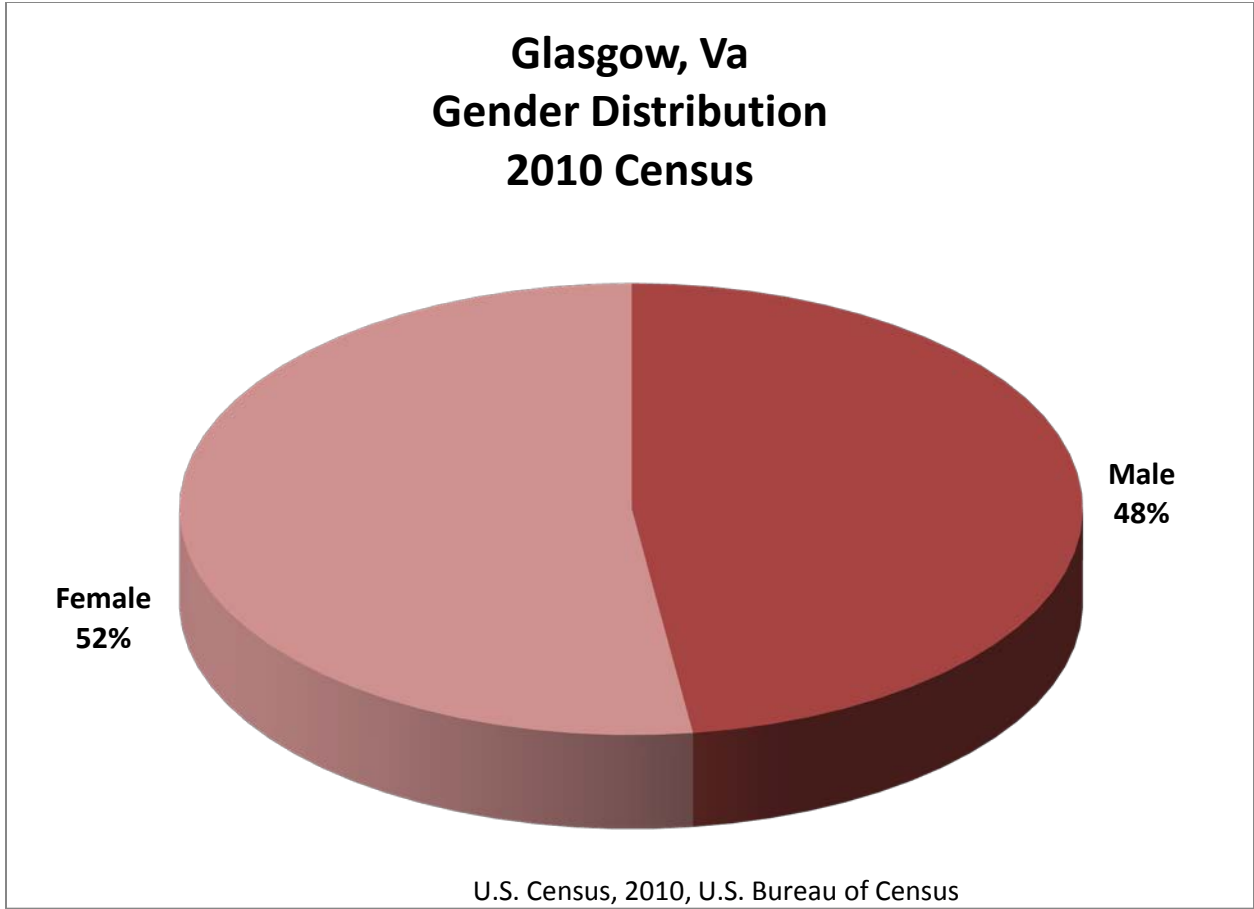


Figure 8 Gender Distribution

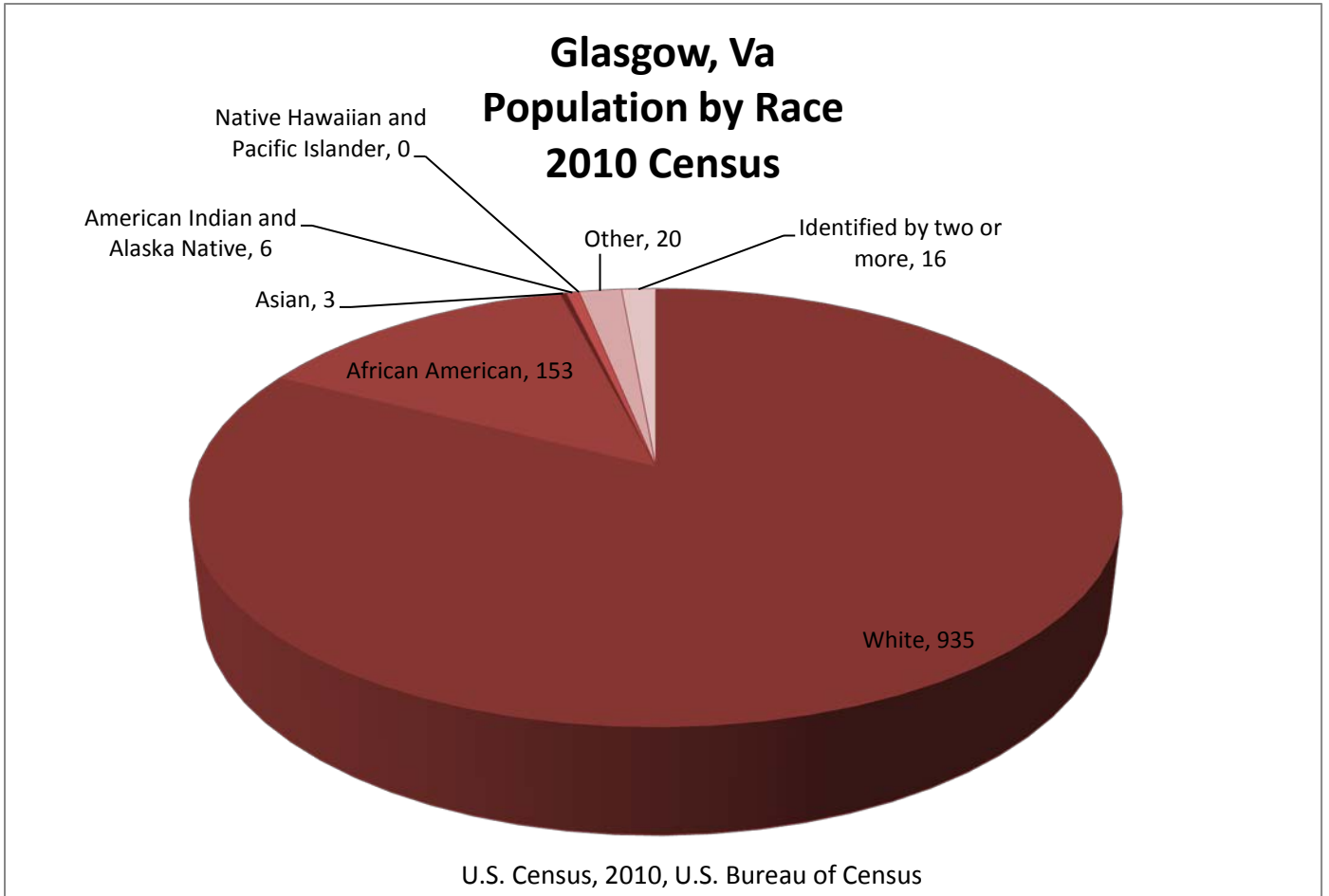


Figure 9 Racial Distribution

<b>Population Growth Estimates: 1990-2012 Town and County Percentage Change</b>				
<b>Year</b>	<b>Population Glasgow</b>	<b>Percent Change</b>	<b>Population Rockbridge</b>	<b>Percent Change</b>
<b>1990*</b>	1,142		18,350	
<b>1991</b>	1,154	1.1%	18,600	1.4%
<b>1992</b>	1,164	0.9%	19,000	2.2%
<b>1993</b>	1,173	0.8%	19,300	1.6%
<b>1994</b>	1,172	-0.1%	19,600	1.6%
<b>1995</b>	1,177	0.4%	19,600	0.0%
<b>1996</b>	1,189	1.0%	19,900	1.5%
<b>1997</b>	1,207	1.5%	20,500	3.0%
<b>1998</b>	1,218	0.9%	20,600	0.5%
<b>1999</b>	1,237	1.6%	20,900	1.5%
<b>2000*</b>	1,045	-15.5%	20,808	-0.4%
<b>2001</b>	1,031	-1.3%	20,893	0.4%
<b>2002</b>	1,020	-1.1%	20,999	0.5%
<b>2003</b>	1,012	-0.8%	21,371	1.8%
<b>2004</b>	1,013	0.1%	21,570	0.9%
<b>2005</b>	1,014	0.1%	21,737	0.8%
<b>2006</b>	1,009	-0.5%	22,379	2.9%
<b>2007</b>	1,010	0.1%	22,313	-0.3%
<b>2008</b>	1,003	-0.7%	22,450	0.6%
<b>2009</b>	992	-1.1%	22,498	0.2%
<b>2010*</b>	1,133	14.2%	22,307	-0.8%
<b>2011</b>	1,137	0.4%	22,090	-1.0%
<b>2012</b>	1,136	-0.1%	22,090	0.0%

U.S. Census Bureau, Population Estimates as of July 1

**Table 6 Intercensal Population**

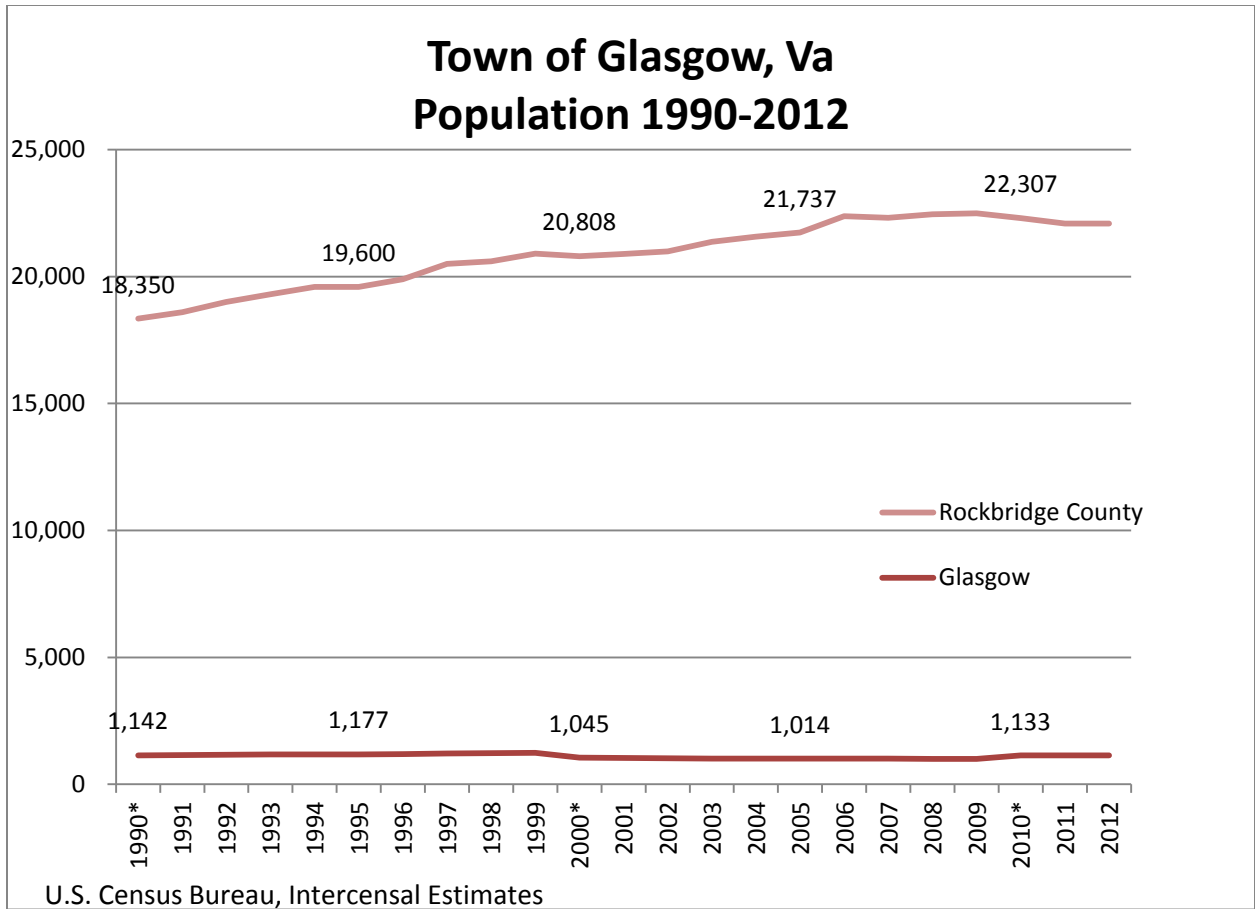


Figure 10 Intercensal Population Estimates

## Chapter 5: Economy

### Introduction

A vital economy is essential for maintaining a community's quality of life. A strong economy provides a reliable tax base that supports public services and community facilities, as well as employment opportunities for its citizens. This chapter contains information and recommendations regarding the Town of Glasgow's long-term economic health. Although discussed in this section, Economic Development should not be considered as an isolated topic but is meant to work in conjunction with the other chapters in this comprehensive plan. The Economy Chapter is intended as an informational guide to strengthen the Town's economy and encourage new business development.

### Work Force Profile

As shown in Table 7, of those in Glasgow who are sixteen years or older, 56.3% are in the labor force and 2.9% are unemployed. This compares to 57.7% and 2.9% respectively in Rockbridge County.

### Commuting Patterns

As shown in Table 8, the mean commute time for most workers is twenty-two minutes indicating that the typical Glasgow resident works outside of Town.

### Occupational Characteristics

As shown in Table 9, the largest number of Glasgow residents, 31.2%, work in production, transportation, and material moving occupations. The next largest number, 27%, work in sales and office occupations. Service occupations are the least popular occupations of Glasgow residents at 9.5%. The industry type that employs the most number of Glasgow residents is manufacturing at 47.3%, followed by educational services, health care, and social assistance at 10.5%, and construction and retail both at 7.2%. In terms of class of workers, 85.7% are private wage and salary workers, 11.4% are government workers, and 3% are self-employed.

Table 7 Employment Status

Subject	Rockbridge County, VA			City of Buena Vista, VA			City of Lexington, VA			Town of Glasgow, VA		
	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent
<b>EMPLOYMENT STATUS</b>												
Population 16 years and over	18,294	+/-121	18,294	5,378	+/-55	5,378	6,343	+/-351	6,343	867	+/-170	867
In labor force	10,549	+/-421	57.7%	3,232	+/-233	60.1%	2,127	+/-341	33.5%	488	+/-112	56.3%
Civilian labor force	10,546	+/-420	57.6%	3,232	+/-233	60.1%	2,071	+/-349	32.7%	488	+/-112	56.3%
Employed	10,108	+/-418	55.3%	2,982	+/-261	55.4%	2,036	+/-327	32.1%	474	+/-105	54.7%
Unemployed	438	+/-141	2.4%	250	+/-105	4.6%	35	+/-50	0.6%	14	+/-23	1.6%
Armed Forces	3	+/-6	0.0%	0	+/-95	0.0%	56	+/-75	0.9%	0	+/-95	0.0%
Not in labor force	7,745	+/-430	42.3%	2,146	+/-228	39.9%	4,216	+/-589	66.5%	379	+/-93	43.7%
Civilian labor force	10,546	+/-420	10,546	3,232	+/-233	3,232	2,071	+/-349	2,071	488	+/-112	488
Percent Unemployed	(X)	(X)	4.2%	(X)	(X)	7.7%	(X)	(X)	1.7%	(X)	(X)	2.9%
Females 16 years and over	9,418	+/-73	9,418	2,853	+/-104	2,853	2,315	+/-602	2,315	453	+/-95	453
In labor force	4,860	+/-299	51.6%	1,594	+/-163	55.9%	896	+/-378	38.7%	222	+/-67	49.0%
Civilian labor force	4,860	+/-299	51.6%	1,594	+/-163	55.9%	896	+/-378	38.7%	222	+/-67	49.0%
Employed	4,665	+/-302	49.5%	1,503	+/-167	52.7%	883	+/-367	38.1%	208	+/-64	45.9%
Own children under 6 years	1,451	+/-148	1,451	458	+/-78	458	321	+/-199	321	99	+/-67	99
All parents in family in labor force	1,116	+/-167	76.9%	322	+/-100	70.3%	95	+/-81	29.6%	17	+/-12	17.2%
Own children 6 to 17 years	2,711	+/-183	2,711	933	+/-89	933	351	+/-224	351	155	+/-85	155
All parents in family in labor force	1,841	+/-287	67.9%	697	+/-123	74.7%	326	+/-219	92.9%	92	+/-71	59.4%

**Table 8 Commuting To Work**

Subject	Rockbridge County, VA			City of Buena Vista, Virginia			City of Lexington, Virginia			Town of Glasgow, Virginia		
	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent
<b>COMMUTING TO WORK</b>												
Workers 16 years and over	9,723	+/-430	9,723	2,966	+/-260	2,966	2,073	+/-310	2,073	471	+/-103	471
Car, truck, or van -- drove alone	7,892	+/-418	81.2%	2,357	+/-253	79.5%	969	+/-292	46.7%	357	+/-85	75.8%
Car, truck, or van -- carpooled	982	+/-266	10.1%	312	+/-148	10.5%	213	+/-152	10.3%	95	+/-69	20.2%
Public transportation (excluding taxicab)	15	+/-19	0.2%	0	+/-95	0.0%	0	+/-95	0.0%	3	+/-6	0.6%
Walked	122	+/-97	1.3%	151	+/-103	5.1%	648	+/-292	31.3%	2	+/-4	0.4%
Other means	96	+/-66	1.0%	72	+/-67	2.4%	100	+/-90	4.8%	0	+/-95	0.0%
Worked at home	616	+/-180	6.3%	74	+/-62	2.5%	143	+/-97	6.9%	14	+/-18	3.0%
Mean travel time to work (minutes)	21.0	+/-1.2	(X)	16.2	+/-1.7	(X)	15.2	+/-3.0	(X)	21.7	+/-3.6	(X)

Table 9 Occupation

Subject	Rockbridge County, VA			City of Buena Vista, VA			City of Lexington, VA			Town of Glasgow, VA		
	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent	Estimate	Margin of Error	Percent
<b>OCCUPATION</b>												
Civilian employed population 16 years and over	10,108	+/-418	10,108	2,982	+/-261	2,982	2,036	+/-327	2,036	474	+/-105	474
Management, business, science, and arts occupations	2,884	+/-345	28.5%	792	+/-181	26.6%	779	+/-331	38.3%	69	+/-35	14.6%
Service occupations	1,690	+/-280	16.7%	495	+/-141	16.6%	616	+/-254	30.3%	45	+/-25	9.5%
Sales and office occupations	2,250	+/-337	22.3%	724	+/-210	24.3%	505	+/-153	24.8%	128	+/-43	27.0%
Natural resources, construction, and maintenance occupations	1,477	+/-241	14.6%	260	+/-105	8.7%	20	+/-31	1.0%	84	+/-41	17.7%
Production, transportation, and material moving occupations	1,807	+/-257	17.9%	711	+/-202	23.8%	116	+/-104	5.7%	148	+/-52	31.2%
<b>INDUSTRY</b>												
Civilian employed population 16 years and over	10,108	+/-418	10,108	2,982	+/-261	2,982	2,036	+/-327	2,036	474	+/-105	474
Agriculture, forestry, fishing and hunting, and mining	391	+/-162	3.9%	53	+/-50	1.8%	0	+/-95	0.0%	12	+/-20	2.5%
Construction	1,147	+/-225	11.3%	92	+/-72	3.1%	9	+/-17	0.4%	34	+/-23	7.2%
Manufacturing	1,713	+/-275	16.9%	598	+/-189	20.1%	123	+/-97	6.0%	224	+/-79	47.3%
Wholesale trade	135	+/-84	1.3%	88	+/-87	3.0%	12	+/-21	0.6%	4	+/-6	0.8%
Retail trade	1,233	+/-268	12.2%	397	+/-192	13.3%	123	+/-83	6.0%	34	+/-20	7.2%
Transportation and warehousing, and utilities	394	+/-128	3.9%	19	+/-32	0.6%	9	+/-19	0.4%	6	+/-8	1.3%
Information	130	+/-78	1.3%	12	+/-18	0.4%	105	+/-146	5.2%	11	+/-20	2.3%
Finance and insurance, and real estate and rental and leasing	261	+/-93	2.6%	93	+/-54	3.1%	30	+/-30	1.5%	8	+/-9	1.7%
Professional, scientific, and management, and administrative and waste management services	706	+/-196	7.0%	137	+/-91	4.6%	68	+/-70	3.3%	17	+/-16	3.6%
Educational services, and health care and social assistance	2,369	+/-282	23.4%	807	+/-173	27.1%	913	+/-420	44.8%	50	+/-30	10.5%
Arts, entertainment, and recreation, and accommodation and	821	+/-228	8.1%	393	+/-161	13.2%	450	+/-325	22.1%	31	+/-24	6.5%



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food services													
Other services, except public administration	352	+/-112	3.5%	122	+/-74	4.1%	101	+/-85	5.0%	17	+/-16	3.6%	
Public administration	456	+/-143	4.5%	171	+/-96	5.7%	93	+/-88	4.6%	26	+/-23	5.5%	
<b>CLASS OF WORKER</b>													
Civilian employed population 16 years and over	10,108	+/-418		10,108	2,982	+/-261	2,982	2,036	+/-327	2,036	474	+/-105	474
Private wage and salary workers	7,037	+/-476	69.6%	2,357	+/-265	79.0%	1,557	+/-276	76.5%	406	+/-96	85.7%	
Government workers	1,919	+/-311	19.0%	603	+/-167	20.2%	415	+/-270	20.4%	54	+/-34	11.4%	
Self-employed in own not incorporated business workers	1,152	+/-241	11.4%	22	+/-27	0.7%	64	+/-65	3.1%	14	+/-18	3.0%	
Unpaid family workers	0	+/-95	0.0%	0	+/-95	0.0%	0	+/-95	0.0%	0	+/-95	0.0%	

## Chapter 5: Economy Recommendations

- **Recommendation 5.A:** Continue development of a vibrant and active downtown area with enhanced business and residential opportunities.
- **Recommendation 5.B:** Take steps to stabilize the population. (Take steps to create population growth)
- **Recommendation 5.C:** Plan for future needs of technology, medical, retail.
- **Recommendation 5.D:** Consider arts and culture district in the downtown area.
- **Recommendation 5.E:** Encourage new retail, offices, locally-owned businesses in commercial district.
- **Recommendation 5.F:** Develop an economic strategic plan to ensure continued stability and future growth.
- **Recommendation 5.G:** Create a positive business atmosphere to promote business development and expansion.
- **Recommendation 5.H:** Utilize trees and landscaping to enhance aesthetic quality development to improve quality of life factors to make the Town more attractive to professionals and industry and promote a sense of “village charm”.
- **Recommendation 5.I:** Aggressively pursue an economic development program that strengthens and broadens the economic base, with an emphasis on living wage opportunities desirable to the local citizenry.
- **Recommendation 5.J:** Actively encourage public and stakeholder participation and input for land use and development decisions.
- **Recommendation 5.K:** Explore and utilize incentive, grant, and loan programs.
- **Recommendation 5.L:** Encourage business partnerships to help sponsor festivals and events in the town.

## Chapter 6: Housing

### Introduction

Housing is a basic need for a community. Housing construction, sale and rental, and maintenance are largely the role of the private market but a local government does play a part through the provision of infrastructure, transportation, education, public safety, community facilities, recreational opportunities, zoning, and taxation. Adequate housing provision must be a cooperative effort between the public and private sectors of the economy. Housing in rural areas, where previously inactive, has shown more activity as workers are willing to travel greater distances and the appeal of living in a rural setting is not offset by the distance to services. This chapter serves as a housing profile for the Town of Glasgow. Included is information about housing age, value, and affordability. This chapter also identifies the relationship between housing and other elements of the plan.

### Relationship To Other Elements

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

*Natural Resources and Infrastructure & Utilities:* Housing is not just an economic or social issue but an environmental one as well. While making housing more energy- and resource-efficient can increase up-front capital costs, these measures have been shown to dramatically lower lifetime operation and maintenance costs, making housing more affordable in the long run.

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

*Infrastructure & Utilities:* The amount and location of housing directly affect the pressures on public infrastructure such as roads, water and wastewater systems and electric utilities.

Figure 11 Housing Occupancy

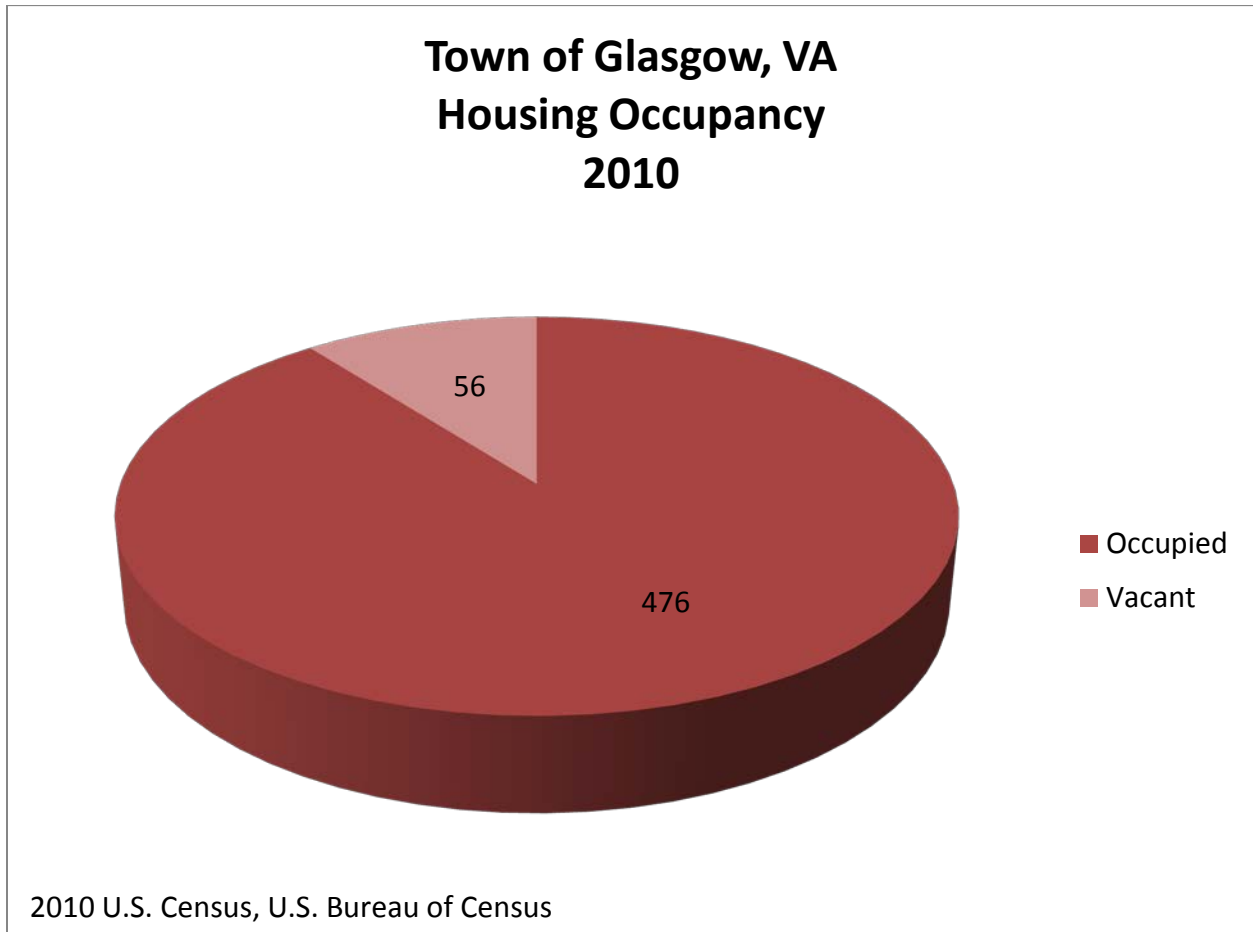


Figure 12 Housing Tenure

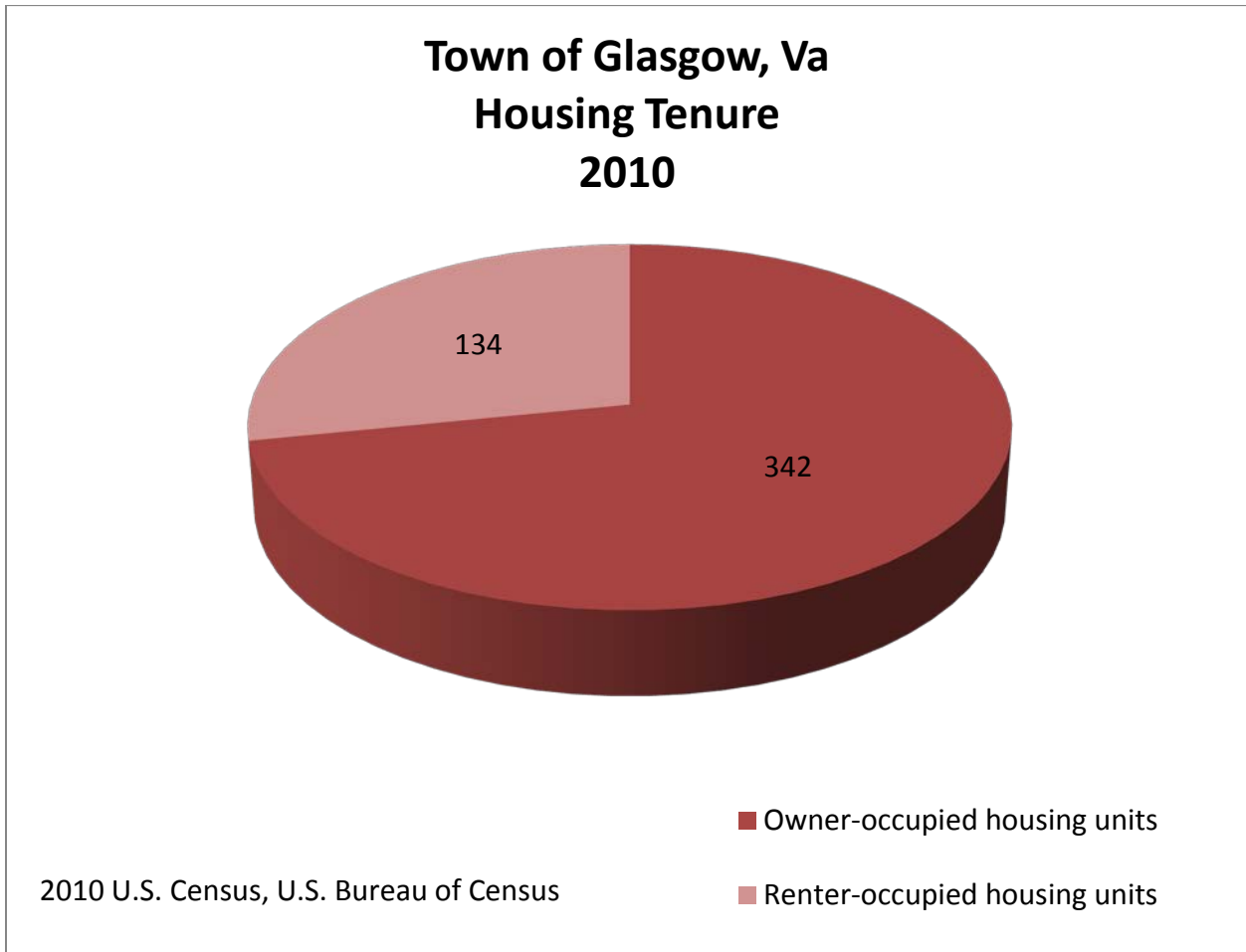


Figure 13 Housing Units in Structure

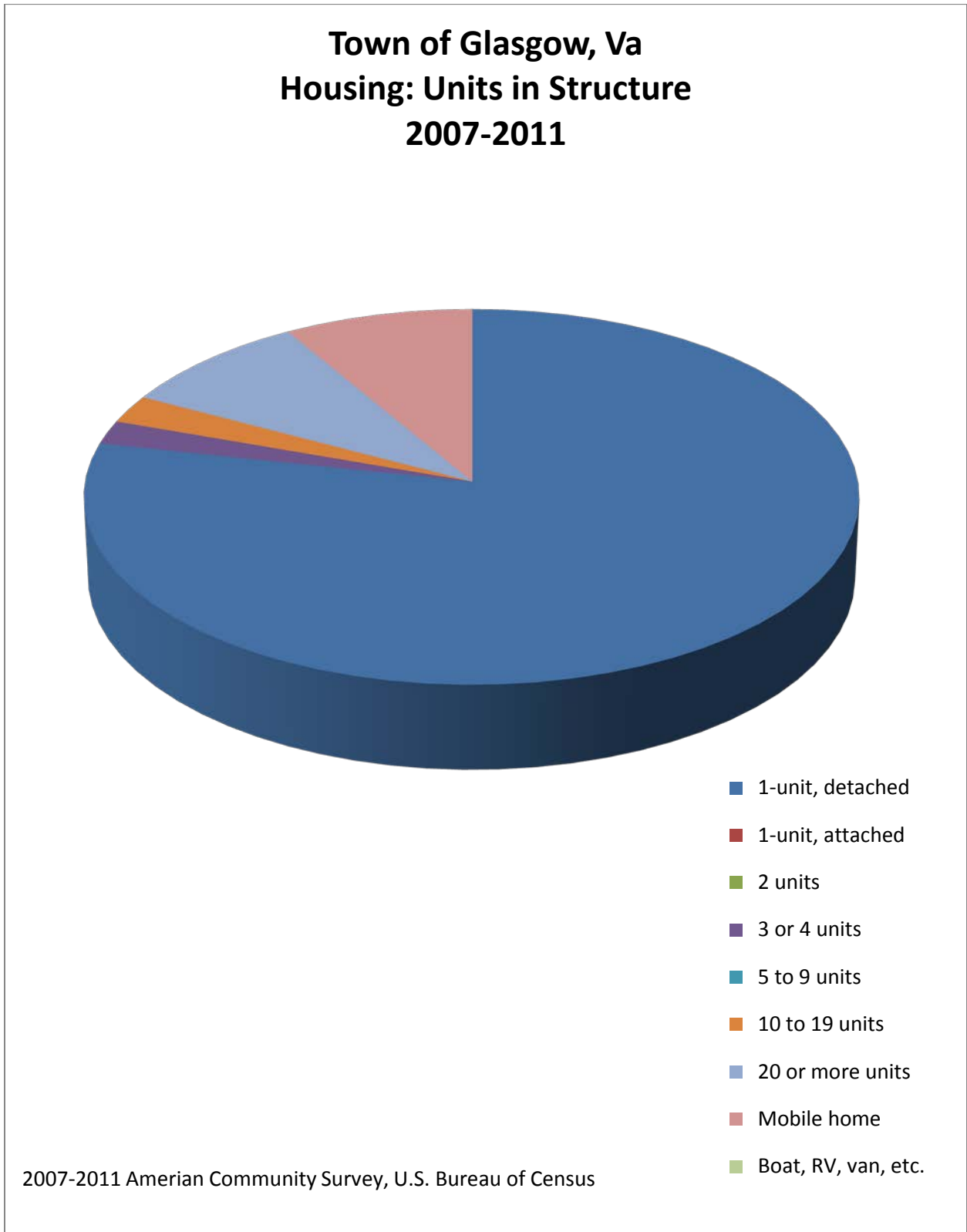


Figure 14 Year Structure Built

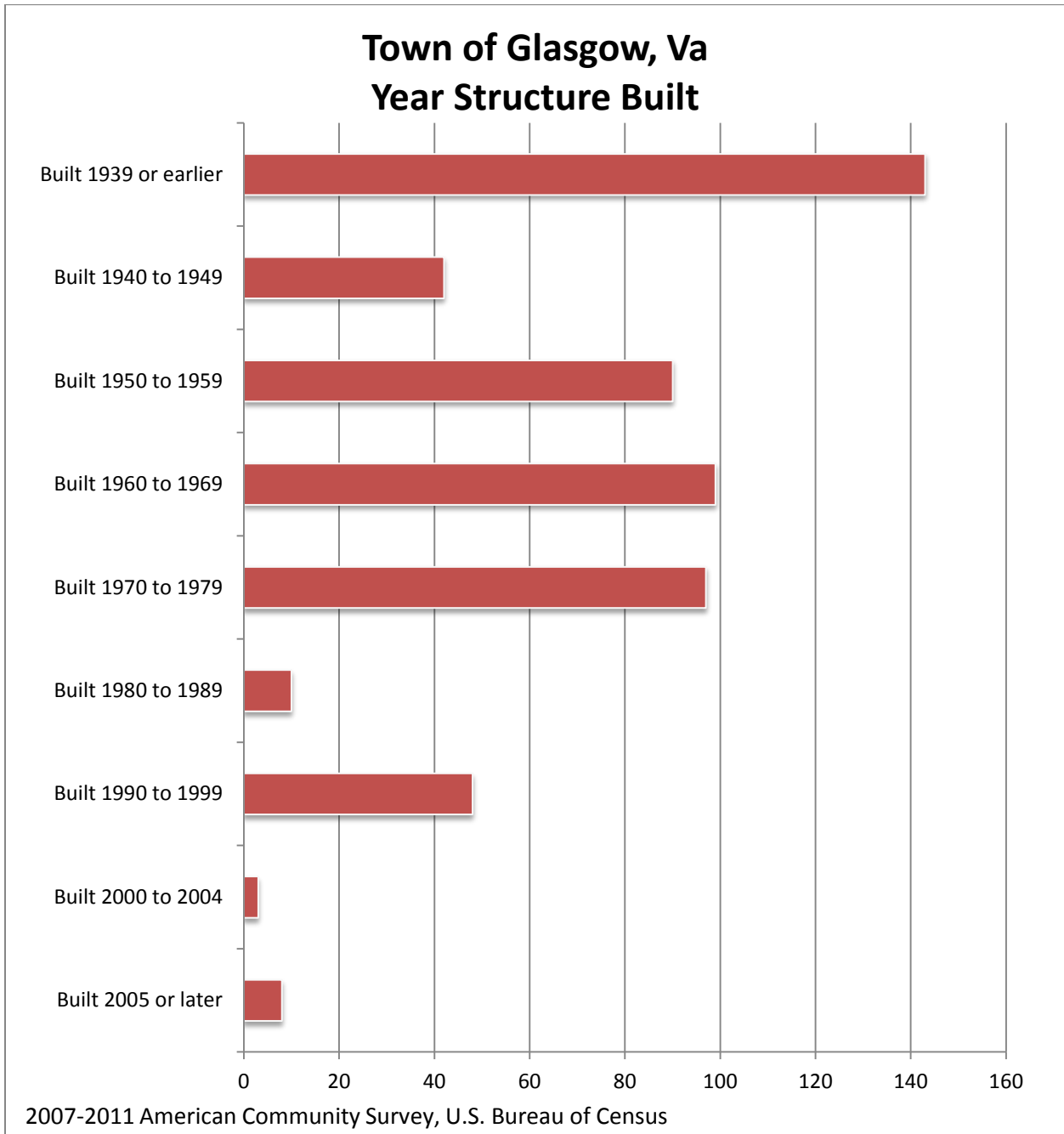
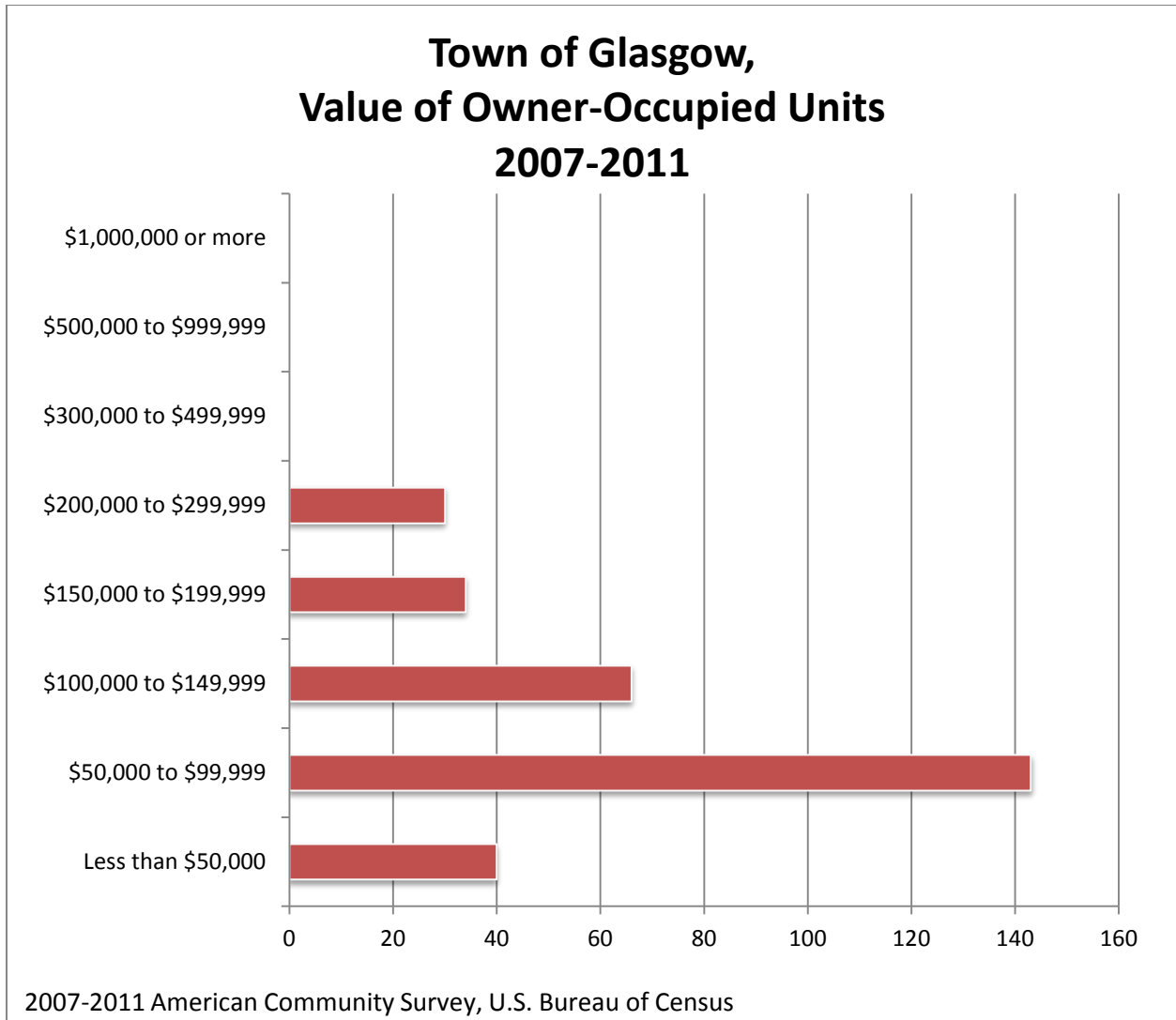


Figure 15 Value of Owner-Occupied Units





### **Summary of Housing Analysis**

- The majority of existing housing stock is occupied, 89%.
- Approximately three-fourths of occupied dwellings are owner-occupied, 72%.
- The most common type of housing stock is designated as single-family houses.
- Glasgow's housing stock is older, with the majority of houses being built prior to 1979, and the largest number being built prior to 1939.
- The majority of housing stock in the Town is affordable in the \$50,000 - \$99,999 price range.

## Chapter 6: Housing Recommendations

- **Recommendation 6.A:** Promote a variety of housing types which are safe, sound, and sanitary for residents of all income groups.
  - ❖ **Strategy 6.A.1:** Work with County officials to encourage the rehabilitation of housing to ensure compliance with applicable codes.
  - ❖ **Strategy 6.A.2:** Encourage the adoption of the Property Maintenance section of the Uniform Building Code to enhance the ability to require owners to improve sub-standard housing.
  - ❖ **Strategy 6.A.3:** Explore grant funding opportunities to rehabilitate housing that has fallen in disrepair.
  
- **Recommendation 6.B:** Encourage responsible development of vacant parcels for residential uses to serve persons of varying income levels.
  - ❖ **Strategy 6.B.1:** Examine zoning ordinances to ensure compliance with State law. Examine subdivision regulations to ensure compliance with State law and to ensure they complement similar County regulations.
  - ❖ **Strategy 6.B.2:** Language should be included in the regulations to require developers to build roads to VDOT standards in order to avoid future upgrade expenses for the Town.
  - ❖ **Strategy 6.B.3:** Encourage the best use of developable land including consideration of cluster housing, and a broader range of housing types.

## Chapter 7: Transportation

### Introduction

The transportation system is one of the more important facilities to consider when making decisions regarding growth and development. It is also the system over which the Town has the least amount of control. Analyzing this system requires study in the efficiency, safety of, and future needs for transportation facilities.

#### *Virginia's Highway System*

The Virginia Department of Transportation (VDOT) maintains the third largest road transportation system in the nation. The 58,867-mile state-maintained system is divided into the following categories:

- **Interstate** – 1,118 miles of four-to-ten lane highways that connect states and major cities.
- **Primary** – 8,111 miles of two-to-six lane roads that connect cities and towns with each other and with interstates.
- **Secondary** – 48,305 miles of local connector or county roads. These generally are numbered 600 and above. Arlington and Henrico Counties maintain their own county roads.
- **Frontage** – 333 miles of frontage roads.
- A separate system includes 10,561 miles of urban streets, maintained by cities and towns with the help of state funds. Virginia's cities are independent of its counties.
- Henrico County (1,279 miles) and Arlington County (359 miles) maintain their own roads with VDOT funds. There is an additional 39 miles of toll roads maintained by others.

VDOT's annual budget for Fiscal Year 2014 is \$4.7 billion. About 40 percent of allocations go to highway maintenance and operations, while 31 percent of allocations go to highway construction. Other portions of the budget are directed to address the needs and requirements of debt service, support for other agencies, tolls, administration, and other programs.

Following public hearings and receiving input from each of their operational divisions, the Commonwealth Transportation Board develops a six-year plan for road improvements. This plan covers major road work such as new highways, new bridges, new interchanges, and the like. Previously included in the Six Year Improvement Program (SYIP) was the replacement of the bridge on Route 130 that crosses the Maury River. The bridge was significantly deteriorated, and construction began in 2008. The new bridge features two 12-foot lanes and 10-foot grade shoulders and was completed in 2011. Currently, Glasgow has no projects included in the SYIP.

## **Inventory/Existing Conditions**

The transportation system in Glasgow consists of roads and rail facilities.

### *Roadways*

Functional classification is the process by which streets and highways are grouped into classes and systems, according to the character of service they are intended to provide. Using VDOT's functional classification system and roadways system, classifications applicable to Glasgow are as follows:

**Primary Roads:** Glasgow has only one primary road, Route 130, which is classified as a minor arterial. Route 130 is signed as Rockbridge Road within the Town limits. Minor arterials serve as links to cities and large towns, and are spaced at intervals that link developed areas around the state within a reasonable distance of an arterial highway. Route 130 runs east and west through Town connecting with Natural Bridge Station to the west and Route 501, connecting to Buena Vista, to the east.

**Secondary Roads:** All roads not on the Interstate or Primary system are considered secondary roads. Secondary roads can be further classified as major and minor collectors. Within Glasgow there is one major collector, Blue Ridge Road. Major collectors link areas to nearby larger towns or routes of higher classification.

Plans for secondary road improvements (roads with numbers greater than 600) in Rockbridge County are prepared by VDOT's resident engineer and included in a six year improvement plan. These plans are updated every two years and submitted to the Rockbridge County Board of Supervisors for their approval. The Town can offer input to the Board during this process.

**Local Roads:** All other facilities classified as less than minor collectors are considered local roads. These roads provide direct access to adjacent land and provide service to travel over short distances, compared to those of collectors and other higher systems. Within the Town of Glasgow, VDOT maintains approximately 10 miles of local roadways. The Town maintains (approximately) an additional 1.5 miles of road.

Table 1 shows the road, or portions of roads, that are still maintained by the Town, and Table 2 shows the roads that are maintained by VDOT. Figure 1 shows both Town and VDOT maintained roads.

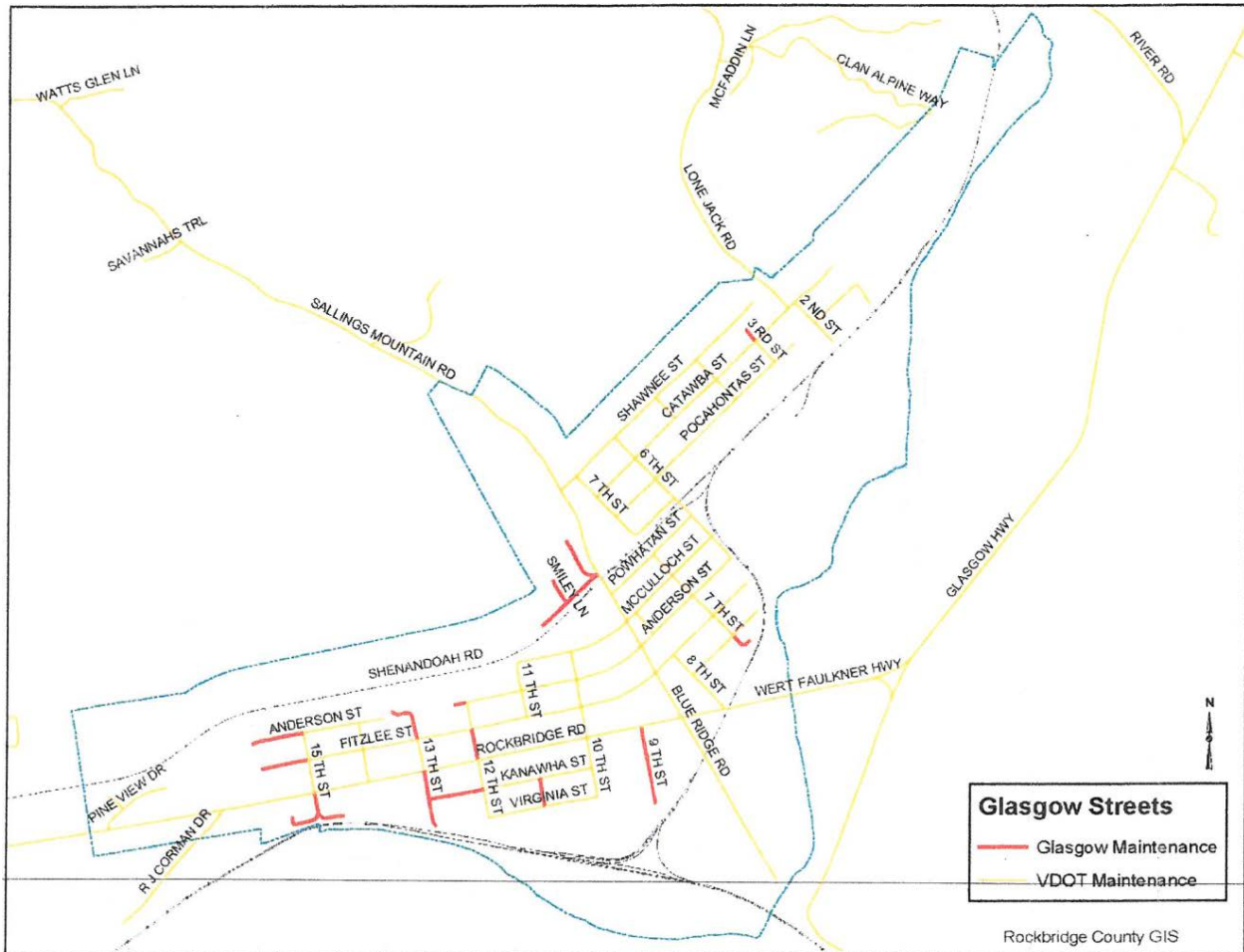
Table 10: Roads maintained by the Town

Street	From	To	Surface	Approx. Dist.
3 <sup>rd</sup>	Catawba	Northern Terminus	Gravel	0.05
Shenandoah	Blue Ridge Road	Irvine Residence	Gravel	0.30
7 <sup>th</sup>	Gordon	Main Well	Gravel	0.05
9 <sup>th</sup>	Route 130	Wastewater Treatment Plant	Gravel	0.11
11 <sup>th</sup>	Kanawha	Virginia	Gravel	0.05
Kanawha	12 <sup>th</sup>	13 <sup>th</sup>	Gravel	0.11
13 <sup>th</sup>	Route 130	CSX Property	Gravel	0.11
13 <sup>th</sup>	Fitzlee Street	Cemetery	Gravel	0.05
15 <sup>th</sup>	Route 130	Kanawha	Gravel	0.05
Kanawha	15 <sup>th</sup>	East and West Terminus	Gravel	0.10
Fitzlee	15 <sup>th</sup>	Fairfax (ROW)	Gravel	0.11
Anderson	15 <sup>th</sup>	Fairfax (ROW)	Gravel	0.11
12 <sup>th</sup>	Fitzlee	Route 130	Gravel	0.05
Smiley Lane	Shenandoah Road	Northern Terminus	Gravel/Paved	0.10
Kelvin Grove	Shenandoah Road	Northern Terminus	Gravel	0.10
Anderson	12 <sup>th</sup>	Cemetery	Gravel	0.05

Table 11: Roads maintained by VDOT

Street	From	To	Surface	Approx. Dist.
SR 130	Western T/L	Eastern T/L	Paved	1.60
2 <sup>nd</sup>	Western T/L	Dead End	Paved	0.20
Blue Ridge Road	Western T/L	SR 130 (Rockbridge Road)	Paved	0.94
R. J. Corman Drive	Southern T/L	SR 130 (Rockbridge Road)	Paved	0.06
Anderson	12 <sup>th</sup>	6 <sup>th</sup>	Paved	0.70
10 <sup>th</sup>	Virginia	McCulloch	Paved	0.30
Pine View Drive	Rockbridge Road	Dead End	Paved	0.17
6 <sup>th</sup>	Anderson	Shawnee	Paved	0.36
7 <sup>th</sup>	Gordon Place	Shawnee	Paved	0.41
8 <sup>th</sup>	Rockbridge Road	Gap	Paved	0.15
Shawnee	Blue Ridge Road	Dead End	Paved	0.62
Catawba	7 <sup>th</sup>	1 <sup>st</sup>	Paved	0.72
Powhatan	Blue Ridge Road	6 <sup>th</sup>	Paved	0.25
McCulloch	11 <sup>th</sup>	6 <sup>th</sup>	Paved	0.53
Fitzlee	Dead End	Dead End	Paved	1.04
Kanawha	12 <sup>th</sup>	10 <sup>th</sup>	Paved	0.25
Virginia	12 <sup>th</sup>	10 <sup>th</sup>	Paved	0.25
12 <sup>th</sup>	Dead End	Anderson	Paved	0.17
13 <sup>th</sup>	Rockbridge Road	Dead End	Paved	0.10
11 <sup>th</sup>	Fitzlee	McCulloch	Paved	0.11
Pocahontas	7 <sup>th</sup>	Dead End	Paved	0.64
3 <sup>rd</sup>	Pocahontas	Catawba	Paved	0.07
4 <sup>th</sup>	Pocahontas	Shawnee	Paved	0.13
Laurel Lane	Pine View Road	Cul-de-Sac	Paved	0.05
5 <sup>th</sup>	Catawba	Shawnee	Paved	0.06

Figure 16: Roads maintained by the Town



**Traffic Volumes**

In order to understand patterns of roadway use, it is important to look at traffic volumes. Table 3 shows the Annual Average Daily Traffic Volumes on Roads in Glasgow reported in 2004 and 2012. This data indicates that traffic volumes in Town have changed very little in the past, and in many cases decreased.

According to VDOT Statewide Planning System data, the Level of Service (LOS) for Rockbridge Road was B in 2009 and is only projected to reach LOS C by 2035. Likewise, Blue Ridge Road’s LOS was A and B in 2009 and projected to be LOS B in 2035. According to VDOT’s 2012 traffic data, of the 3300 vehicles per day (average) that use the Route 130 segment through the Town, 94% are four-tire vehicles. The remaining percentages are 1% busses, 1% 2 axle trucks, 1% 3+ axle trucks, and 3% truck-trailer vehicles. The Town’s roadway network has adequate capacity to serve current and future traffic.

Table 12: Annual Average Daily Traffic Volumes

Street	From	To	AADT 2004	AADT 2012	Percent Change
130	501	Western T/L	3400	3300	-2.94%
684	130	Dead End (river)	90	90	0.00%
684	130	Anderson	3600	3400	-5.56%
684	McCulloch	Powhatan	1800	1600	11.11%
684	Powhatan	Shawnee	1100	990	-10.00%
684	Shawnee	Northern T/L	910	840	-7.69%
Anderson	684	1101	2200	2200	0.00%
Fitzlee	684	10 <sup>th</sup>	210	210	0.00%
Fitzlee	10 <sup>th</sup>	11 <sup>th</sup>	270	190	-29.63%
10 <sup>th</sup>	130	Anderson	420	420	0.00%
10 <sup>th</sup>	130	Kanawha	290	150	-48.28%
6 <sup>th</sup>	Powhatan	Pocahontas	1000	1000	0.00%
6 <sup>th</sup>	Powhatan	McCulloch	480	520	8.33%
6 <sup>th</sup>	McCulloch	Anderson	300	390	30.00%
Catawba	Lone Jack	3 <sup>rd</sup>	600	600	0.00%
Catawba	3 <sup>rd</sup>	4 <sup>th</sup>	600	600	0.00%
Catawba	4 <sup>th</sup>	5 <sup>th</sup>	470	390	-17.02%
Catawba	5 <sup>th</sup>	6 <sup>th</sup>	400	400	0.00%
Powhatan	684	7 <sup>th</sup>	800	800	0.00%
Powhatan	7 <sup>th</sup>	6 <sup>th</sup>	730	790	8.22%
McCulloch	684	7 <sup>th</sup>	470	430	-8.51%
Pocahontas	4 <sup>th</sup>	6 <sup>th</sup>	520	520	0.00%
Pocahontas	3 <sup>rd</sup>	4 <sup>th</sup>	240	290	20.83%
3 <sup>rd</sup>	Catawba	Pocahontas	230	230	0.00%
4 <sup>th</sup>	Catawba	Pocahontas	230	290	26.09%
Lone Jack Road	Catawba	Northern T/L	500	500	0.00%
Shawnee	684	7 <sup>th</sup>	460	460	0.00%

#### *Pedestrian Facilities and Public Transportation*

The Town does not have extensive pedestrian facilities or a public transportation system. The only sidewalk within the Town runs along Blue Ridge Road, starting at McCulloch Street and ending just west of the intersection with Route 130. While Glasgow does not have a public transportation system, Rockbridge County does have a service, Rockbridge Area Transportation System (RATS), which serves Glasgow residents. RATS is a private, non-profit corporation that helps transport passengers to medical appointments, drugstores, workplaces, shopping, and social activities. The services provided are on-demand and door-to-door, with vans operating five days a week.



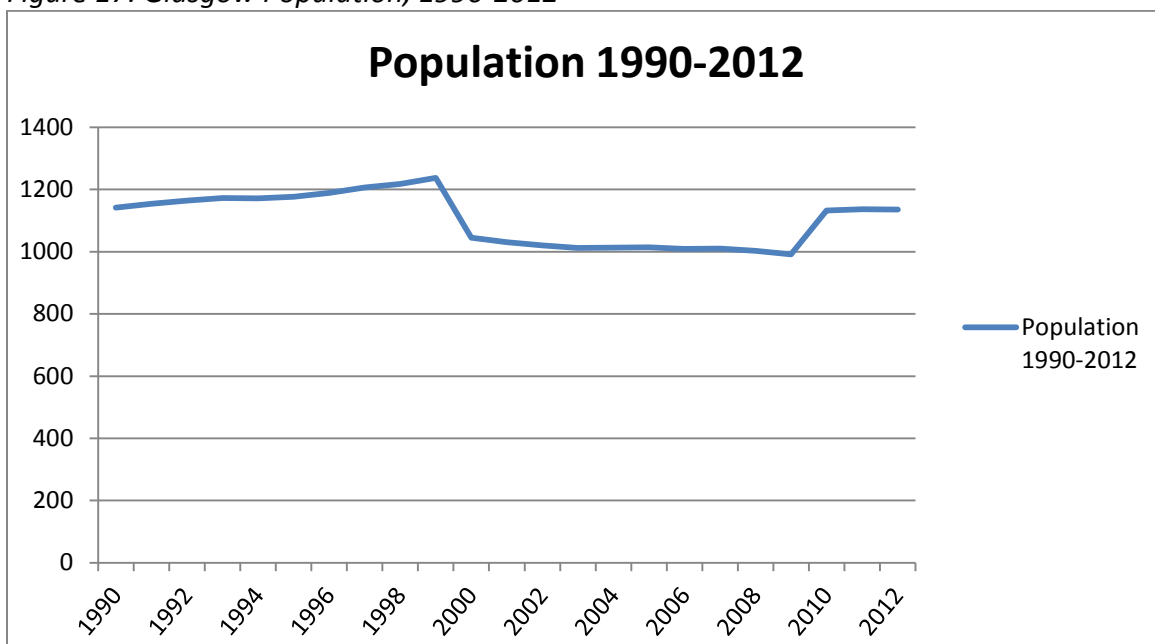
*Rail Facilities*

Both Norfolk and Southern and CSX have rail facilities in Glasgow, and spur track allows for the transfer from one system to the other and for direct rail service to Lee’s Carpets, a division of Mohawk Industries. Both rail lines carry freight through systems that connect with the eastern seaboard of the United States. Passenger rail service is not available in the Town or County. Nearby passenger service is available in Lynchburg, Roanoke, Clifton Forge, or Staunton.

**Planning Assumptions**

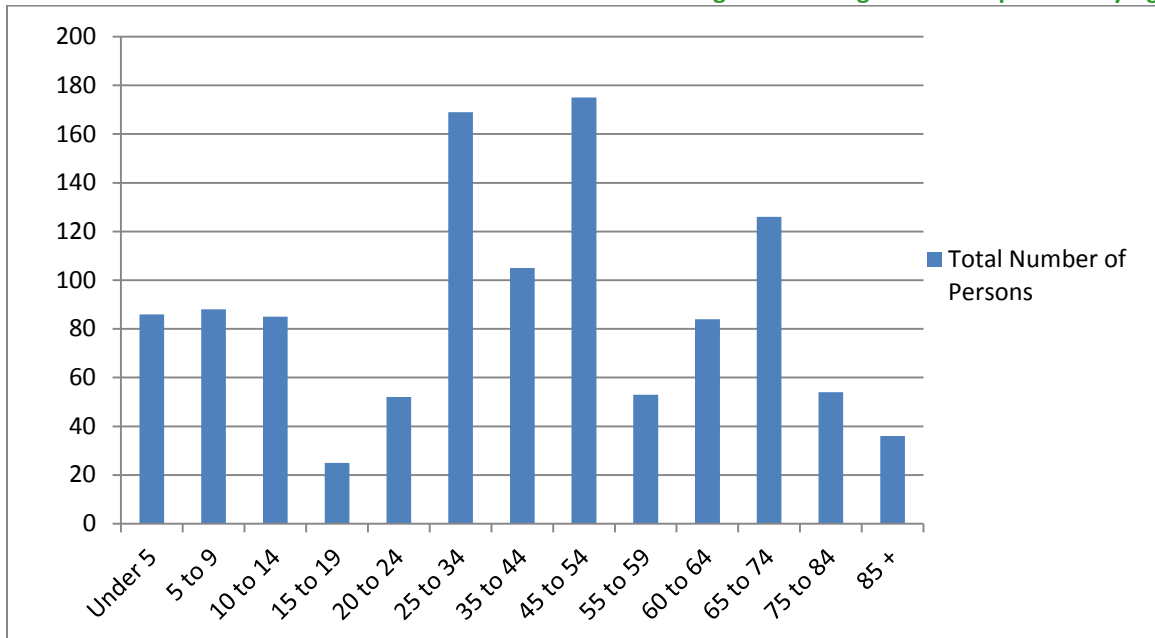
*Demographics*

Figure 17: Glasgow Population, 1990-2012



According to Census data, since 1990 when the population was 1,142, Glasgow’s population has fluctuated between a high of 1,237 (in the year 1999) and a low of 992 (in the year 2009). More recently, the population has remained fairly constant, staying around 1,130 from 2010 to 2012 (Figure 2). The Town does not expect population growth within the period addressed by this Comprehensive Plan. With the majority of residents being between the age cohorts of 25 to 34 and 45 to 54, the latter cohort will make up an aging population in the next twenty years. Like residents in Rockbridge County, these Town residents may face mobility challenges as they age. The next largest cohort, ages 65 to 74, is facing these challenges already (Figure 3).

Figure 18: Glasgow 2012 Population by Age Cohort



**Employment**

Of the residents in the workforce, approximately 62 percent work within Rockbridge County and the other 38 percent work outside of the County. With many working within the County, travel time to work is relatively low. Around 30 percent travel less than 10 minutes to their place of work, while another 30 percent commute between 15 to 34 minutes. The majority of workers are concentrated in the manufacturing industry. A large manufacturing employer, Mohawk Industries, is located in the Town. Employees come in and out of the factory at various times of the day, generating little to no congestion at any one time. The Town does not expect to have additional employers locate to the area, so roadway networks will not have to accommodate additional demand.

**Community Facilities**

**Schools:** Students from Glasgow attend Natural Bridge Elementary School, Maury River Middle School, and Rockbridge County High School, all part of the Rockbridge County School System. These schools are not located within the Town, nor are there anticipated school additions in the Town.

**Water/Sewer:** As discussed in the Community Services and Facilities chapter, Glasgow owns and operates a public water supply and distribution system. There is no anticipated expansion of the current system, in keeping with the Town’s anticipated flat population growth.

### *Land Use*

The Town does not anticipate changes to its current land uses. As detailed in the Land Use chapter, recommendations have been made, but there will be no significant changes impacting the current roadway network.

### **Needs Assessment**

The Town currently has adequate capacity on its road network and does not anticipate population or employment growth that will challenge roadway capacity in the next twenty years. The transportation system's needs thus center on maintenance, safety, and providing multimodal connectivity for Town residents.

### *Maintenance*

As mentioned previously in this chapter, road maintenance is shared between the Town and VDOT. The Town will continue to work with VDOT on general maintenance and upgrades to the current transportation system. The Town needs to continue working towards updating Town-maintained roads to VDOT standards. Improvements to the many at-grade railroad crossings in Town would be beneficial to cars, bicycles, and pedestrians alike.

### *Multi-Modal Connectivity*

The Town needs to build a network of sidewalks and multi-use trails to enhance the community's livability. Grant funding will play a vital role in building a sidewalk and trail network in the Town.

Building on the success of the Virginia Department of Game and Inland Fisheries (DGIF) grant awarded in 2013 for a recreational access parking area and kayak/boat landing at the confluence of the Maury and James Rivers, the Town is actively pursuing the creation of a multi-use trail that will connect the Town to these new additions. The trail is tentatively planned to follow Blue Ridge Road, from the library at the west end of town, to the kayak/boat landing at the east end, with a spur to the Appalachian Trail shelter, located off of Kanawha Street.

As opportunities arise with paving or roadway reconstruction projects, the Town should try to accommodate the creation of bike lanes or wider paved shoulders.

### *Safety*

The Town would benefit from studying safety challenges on residential streets. Observational data indicates that residential streets near the Mohawk Industries plant see speeding from cut-through traffic fairly regularly. Traffic calming measures could be implemented to mitigate traffic speeds and discourage cut-through traffic on these streets.

Crash history within the Town limits is minimal. Between 2006 and 2011, the Town had 16 crash incidents – half of which involved no injuries. Most of these crash incidents involved running off the road and subsequent property damage. Of the 16, six were injury crashes, of which one a pedestrian injury. Available data indicates that human error is the main cause of these incidents, rather than a pattern of similar crash types in one location that would indicate an engineering deficiency to be addressed.

## Chapter 7: Transportation Recommendations

- **Recommendation 7.A:** An adequate system of transportation routes enhances a community's ability to encourage and sustain growth. The Town should aggressively maintain and upgrade the current transportation system and add to it where necessary by paving currently unimproved roadways.
  - **Strategy 7.A.1:** Continue to work with VDOT to address issues as they arise concerning roads in their system.

### Recommended Projects

Project #	Road	From	To	Segment Length	Description	Cost Estimate
A-1a	McCulloch St	6 <sup>th</sup> St	11 <sup>th</sup> St	0.53	Substandard roadway width. Reconstruct to two-lane rural road standards. Project #70 in CSPDC 2011 RL RTP	\$1.2 million <sup>1</sup>
A-1b	Fitzlee Street	Blue Ridge Road (VA 684)	Western terminus	1.04	Substandard roadway width. Reconstruct to two-lane rural road standards. Project #71 in CSPDC 2011 RL RTP	\$2 million

- **Strategy 7.A.2:** Continue to upgrade town-owned roadways to applicable VDOT standards and have them taken into their inventory for future maintenance.

### Recommended Project

Project #	Road	From	To	Segment Length	Description	Cost Estimate
A-2	9 <sup>th</sup> Street	Rockbridge Road (VA 130)	Wastewater treatment plant	0.18	Reconstruct and pave roadway in order for VDOT to take facility into its inventory for maintenance	\$381,000

<sup>1</sup> All dollar figures are VDOT 2014 planning level cost estimates

- **Strategy 7.A.3:** Seek grant funding to improve grade crossings throughout the Town in an effort to help pedestrians, bicyclists, and vehicles cross railroad intersections with more ease.

**Recommended Project**

Project #	Road	From	To	Description	Cost Estimate
A-3	Blue Ridge Road (VA 684)	At railroad crossing between Powhatan St and Shenandoah Road	N/A	Improve at-grade railroad crossing. Project #65 in 2011 RL RTP	\$180,000- \$350,000

- **Recommendation 7.B:** In an effort to increase the livability of the community, the Town should construct a network of sidewalks, and consider adding multi-use trails where appropriate.
  - ❖ **Strategy 7.B.1:** Maintain the current sidewalk and work to obtain grant funding to expand the network, particularly to serve the new library and the commercial areas of Town.

**Recommended Project**

Project #	Road	From	To	Segment Length	Description	Cost Estimate
B-1	Rockbridge Road (VA 130)	12 <sup>th</sup> St	Blue Ridge Road (VA 684)	0.47	Construct sidewalk on both sides of the roadway. Part of project #68 in 2011 RL RTP	\$262,000

- ❖ **Strategy 7.B.2:** Seek grant funding to develop multi-use trails to encourage pedestrians and bicycles to use land owned by the Town, and to access areas like the boat landing, Appalachian Trail shelter, and other natural areas.

**Recommended Project**

Project #	Road	From	To	Segment Length	Description	Cost Estimate
B-2a	Blue Ridge Road	Powhatan St.	Kanawha St/Appalachian Trail Shelter	0.47	Construct paved shared-use path, adding to #69 in 2011 RL RTP	\$404,000
B-2b	Blue Ridge Road	Kanawha St/Appalachian Trail Shelter	Boat Launch	0.39	Construct paved shared-use path, adding to #69 in 2011 RL RTP	\$195,000

- ❖ **Strategy 7.B.3:** When possible, accommodate the inclusion of bike lanes or wide shoulders when new roadway construction or paving is projected.
- ❖ **Strategy 7.B.4:** Develop trails and other facilities to support bicycle use in accordance with the Central Shenandoah Regional Bicycle Plan.
- **Recommendation 7.C:** In an effort to address safety concerns, look into viable options for reducing risk in safety deficient areas.
  - ❖ **Strategy 7.C.1:** Complete investigations/studies in and around residential streets. Look into the possibility of traffic calming measures, or other appropriate means, to mitigate speeds of vehicular traffic.
    - **Recommended Project:** Conduct a traffic study on Anderson and Fitzlee Streets to determine evaluate potential cut-through traffic and speeding issues and identify traffic calming solutions. Consider signing the intersections of VA 130 and 10<sup>th</sup> Street and Blue Ridge Road and Anderson Street to encourage trucks to use Blue Ridge and Rockbridge Roads.
  - ❖ **Strategy 7.C.2:** Address access management in the vicinity of Blue Ridge and Rockbridge Roads.
    - **Recommended Project:** Conduct a study in order to consolidate driveways on Rockbridge Road (VA 130) at Blue Ridge Road (VA 684) where feasible. Project #64 in 2011 RL RTP.

## Chapter 8: Existing Land Use

### Introduction

A survey of existing land uses is one of the fundamental studies used in preparing a Comprehensive Plan. Data on existing conditions is compiled to gain a thorough knowledge of the prevailing situation and to ascertain how land in the community is being used.

Existing land uses establish a pattern of development which determines the type, size, nature and framework of future growth. The extent to which an area has made good decisions in the past is revealed by its present land use arrangement. Whether the existing pattern of land use encourages or inhibits future orderly growth depends upon the coordination of the development practices of the Town and individual landowners. The lack of such coordination may result in conflicts among various land uses. Since existing development influences future development, it is necessary to determine the existing land use pattern before formulating plans for the future.

### Land Use Classification and Survey

The existing land use survey provides the information necessary to determine the overall pattern of development within Glasgow. This survey can also be used to pinpoint areas of conflicting uses, such as commercial and industrial uses located within residential areas. Further, the survey provides information to community leaders that can help them determine areas suitable for future growth and expansion.

As part of the process of developing this plan, a survey was made of existing land use in the Town. This survey was made using maps and data from the Rockbridge County GIS Office and verified by visiting each area of Town. Each parcel was classified in one of the following categories:

Residential: A parcel, or parcels, with one dwelling unit.

Multi-Family: A parcel with more than one dwelling unit.

Mobile Home: A parcel containing a single-wide mobile home.

Commercial: A parcel with a structure/structures designed for the transaction of wholesale or retail trade and profit making services.

Industrial: A parcel used for manufacturing, processing or re-processing of raw materials.

Church: A parcel used or owned by a not for profit religious organization.



Cemetery: A parcel used for or owned for use as a cemetery.

Public/Semi-Public: A parcel owned and used by a Town government, emergency services, lodges and community organizations.

Park: An area, with or without structures, owned by the Town developed for park or recreation.

Vacant: A parcel containing no structures.

Vacant – Public: Land owned by the Town containing no improvements.

Vacant – Flood: Parcels containing no structures which are completely in a Flood Hazard Area as defined by FEMA.

Table 7-1 shows the number of structures for the developed parcels, and the number of acres each use accounts for. The total area of Town includes all the land within the corporate limits; the developed area is the area divided into parcels and does not include street and alley rights-of-way and other similar uses.

The Town is comprised of a total of 980.63 acres of land, of which 679.74 acres are included in the developed area. Vacant land accounts for over one-third of the developed area, with residential uses being the second highest division at 23.53%.

**Table 13: Existing Land Use**

	Square Feet	Acres	Structures	% of Developed Area	% of Total Area
Residential	6,967,112.9	159.94	411	23.53%	16.31%
Commercial	454,434.7	10.43	26	1.53%	1.06%
Multi-Family	106,875	2.45	7	0.36%	0.25%
Cemetery	258,750	5.94	--	0.87%	0.61%
Church	202,500	4.65	5	0.68%	0.47%
Industrial	5,979,179	137.26	4	20.19%	14.00%
Mobile Home	255,000	5.85	60	0.86%	0.60%
Public/Semi-Public	322,500	7.40	11	1.09%	0.75%
Park	93,750	2.15	--	0.32%	0.22%
Vacant – Public	315,000	7.23	--	1.06%	0.74%
Vacant – Flood	4,610,400	105.84	--	15.57%	10.79%
Vacant	10,044,129.28	230.58	--	33.92%	23.51%
<b>Developed Area</b>	<b>29,609,630.88</b>	<b>679.74</b>	--	<b>100.00%</b>	<b>69.32%</b>
Other Use	--	300.89	--	--	30.68%
<b>Total Area</b>	--	<b>980.63</b>	--	--	<b>100.00%</b>

## **Major Land Use**

### ***Residential***

There are two basic types of residential development in Glasgow, single family dwellings and mobile homes. Single family homes are the predominant type of dwelling with 411 structures in all areas of the Town. Mobile homes are the second largest residential use with 60 units primarily concentrated in two mobile home parks. Pineland Mobile Home Park is located in the western area of Town between 14th and 15th Street and Mundy's Trailer Park is located in the 600 block of Anderson Street. There are a few other single-wide mobile homes remaining in areas outside of these two parks. These units, while not in conformance with current zoning, are allowed as they pre-dated the change in zoning which prohibits single-wide homes in areas other than mobile home parks.

### ***Commercial***

Commercial uses in Glasgow account for approximately 26 structures on 10.43 acres of land. Additional land is available in areas zoned for commercial use, but much of this land is in flood prone areas, making development difficult. Commercial activities are concentrated along Route 130 between 12th Street and 8th Street. Additional uses are along Blue Ridge Road from Route 130 to McCulloch Street. Some developed commercial parcels are currently vacant or partially vacant. The Town should continue to encourage new businesses and work with VDOT to improve traffic flow around current uses placing an emphasis on safe pedestrian and bike access to these areas.

### ***Industrial***

The largest industrial user is the Lee's Carpet Division of Mohawk Industries. Their site, comprised of over 100 acres of land is located at the eastern side of the Town and is separated from nearby residential uses by CSX and Norfolk Southern Railroads. This facility operates three shifts nearly year-around and generates a significant amount of employee and trucking traffic. There are other smaller industrial uses such as railroad yards and a burial vault manufacturer. There is limited area available for additional industrial development, or area even if re-zoned, which would be appropriate for this type of use.

**Zoning Map**

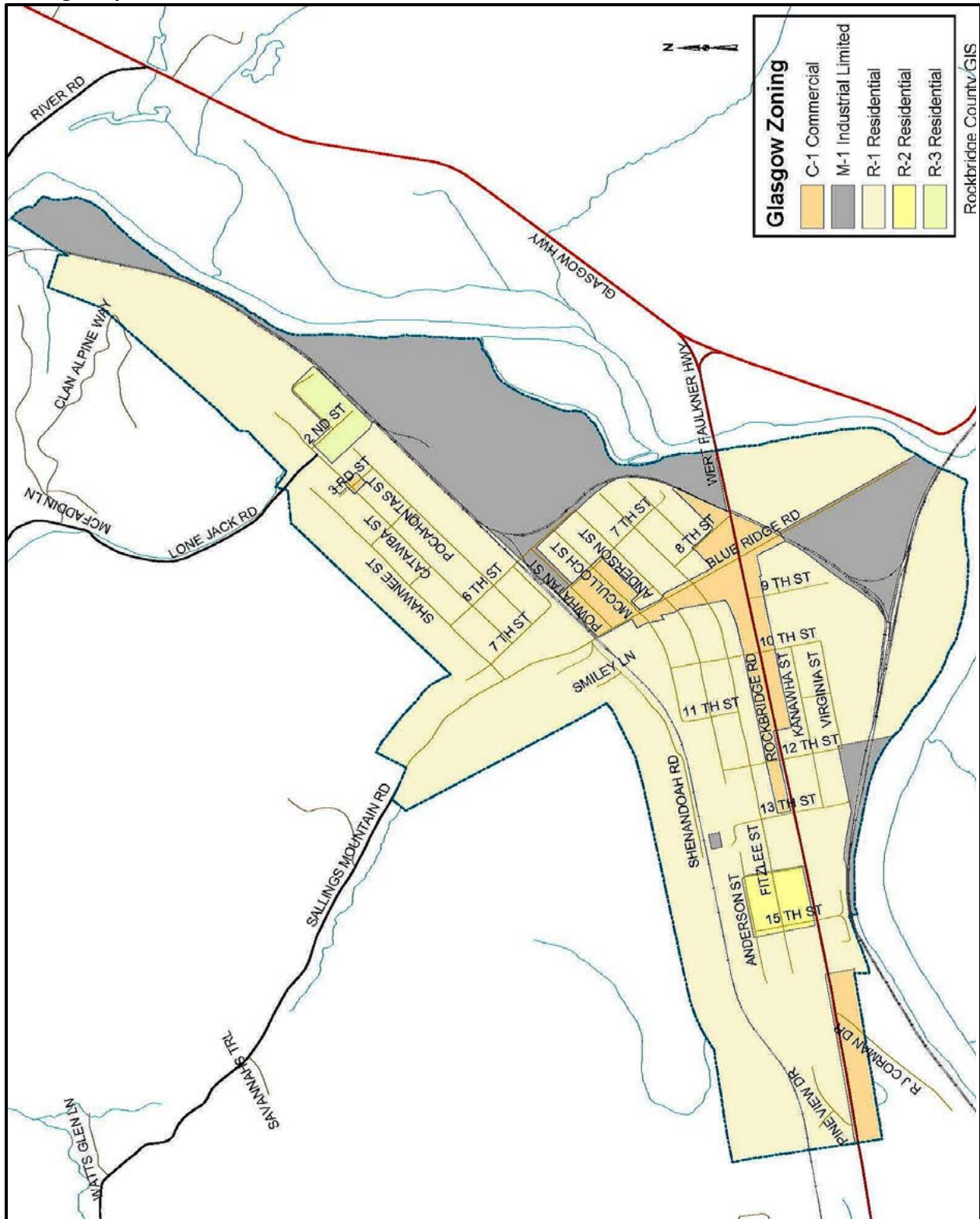


Image provided by Rockbridge County GIS Office

Refer to Town Code, Chapter 18, for a description of each zone.

## Chapter 8: Existing Land Use Recommendations

- **Recommendation 8-A:** With the current zoning classifications and layout, there is still ample opportunity for further development within the Town. The Town should encourage the change in use from vacant land to uses consistent with responsible development practices.
  - ❖ **Strategy 8-A-1:** Ensure that Town Codes and regulations encourage appropriate growth and development. (As noted elsewhere in this document)
  - ❖ **Strategy 8-A-2:** Consider extending public water and sewer to land that is appropriate for development but lacks these essential utilities. (Further detailed in Chapter 9)
- **Recommendation 8-B:** Encourage activities that restrict development in the flood plain and prohibit development in the flood way.
  - ❖ **Strategy 8-B-1:** Examining current zoning regulations to ensure that appropriate restrictions are in place to discourage development in areas prone to repeated flooding.
  - ❖ **Strategy 8-B-2:** Encourage further efforts to obtain grant funding for residential and commercial flood mitigation. (As noted elsewhere in this document)
  - ❖ **Strategy 8-B-3:** Adhere to the provisions of the Central Shenandoah Valley Regional Flood Mitigation Plan and the Central Shenandoah Valley All Hazards Mitigation Plan, and use these plans to develop mitigation strategies.

## Chapter 9: Community Services and Infrastructure

### Introduction

Community facilities and services provide the foundation for most other activities within the Town. Services such as water collection and distribution, sewage collection and treatment, and recreation are available locally to the citizens of Glasgow.

### Water Service

Glasgow owns and operates a public water supply and distribution system that was put into service in 1924. In 1957 and 1958, a majority of the Town's main water lines were replaced and other line replacements and extensions have occurred as needed. Water is taken from three drilled wells after which it is treated with chlorine and fluoride is added. Water is stored in a 500,000 gallon ground mounted tank that is maintained under a maintenance agreement the Town entered into with Utility Service Corporation. Demand and financial calculations assume 500 residential equivalent connections to the water system. Records show an average daily demand of 190,000 gallons with a system capacity of 700,000 gallons per day. The water system in Glasgow appears to be in good condition and has remained stable during periods of drought.

The first phase of the project to interconnect the Town's water system with the Rockbridge County PSA's water system is complete. At a later date, the second phase will be constructed and will allow the County to purchase water from the Town. Town staff in partnership with the Virginia Rural Water Association conducted a vulnerability assessment and developed an emergency response plan. As the result of a grant from the Virginia Department of Health, a committee was established to look at ways to protect the Town's water sources. Several of the Committee's recommendations to Council were approved and are in the process of being implemented.

In 2014, the Town updated aging water line infrastructure throughout the Town due to water loss estimates of 50% on a daily basis. With neighboring towns experiencing water infrastructure failure, Glasgow has begun to make major changes to its system by replacing aging two to eight inch water lines in different areas of the water system, installing new connections to each water customer, and making improvements to the current fire protection system by adding more fire hydrants. Development of a GPS mapping system of all water lines, valves, fire hydrants, wells, and the water storage tank has been initiated. The system will track the current asset condition of each piece of water system, repairs, and maintenance records data. The Town is beginning to explore technology that allows each customer to have current data of their water usage. Glasgow's long term goal is to reduce water loss to 15% or less on a daily basis.

## **Sewer System**

The Town's wastewater collection system was updated in 1991 with the replacement of several lines and a major expansion of the treatment plant. The plant has a design capacity of 495,000 gallons per day with treated effluent discharged into the James River. An average of 250,000 gallons per day is treated. On days of heavy rain, up to 2 million gallons per day can be treated. This excess flow is primarily due to stormwater entering the system in areas with older lines, or low areas with unsealed manholes. The plant can handle the additional stormwater but the system would be best served by implementing measures to prevent stormwater from entering.

An Inflow and Infiltration Study (I & I) is currently being conducted to reduce the stormwater entering the system. Flowrates in the I & I indicate that 50% ground water enters the system daily. The findings of the study have not been presented to the Town at this time. The Town is aware that manholes, leaking sewer taps, bad joint connections in the main sewer lines, along with large ponds exist within the Town limits. Future considerations for the Town include rehabing manholes, installing new manholes, extending manhole lids above ground level, lining current sewer pipes, and tight sealing sewer taps from residential and commercial connections.

## **Recreation**

The focal point of recreational activity is the William S. Knick ballfield and the adjacent Fitzlee Street playground. This park is comprised of a lighted softball field, basketball courts, a large children's playground, a two pavilions, and a ¼ mile walking track. A smaller playground is located on land owned by the Concerned Citizens of Glasgow behind the old elementary school on Catawba Street. This facility has a basketball court, children's playground, and a covered pavilion. Centennial Park, located on the corner of McCulloch Street and Blue Ridge road was constructed in commemoration of the 100<sup>th</sup> anniversary of the Town and contains the historic Padget Memorial.

In addition to Town-owned facilities, the State maintains a boat launch that allows canoes and other small water craft to have access to the James and Maury Rivers.

The Town owns several parcels of vacant land acquired through a previous flood mitigation project that could be used for future recreational facilities. The Planning Commission made a series of recommendations to Town Council regarding the potential uses of this land, including open "green space", park space, garden space, and recreation areas. Appendix C contains a resolution outlining the requirements for use of this land by the Town.

A Parks and Recreation Committee was formed to oversee maintenance of current facilities and study options for future park and recreation facilities. A joint Parks and Recreation and Planning Commission effort developed many new and creative ideas for utilization of existing space and the expansion of facilities and services. Table 8-1 shows the findings of this effort and contains some preliminary estimates regarding space and funding.

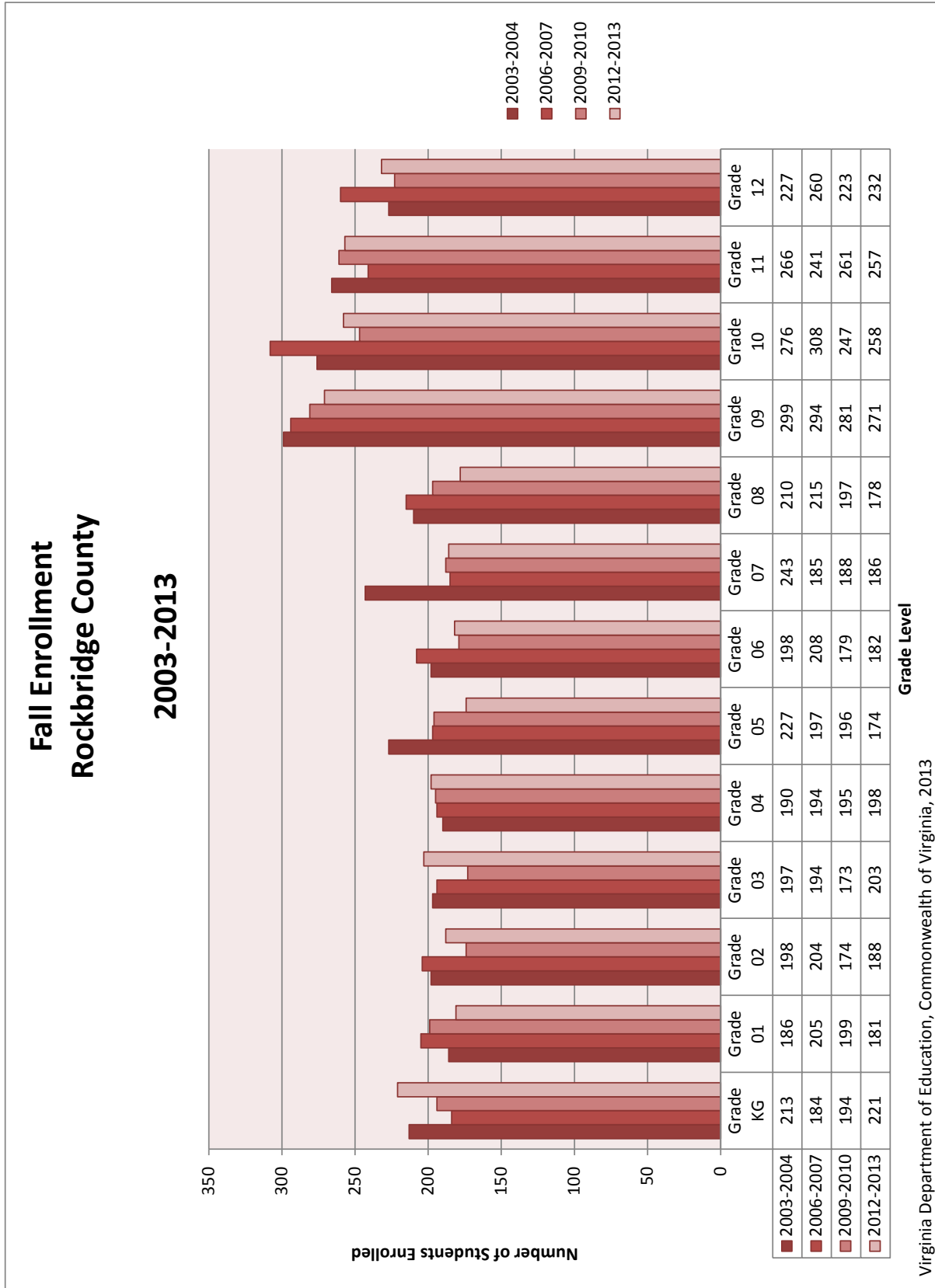
## **Education and Health**

Rockbridge County provides educational services to the residents of Glasgow. Students in Kindergarten through Fifth Grade attend the Natural Bridge Elementary School in Natural Bridge Station. Middle and High School students attend school in Lexington. Residents of Glasgow who wish, may pay tuition to send their children to Parry McClure High School in Buena Vista.

Dabney Lancaster Community College in Lexington provides the opportunity for students to earn an Associate's Degree. Colleges and universities close to Glasgow include Washington and Lee University and the Virginia Military Institute in Lexington and Southern Virginia University in Buena Vista. Washington and Lee also has a post graduate Law School as well.

Glasgow residents are served by the Rockbridge County Health Department, based in Lexington. There is a free clinic in Lexington. Carillion Stonewall Jackson Hospital in Lexington, is a part of the Carillion Health Network and has the ability to transfer critical patients requiring a higher level of care to a number of facilities. Glasgow in the past has had a local "family doctor". In 2003, the Town, working with Carillion Stonewall Jackson Hospital, was able to recruit two physicians to open the Maury River Family Practice.

Figure 19: Fall Enrollment 2003 - 2013



Virginia Department of Education, Commonwealth of Virginia, 2013



## **Public Safety**

Glasgow is served by volunteer Fire and Rescue Departments and has a single police officer. The Glasgow Police Department, as provided for in the Town's Charter, is staffed by a Town Sergeant. This officer is responsible for law enforcement activities within the Town and for maintaining a Mutual Aid Agreement with the Rockbridge County Sheriff's Department. This position is partially funded by the State through law enforcement grant funding and through local tax revenue. A police vehicle is maintained by the Town. Plans call for the Department to work toward accreditation.

The Glasgow Volunteer Fire Department has approximately 30 volunteer members and responds to approximately 300 calls for service each year. Eight vehicles are owned by the Department. The Department receives annual funding from Rockbridge County and the Town and supplements this funding through its own fundraising activities.

The Glasgow Life Saving and First Aid Crew provides emergency medical response to the Town and surrounding areas of Rockbridge County. The Squad had approximately 30 volunteer members. Twenty-five of these members are certified either as drivers or medical care providers. Minimum staffing requirements state that at least one Emergency Medical Technician (EMT) respond to a request for service. The Squad is able to provide more advanced care by trained paramedic volunteers. Members are also trained in vehicle extrication, wilderness search and rescue, and swift-water rescue. The Glasgow Life Saving and First Aid Crew responds to approximately 700 calls a year. The Squad has four ambulances and other rescue transportation. The Squad's operates out of its main station in Glasgow and also has two ambulances in a satellite station located in Natural Bridge.

## **Trash Collection**

The Town provides weekly trash collection service to its residents by contracting with a local hauler to pick up at the curb and dispose the trash at the Rockbridge County landfill. The Town also picks up large trash items such as furniture and old appliances as well. Brush and leaves are collected by the Town and taken to the landfill. Rockbridge County maintains several locations with bulk trash containers, including one on Route 684, north of the Town line.

## **Library Services**

The Glasgow Public Library is part of the Rockbridge Regional Library System and provides services to residents of the Town and surrounding areas. A newly constructed building provides services including periodicals, reference materials, a large selection of books, recorded materials, and internet access. The building also features a multi-purpose room for programs and community meetings.

### **Community Organizations**

The Town is home to several service and community organizations. Glasgow has an active Ruritan Club, Women’s Club, Garden Club, Masonic Lodges, the Order of the Eastern Star, Community Watch, and the Concerned Citizens of Glasgow group. The Concerned Citizens of Glasgow group’s membership is open to any resident of Glasgow. The group owns the former Catawba Street Elementary School, which also houses a summer program for youth.

## Chapter 9: Community Services and Infrastructure Recommendations

- **Recommendation 9.A:** Improve water and sewer systems and extend them to areas not currently served. Ensure the financial stability of these utilities.
  - ❖ **Strategy 9.A.1:** Continue to upgrade water and sewer lines through systematic replacement of old or inadequate lines.
  - ❖ **Strategy 9.A.2:** Repair and replace sewer lines that contribute to excess storm event related water entering the treatment cycle.
  - ❖ **Strategy 9.A.3:** Review the water system and develop a plan to add valves in order to give operating and maintenance staff the ability to isolate smaller portions of the system to enhance their ability to service the system.
  - ❖ **Strategy 9.A.4:** Include a requirement in the Town Code for all new water connections to include devices that prevent the back-flow of water.
  - ❖ **Strategy 9.A.5:** Ensure that the Town is charging a rate for water and sewer that is competitive and adequate. Conduct an on-going examination of water and sewer rates to ensure that they are adequate to finance the operation and maintenance of the system, and allow for further expansion.
  
- **Recommendation 9.B:** Educational and cultural opportunities can be a way to encourage growth of a community. The Town should seek ways to encourage the improvement of services in these areas.
  - ❖ **Strategy 9.B.1:** Work with the Glasgow Library to encourage educational opportunities for persons of all ages.
  - ❖ **Strategy 9.B.2:** Being mindful that local history is important to the citizens of Glasgow, encourage the development of displays, museums, and publications focused on the history of the Town.
  
- **Recommendation 9.C:** Public Safety is also a major concern of the residents of a community. The Town should work to ensure police, fire, and ambulance services are adequate to meet the needs of its residents and visitors.
  - ❖ **Strategy 9.C.1:** Adequately fund a town police department and continually evaluate the staffing level of the department to ensure it is adequate for the needs of the Town.

- ❖ **Strategy 9.C.2:** Seek grant funding to enhance the police department's equipment level and ability to provide proactive police services.
  - ❖ **Strategy 9.C.3:** Provide financial support to volunteer fire and rescue services. Also support these services' efforts to recruit, train, and retain an adequate number of members to provide these essential services.
  - ❖ **Strategy 9.C.4:** Encourage the County to ensure that volunteer fire and rescue services are adequately funded so their apparatus and equipment enables them to perform their jobs in a professional manner.
  - ❖ **Strategy 9.C.5:** As resources and volunteers continue to decline, explore the possibility of combining the fire and rescue departments.
  - ❖ **Strategy 9.C.6:** Evaluate financial support of fire and rescue departments based on services provided.
- **Recommendation 9.D:** Recreational facilities are a key feature of the Town of Glasgow. Future improvement, expansion and on-going maintenance of these facilities will serve to encourage their greater use and thus serve as an enticement for people to move to, or remain in Town.
    - ❖ **Strategy 9.D.1:** Support the efforts of the Parks and Recreation Committee as a vehicle to improve citizen involvement in the planning and implementation of recreational improvements.
    - ❖ **Strategy 9.D.2:** Provide adequate funding for recreational enhancements through tax revenues and through Town support of the efforts of persons wishing to solicit private or corporate support for recreation. Also, seek grant funding for improvements.
    - ❖ **Strategy 9.D.3:** Continue to provide space and seek funding, as available, to make improvements or additions to recreational facilities which would have a positive impact upon the quality of the recreational experience the Town can offer its residents and visitors.
    - ❖ **Strategy 9.D.4:** Consider more substantial facilities to enhance recreational opportunities while recognizing constraints such as finances and space requirements may inhibit their location in Town. In cooperation with County officials, these items might feasibly be placed in portions of the County where they could be convenient to residents of the Town and would enhance the overall recreational experience.

- ❖ **Strategy 9.D.5:** Consider hiring a paid Parks and Recreation staff person.

Table 14: Parks and Recreation Improvement Suggestions\*

Parks and Recreation Improvement Suggestions For The Town Of Glasgow			
Suggestion	Notes	Estimated Cost	Approximate Size
<b>Short-Range Improvements</b>			
Dog Park	Some paths funded	\$95/100 Feet	
Tennis Court(s)	One to start, with area to expand	\$40,000	7,200 SF (1 court)
Upgrade Basketball Court - <b>COMPLETED</b>	Expand to regulation size and resurface	\$7,500	
Picnic Areas	With tables and grills	Total: \$440 (2 tables, 1 grill) Grills: \$140/each Tables: \$150/each	
Skate Park	Some grants available for green space	\$40,000	7,000 SF
Bike trail	With some features	\$95 - 110/100 Feet	
Upgrade Playground - <b>COMPLETED</b>	Sandbox, replace slide, focus on younger children	\$5,000 - \$15,000	
Veterans Park	Monument with names		
Soccer Practice Area	1 or 2 goals	\$1,800	21,600 SF (120 x 180)
Indoor Game Room	Recreation Center with games		
Upgrade Lighting For Ball Field	As needed		
Restrooms With Showers - <b>COMPLETED</b>	For hikers		
<b>Mid-Range Improvements</b>			
Miniature Golf	Possible revenue	\$80,000	22,500 SF
Driving Range	Possible revenue		
Batting Cages	Possible revenue	\$65,000	4,500 SF
<b>Long-Range Improvements</b>			
Swimming Pool	Cooperate with County to locate one in this area		
Football Field	As needed		

\* Suggestions from joint Parks and Recreation Committee and the Planning Commission sessions for 2006 Comprehensive Plan. Reviewed and revised by the Planning Commission in 2015.

## Appendix 1: Town of Glasgow Open Space Plan

### The Town of Glasgow Open Space Plan

**WHEREAS**, the Flood Disaster Protection Act of 1974, as amended by the Disaster Relief and Emergency Assistance Act (the Stafford Act) in 1988, which identified the use of disaster relief funds under Section 404 for Hazard Mitigation projects, including the acquisition of flood damaged property; and

**WHEREAS**, the Hazard Mitigation and Relocation Assistance Act of 1993 (the Volkmer Bill) further expanded the use of funds under Section 404, to “BUY OUT” flood damaged property which was damaged; and

**WHEREAS**, Section 404 of the Act provides a process for a community to make application for funding to be used to purchase flood damaged property, and convert the land use into perpetual open space; and

**WHEREAS**, The Federal Emergency Management Agency (FEMA) provides the authority for a community to negotiate for the purchase of flood damaged real estate, and subsequent transfer to public ownership by the Community, under the conditions mentioned below:

1. The premises shall remain in public ownership;
2. The premises shall only be used for purposes consistent with sound land management and uses, as that term is defined in Title 44, Code of Federal Regulations, Part 77, as it now appears or may hereafter be amended;
3. The premises shall only be used for open space purposes;
4. The premises may be leased for agricultural uses, provided no buildings or structures are erected; and
5. There shall not be erected on the premises any structures or other improvements, unless such structures (restrooms excepted) are open on all sides and are functionally related to open space use.
6. The premises shall not be eligible for any future disaster assistance, for any purpose, from any Federal agency.
7. Any breach or threatened breach of the above conditions may be enjoined upon application by the United States of America. In addition, the Director of the Federal Emergency Management Agency or his successor shall have the option to repurchase the above described premises for the sum of One Dollar (\$1.00), if the Grantee, its

successors or assigns shall have failed to remove or correct any violation of the above conditions, within thirty (30) days after the mailing of written notice thereof by said Director or his successor, to the Grantee, its successors or assigns.

**THEREFORE,** The Town of Glasgow, in keeping with the aforementioned conditions will keep the properties listed below in open space:

616 Gordon Street	1000 Kanawha Street
620 Gordon Street	1004 Kanawha Street
625 Gordon Street	1024 Kanawha Street
628 Gordon Street	1028 Kanawha Street
629 Gordon Street	1032 Kanawha Street
632 Gordon Street	1125 Kanawha Street
633 Gordon Street	1133 Kanawha Street
636 Gordon Street	1210 Kanawha Street
719 Gordon Street	604 Tenth Street
727 Gordon Street	1202 Virginia Street
731 Gordon Street	1101 Rockbridge Road
735 Gordon Street	1111 Rockbridge Road
613 Fitzlee Street	623 Anderson Street
620 Fitzlee Street, Lot 4	
624 Fitzlee Street, Lot 5	
625 Fitzlee Street	
628 Fitzlee Street, Lot 7	
629 Fitzlee Street	
630 Fitzlee Street, Lot 3	
634 Fitzlee Street, Lot 2	
636 Fitzlee Street Lot, 1A	
637 Fitzlee Street	
638 Fitzlee Street, Lot 1	
933 Fitzlee Street	
850 Kanawha Street	



**THEREFORE**, The Town of Glasgow will be responsible for the maintenance and upkeep of the aforementioned properties to the standards set by ordinances of the Town.

The Town of Glasgow will be held harmless and claims no responsibility for personal injury or damage to personal property caused to persons unauthorized to use the property.

Decisions regarding the use of the aforementioned properties within the guidelines provided in items 1-7 will be determined by the Town of Glasgow's Planning Commission and will be added as (an) amendment(s) to this plan.

### Suggested Use of Lots Acquired Through Flood Mitigation Project\*

Address/Street	Block	Lots	Suggested Use
616 Gordon	149	21, 23	Green space
620 Gordon	149	17, 19	Green space
625 Gordon	170	14, 16	Green space
628 Gordon	149	9, 11	Green space
629 Gordon	170	10, 12	Green space
632 Gordon	149	5, 7	Green space
633 Gordon	170	6, 8	Green space
636 Gordon	149	1, 3	Green space
719 Gordon	169	22, 24	Parks and Recreation
727 Gordon	169	14, 16	Parks and Recreation
731 Gordon	169	10, 12	Parks and Recreation
735 Gordon	169	4, 6, 8	Parks and Recreation
613 Fitzlee	149	26, 28	Green space - garden lots
620, 624 Fitzlee	144	15, 17, 19, 21	Parks and Recreation
625, 629 Fitzlee	149	10, 12, 14, 16	Green space - garden lots
628, 630, 634, 636 Fitzlee	144	1, 3, 5, 7, 9	Parks and Recreation
637 Fitzlee	149	2, 4	Green space - garden lots
933 Fitzlee	153	2, 4, 6, 8, 10, 12, 14, 16	Parking area - green space
850 Kanawha	167	5, 7	Parks and Recreation
1000 Kanawha	165	37, 39	Parks and Recreation
1004 Kanawha	165	33, 35	Parks and Recreation
1018 Kanawha	165	19, 21, 23	Parks and Recreation
1024 Kanawha	165	15, 17	Parks and Recreation
1028 Kanawha	165	9, 11, 13	Parks and Recreation
1032 Kanawha	165	5, 7	Parks and Recreation
1125 Kanawha	179	12, 14, 16	Green space
1133 Kanawha	179	6, 8, 10	Green space
1210 Kanawha	163	27, 29, 31	Green space
604 10 <sup>th</sup>	177	1, 3, 5	Green space
1202 Virginia	180	33, 35, 37, 39	Open space - community garden
1101 Rockbridge	164	38, 40	Roadside picnic area
1111 Rockbridge	164	22, 24, 26, 28, 30, 32	Green space
627 Anderson	144	10, 12, 14	Parks and Recreation

\* Suggestions were made by the Planning Commission and approved by the Glasgow Town Council, 2003.

## Chapter 10: Future Land Use Recommendations

- Route 130 (Rockbridge Road) between 15<sup>th</sup> and 14<sup>th</sup> change from R2 to R1.
- At the corner of Pocahontas and 3<sup>rd</sup> change from C1 to R1.
- At the corner of Pocahontas and 4<sup>th</sup> change from C1 to R1.
- At 2<sup>nd</sup> and Pocahontas change from R3 to R1.
- Delete R3 as a zoning classification in the Town.