

# COMPREHENSIVE PLAN

*TOWN OF TAZEWELL, VIRGINIA*



May 2016



# ACKNOWLEDGMENTS

## TOWN OF TAZEWELL, VIRGINIA

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Updated: May 2016 David Hilton

This plan was prepared in cooperation with the members of the Tazewell Planning Commission, Town staff and project consultants. The plan was approved by the Planning Commission following a public hearing on \_\_\_\_\_ and recommended to Town Council. Town Council adopted the Plan following a second public hearing on \_\_\_\_\_.

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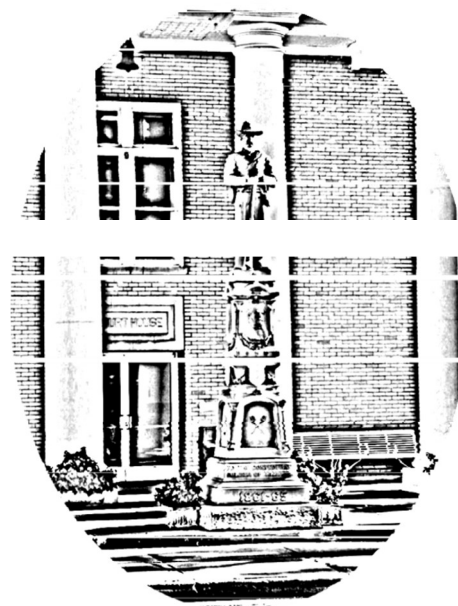
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# INTRODUCTION

# INTRODUCTION

“We mountaineers never forget our native place, and we go back as often as possible...Our place will always be close on our minds.” —From “Appalachian Values”,

- Loyal Jones.

## **FOREWORD**

This document is a plan, a framework within which residents and leaders of the Town of Tazewell can work together to guide the development of the Town. It has a long-range perspective, to the year 2025 and beyond. It attempts to identify issues the community may face, and opportunities that it might capitalize on for the common good.

Because certain assumptions have been made with regard to future development, some of the issues or needs that this plan envisions may not come to pass. Predictions about population, housing, transportation needs and economic conditions may not occur. The rural character of the area, which contributes to town's scenic beauty, continues to evolve. Technology continues to evolve. As a result, some of the recommended land use policies, capital improvements and other actions may not be implemented.

Given this context, decisions concerning the plan's implementation should be made by leaders and residents in a timely and orderly manner to preserve the Town's farmland, historic assets, scenic vistas, and natural features in order to protect a part of what the Nature Conservancy defines as one of the world's “Twenty Last Great Places.”

## **LEGISLATIVE AUTHORITY**

Virginia planning legislation requires the Town Planning Commission to prepare a Comprehensive Plan indicating the Commission's long-range recommendations for general development. The plan is to be based on careful and comprehensive studies of existing conditions, trends of growth and probable future requirements of the community.

The comprehensive plan may include, but need not be limited to: (1) the designation of areas for various types of public and private development and use; (2) designation of a system of transportation facilities including streets, bridges and the like; (3) delineation of a system of community service facilities such as schools, parks, public buildings, utilities and other like facilities; and (4) the designation of historical areas and areas for urban renewal or other treatment.





After public notice and hearings, the Planning Commission may, by resolution, recommend a comprehensive plan, or parts of a plan, to the Town Council. The Council then considers the plan at the public hearings and adopts, or amends and adopts the plan. Once adopted by Town Council, the Comprehensive Plan:

...shall be general in nature, in that it shall designate the general or approximate location, character and extent of each feature shown on the plan and shall indicate where existing lands or facilities are proposed to be extended, widened, removed, relocated, vacated, narrowed, abandoned, or changed in use as the case may be. The plan, with the accompanying maps, plats, charts, and descriptive matter, shall show the locality's long-range recommendations for the general development of the territory covered by the plan. It may include, but need not be limited to:

1. The designation of areas for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, mineral resources, conservation, recreation, public service, flood plain and drainage, and other areas;
2. The designation of a system of transportation facilities such as streets, roads, highways, parkways, railways, bridges, viaducts, waterways, airports, ports, terminals, and other like facilities;
3. The designation of a system of community service facilities, such as parks, forests, schools, playgrounds, public buildings and institutions, hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;
4. The designation of historical areas and areas for urban renewal or other treatment;
5. The designation of areas for the implementation of reasonable ground water protection measures;
6. An official map, a capital improvements program, a subdivision ordinance, a zoning ordinance and zoning district maps, mineral resource district maps and agricultural and forestall district maps, where applicable;
7. The location of existing or proposed recycling centers.

The plan shall include: designation of areas for the implementation of measures to promote the construction and maintenance of affordable housing, sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.

<sup>1</sup> Code of Virginia 1950, Title 15.2 Chapter 22 as amended, Subsection 15.2-2223



Subsequent amendments to the plan must be adopted according to the public notice and hearing procedure followed for the adoption of the original plan. At least once every five years the commission is required to conduct a thorough review of the plan to determine whether amendments are warranted.

## **REGIONAL SETTING**

The Town of Tazewell, the county seat of Tazewell County, is located in the central portion of the County, which is in the southwestern part of Virginia, approximately 85 miles southwest of Roanoke and 80 miles northeast of Bristol (see Regional Location Map). The main highways in Tazewell County are U. S. 19 and U. S. 460, which run from Bluefield through the Town of Tazewell, north through Richland's and southwest toward Bristol. State Route 16 runs north into West Virginia and south into North Carolina. State Route 61 connects Tazewell with Rocky Gap to the east. All of these major access routes intersect Interstate 81, a primary link between the northeast and southeast United States, and Interstate 77 which cuts across the Appalachian Mountain Range and connects southern coastal states with the Midwest.

The Town of Tazewell and Tazewell County are included in the Cumberland Plateau Planning District, which is comprised of four counties: Buchanan, Dickenson, Russell and Tazewell. The counties and selected towns within the Planning District, including their respective populations (2013 Census) are as follows:

COUNTIES IN THE PLANNING DISTRICT	POPULATION
Dickenson	15,486
Buchanan	23,596
Russell	28,264
Tazewell	44,103

TOWNS IN THE PLANNING DISTRICT	POPULATION
Bluefield	5,392
Richlands	5,671
Tazewell	4,627
Lebanon	3,424
Grundy	1,021
Clintwood	1,383
Honaker	1,449
Cedar Bluff	1,137
Pocahontas	391

Source: U.S. Census Bureau 2010-2013



## **PLANNING AREAS AND FACTORS**

As the county seat for Tazewell County, the Town of Tazewell serves as a center for a diverse mix of employment, recreational, community, institutional, and commercial activities. The trade area for Tazewell is primarily confined to the central portion of the County. For purposes of presentation, the Planning Area Map on the following page identifies four general areas of the Town that exhibit distinct land use, man-made and natural feature characteristics and development patterns, which present the Town with the opportunity for different forms of community development. These opportunities are presented in Section V of the Plan, Community Preservation and Development. In addition to the identification of the four areas, (North Tazewell, Four-Way, Tazewell/Downtown and Dogwood Road/Steels Lane) factors that should be considered by the Town in making planning decisions for the future are presented in the following narrative and in graphic form on the Planning Factors Map.

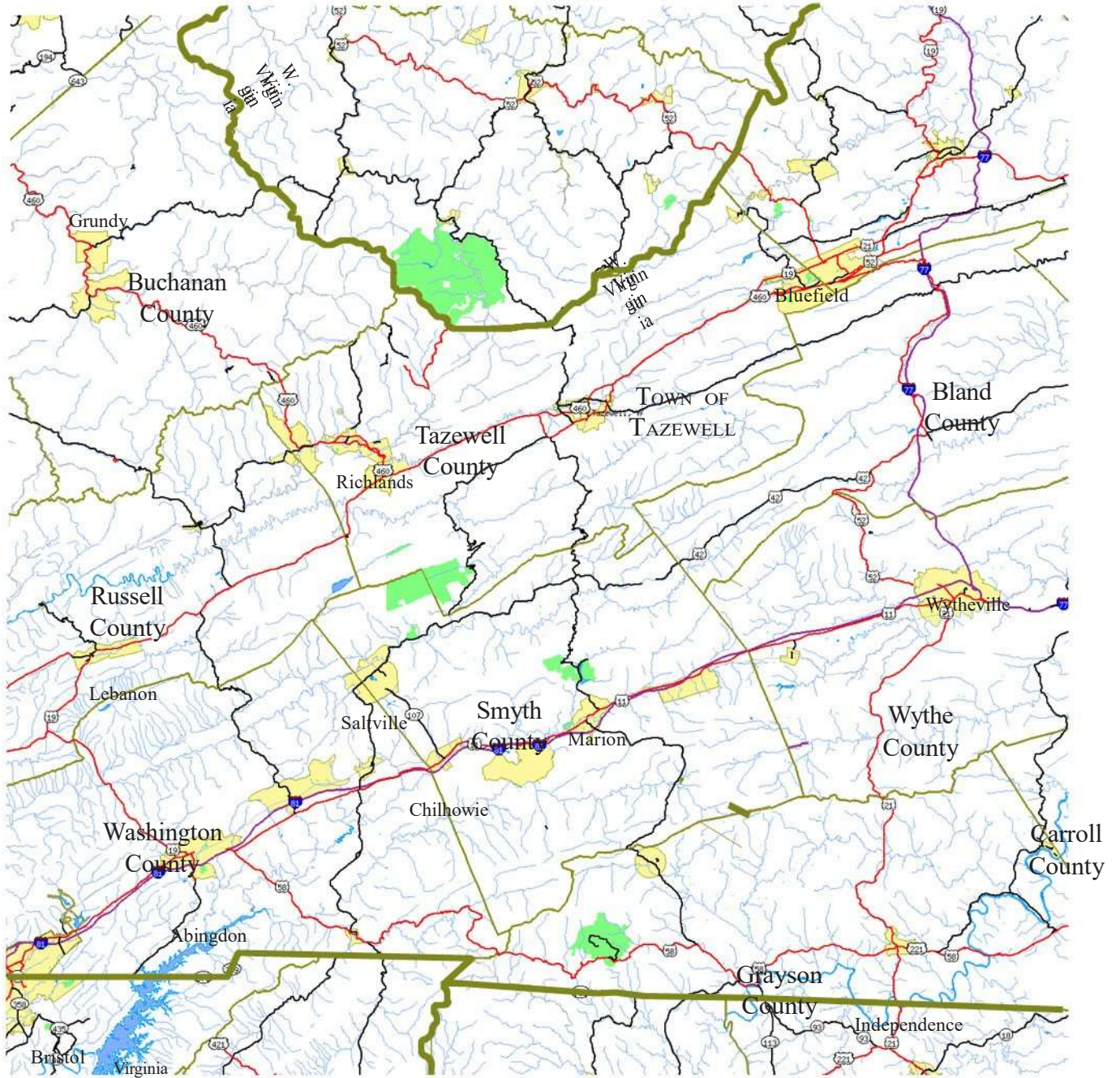
### **PLANNING FACTORS**

The Town of Tazewell possesses a wealth of natural assets that should be preserved for the present and future residents of the Town and the region. Not only for preservation purposes solely but also as amenities to attract tourists, businesses and future residents, the area's natural features should be protected. In particular, planning for and implementation of measures to protect the Clinch River should be considered. Development in the

100-year flood plain should be discouraged in order to protect the river's sensitive aquatic environment. Best Management Practices (BMP's) should be implemented also to minimize the impact of storm water run-off on the river. As a means to feature as well as preserve the river, a series of greenways and trails should be developed along it in order to provide recreational opportunities as well as pedestrian linkages between the Town's neighborhoods.

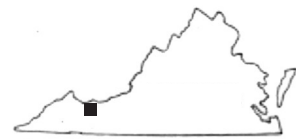
The corridor along US 19/460 through the Town provides the motorist with some of the best scenic vistas in the region. Rolling pastures interspersed with hilltop woodlands provide an important visual border between the highway, Tazewell and North Tazewell. As such, residential and/or commercial development should be minimized along the corridor in order to protect the visual quality of the area. In order to protect the corridor's scenic views, adoption of a Parkway Overlay District should be considered for inclusion in the Town's zoning ordinance. Similarly, development along the ridges of the town's highest mountains should be discouraged in order to preserve the visual quality of the area and to minimize the cost of providing utilities and infrastructure to serve development on steep slopes.





Tennessee

Virginia  
North Carolina



VIRGINIA

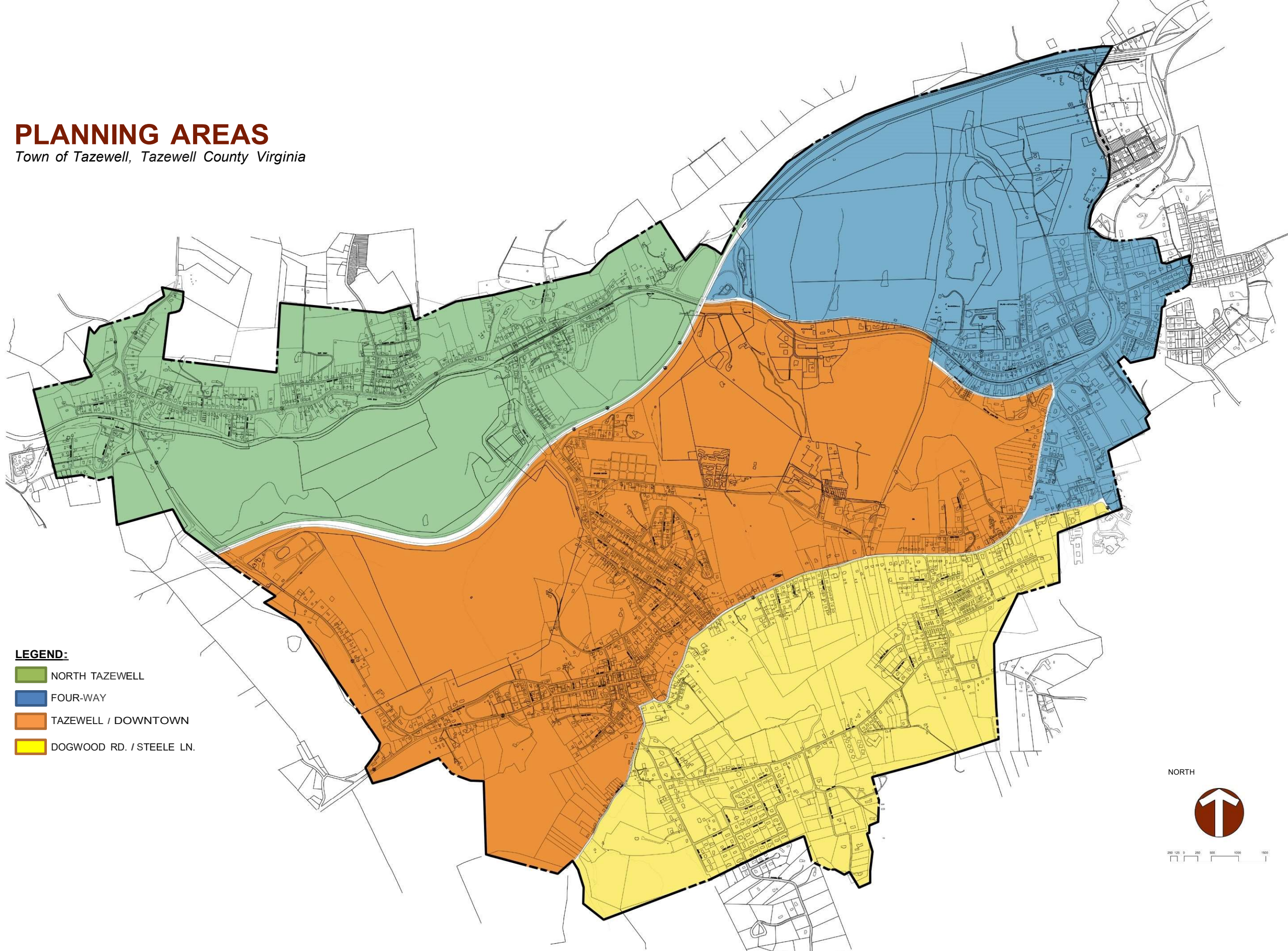
# REGIONAL LOCATION

*Town of Tazewell, Virginia*







# PLANNING AREAS

Town of Tazewell, Tazewell County Virginia



**LEGEND:**

-  NORTH TAZEWell
-  FOUR-WAY
-  TAZEWell / DOWNTOWN
-  DOGWOOD RD. / STEELE LN.

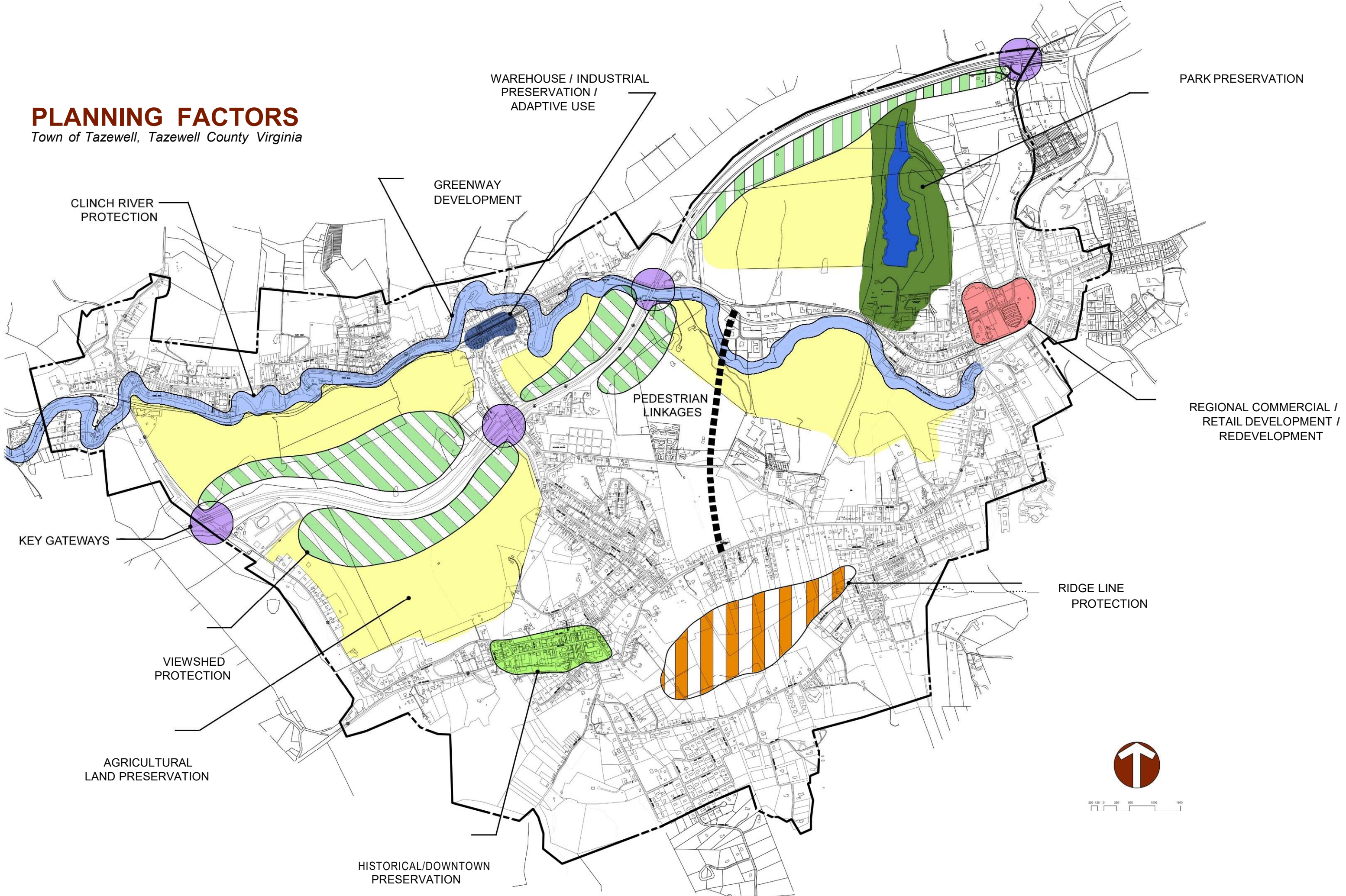
NORTH





# PLANNING FACTORS

Town of Tazewell, Tazewell County Virginia



WAREHOUSE / INDUSTRIAL  
PRESERVATION /  
ADAPTIVE USE

PARK PRESERVATION

CLINCH RIVER  
PROTECTION

GREENWAY  
DEVELOPMENT

PEDESTRIAN  
LINKAGES

REGIONAL COMMERCIAL /  
RETAIL DEVELOPMENT /  
REDEVELOPMENT

KEY GATEWAYS

RIDGE LINE  
PROTECTION

VIEWSHED  
PROTECTION

AGRICULTURAL  
LAND PRESERVATION

HISTORICAL/DOWNTOWN  
PRESERVATION







In addition to the river, scenic vistas and ridges, Lincolnshire Park Lake should be protected from potential degradation due to development. The land surrounding the lake and park, therefore, should be included in the Town's designated Conservation District.

In addition to the natural features of the area, the historic character of the Town should be preserved. A Historic Overlay District should be identified to protect the commercial, institutional and residential structures in and adjoining the Central Business District along Main Street. In addition, an Architectural Review Board (ARB) should be established to review applications from developers or owners for rehabilitation, construction and demolition of buildings in the district. In conjunction with the establishment of the ARB, design guidelines should be developed and adopted to provide a framework, which can assist the board in reviewing proposed design changes in the district.

In North Tazewell and the Four-Way section of Town preservation opportunities exist through redevelopment and/or adaptive reuse of commercial buildings in order to make them economically viable for current and future markets for goods and services.

## ***HISTORICAL BACKGROUND***

The present Town of Tazewell's history is reflected in the history of two towns, Tazewell, which was originally named Jeffersonville, and North Tazewell, which was originally called Kelly or Kelly's Mills.



*Main Street 1907*

### ***TAZEWELL***

The Town of Jeffersonville was established on February 8, 1801 and served as the seat of county government. It grew slowly until the Fincastle Turnpike reached the town in 1834. From this time up to the Civil War, the town grew rapidly with new houses, churches, commercial establishments and law and medical offices being built. In 1866, the

town was incorporated as part of the Reconstruction of Virginia's government after the Civil War.





*Main Street - Today*

Because of the County's name, people from outside of the area often referred to the town as Tazewell or Tazewell Courthouse, and in 1892 town officials agreed to change the name from Jeffersonville to Tazewell. From the end of the Civil War through the early 20<sup>th</sup> Century, Tazewell's urban character was shaped. The town continued to develop during this period with hotels, banks, and other Main Street businesses being built after Reconstruction.

During this time period, the Town began to develop its public utility and transportation infrastructure with telephone service provided in 1896, electricity made available in 1899, and streetcar service offered from the train depot in North Tazewell to Main Street in Tazewell in 1904.

From the turn of the twentieth century through the beginning of the twenty-first century, Tazewell has undergone changes in response to economic and social changes and technological advances. The primary center of commercial/ industrial activity for the Town has become the Four-Way Section with its car dealerships, supermarkets, drug stores, and fast food restaurants. There is also an industrial park off of Rt. 61 (Riverside Drive) near the US 19/460 interchange. Even with these changes, Tazewell remains proud of its heritage as evidenced by its downtown being designated as a Historic District on the National Register of Historic Places in March, 2002 (see Historic District Map).

Main Street has and is continuing to be restored to a historic and recreational center for the Town. New restaurants along with live concerts in the Historic Mini-Park on Main Street continue to draw thousands every weekend from June through September.

### **NORTH TAZEVELL**

The industrial area along the Clinch River was known for years as Kelly or Kelly's Mills. It developed as an area that relied upon the river as a source of power for gristmills, a foundry, a woolen mill and a woodworking plant.



# HISTORIC DISTRICT MAP

## LEGEND

### Historic District Boundary

01. Dr. C.W Greever House (c.1876)
02. Old Tazewell High School (1931)
03. Dr. J.R. Gildersleeve House (1877)
04. Clinch Valley News Building (c.1878)
05. Tazewell National Bank (1901)
06. Spotts-Stras Building (1899)
07. Hawkins Pharmacy (1902)
08. Graham Building (1902)
09. Peery & St. Clair Building (1903)
10. The Bank of Clinch Valley (c.1900)
11. Harrison & Gillespie Building (c.1900)
12. Tazewell County Courthouse (1874)
13. Tazewell Post Office (1936)
14. Dr. W.I. Painter House (c.1899)
15. Tazewell Masonic Lodge (1931)
16. Greever & Gillespie Law Ofc Bldg (1897)
17. H.W. Pobst Jewelry Building (1887)
18. Kilgore Ford Building (c.1930)
19. Old Jail Building (c.1832)
20. Telephone Building (c.1894)
21. Witten Building (1914)
22. Clinch Valley Bank (c.1889)
23. J.A. Greever Building (1914)
24. Main Street Methodist Church (1913)
25. Dr. J.T. Cooley House (c.1900)
26. Judge Boyer House (1905)
27. Tazewell Presbyterian Church (1924)

### Original Land Uses

- Residence
- Commercial/Office
- Churches/Lodges
- Public/Semi-public
- Non-Contributing Structures





Later, the Norfolk & Western Railroad laid a rail line along the river and built a station to serve businesses and travelers in the area.

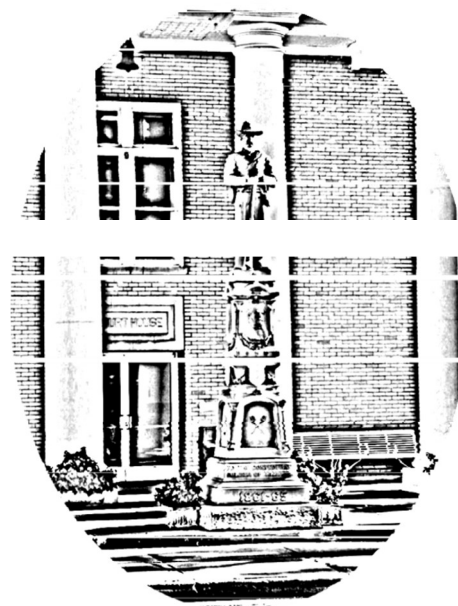
In 1894, the Town of North Tazewell was incorporated. It continued to grow along the Clinch River as warehouses, a feed mixing plant, a meat packing plant, and a bottling plant were built. Residences were also built along the river and up a ridge north of the river. In 1963, North Tazewell merged with the Town



*North Tazewell Train Station*

of Tazewell due in part because Tazewell's water and sanitary sewage systems were already serving North Tazewell.<sup>6</sup> The currently vacant historic train depot in North Tazewell once served as one of the hubs of the community. Warehouses adjacent to the depot are beginning to be redeveloped showing that new life can be brought to the area.





## BACKGROUND ANALYSIS

# NATURAL FEATURES

## ***PHYSIOGRAPHY***

The physiography of an area is a description of its geography and other natural phenomena. Each physiographic province in Virginia has a unique land form and water supply as well as a common climate, soil, and vegetation, all of which differ from other physiographic provinces.

Tazewell County and the Town of Tazewell lie within the Valley and Ridge province, which is characterized as having long linear ridges separated by linear valleys with a trellis drainage pattern. In the valleys, the soils are mainly moderate or deep. Shale, siltstone, limestone, and dolomite underlie them. On the



*Tazewell's Valleys & Ridges*

ridges, the soils are shallow too deep with shale, siltstone, and sandstone underlying them.

## ***TOPOGRAPHY***

As noted above, ridges and valleys characterize the topography of the Town. Elevations in the Town range from approximately 2,400 feet along the Clinch River to 2,800 feet along Whitley Ridge north of the town and along Rich Mountain south of the town. Within the town limits there are a number of areas with slopes exceeding 25 percent (25%). These slopes along with other natural features are shown on the Environmental Constraints Map. These steep slopes are especially prone to erosion, which creates natural constraints on their development. The engineering and construction requirements for providing sound, safe structures on these slopes further hinder their development.





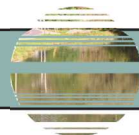
## SOILS AND SOIL SUITABILITY

The identification and location of various soil types determines what limitations or special capabilities various soils might have, and what the effects of development on a particular soil type might be. Soil type influences building foundation strength, drainage, erodibility, and the suitability of septic tank wastewater disposal systems. All of these are important when considering the nature and extent of development that should occur within an area.

The most common soils found in the area are of the Westmoreland-Poplimento-Berks Series and the Frederick-Carbo-Bland Series. These soils range from gently sloping to very steep, well drained, moderately deep to very deep soils. These soils are found on summits, shoulders, back slopes and some foot slopes. The soils are primarily suited for cropland, pastures, and woodlands. They range in building site development potential from moderately well suited to poorly suited or not suited at all. The following table summarizes several of the development limitations of specific common soils found within the area:

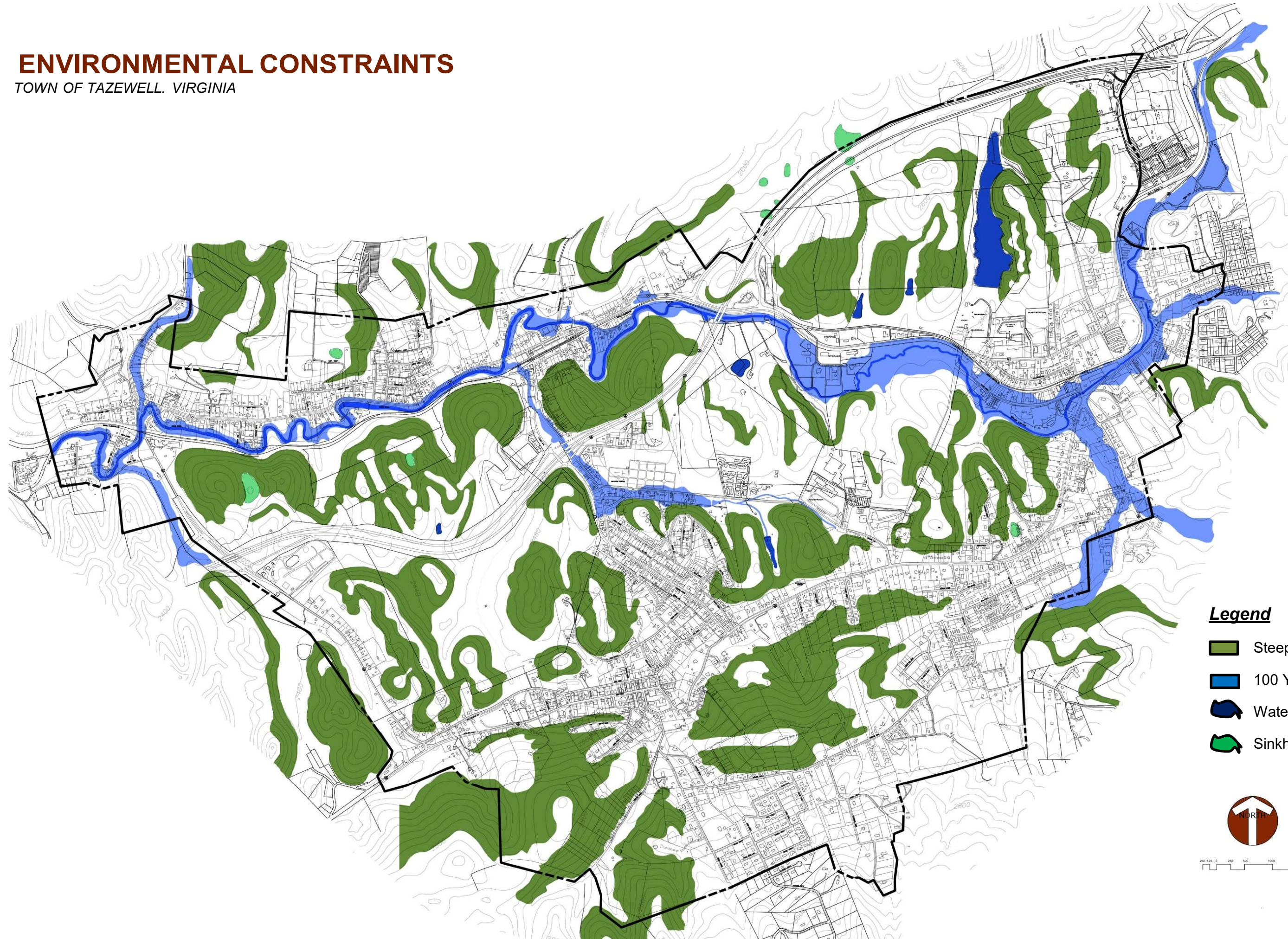
TABLE 2.1 GENERAL SOIL SUITABILITY					
DEVELOPMENT LIMITATIONS ON:					
SOIL NAME	% SLOPE RANGE	DWELLINGS WITHOUT BASEMENTS	DWELLINGS WITH BASEMENTS	SMALL COMMERCIAL BUILDINGS	LOCAL ROADS AND STREETS
Bland-Rock outcrop complex	15-50%	Severe	Severe	Severe	Severe
Frederick silt loam, Karst	7-25%	Severe	Severe	Severe	Severe
Westmoreland-Poplimento-Berks	25-65%	Severe	Severe	Severe	Severe
Carbo-Rock outcrop	25-65%	Severe	Severe	Severe	Severe
Melvin silt loam	0-2%	Severe: flooding, wetness	Severe: flooding, wetness	Severe: flooding, wetness	Severe: flooding, wetness
Frederick gravelly silt loam	7-25%	Severe: shrink-swell	Severe: shrink-swell	Severe: shrink-swell	Severe: shrink-swell

Source: USDA, Natural Resources Conservation Service







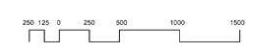
# ENVIRONMENTAL CONSTRAINTS

TOWN OF TAZEWELL, VIRGINIA



## Legend

-  Steep Slopes (25% +)
-  100 Year Floodplain
-  Water Features
-  Sinkholes





## **SINKHOLES**

Sinkholes are natural depressions in the land caused by settling of the earth underneath, which surface water can enter the ground and come in contact with subsurface water. The Town has several areas with sinkholes as illustrated on the Environmental Constraints Map. There are three potential problems associated with development in areas where sinkholes are present: surface collapse or subsidence, sinkhole flooding, and groundwater pollution. Due to these problems, development should be discouraged in these areas.

## **DRAINAGE**

The Town is within of the Clinch River Sub-watershed, which is part of the Upper Tennessee River Watershed. This watershed includes three major tributaries—the Clinch, Holston and Powell Rivers. The Clinch originates east of the Town where it flows through it and parts of Tazewell, Scott, Wise and Lee Counties until it meets the Powell River at Norris Run in Tennessee. The Clinch River is nearly 1,773 miles long, and its watershed drains over 800,000 acres. The Nature Conservancy has named the Clinch as one of the most biologically rich rivers in the country. It is home to 29 rare freshwater mussel and 19 rare fish species; many found nowhere else in the world. Because of its rich biodiversity, the Town should implement measures that protect the Clinch from degradation due to sedimentation and non-point and point source pollution through storm water management Best Management Practices (BMP's).

## **FLOODPLAINS**

Floodplains are defined as areas that have a 100 percent probability of being flooded over a 100-year time period. In Tazewell, the major floodplains are located along the Clinch River and its tributaries and are identified on the Environmental Constraints Map. This map illustrates the approximate flood boundaries and is intended for general planning purposes only. For detailed site and engineering purposes, the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA) should be consulted. While generally accurate, these maps do not necessarily identify all areas subject to flooding, such as along smaller drainage ways or in recently urbanized areas where storm water management is deficient.

Floodplains are valuable resources that provide, in addition to flood passage, agricultural land, recreational land, and wildlife habitat. In addition, they provide groundwater recharge and pollution protection. As such, the Plan recommends protecting currently undeveloped floodplains from incompatible uses.



## **CLIMATE**

Tazewell enjoys a temperate climate with cold, but not extreme winters and generally warm summers. In the summer, the average temperature is 65.3° F and the average daily maximum temperature is 76.3° F. In the winter, the average temperature is 29.3° F and the average minimum temperature is 18.9° F.

The total annual precipitation is approximately 44.33 inches. Of this, about 20.42 inches or 46 percent, usually falls during the growing season of May through September.

The average seasonal snowfall is about 52.5 inches. On average, 33 days of the year have at least one inch of snow on the ground, but this number of days varies from year to year.

The average relative humidity in mid-afternoon is about 60 percent. Humidity is higher at night, and the average at dawn is about 83 percent. The prevailing wind is from the southwest.



# EXISTING LAND USE

## ***INTRODUCTION***

This chapter presents an assessment of existing land use conditions and changes that have occurred since the Town's previous comprehensive plan was prepared by the Cumberland Plateau Planning District Commission.

The first part of the chapter focuses on changes in the amount and locations of various land uses by major categories such as residential, commercial, industrial, public and semi-public, and roads and rights-of-way. The end of the chapter presents future implications for residential and commercial uses within the town.

## ***HOW WE USE OUR LAND***

Almost 63% of the town's land area, approximately 2,600 acres, are still undeveloped.

Residential development is the largest user of land in Tazewell with approximately 700 acres, or 17% of the total town land area. This amount increased by 31.5% since the previous comprehensive plan was completed in 1975.

Residential development has continued to expand along the frontage of roadways within the town. In particular, development has occurred along Dogwood Road, Steele's Lane, Marion Avenue and Dial Rock Road.

The amount of acreage dedicated to mobile homes has decreased and the amount of multi-family housing has increased since the previous comprehensive plan was completed.

Roads and rights-of-ways constitute the second highest amount of developed acreage within the town with 382 acres or approximately 9% of the total town land area.

Public/semi-public uses have increased from 1975. Currently, these uses comprise approximately 7% of the total town area versus 3% of the town area in 1975.

Commercial and industrial uses combined only account for approximately 4% of the town's total land area.

Although the town has a considerable amount of underdeveloped land, only a small percentage of this land is suitable for development based upon environmental constraints such as soil suitability, steep slopes, sinkholes, land in the –year floodplain, and wetlands.



## **EXISTING LAND USE**

This section of the chapter presents a summary of the existing land uses within Tazewell and highlights significant changes that have occurred over the last two decades. Tazewell's current land use development patterns are illustrated on the Existing Land Use Map. The map divides land use activities into five major categories, which include residential; commercial; public/semi-public; industrial; and roads/rights-of way. Information on this map exhibit was compiled from field surveys conducted by the town's planning consultant in May and June 2002. All property lines are based upon Tazewell County tax maps and subdivision plats recorded at the time of the survey.

For purposes of identifying the various land uses within the town, the following definitions are employed:

### **RESIDENTIAL USES**

1. Single-Family Residential includes detached dwellings, other than manufactured homes, on separate lots or parcels designed for and occupied by one family only.
2. Multi-Family Residential includes attached dwelling units that are part of structures containing two or more units, such as townhouses, duplexes, multiplexes, apartments and group quarters.
3. Manufactured Homes include pre-fabricated detached dwellings that are located on individual lots and in manufactured home parks.

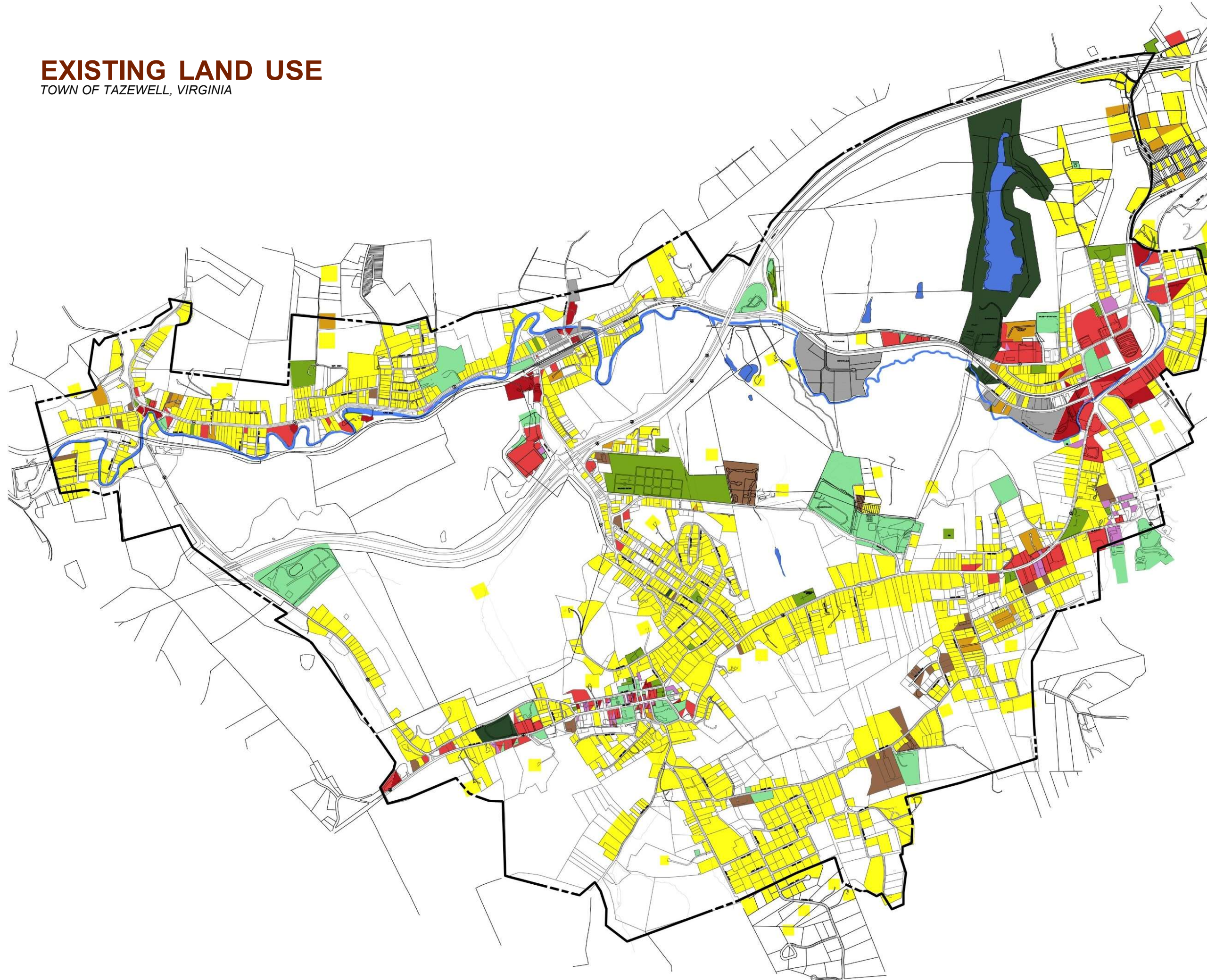
### **COMMERCIAL USES**

1. General Commercial includes business establishments such as auto repair, general repair, wholesaling, agricultural supply, mini-storage, fuel distribution and other related uses.
2. Retail/Service includes business establishments that provide goods and services to the general public. Examples of retail/service establishments include banks, restaurants, grocery stores, convenience stores, clothing stores, non-professional services, etc.
3. Office/Business/Professional Services includes business establishments such as private office buildings, business services such as bookkeeping and accounting, and professional services such as physicians, dentists, optometrists, attorneys, engineers, architects, and certified public accountants.



# EXISTING LAND USE

TOWN OF TAZEWELL, VIRGINIA



- Legend**  
*Land Use Classifications*
- Residential*
- SINGLE FAMILY
  - MOBILE HOME
  - MULTI-FAMILY
- Commercial*
- RETAIL & SERVICE
  - GENERAL COMMERCIAL
  - BUSINESS / PROFESSIONAL SERVICE
- Industrial*
- INDUSTRIAL
- Public & Semi-Public*
- COMMUNITY FACILITIES
  - PLACES OF WORSHIP
  - PARKS & RECREATION
  - VACANT





## **INDUSTRIAL USES**

1. Industrial includes general manufacturing, processing operations, and fabrication/assembly of raw materials for the production of finished goods. It also includes functions such as warehousing, bulk storage, distribution and similar activities. Industrial uses are those that create noise, dust, smoke or other nuisances generally incompatible with other land uses.

## **PUBLIC AND SEMI-PUBLIC USES**

1. Community Facilities includes public or semi-public uses associated with government and institutional uses. These include such uses as municipal buildings, schools, community hospitals, fairgrounds, public utilities, water and wastewater treatment plants, and other related uses.
2. Places of Worship/Cemeteries/Lodges include all places of worship such as churches, synagogues, temples, and mosques as well as burial grounds; and fraternal organization lodges.
3. Parks and Recreation includes all lands, water, facilities and buildings devoted to parks and recreation areas. Examples include town/privately owned and/or operated parks, recreation centers and trail systems.

## **OTHER LAND USES**

1. Roads and Rights-of-Way include all publicly maintained roads and rights-of-way comprising the area's vehicular transportation system.

## **OPEN USES**

1. Vacant and Agricultural includes all other open uses such as cropland, pastures, forests, streams, rivers, and vacant lots.

## **SUMMARY OF EXISTING LAND USES**

Table 2.2 presents a summary of the approximate acreage contained in the above mentioned land use categories. These acreage figures have been calculated based upon plan meter readings taken from the Tazewell County parcel map at a scale of 1" = 500'.

As illustrated in the table, the largest percentage of land dedicated to any of the developed land categories is for residential land uses, which account for approximately 688 acres, or 16.9% of the town's total land area. Land use estimates from the town's previous comprehensive plan indicated that the total acreage dedicated to residential land uses was approximately 523 acres.



This suggests that the amount of land used for residential purposes in Tazewell has increased by approximately one-third over the past two decades.

Two features characterize Tazewell's residential land use pattern. The first is that residential development now extends along the frontage of nearly the town's entire historical road network. This is typical of growth within a community since development along existing roadways can generally be accomplished quicker and less expensively compared with the need for constructing new subdivision roadways and providing public utilities to access back land parcels. As the amount of existing road frontage available for residential development has decreased, however, new subdivisions have begun to emerge in various parts of town as illustrated on the Existing Land Use map. In particular, this development pattern has occurred along Dogwood Road and Marion Avenue in the southeastern portion of the town and along Dial Rock Road in the northeastern section of the town.

The second feature of the residential land use pattern is that due to the lack of available land suitable for development, single-family houses are being built on land that has a higher percentage of slope (i.e. 25% and above). Because of this condition, it is more expensive to develop land for single-family uses due to increased costs in site preparation, road construction and provision of infrastructure.

In contrast to the town's residential development, commercial and industrial land uses comprise a small percentage of the total developed land within Tazewell. As illustrated in Table 2.2, commercial and industrial uses accounted for a combined total of approximately 160 acres, or 3.8% of the town's total land area. The previous comprehensive plan identified a total of approximately 100 acres dedicated to commercial and industrial uses, which represents an increase of 60% over the past 25 years. This increase, however, can partly be attributed to the different methods employed by the two plans in classifying land uses along with an increase due to an adjustment of the town's boundary in 2000.

Commercial and industrial development is primarily located in the Four-Way section of the town and along Riverside Drive in North Tazewell. There are also scattered commercial and industrial sites throughout the town along Fincastle Turnpike and Ben Bolt Avenue, Walnut Avenue, Main Street west of the downtown, and near the Route 19/460 interchange with Tazewell Avenue. In the downtown area there are also several mixed retail/office/professional services uses present within the same building or land parcel.

Public and semi-public uses constitute 300 acres of developed land, or 7.3% of the town's total land area. Although this amount of land dedicated to these uses is more than commercial and industrial uses combined, it is not surprising given the fact that the town is the seat of county government,



<b>Table 2.2 TOWN OF TAZEWELL EXISTING LAND USES-2015</b>			
<b>LAND USE CLASSIFICATION</b>	<b>ACERAGE</b>	<b>% DEVELOPED LAND</b>	<b>% TOTAL TOWN AREA</b>
<i>RESIDENTIAL</i>			
Single-Family	834	39.3%	15.5%
Multi-Family	50	3.6%	1.0%
Manufactured Homes	29	3.1%	0.4%
<b>Subtotal</b>	<b>913</b>	<b>46.0%</b>	<b>16.9%</b>
<i>COMMERCIAL</i>			
<i>General</i>	52	2.4%	0.5%
<i>Retail/Services</i>	90	6.6%	2.1%
<i>Office/Business/Prof.</i>	21	0.7%	0.2%
<b>Subtotal</b>	<b>143</b>	<b>9.7%</b>	<b>2.8%</b>
<i>Public/Semi-Public</i>			
Comm. Facilities	141	8.3%	2.7%
Places of Worship	62	2.4%	3.3%
Parks & Recreation	145	6.8%	1.3%
<b>Subtotal</b>	<b>348</b>	<b>17.5%</b>	<b>7.3%</b>
<i>Industrial</i>			
Industrial	42	2.8%	2.8%
<b>Subtotal</b>	<b>42</b>	<b>2.8%</b>	<b>2.8%</b>
<i>Roads/Rights-of-Way</i>			
Roads/Right-of-Ways	492	24.0%	9.4%
<b>Subtotal</b>	<b>492</b>	<b>24.0%</b>	<b>9.4%</b>
<b>TOTAL DEVELOPED AREA</b>	<b>1,938</b>	<b>100.0</b>	<b>37.4%</b>
Vacant/Agricultural	2,595	—	62.6%
<b>TOTAL AREA</b>	<b>4,533</b>	<b>—</b>	<b>100.0%</b>



have a number of churches and includes a large park/recreational facility (Lincolnshire Park). In 1975, there were only 76 acres dedicated for public/semi-public uses, or 3.1% of the town's total land area.

Although roads and rights-of-way are often overlooked when thinking of developed land within a community, this use may account for up to 25-30% of the developed land. In Tazewell this is the case, with 25% of the developed land and 9.2% of the total land area dedicated to roads/rights-of-way. This compares with 1975 when 29% of the developed land and 11.6% of the town's total land area was dedicated for this use.

The land use category that contains the largest amount of the town's land area is the undeveloped category, which includes vacant and agricultural land. As shown in Table 2.2, the total amount of land that still remains undeveloped in Tazewell is approximately 2,556 acres or 62.6% of the total land area. In comparison, the 1975 plan identified 60% of the total land area in the town as being undeveloped.

Although the town still has a considerable amount of undeveloped land remaining, only a small amount can be considered as suitable for development due to environmental constraints such as steep slopes, unsuitable soils for building site development and land within the 100-year floodplain.

### ***IMPLICATIONS FOR THE FUTURE***

Tazewell's land use development patterns are the result of many factors that have had an impact on the town's growth throughout its existence. The characteristics of these development patterns have implications for all other aspects considered in the comprehensive plan including future housing construction, commercial and industrial development, open space and natural resource conservation and the provision of community facilities.

There are a number of implications resulting from the trends identified in the existing land use analysis. From a residential perspective, there is an ample supply of undeveloped land to support the projected minimal or even decreased population change in the town for the foreseeable future. Most of the growth will likely occur at low densities in the R-1 Single-Family Residential and A-1 Agricultural zoning districts.

As noted previously, residential development fronting the town's historic roadway corridors has created the beginnings of a rural sprawl land use pattern. If continued, this pattern may foster a marginal increase in the cost of local services such as police and fire protection, road maintenance and utility upgrades and expansion.



As the amount of developable road frontage decreases, the demand for constructing new subdivision roads into back lands on steep slopes increases. New road construction will require additional road maintenance, increase the need for storm water management, and increase the cost for providing public utilities. In addition, the extension of subdivision roads has implications for open space, ridgeline protection and land conservation issues. If not properly monitored, new single-family large lot development can fragment large tracts of land thus reducing the value of these tracts from a natural resource standpoint. It will be many decades before the town ever approaches its residential build out capacity, but changes in the rural landscape have already begun to occur in a fashion that is becoming apparent to long-time residents of the town.

Within the last decade, housing construction such as Forest Glen off Dogwood Road has added the availability of more affordably priced housing units, mainly duplex and triplex townhouse type units. The town should consider encouraging the use of this type of alternative development in the future to accommodate its aging population while at the same time achieving land conservation goals. In addition, the town should encourage housing rehabilitation and infill housing within existing neighborhoods in order to preserve the existing housing stock and to limit the need to build on undeveloped land.

In comparison to residential growth, commercial and industrial development in Tazewell has been much more limited. One of the implications of this condition is that the town has a smaller tax base to help offset the costs associated with increases in residential development. Although there are a number of factors that influence commercial and industrial development, the limited amount of land available for these uses due to environmental constraints, limited access to major transportation routes and closely held family ownership of large developable tracts has played a role in limiting their expansion.

Currently, only four percent of the town's total land is dedicated to commercial and industrial uses. One of the factors contributing to limited commercial development is that the town's zoning ordinance allows residential uses as a permitted use within the B-2 General Business district. As a consequence, a portion of the land that could be used for commercial purposes is dedicated to housing.

The town may want to encourage additional commercial development at strategic locations within the B-1 Neighborhood Business district that would make available to area residents services that would reduce their need to drive through the more congested areas of town.

# POPULATION + HOUSING

## ***INTRODUCTION***

Population and housing are interrelated factors that should be considered in a community's decision-making process regarding its future land use, economic, and community facility's needs. Whether or not a community's population is increasing, decreasing, remaining stable, aging or becoming younger influences the type and number of housing units as well as the type and extent of community facilities and services required in the future. It is necessary, therefore, to present a historical perspective of what has occurred with the Town of Tazewell and the region as it relates to population and housing and to make assumptions about what will be the trends for the town in the future.

This chapter examines the changes that have occurred in the Town of Tazewell's population and housing within the past several decades. The first half of the chapter presents an overview of historic population trends and presents two alternative growth projections for the town over the next 20 years. The historical population analysis includes a comparison of the Town of Tazewell with other towns in Tazewell County, and with counties in the Cumberland Plateau Planning District (Buchanan, Dickenson, Russell, and Tazewell) in order to provide a regional perspective for growth within the town. The population analysis also presents changes in the overall age composition of the town over the past decade.

The second half of the chapter focuses on the changing make-up of the town's housing stock. This includes an analysis that examines total housing growth, the composition of the housing supply and housing affordability.

## ***WHO WE ARE AND WHERE WE LIVE***

From 1970 to 2000 the Town of Tazewell's population remained virtually unchanged. In 1970 the town's population was 4,168 and in 2000 it was 4,206 for a net increase of only 38 people over this time period. A 2002 Boundary Adjustment brought the population count to its current 4,627 people.

Although the town's population increased by only 30 persons from 1990 to 2000, in contrast, Buchanan, Dickerson, and Tazewell Counties lost population during this decade.

The town's population is aging. The median age for the town in 2014 is 44.1 years versus approximately 25 years of age in 1960. The median age for the town is higher than it is for Tazewell County and for all of the other counties within the Cumberland Plateau Planning District.



The largest increase in population from 1990 to 2000 in town was in the 50 to 59 age group (+180), or a 48.1% increase. The largest decline was in the 30 to 39 age group (-124), or a 19.6% decrease. The group with the second largest percentage increase in population was the 80 and over age group with a 27.9% increase in population size.

Population forecasts for the town and the county indicate that the area's total population will decline over the next twenty years.

The number of single-family detached and multi-family housing units increased slightly over the past decade, while the number of mobile homes in the town decreased.

The housing stock in Tazewell is aging, with over 60% of the houses in the town built prior to 1970.

A significant percentage of the households in the town are paying more for housing than is considered "affordable". Approximately 32% of renters are paying 35% or more of their household incomes on rent, while approximately 28% of owners are paying 30% or more of their household incomes on mortgage payments.

## POPULATION

### **LOCAL POPULATION TRENDS**

An analysis of population growth in the Town of Tazewell over the last several decades reveals a predictable trend. Like many towns and counties in the southwestern portion of the state, Tazewell has either lost population or increased its population only slightly between 1970 and 2000. The total population of the town increased by only 38 people over this period. Examining the total change in population for each of the three decades reveals that Tazewell experienced growth during the 1970's, decline in the 80's, and little change in the 90's. Table 2.3 presents the change in total population for these four decades.

TABLE 2.3 TOTAL POPULATION 1970-2013 Town of Tazewell

YEAR	TOTAL	YEARS	CHANGE	% CHANGE
1980	4,468	1970-80	300	7.2%
1990	4,176	1980-90	-292	6.5%
2000	4,206	1990-00	30	.07%
2013	4,627	2000-13	421	10.0 %

Source: U.S. Census Bureau, 2010





For planning purposes, more significant than the minor change in the size of Tazewell's population within the past 30 years has been the change in the age distribution of the population. This factor constitutes an important consideration for future choices in housing and community facility's needs. The data illustrates that the town's population is reflecting a national trend that involves an overall increase in the median age of residents. Between 1960 and 2000, the median age of residents in Tazewell increased from 25 to 43.3 years, an increase of approximately 18 years. Table 2.4 illustrates the increase in median age for the town as well as for the region and the state over the past forty years.

TABLE 2.4 MEDIAN AGE COMPARISONS 1960-2000  
THE REGION + THE STATE

LOCALITY	MEDIAN AGE		
	1960	2000	2010
Town of Tazewell	25.0	43.3	44.7
Tazewell County	24.8	40.7	43.5
Buchanan County	18.7	38.8	44.8
Dickenson County	20.0	39.7	43.6
Russell County	24.0	38.7	43.3
Virginia	27.1	35.7	35.1

Source: U.S. Census Bureau 2010

A closer examination of specific age cohorts within the population reveals the underlying basis for this overall aging trend. As illustrated in Figure 1 on the following page, the largest consistent gains in population between 1990 and 2000 occurred in the 40-49 and 50-59 age groups. During this time period, these cohorts accounted for increases of approximately 17% and 48%, respectively. A notable percentage increase also occurred in the 80 and over age group, which had a total increase of almost 28% for the decade. As seen the age has increased on average of 4 years as of the 2010 census.

In contrast, there have been decreases in the younger age cohorts of the population. For example, the 10-19 and the 30-39 age groups combined declined from approximately 29% of the total population in 1990 to approximately 23% of the population in 2000. In addition, the Under 10 age group declined from 12.1% to 10.3% during the same time period. All three of these age cohorts experienced a decline not only as a percentage of total population but in actual numbers as well over the last ten years.



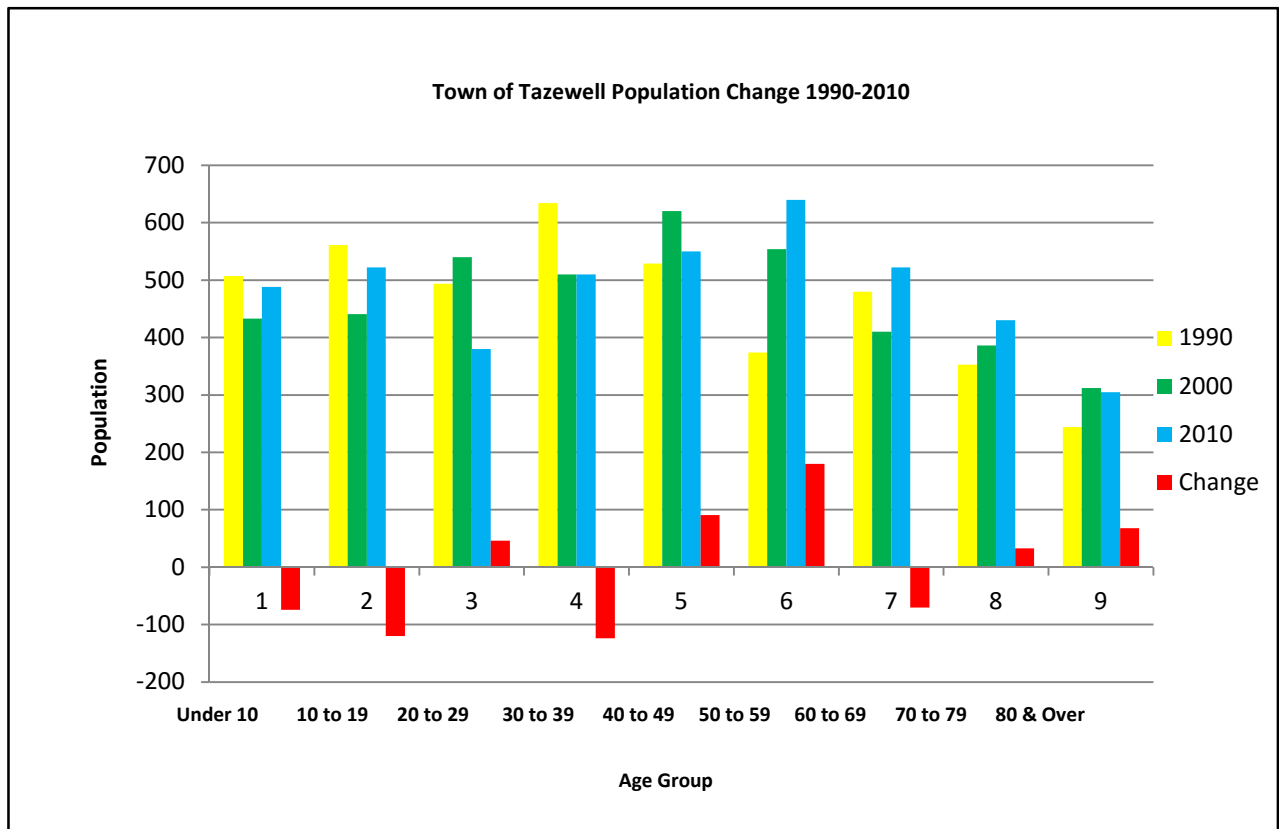


Figure 1

The only younger age cohort that did not decline over the past decade is the 20-29 age group. During the previous decade, this group experienced an increase in actual numbers and percentage of population, adding 46 people and increasing by 9.3% between 1990 and 2000.

AGE	TOTAL PERSONS			% OF TOTAL			CHANGE		% CHANGE
	1990	2000	2010	1990	2000	2010	1990-2000	2000-2010	1990-2010
Under 10	507	433	488	12.1%	10.3%	10.5%	-74	-19	-4%
10 TO 19	561	441	522	13.4%	10.5%	11%	-120	-81	-6.50%
20 TO 29	494	540	380	11.8%	12.8%	9%	46	-114	-23%
30 TO 39	634	510	528	15.2%	12.1%	11.5%	-124	+18	3%
40 TO 49	529	620	574	12.7%	14.7%	12%	91	-46	-8%
50 TO 59	374	554	703	9.0%	13.2%	15.5%	180	149	27%
60 TO 69	480	410	600	11.5%	9.8%	13.5%	-70	190	25%
70 TO 79	353	386	432	8.5%	9.2%	10%	33	79	23%
80 +	244	312	312	5.8%	7.4%	7%	68	0	0%
<b>TOTAL</b>	<b>4176</b>	<b>4206</b>	<b>4627</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>30</b>	<b>421</b>	<b>10.7%</b>

Source: U.S. Census Bureau, 1990, 2000, & 2010



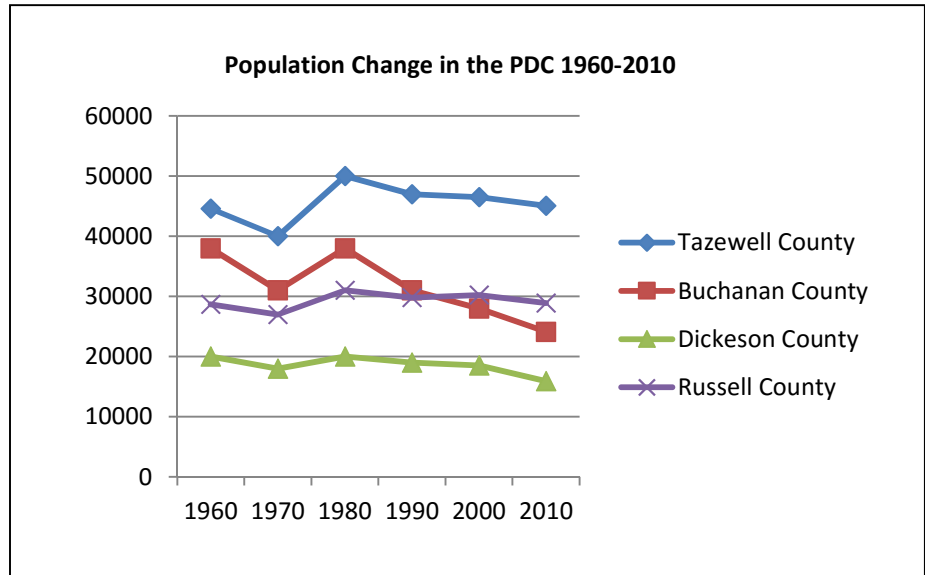
## REGIONAL POPULATION TRENDS

The preceding section presented changes in Tazewell's population base over the last several decades. The town's growth, however, is not just a local phenomenon but is influenced by factors occurring at broader geographic levels within the county, the region, the state and the Mid-Atlantic States. Over the last decade, Virginia's total population has experienced a net gain of 1,813,666 people, an increase of 29%. Counties and towns within the Cumberland Plateau Planning District, however, have either lost population or increased only slightly during this time period. Tazewell County lost 882 people, Buchanan declined by 7,235 and Dickenson County decreased its population by 1,357 from 1990 to 2010. Only Russell County increased its population by 230 during the decade. This data is illustrated in Table 2.6.

LOCALITY	TOTAL PERSONS			CHANGE	% CHANGE
	1990	2000	2010	1990-2010	1990-2010
Town of Tazewell	4,176	4,206	4,627	451	11%
Richlands	4,456	4,144	5,823	1367	31%
Bluefield	5,363	5,078	5,444	81	2%
Lebanon	3,386	3,273	3,424	64	2%
Grundy	1,305	1,105	1,021	-284	-22%
Tazewell County	45,960	44,598	45,078	-882	2%
Buchanan County	31,333	26,978	24,098	-7235	-23%
Dickenson County	17,620	16,395	15,903	-1357	-8%
Russell County	28,667	30,308	28,897	230	1%
Virginia	6,187,358	7,078,516	8,001,024	1,813,666	29%

All four of the counties in the Cumberland Plateau Planning District combined only account for 1.9% of the state's total population for the 2010 Census. This downward trend in population for the four counties has not always been the case, however. From 1970 to 1980, all of the counties increased their population. Tazewell County, for example, experienced almost a 27% increase in its population for this time period. The trend reversed itself in the 1980's, however, when all of the counties in the Planning District declined in population. Figure 2 illustrates the up and down trend in population rise and decline that has occurred in the region for the past four decades.





Population

Figure 2

**POPULATION FORECASTS**

The potential long-term population growth of the Town of Tazewell cannot be predicted with certainty. Population changes are subject to many local, regional and national influences such as economic and income growth, real estate cycles, changes in interest rates, fluctuations in the stock market, net migration, natural increase, infrastructure improvements, etc. Projections that rely upon historical population trends, therefore, should be considered with a degree of skepticism. A prime example of this uncertainty in population trends would be what occurred in the town within the last several decades. From 1970 to 1980 the town increased its population by 300, but by the end of the 1980's, the town experienced a decline in population of 292 persons. From 1990 to 2010 town has had an increase of 451 people.

Having made this disclaimer, however, population forecasts that rely upon some form of historical trends are generally accepted as being reflections of long-term population changes. Based upon historical conditions, two alternative methods have been developed for projected growth in Tazewell over the next twenty years. These are presented in the following narrative and tables.

assumes that the population will increase by equal increments based upon an average of the growth over the past three decades and that this pattern will continue into the future. Table 2.7 reveals that the average increment of population change between 1970 and 2020 for the town is 13. The limitation of this model is that it does not account for changes in net migration.



**TABLE 2.7 LINEAR POPULATION FORECAST 1970-2020****TOWN OF TAZEWELL**

YEAR	TOTAL POP.	YEARS	CHANGE	% CHANGE
1970	4,168	---	---	---
1980	4,468	1970-80	300	7.2%
1990	4,176	1980-90	-292	-6.5%
2000	4,206	1990-00	30	0.7%
2010	4,219	2000-10	13	0.3%
2020	4,232	2010-20	13	0.3%

Method Two employs a modified ratio-share model. In this approach, the Town population is assumed to bear a certain relationship to the County population. The historical ratios are expressed as percentages in Table 2.8. As the table indicates, the town's population has averaged approximately 9.5% of the county's population from 1970 to 2000. Based upon the Virginia Employment Commission's 2010 and 2020 population projections for Tazewell County, the town's 9.46% share of the county's total results in projected decreases in the town's population to 4,030 by 2010 and to 3,935 by 2020.

**TABLE 2.8 HISTORICAL POPULATION GROWTH AND FORECASTS 1970-2020****TOWN OF TAZEWELL AND TAZEWELL COUNTY**

LOCALITY	YEAR AND TOTAL POPULATION					
	1970	1980	1990	2000	2010	2020
Town of Tazewell	4,168	4,468	4,176	4,206	4,030	3,935
Tazewell County	39,816	50,511	45,960	44,598	42,600	41,600
<b>Town as % of County Pop.</b>	<b>10.47%</b>	<b>8.85%</b>	<b>9.09%</b>	<b>9.43%</b>	<b>9.46%</b>	<b>9.46%</b>

Source: U.S. Census data and Virginia Employment Commission



## HOUSING

### CHARACTERISTICS OF THE HOUSING SUPPLY

Tazewell's housing supply has increased slightly over the last decade. Based on Census data, the total number of housing units in the town has grown by 62 units, an increase of 3.5% between 1990 and 2000. As illustrated in Table 2.9, single-family detached units experienced the largest increase during the decade (82 units). Multi-family dwellings, which include structures containing two or more units, also increased (23 units). Mobile homes, however, decreased during the period (-50 units).

**TABLE 2.9 TOTAL HOUSING BY TYPE 1990-2010**

*TOWN OF TAZEWELL*

HOUSING TYPE	UNIT COUNTS			CHANGE	CHANGE	% CHANGE
	1990	2000	2010	1990-2000	2000-2010	1990-2010
Single-Family Detached	1,372	1,454	1,462	82	90	7.0 %
Attached	18	25	35	7	17	95.0%
Multi-Family	210	233	345	23	135	65.0%
Mobile Home	173	123	205	-50	32	19.0%
<b>TOTAL</b>	<b>1,773</b>	<b>1,835</b>	<b>2047</b>	<b>62</b>	<b>274</b>	<b>16.0%</b>

Source: U.S. Census Bureau, Census 1990, 2000 & 2010

The percentage of owner-occupied versus renter-occupied dwellings decreased slightly between 1990 and 2000. In 1990, 25.3% (449 units) of the town's total housing units were rental units versus 65.1% (1,154 units) which were owner-occupied. The remaining 9.6% (170 units) were vacant units. As of 2000, 29.4% (539 units) were rental units, while 60.5% (1,111 units) were identified as owner-occupied, with the remaining units 10.1% (185 units) identified as vacant, seasonal or recreational.

The age of Tazewell's housing stock is illustrated in Figure 3 and Table 2.10. This type of data provides an indication of potential deficiencies in the quality and safety of dwelling units. Older houses, manufactured homes and multi-family units may have been constructed to lesser standards from the perspective of building codes and life safety requirements. This can be of particular concern in terms of maintenance and upkeep of older units in order to retain them as standard housing units in the town's housing stock. As the data in the table indicates, a significant portion of Tazewell's housing stock is aging. Approximately 60% of the town's housing units (1,082 units) were built prior to 1970.



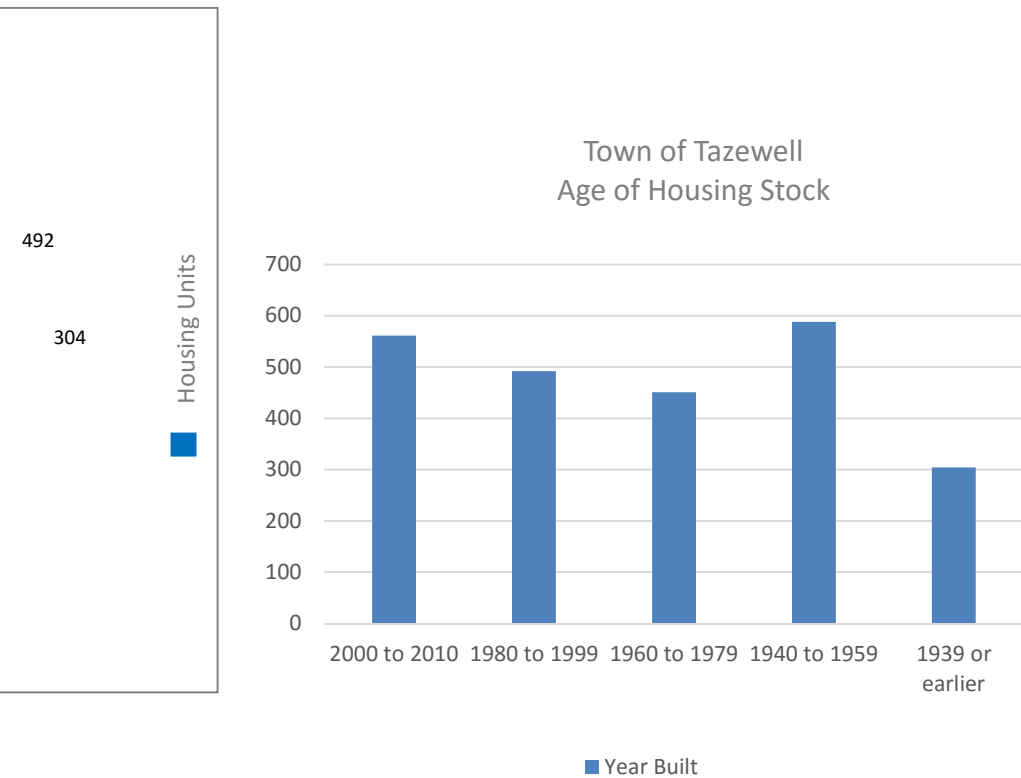


Figure 3

TABLE 2.10 TOTAL HOUSING UNITS BY YEAR BUILT

TOWN OF TAZEWELL

<u>Year Structure Built</u>	<u>Total Units</u>	<u>% of Total</u>
2000 to 2010	69	3.1%
1990 to 1999	237	10.5%
1980 to 1989	437	19.3%
1970 to 1979	327	14.5%
1960 to 1969	316	14.0%
1940 to 1959	636	28.2%
1939 or earlier	30	10.4%
<b>TOTAL</b>	<b>2,052</b>	<b>100.0%</b>

Source: U.S. Census Bureau, Census 2000

Given the age of the housing stock in Tazewell, the condition of the housing units is generally good, however. Indicators normally associated with substandard housing such as lack of complete plumbing facilities, overcrowding, and the presence of sole heating fuel sources such as wood, coal or coke are either non-existent or negligible. 2000 Census data reveals that no housing units in the town lack complete plumbing facilities, no rooms are overcrowded (i.e. over 1 occupant per room) and only 3% of the houses use a heating source other than a standard source such as natural





gas, LP gas, electricity or fuel oil. In addition, field surveys of housing conditions in the Town conducted by K. W. Poore and Associates, Inc. indicate that, with several exceptions, the physical condition of the housing is generally standard or conservable, with minor repairs.

### ***AFFORDABLE HOUSING***

Housing that is considered not affordable is often defined as housing that costs, in monthly rent or mortgage payments, more than 30% of the occupants' household income. Based on 2000 Census data, approximately 32% of tenant- households pay 30% or more of their household incomes on rent while approximately 28% of owner-occupied households pay 30% or more of their household incomes on mortgage payments.

Another measure of affordability is the rule of thumb that a household can afford to pay 2.5 times its annual household income. Based on 2000 Census data, approximately 44% of households in the town earn less than the annual median income of \$28,510. Incomes below this level are not considered able to afford the median priced house of \$66,900.

### ***IMPLICATIONS FOR THE FUTURE***

This chapter of the comprehensive plan has presented an overview and analysis of historical changes that have occurred in the town's population and housing over the last several decades. The discussion revealed a series of changes and trends that will potentially affect Tazewell in the coming years.

Population data reveals that growth in the region and the County has declined in comparison to the previous decades of the 1970s and 1980s. Growth projections for the next 20 years suggest that this trend is expected to continue lacking any major economic stimulus, which is not expected within the existing planning period.

Tazewell's population has also undergone a similar slowing in terms of the actual number of additional residents. Since Tazewell's future population growth is tied to that of the County, it is expected that the town will experience a similar decline in population over the next 20 years. In essence, the town is expected to reap a decreasing percentage of a slower regional population growth. This is a trend which the town should monitor closely over the next two decades in order to plan for community facilities and community development activities.

Another population trend that will affect community development in the future is the general aging of the population. This factor will affect the type of services that the town may have to consider providing as well as the type of housing alternatives that may be needed to accommodate changing demographics within the area.



Like the population, the town's housing stock is aging. Coupled with this, there is a need for more affordable housing. The town should seek funding from a source such as the Community Development Block Grant (CDBG) program, which provides zero-interest loans to rehabilitate aging, substandard housing. In addition, adaptive reuse of commercial or institutional buildings in the downtown as apartments for low-and moderate-income residents should be promoted for development. Along with CDBG funding, the use of historic and/or low-income housing tax credits should be encouraged for rehabilitation of qualified buildings.



# ECONOMIC CONDITIONS

## **INTRODUCTION**

Just as changes in population and housing influence the current and future development of land in a community, local and regional economic conditions play an important role in shaping how the community looks and functions. Although economic growth to a large extent is influenced by external factors that are beyond the control of the community, there are factors the community can influence. Creation of new jobs, attraction of private investment, and incentives for expansion of existing businesses serve to direct future development. In order to influence the direction of economic and land use development, however, local officials, businesses and residents need to be aware of regional and local economic characteristics and conditions. This chapter presents trends and conditions in the town, county and region.

## **WHAT WE DO FOR A LIVING**

The largest single employment category for residents of the town is in educational, health and social services employment. The Tazewell County School Board is the largest employer in the County.

The Town and County have a higher percentage of residents in the labor force employed and unemployed than other counties in the Cumberland Plateau Planning District.

Higher percentages of workers in the Town (16.2%) and the County (18%), versus the region, out-commute to another state.

In terms of actual taxable sales dollars, Tazewell County had the greatest increase during the period between 1999 to 2003 in comparison to other counties in the region.

Within the past decade, Town residents' median household incomes have experienced a decrease, whereas the region's median household incomes have increased.

The Town has a higher percentage of residents who have lower incomes than the County with approximately one-fifth of the town's residents (20.6%) living below the poverty line.



## EMPLOYMENT CHARACTERISTICS

Employment in the Town of Tazewell increased during the 1990's. Total employment has grown from 1,420 persons employed in 1990 to 1,612 in 2000, an increase of 13.5%. As illustrated in Table 2.11, the largest single employment category in 2000 is educational, health and social services, comprising 22.6% of Tazewell's employment. This is not surprising given the fact that the Town is the seat of county government and the location for two elementary schools, a high school, a vocational/technical school, and Tazewell Community Hospital just outside of the corporate limits. The second largest employment category is retail trade, which comprises 14.7% of the employment in the Town. The other employment categories range from approximately 4-9% of the industry employment, with the exception of information employment, which only constitutes 1.3% of the Town's employment

**TABLE 2.11 EMPLOYMENT BY INDUSTRY GROUP, 2010**

*TOWN OF TAZEWELL*

Industry Group	Number	Percent of Total
Agriculture, forestry, fishing and hunting, and mining	119	07%
Construction	111	07%
Manufacturing	056	04%
Wholesale Trade	014	01%
Retail Trade	130	08%
Transportation, warehousing and utilities	114	08%
Information	038	03%
Finance, insurance and real estate	093	06%
Professional, scientific, management and administrative	086	06%
Educational, health and social services	470	30%
Arts, entertainment, recreation, accommodation and food services	035	02%
Other services (except public administration)		
Public administration		
<b>TOTAL</b>		



s Bureau, Census 2010

120	07%
200	11%
	<b>100.0%</b>



## MAJOR EMPLOYERS

A list of the Top 25 employers in Tazewell County reflects the dominance of retail and service sector employment in the area. As Table 2.12 reveals, seven of the top ten employers are educational, health, or social services related employers. The other employers in the top ten (Wal-Mart, Magic Mart and Food City) are retail employers. By contrast, only three employers in the top 25 are manufacturers (Pyott-Boone Electronics, Inc., Joy Technologies, Inc. and Pemco Corp.)

**TABLE 2.12 TOP 25 EMPLOYERS -- TAZEVELL PLANNING AREA**

Rank	Name	Type of Employer
01	Tazewell County School Board	Local Government
02	Wal-Mart/Sam's Club	Private
03	Clinch Valley Community Hospital	Private
04	Southwest Virginia Community College	State Government
05	Clinch Valley Community Action	Local Government
06	Bluefield College	Private
07	Tazewell County	Local Government
08	Magic Mart	Private
09	Food City	Private
10	Appalachian Agency for Seniors	Local Government
11	Pyott Boone Electronics	Private
12	Heritage Hall Health Care	Private
13	McDonald's	Private
14	Emats, Inc	Private
15	Joy Technologies	Private
16	Tazewell Community Hospital	Private
17	Clinch Valley Physicians	Private
18	Lowe's	Private
19	Bluefield Beverage	Private
20	VDOT	State Government
21	Preferred Home Health Services	Private
22	Marshall Miller & Associates, Inc.	Private
23	Town of Bluefield	Local Government
24	Pemco Corporation	Private
25	Gasco Drilling	Private
26	Simmons Group	Private

Source: Virginia Employment Commission, Covered Employment & Wages, 4<sup>th</sup> Qtr. 2004



## LABOR FORCE CHARACTERISTICS

The labor force is defined as all persons who either are employed or are receiving unemployment compensation. Table 2.13 below shows the distribution of the Town, the County and the region's residents aged 16 and above working in 2000. The Town and County had higher percentages of residents who are employed than do the other counties in the Cumberland Plateau PDC. By the same token, the Town and County also have higher percentages of the labor force unemployed than do the other counties in the region. In 2000, 12.4% of the town's residents 16 years and over were unemployed and considered to be seeking work, while countywide slightly fewer than 5% were unemployed.

**TABLE 2.13 REGIONAL LABOR FORCE EMPLOYMENT STATUS - 2000**

	Population 16 yrs. & over	Civilian				
		Labor Force	Number Employed	% Employed	Number Unemployed	% Unemployed
Tazewell, Town	3,946	2,085	1,551	61.0%	534	3.9%
Tazewell County	43,452	17,088	13,482	50.4%	3,476	8.0%
Russell Co.	28,897	11,418	10,869	63.6%	765	6.7%
Dickenson Co.	15,308	5,034	4,530	38.8%	1,530	10.1%
Buchanan Co.	23106	7,679	7,253	69.1%	426	5.0%

Source: U.S. Census Bureau, Census 2010

The size of the labor force, its distribution by industry and how it is employed are important factors to consider when planning for future economic development. The plans for a new business or the expansion of an already existing one must be based on the assessment of available labor, in addition to the potential consumer market. For the town, the high unemployment rate indicates that there is sufficient available labor to fill existing and new employment opportunities in the area.

## COMMUTING PATTERNS

Commuting patterns measure daily travel between places of residence and employment locations. To be classified as a commuter, a worker must cross at least one political boundary between home and work. As shown



in Table 2.14, higher percentages of workers in the Town (16.2%) and the County (18%), versus the region, out-commute to another state. Convenient access to US 460 and the proximity of job centers in West Virginia contribute to the out-commuting in the Tazewell area. Tazewell, in effect, is not only competing against counties in the region for employment but also against another state. In order for the Town and County to reverse this trend, an ongoing effort to attract quality jobs to the area, should be the focus of economic development initiatives by both jurisdictions.

**TABLE 2.14 PLACE OF WORK BY WORKERS TOWN OF TAZEVELL AND SURROUNDING COUNTIES**

	Total number employed	Worked in state of residence	Worked outside state of residence	% worked outside of state of residence	Worked in county of residence	Worked outside county of residence	% worked outside of county of residence
Tazewell, Town	1,551	1,294	248	16.6%	1,182	112	7.2%
Tazewell County	16,889	13,511	2,871	17%	12,058	1,976	11.7%
Russell County	10,458	10,018	439	4.2%	5,250	4,769	45.6%
Dickenson County	5,608	5,423	185	3.3%	3,359	2,058	36.7%
Buchanan County	7,134	6,506	628	8.8%	5,037	1,470	20.6%

Source: U.S. Census Bureau, Census 2010

### **TAXABLE SALES**

Taxable sales are one of the few available economic indicators of the actual size and growth of a region. The Virginia Department of Taxation does not provide information on taxable sales for towns, however. As a political jurisdiction within the county, the town's businesses contribute to the total taxable sales for the county. Table 2.15 shows total taxable sales for the four counties in the region. All figures are in real dollars, not adjusted for inflation, and represent only taxable sales. From 1999 to 2014, total taxable sales in Tazewell County increased by approximately 37 percent. By contrast, total taxable sales for Dickenson County increased only slightly (33%) and for Buchanan County taxable sales increased (20%). Russell County had the second largest percentage increase in taxable sales during the period (35%). In terms of actual taxable sales dollars, however, Tazewell County had the greatest increase during the period with approximately \$82 million in sales.





## INCOME AND POVERTY STATUS

<b>TABLE 2.15 TAXABLE SALES BY COUNTY IN THE CUMBERLAND PLATEAU PDC</b>						
	1999	2000	2001	2002	2003	2014
Tazewell County	\$379,024,928	\$409,177,303	\$414,883,974	\$421,810,028	\$439,228,897	\$521,246,767
Russell County	\$104,231,839	\$107,862,419	\$101,878,423	\$122,525,574	\$129,188,820	\$159,893,054
Dickenson County	\$46,924,293	\$48,398,260	\$47,977,617	\$49,531,310	\$50,249,767	\$69,962,263
Buchanan County	\$118,238,897	\$115,923,478	\$114,597,950	\$114,720,922	\$112,152,118	\$147,726,232

Income and poverty levels are another important measurement used to gauge social and economic conditions. While it is recognized that creating and retaining jobs is vital to the growth and development of a community, equally important is the income that is derived from this employment. Income determines how much people spend and fixes the limits on the kinds of goods and services they are able to buy. In turn, spending, as determined by disposable income, influences economic activity, particularly that of the local retail/service sectors. A community's capacity to expand and develop, therefore, is affected by the income and spending patterns of its residents and whether or not the incomes are sufficient to support future economic investment and growth.

In comparison to the region, Table 2.16 reveals that median household income for the Town remains higher than the other jurisdictions. Within the past decade, however, the Town's median household income has experienced a decrease, whereas the region's median household incomes have increased. This may be due in part to the fact that there are older residents in the Town who have retired and are living on fixed incomes. Table 2.17 also demonstrates that the Town has a high percentage of residents who have lower incomes with approximately one-fifth of the town's residents (20.6%) living below the poverty line.



<b>TABLE 2.16 MEDIAN HOUSEHOLD INCOME 1989-2013</b>				
	1989	1999	2013	% CHANGE 1989 to 2013
Town of Tazewell	33,328	28510	30477	-9%
Tazewell County	19,670	27,304	35693	82%
Russell County	17,853	26,834	33872	90%
Dickenson County	16,292	23,431	33,318	104%
Buchanan County	19,851	22,213	29,848	51%
Virginia	33,328	46,677	63,907	92%

Source: U.S. Census Bureau, Census 1990 , 2000 and 2013

<b>TABLE 2.17 INDIVIDUALS BELOW POVERTY LINE 1989, 1999 AND 2009</b>						
	1989	% of population	1999	Percent of population	2009	% of population
Town of Tazewell	628	15.7%	813	20.6%	770	17.4%
Tazewell County	8,609	19%	6,739	15.3%	7942	18.3%
Russell County	6,370	22.5%	7,727	16.3%	5,471	19.3%
Dickenson County	4,518	25.9%	3,460	21.3%	3243	20.9%
Buchanan County	6,770	102.%	5,970	23.2%	5,924	25.9%
Virginia	611,611	102.%	656,641	9.6%	887,595	11.3%

Source: U.S. Census Bureau, Census 1990 , 2000 and 2009



## ***TOURISM***

For Tazewell County, tourism has historically been an important source of revenue and employment. Attractions such as the Historic Crab Orchard Museum and Pioneer Park, Burke's Garden and the Pocahontas Exhibition Coal Mine have drawn and will continue to draw visitors to the area.

In comparison to the other counties in the Cumberland Plateau Planning District, Tazewell has received over twice as much in traveler spending as the next closest County. In 2008, for example, Tazewell received \$44 million in traveler spending as compared to \$17.5 million for Buchanan County, \$6.5 million for Dickenson County and \$10.3 million for Russell County. In terms of direct travel employment, Tazewell led the region in 2008, as well, with 580 jobs as compared to Buchanan with 204, Dickenson with 74 and Russell with 140 travel specific jobs.

## ***IMPLICATIONS FOR THE FUTURE***

The Town's economic development strategy needs to take full advantage of the many assets and resources of the community. In particular, employment in the educational and health services sector should be promoted given the existing base of workers already present in these fields. Given the aging population in the area and the need to train workers for technology-based employment, Tazewell residents serve as source of potential workers for new or expanding businesses in these employment sectors.

In cooperation with County, the Town should develop strategies to recruit "clean" industries to the area such as corporate headquarters, professional offices, health-care facilities, training centers and lodging/conference facilities. These types of employers not only have the potential to increase workers' incomes and the area's tax base, but also will minimize the impact on the natural environment of Tazewell. In addition to attracting new employers to the area, strategies should be developed to retain the small businesses already existing in the community.

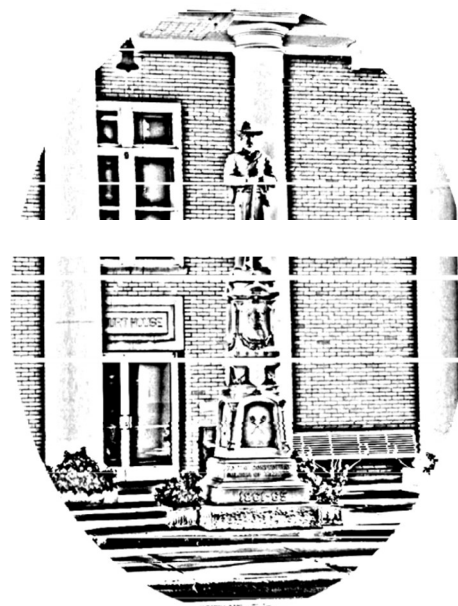
Continued growth in tourism employment is anticipated and should be fostered by town, county and regional economic development organizations. There is an ample supply of workers in the area to serve tourism-related businesses, and there is an availability of various funding sources to the County such as the Tobacco Commission, the Appalachian Regional Commission and the Virginia Coalfield Economic Development Authority that provide grants and loans for tourism capital improvements.

One of the challenges for the Town in the future is to identify appropriate sites for business development. Availability of public water and sewer and easy access to US 19/460 are several of the criteria that should be considered



when selecting sites. In addition, factors such as soil suitability, percent of slope, ridgeline protection, and impacts on wetlands and floodplains should be evaluated. Areas that could potentially serve as sites for offices, lodging/conference facilities and health-care facilities include the areas in proximity to the US 19/460 interchanges at Riverside Drive and Fairground Road as well as along Maplewood Avenue and Ben Bolt Avenue. In order for this to occur, however, it will require changes in existing zoning.





# COMMUNITY FACILITIES & SERVICES

# COMMUNITY FACILITIES+ SERVICES

## **INTRODUCTION**

The community facilities of the Town of Tazewell comprise buildings, lands, and services that serve its residents, businesses and institutions. Examples of community facilities include fire stations and police departments, parks, hospitals, schools, and libraries. In addition, the Town provides public services such as water distribution, sewage treatment, solid waste collection and disposal, and street maintenance. Together, these facilities and services are often referred to as the infrastructure of the Town.

By providing community facilities and services, Tazewell has the ability to influence future development in the area. It is often the case that households, businesses, and industries consider the availability of these facilities as a factor in deciding where to locate. Because private development tends to follow the location, quantity, and quality of public services, advance planning of community facilities should be coordinated with land use, economic development, housing, and transportation objectives. Such an effort will help to determine community facilities needs now and in the future, as well as the means to finance projects, set timetables, and identify desirable locations for facilities.

This chapter summarizes key community facilities serving the Tazewell area. Each summary includes a description of existing conditions with general references to future needs. The Community Facilities Map identifies the location of community facilities within the area.

## **EMERGENCY SERVICES AND PUBLIC SAFETY**

### **FIRE DEPARTMENT**

The Tazewell Volunteer Fire Department is currently comprised of (25) trained volunteer fire fighters with the capacity for thirty (30) volunteers. The fire department's responsibilities include fire suppression, extrication, fire prevention and education, community activities support (4<sup>th</sup> of July fireworks), and limited Emergency Medical Services (EMS) and Hazardous Materials (HAZMAT) response duties. There are eight (8) officers responsible for overseeing fire suppression operations.

- Fire Chief
- Assistant Fire Chief



*Tazewell Fire Department  
Headquarters*

- (2) Captains
- Chief Engineer
- (4) Lieutenants

In addition, there are three administrative positions in the fire department (Chaplain, Secretary and Treasurer).

The firefighting equipment is housed in a facility built in 1994. The building is located on Main Street immediately west of the downtown. In addition to three truck bays, the building has offices for the chief, a meeting room, and equipment storage. Current equipment includes an aerial tower, three pumpers, Haz-Mat Trailer, one personnel and equipment truck, one van, and the chief's car.

The volunteer company serves all of the town and portions of surrounding Tazewell County. In addition to the Town's Fire Department, there is a county owned and operated fire department within the Town's corporate limits on Fairground Road that works in cooperation with the Town, if needed. Emergency fire, rescue and police calls are dispatched for the town and county through the County's 911 emergency number center.

In 2004, the Tazewell fire department answered 139 calls, which was an increase of 19% over the past three years. The bulk of the department's budget is funded through the town. The department also receives private donations through various fund raising activities.

The Insurance Services Offices (ISO) rating of the Tazewell Volunteer Fire Department is "5". This classification determines fire insurance rates for properties within the fire service district. The response time for being on the scene is a maximum of six to seven minutes for the furthest point in town from the fire station.

**Future Needs**

The Town purchased a 2003 Ferrara pumper for the Department in 2002. While this met an immediate need, the Town needs to establish a regular rotation and capital funding for the purchase of replacement firefighting equipment. Future purchases might include:

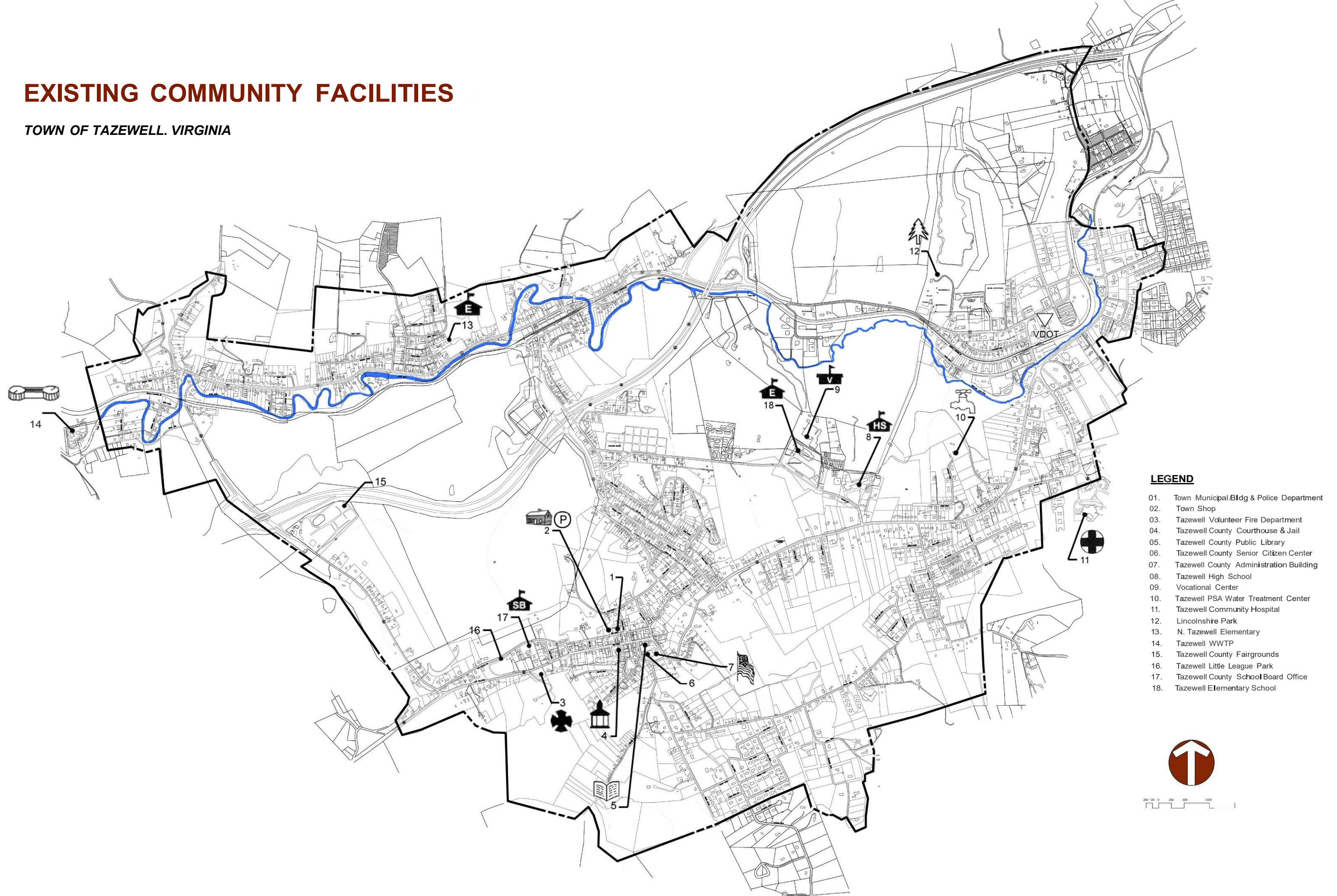
- The 1979 American LaFrance mini-pumper was replaced with a Pierce Rescue Engine (a 1000 gal Tank and 150 gpm pump.)
- The replacement of the American LaFrance pumper with a new pumper by 2015.
- The replacement of the 2003 Ferrara pumper with a new pumper by 2025.



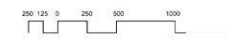
Ferrara - First Response Vehicle

# EXISTING COMMUNITY FACILITIES

TOWN OF TAZEWELL, VIRGINIA



- LEGEND**
- 01. Town Municipal Bldg & Police Department
  - 02. Town Shop
  - 03. Tazewell Volunteer Fire Department
  - 04. Tazewell County Courthouse & Jail
  - 05. Tazewell County Public Library
  - 06. Tazewell County Senior Citizen Center
  - 07. Tazewell County Administration Building
  - 08. Tazewell High School
  - 09. Vocational Center
  - 10. Tazewell PSA Water Treatment Center
  - 11. Tazewell Community Hospital
  - 12. Lincolnshire Park
  - 13. N. Tazewell Elementary
  - 14. Tazewell WWTP
  - 15. Tazewell County Fairgrounds
  - 16. Tazewell Little League Park
  - 17. Tazewell County School Board Office
  - 18. Tazewell Elementary School







## **POLICE DEPARTMENT**

The Tazewell Police Department is the primary law enforcement agency serving the Town. The department presently includes eleven (11) full-time sworn officers, one school resource officer, one part-time secretary and one administrative assistant who also serves as a dispatcher for day-shift officers.

- Chief of Police
- Lieutenant
- Sergeant
- (7) Full-time Patrol Officers
- Patrol Officer/Code Enforcement
- School Resource Officer (Grant
- Position) Administrative Assistant
- Part-time Secretary

This level of staffing provides one full-time sworn officer, including supervisors, per 421 residents of the town based upon 2000 Census data. At present, the department has six vehicles, including two four-wheel drive vehicles.

Police headquarters are located in the Town's Municipal Building. The space for the police department includes four offices (chief, dispatcher, lieutenant/sergeant's office, and investigator's office), one squad room, one exercise room, a kitchen area/interview area, and an evidence room. In addition, the police department has a four lane outdoor shooting range. Persons arrested are processed and jailed at the Southwest Virginia Regional Jail.

Officers patrol a six-square mile area, which includes approximately 1,700 residences and 200 businesses. The department has an average response time of 4-5 minutes. Calls are dispatched either through the town's dispatcher during the eight hour day shift or through the Tazewell County Central Dispatch 24 hours a day. In 2012, the police department answered approximately 10,000 telephone calls for assistance. During this time period, there were 213 misdemeanor arrests, 113 felony arrests, and 487 citations issued by the department.

Law enforcement outside of the town's corporate limits is provided by the Tazewell County Sheriff's Department. Upon request, Town officers will respond to calls for assistance from the Sheriff's Department or the Virginia State Police in areas surrounding the town. In addition to normal duties, the department also directs school traffic and County Fair traffic, escorts funerals, and provides escorts for businesses to banks for deposits. All



officers are required to take an eighteen-week law enforcement-training program within one year of the date of hire.

### ***FUTURE NEEDS***

In terms of personnel, the police department envisions that it will need a full-time investigator to handle all of the criminal cases, the school resource officer grant position made into a town paid position, and a patrol position to float from shift-to-shift to replace the current part-time position. Equipment needs include surveillance cameras in all of the patrol cars and new computers for each office. Policy issues that should be addressed include completing the State Accreditation process that has been initiated in order for the department to be recognized as an accredited agency.

### ***PUBLIC WORKS***

The Town's Public Works Department is responsible for the following facilities and functions:

- Maintenance of streets, highways, alleys, sidewalks and mowing public rights-of-way.
  
- Installation and maintenance of water and sanitary sewer lines.
  
- Solid waste collection and disposal.



*Equipment Shed*

Each of these areas includes a variety of activities and duties depending upon the change in seasons and the level of use. Currently, the Town employs a Public Works Director who Supervises twenty-four (24) employees.



*Town shop*

Offices for the Public Works Department are located in the Town

Shop building behind the Municipal Building. This building and an adjoining storage shed are used for vehicle maintenance and equipment storage. The garage also supports operations of the garbage collection and street maintenance divisions.

### ***STREET MAINTENANCE***

Tazewell's street maintenance division is responsible for repair and



maintenance of approximately 63 lane miles of streets and alleys, excluding



primary roads such as the U.S. 460 by-pass, which is maintained by the Virginia Department of Transportation (VDOT). The Town street crew consists of a streets superintendent, a maintenance superintendent, five (5) equipment operators and three (3) maintenance workers. In addition to paving and patching of roads, the street maintenance division is responsible for mowing rights-of way, snow removal, and street sign replacements and additions. The division also performs yearly upgrades to sidewalks, bridges, crosswalks, etc.

### ***WATER SERVICE***

The water distribution system for the Town of Tazewell is owned and operated by the Town, with the exception of the Greater Tazewell Area Regional Water Plant, which is owned by the Tazewell County Public Service Authority (TCPSA). The distribution system provides water for approximately 2,238 connections, of which, 2,178 connections are located within the town limits. The remaining 60 connections are located in the County. The water distribution service area is illustrated in the Existing Public Water Services Map.

### ***WATER SOURCES***

A contract between the Town and the TCPSA allows Tazewell to purchase a maximum of 1.70 million gallons per day (MGD) from the Authority's Water Treatment Plant. The water plant receives raw water from three sources: Lake Witten, the Clinch River and the Cox Branch Impoundment. The plant has a current capacity of 1.95 MGD, with a capacity to be upgraded to 2.66



*Water Treatment Plant*

MGD. Built in 1964, the plant was upgraded from 1.0 MGD in 2000. The plant operates twenty-two hours per day with a staff of three licensed operators. Based on water plant production records provided by the TCPSA for January through December 2002, the average daily production is 1.26 MGD, or 65 percent of its design capacity.

### ***Water System Accountability***

Based upon water billing register records provided by the Town the average annual demand for water is 1.70 MGD, or 86 percent of the current contract amount. A comparison of the billing register and plant production records indicates that current accountability is approximately 43 percent. With an accountability of 43 percent and an average quantity of 1.26 MGD entering

the distribution system, approximately 0.72 MGD is unaccounted for due to leaks in the system, faulty meters, and/or unmetered usage.

Tazewell recognizes the need to improve the accountability of the system by replacing old water lines and meters and by ending currently unmetered usage. The Water Line Reconstruction project for the Town, which has been designed and is now under construction, will assist in meeting the need to improve accountability. Typically, water accountability for existing systems should be in the range of 70 to 90 percent. When the project is completed, the accountability should increase to meet this range.

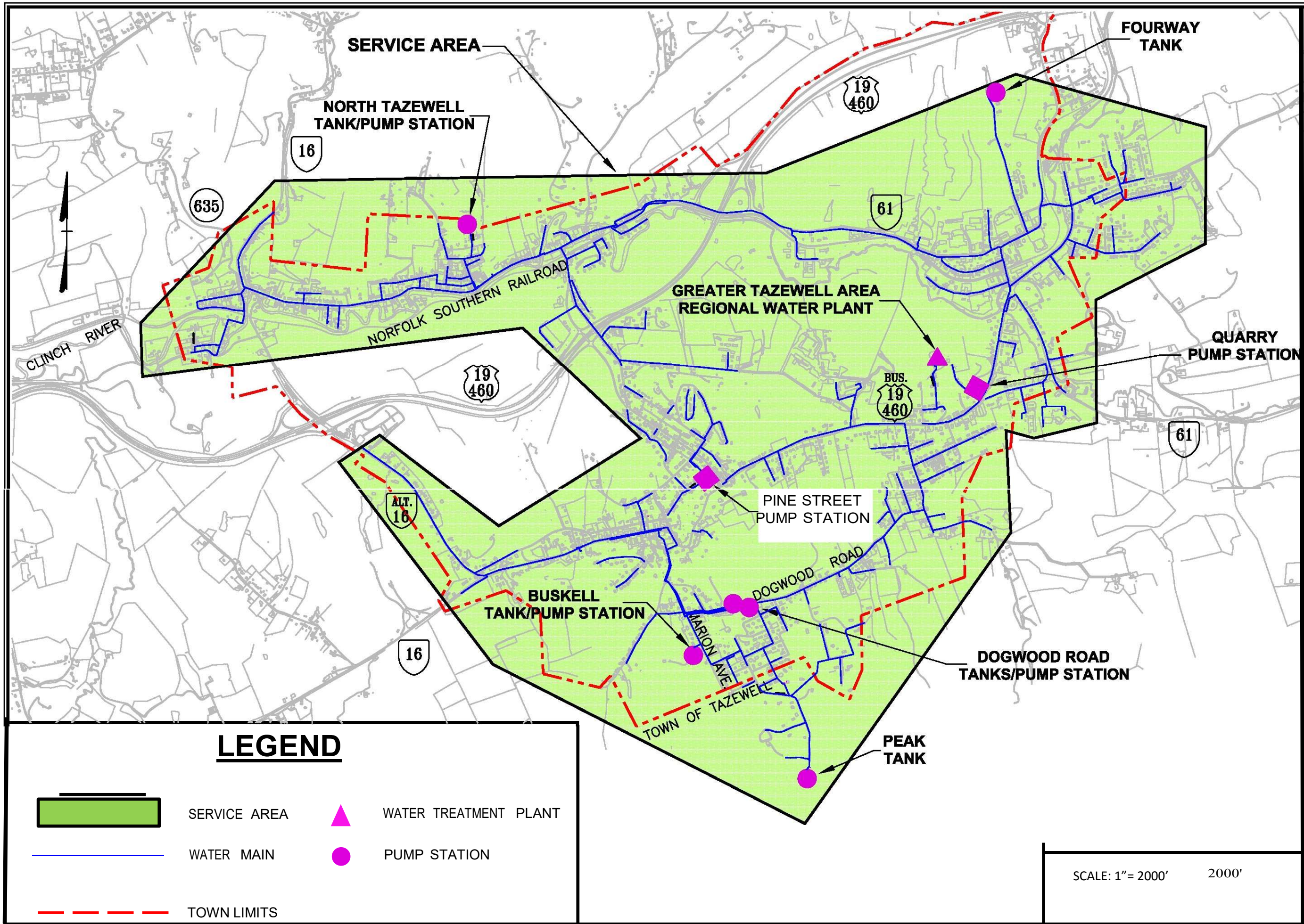
**WATER STORAGE AND DISTRIBUTION**

The existing water distribution system consists of approximately 41 miles of water lines, five water booster pump stations and six water storage tanks. The water line diameters range in size from 1/4 to 12 inches. The distribution system serves 2,018 connections, of which, approximately 1,668 connections are residential and 350 are commercial. The Town is divided into three service areas with the following tank storage capacities and water distribution lines:

<b>TABLE 3.1 WATER SERVICE AREAS</b>		
Service Area	Tank(s) Capacity	Water Distribution System
Fourway	(1) 400,000 gallon tank	10 miles of lines
Dogwood	(1) 750,000 gallon tank	15 miles of lines
Peak and Buskell	150,000 gallon tank 50,000 gallon tank	
North Tazewell	(1) 60,000 gallon tank	16 miles of lines
<b>TOTAL</b>	<b>1.41 million gallons</b>	<b>41 miles of lines</b>

**WASTEWATER TREATMENT**

The sanitary sewer system is owned and operated by the Town of Tazewell. Existing service areas are illustrated on the Existing Public Sewer Facilities Map. With few exceptions, the town and some sections of the County adjoining the town are serviced by public sanitary sewer service. Total sewer connections number 1,874, of which 1,803 are located within the town limits. The remaining 71 connections are located in the County. Of the 2,018 connections, 1,668 are residential and 350 commercial.





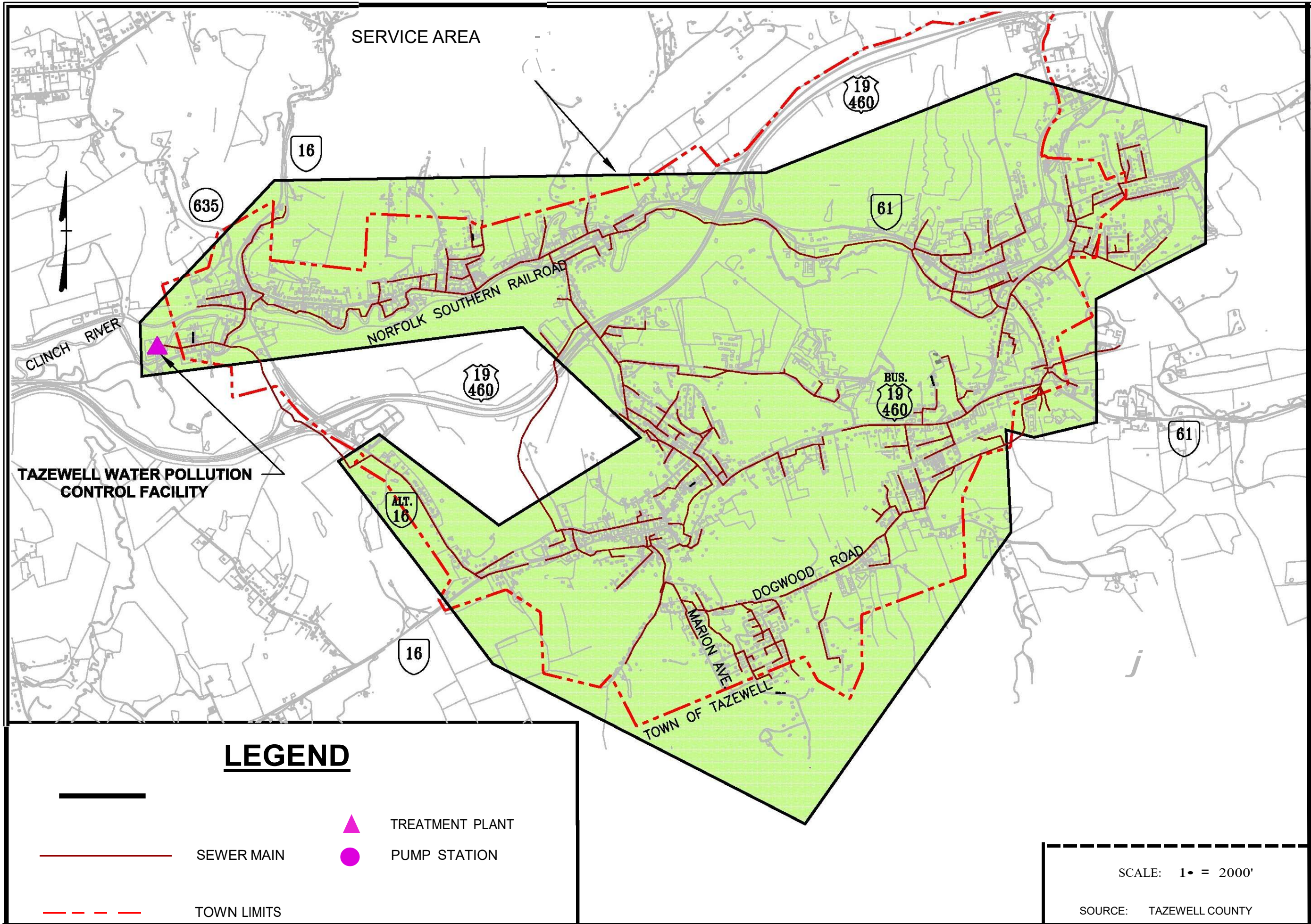
WATER STORAGE TANK

SOURCE: TAZEWELL COUNTY  
911 MAPPING

EXHIBIT  
A







**EXISTING PUBLIC SEWER FACILITIES FOR  
THE TOWN OF TAZEVELL**

PPING

The plant is a 2.0 MGD facility that serves the town and its urban environs. The plant site is located off of Pisgah Rd. along the Clinch River, which is the discharge point for the treated effluent. The facility is an activated sludge treatment plant with tertiary treatment. The plant began operation in 1964 and was expanded to its current design capacity



*Wastewater Treatment Plant*

in 1991. Average flow to the plant is 900,000 gallons per day or 38% of its design capacity.

Six full-time employees, including the supervisor, staff the plant. Personnel include one Class IV operator, one Class III operator, one Class I operator, and two general maintenance workers. The plant operates a minimum of ten hours a day on weekdays and eight hours a day on weekends, 365 days a year

### **WASTEWATER COLLECTION SYSTEM**

The Existing Public Sewer Facilities Map, generally indicates the areas in which public sewer service is provided. In all, the Town maintains over 20 miles of lines. Sewerage is fed to the treatment plant through a gravity system, with four small lift stations in North Tazewell and the Four-Way Section of the town.

Sewer mains in the service area are primarily 6 and 8-inch diameter lines with a 24-inch diameter main line.

### **FUTURE NEEDS**

The majority of the system was installed in the early 1960's. Due to the age and associated leakage, the sewer lines are experiencing widespread inflow and infiltration problems. The Town will need to work with Tazewell County to broaden its customer base in order to bring in the additional resources needed to upgrade the system.

### **SOLID WASTE COLLECTION AND DISPOSAL**

The Town provides curbside solid waste collection to both residential and business customers as well as cardboard recycling for business customers. Seasonal collection of leaves and brush is also provided to residents at no charge. The Town has three garbage trucks with one operating three days a week, one operating two days a week and the third truck serves as a back-up and is also used for cardboard recycling. There are six employees who operate the garbage trucks. All of the Town and County refuse is disposed of at the Tazewell County Sanitary Landfill located east of the town between it and Bluefield.

## **PARKS AND RECREATION**

The Town of Tazewell's main park and recreational facility is Lincolnshire Park, located off of VA Highway 61 (Riverside Drive) in the Four-Way Section of town. The facility includes a 25-acre lake for boating and fishing, two softball fields, tennis courts, two basketball courts, a volleyball court, and a Junior Olympic size pool. The parks and recreation department office is also located here.



*Lincolnshire Park Entrance*

Throughout the year, the Parks and Recreation department offers programs for all ages. Programs include:

Spring—Men's Softball

Summer—Swimming lessons, coed softball, and coed volleyball

Fall—Soccer

Winter—Basketball, women's volleyball

Future Needs



*Main Park Building*

## **EDUCATIONAL FACILITIES**

### **PUBLIC SCHOOLS**

Five public schools serve the Town. Tazewell High, Tazewell Elementary, and Tazewell County Career and Technical Center are grouped together on adjoining properties off of Bulldog Lane. North Tazewell Elementary is located off of Riverside Drive. These four schools are within the Town's corporate limits. The fifth school, Tazewell Middle, is located just outside of the town off of Route 61. Table 3.2 provides current and projected enrollment for the area public schools.



*Tazewell High School*

<b>TABLE 3.2 PUBLIC SCHOOL ENROLLMENT</b>			
	2002 Total Enrollment	2007 Total Enrollment	2014 Total Enrollment
Tazewell Elementary ( K-5)	610	531	600
North Tazewell Elementary (K-5)	397	344	291
Tazewell Middle School (6-8)	496	484	470
Tazewell High School (9-12)	603	626	590
Tazewell County Career & Technical Center	N/A	N/A	328

Source: Tazewell County School Board

Although operation and maintenance of public schools are the primary responsibility of the Tazewell County School Board, the Town plays an important role in support of education for the County. For example, the School Board Office and four schools are located on sites within the town limits, the town police department provides traffic control for the school complex on Bulldog Lane, and school sports teams use the fields at Lincolnshire Park. In addition, the town is a source of school age children for the area.

**HIGHER EDUCATION**

Bluefield College, located 15 miles east of Tazewell in Bluefield, Virginia, is a private, Christian, 4-year liberal arts college that is an accredited member of the Southern Association of Colleges and Schools (SACS). It offers 18 majors, which range from education, to business administration, to health professions, to Christian ministry.

Bluefield State College, located in Bluefield, West Virginia, offers both two and four-year degrees. Instructional programs are offered in engineering technologies, business, teacher education, arts and sciences, nursing and health science professions, and a variety of career fields.

Southwest Virginia Community College, located approximately 25 miles west of Tazewell, is a two-year institute of higher education established as part of Virginia’s statewide community college system. There are over sixty (60) different programs of study available leading to an associate degree, diploma, certificate, or career studies certificate. In addition to educational programs, the college serves the region with economic development programs such

as Workforce Development, Small Business Development and Procurement Technical Assistance. The Cumberland Plateau Electronic Business Village is hosted by the college and supported by its Business Division.



## **LIBRARIES**

The Tazewell County Public Library is Tazewell's primary library facility, located on East Main Street in downtown Tazewell. The library system contains 96,000 volumes including textbooks and research materials as well as on-line research, reading and reference materials through the eBooks database. It provides various programs for children including story time and lunch time book discussions open to all ages. Other branches in Tazewell County include locations in Bluefield and Richlands.



*Tazewell Community Hospital*

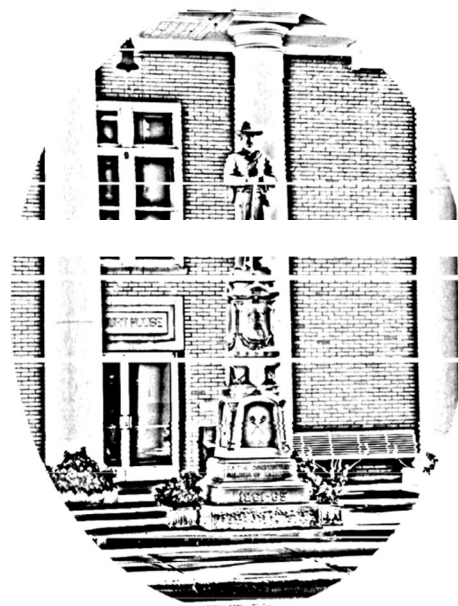
## **MEDICAL AND HEALTH CARE FACILITIES**

Tazewell Community Hospital is a 56-bed acute care facility located on Ben Bolt Avenue. It is a not-for-profit corporation governed by a board of directors and managed by the Carillion Health System of Roanoke, Virginia. The hospital offers a wide range of inpatient and outpatient services including general medical/surgical care, a home health program, and an on-site kidney dialysis center. The hospital has a full-range of radiological diagnostics, a 24-hour laboratory, cardiopulmonary rehabilitation and physical therapy services.

Heritage Hall is a 180-bed long-term care facility located on Ben Bolt Avenue near Tazewell Community Hospital. The facility offers a number of services for long-term care including nursing, physical therapy, occupational therapy, and social work, dental, dietary, pharmacy, physician and mental health services on-site for residents.







## GOALS & OBJECTIVES

# GOALS + OBJECTIVES

If the Comprehensive Plan is to be useful, its stated goals must be known, understood and supported by the people of Tazewell. The design of the Plan and its various tools for implementation should be based upon these goals. Should Tazewell's goals and objectives substantially change, the Plan and its implementation strategies should also change in response.

The following narrative outlines goals, objectives and strategies for each functional area of the Plan.

- Goals are general policy statements of what the Town of Tazewell as a community would like to achieve over the next twenty years.
- Objectives are more specific benchmarks of progress that serve to support a respective goal.
- Finally, each objective is followed by a set of Strategies which should be considered if Tazewell is to take positive steps toward its desired future.

## I. **Economic Development Goal:** To Continually Improve the Economic

Well-Being of Tazewell and the Region.

### **Objective 1** - Maintain and Expand the Commercial/Business Base

- a) Continue to promote the Tazewell area as a destination for commercial, retail, and manufacturing activity.
- b) Promote innovative partnerships between area centers of learning and training and the business community.
- c) Work with local merchant and business groups to identify strengths and reduce obstacles to their success and growth potential.
- d) Continue to diversify the local economic base by attracting new retail stores and manufacturing firms, while encouraging and facilitating the expansion of existing firms in the community.
- e) Encourage adaptive reuse of vacant warehouses in North Tazewell and the Historic Train Depot.
- f) Encourage adaptive reuse of the Old County Administration/ Social Services Building.
- g) Encourage new industries to locate in the Tazewell Industrial Park.



**Objective 2** - Promote Tourism, Cultural and Historical Development

- a) Expand year-round tourism, group tour visitation and strategic marketing campaigns by the Tazewell Area Chamber of Commerce and the Tazewell County Department of Tourism.
- b) Continue to improve Tazewell's downtown area<sup>1</sup> and gateways in order to enhance their character and attractiveness to visitors.
- c) Establish a Town of Tazewell Visitor's Center at the Fairgrounds Road interchanges with U. S. 19/460.
- d) Encourage development of conference/lodging facilities in the Tazewell area at one of the U.S. 19/460 interchanges.
- e) Encourage development of bed and breakfast establishments in Tazewell.
- f) Continue to preserve and enhance the cultural resources of Tazewell, and encourage opportunities for cultural expression and experience.
- g) Continue restoration and preservation efforts in the historic district and along Railroad Avenue in North Tazewell

**Objective 3** - Maintain and Expand Professional and Governmental Services

- a) Continue to promote Tazewell's role as a center for local, county and regional government offices.
- b) Encourage the retention, expansion and new development of professional and governmental offices in the Tazewell area.
- c) Continue to encourage professional and governmental office development that is in harmony with the architecture and character of the Town of Tazewell.

**Objective 4** - Promote and Maintain a Diversified Industrial Base Compatible with the Town of Tazewell and the County.

- a) Work with existing industries to identify their needs and assist in meeting those needs.
- b) Work with the Tazewell Area Chamber of Commerce, the Industrial Development Authority of Tazewell County, the Virginia Coalfield Economic Development Authority and the Cumberland Plateau Planning District Commission to foster local manufacturing growth.



*Tazewell County Courthouse*



- c) Encourage and participate in Tazewell County's ongoing efforts to attract, retain and expand industrial development at the areas' industrial parks.
- d) Strengthen the capacity and role of the Tazewell Industrial Development Authority (IDA).
- e) Continue a dialogue between the Town, the County IDA and the Cumberland Plateau PDC to discuss areas of mutual interest and possible interaction, including securing loans and lines of credit.

**Objective 5** - Promote Sustainable Forms of Economic Development

- a) Encourage development of a highly skilled and trained local workforce, which will offer its employers a competitive edge in technology dependent businesses.
- b) Target sectors of Tazewell's tourism industry for enhanced development. Promote sectors which reflect the area's exceptional historic and scenic setting such as heritage tourism, ecotourism, agritourism and guided travel.
- c) Promote locally owned/operated, small-scale business development including traditional cottage industry, home-based businesses and internet retailing and services.
- d) Encourage and cultivate diverse forms of small business or industry. Target sectors suitable for the area such as arts & crafts, organic produce/meats and specialty wood products.
- e) Link local efforts to establish a sustainable community with regional efforts in the Cumberland Plateau Planning District.
- f) Encourage the recycling of area manufacturing by-products to increase productivity and stimulate new business opportunities.

**II. Historical and Cultural Development Goal:** To Promote the Historical and Cultural Heritage of Tazewell and Surrounding Areas.

**Objective 1** - Promote and Preserve Historical Areas Through the Use of Architectural Review and Historic Zoning.

- a) Monitor, review and regulate the appropriateness of architectural features and uses in the Historic Preservation (HP) District.



- b) Establish a Historic and Architectural Review Board
- c) Develop, implement and periodically update, as necessary, Comprehensive Design Review Guidelines to be adopted by the Tazewell Board of Historic and Architectural Review.

**Objective 2** - Continue to Identify and Recognize Historic Properties Outside of the Tazewell Historic Preservation (HP) District.

- a) Continue to maintain and enlarge as necessary the designation of the Tazewell Historic Preservation (HP) District.
- b) Obtain a majority consensus of support among the affected property owners prior to any future enlargement of the Historic Preservation (HP) District.
- c) Sponsor preparation of a National/State Register nomination in conjunction with any future enlargement of the downtown historic district or designation of additional districts.
- d) Complete a reconnaissance level survey of Tazewell and North Tazewell's remaining properties built prior to 1950, which have yet to be surveyed.

**Objective 3** - Promote Public Awareness and Support for Historic Preservation

- a) Prepare an illustrative handbook to present Historic District Design Guidelines and Zoning Regulations and make it available to all property owners in the Historic District.
- b) Encourage citizen efforts to maintain and beautify Main Street and encourage citizen adoption of other local streets, alleys and historic features.
- c) Continue to sponsor public awareness efforts and events, which encourage a community-wide preservation ethic.
- d) Coordinate actions of government, the private sector and non-profit organizations to achieve preservation goals. Make available information regarding federal and state tax incentives for preservation and designation procedures.
- e) Promote voluntary techniques, such as conservation easements, which serve to protect historic settings.
- f) Promote the Tazewell County Historical Society.



**Objective 4** - Continue to Encourage and Sponsor Cultural Activities in the Tazewell Area.

- a) Continue to support the facilities, activities and programs for all arts organizations in Tazewell and increase public awareness of the arts through enhanced marketing and communication efforts.
- b) Continue to promote cultural education partnerships with local and regional institutions of higher learning, linking resources and participants to enhance effectiveness.

**Objective 5** – Encourage New Opportunities for Cultural Expression in and around Tazewell.

- a) Encourage the improvement of cultural facilities including the Historic Crab Orchard Museum and Pioneer Park, Higginbotham House, galleries, performing arts center and library facilities.
- b) Continue to promote cultural and performing arts as a magnet for drawing tourists to Tazewell.
- c) Establish a permanent venue for music performances and festivals by local artists.
- d) Encourage cooperative initiatives between arts organizations and tourist destinations for their mutual benefit.
- e) Promote Tazewell’s historic cemeteries as cultural attractions.



*Crab Orchard Museum*



*Jeffersonville Cemetery*

**III. Urban Design Goal:** To Protect and Enhance the Visual Quality, Design Excellence and Distinctive Image of Tazewell.

**Objective 1** - Communicate a Clear, Succinct Image of Downtown Tazewell while Maintaining A Humane, Pedestrian-Scaled Environment.

- a) Evaluate and implement where feasible the urban design concepts contained in the Plan for Tazewell’s downtown area.
- b) Develop detailed design plans for a coherent and complete downtown community.
- c) Evaluate and implement where feasible pedestrian mobility measures contained in the Plan.

**Objective 2** - Design and Develop Entrance Corridors that Project a Clear, Positive Image of Tazewell and Reinforce its Community Identity.

- a) Exercise those powers enabled under the Virginia Code to establish design controls along road corridors leading to historically significant areas.
- b) Establish and implement where feasible “entrance corridor guidelines” based on the urban design principles of the Plan.
- c) Aim to improve the appearance and function of both existing and newly developing commercial areas including attention to landscaping, setbacks, lighting, signage, circulation and parking lot design.
- d) Promote streetscapes that reduce visual clutter and provide order. Encourage streetscapes to be developed in stages and extended into public spaces by the private sector.
- e) Encourage the relocation of utilities underground along the Town’s entrance corridors where economically feasible.

**Objective 3** - Coordinate and Influence the Physical and Visual Aspects of Development in Growth Areas of Tazewell..

- a) Encourage developers and builders to create identity and focus for the residential communities in and around Tazewell.
- b) Plant more street trees along public rights-of way and encourage owners to do the same on adjacent properties.
- c) Encourage use of landscaping, earth berms, walls and setbacks to provide visual and noise separation of subdivisions from U. S. 19/460.
- d) Encourage public amenities and place-making elements in outlying commercial and residential areas, such as water features, seating areas and other appropriate measures.
- e) Encourage private developers to incorporate sidewalks and walking trails in the major subdivision developments and link housing with nearby recreation, retail and community facilities.

**IV. Housing & Neighborhood Development Goals:** To Improve the Quality, Quantity and Availability of Housing for all Socio-Economic Segments of the Population



To Preserve, Maintain and Enhance the Integrity and Quality of the Neighborhoods.

**Objective 1** - Maintain and Improve the Physical Condition of the Housing Stock

- a) Continue to actively enforce building construction and reconstruction standards.
- b) Continue to promote rehabilitation and maintenance of older housing units through building code enforcement and continuing use of Community Development Block Grant funds.
- c) Continue to demolish and clear abandoned, blighted structures that constitute a public safety hazard through redevelopment actions, code enforcement and other means provided by law.

**Objective 2** - Ensure and Promote Healthy, Self-Sufficient Neighborhoods

- a) Preserve and revitalize existing residential neighborhoods and improve opportunities for homeownership.
- b) Encourage the strengthening of neighborhood capacity and organization; promote self-sufficiency and interaction among neighborhood groups.
- c) Identify and target for special action “priority neighborhoods” that are experiencing decline, development pressures or other threats to their stability.
- d) Encourage the development of master-planned and neo-traditional neighborhoods which contribute to the prevention of sprawl.

**Objective 3** - Increase the Availability of Diverse, Affordable Forms of Housing Development

- a) Provide opportunities for a diversity of housing types including apartments, townhouses, duplexes/triplexes, as well as small- and large-lot single family.
- b) Encourage infill and higher densities of housing where it will not have harmful effects upon the surrounding neighborhood.
- c) Promote residential development within and around the downtown district, including where feasible, the adaptive



*Townhouse Development*



reuse of upper-story storefronts, institutional buildings and related structures for apartments, elderly housing, live-work space, and other specialty residential/mixed uses.

d) Encourage private, non-profit housing groups to participate in the provision of affordable housing in town.

**Objective 4** - Expand Housing Opportunities for Low and Moderate Income, Elderly and Disabled Residents.

a) Continue to support the activities of the Town and the Tazewell County Department of Social Services to provide safe, decent and affordable assisted housing.

b) Encourage the Town to seek state and federal financing to expand housing opportunities for low income, disabled and elderly residents.

c) Encourage the construction of retirement housing, assisted living centers and other housing to meet the needs of a growing elderly and “special needs” population.

d) Support efforts to provide coordinated home care services for persons with a disability and their families.

**V. Transportation Goal:** To Provide a Safe, Effective and Efficient Transportation System Serving Automobile, Pedestrian and Bicycle Traffic, While Respecting the Environment and Scale of the Historic Areas and Surrounding Neighborhoods.

**Objective 1** - Improve the Flow of Traffic Throughout the Town

a) Work with VDOT under the 2020 Transportation Plan to develop priority Transportation System Management (TSM) improvements for Tazewell’s most congested arterials.

b) Evaluate and implement where feasible recommendations shown on the Transportation Plan which improve circulation through widening of roads and turning radii at various intersections

c) Study and pursue opportunities to complete alternative routes connecting Tazewell with North Tazewell.

**Objective 2** - Eliminate Hazardous Traffic and Street Conditions & Improve Parking Availability.

a) Promote the orderly development of Tazewell’s U.S. 19/ 460 corridor and interchanges by planning for and incorporating design standards and enhancement measures.

- b) Restrict ingress and egress at major shopping centers to limited points of access including a signalized, controlled entrance wherever feasible.
- c) Upgrade substandard street sections in older areas of town in coordination with other utility and infrastructure improvements.
- d) Participate in evaluating the need for off-street parking facilities in the downtown area.

**Objective 3** - Promote Alternative Types of Transportation Facilities

- a) Evaluate and implement where feasible recommendations of the Greenways and Trails Plan.
- b) Prepare and implement a comprehensive Bicycle Facility Plan for the Tazewell area. Enlist the assistance of the Cumberland Plateau PDC and VDOT in preparing the Bicycle Plan.
- c) Work with developers and landowners to develop a safe and complete network of neighborhood sidewalks for access to schools, Lincolnshire Park and community facilities.
- d) Avoid widening and other potentially disruptive street improvements in the historic area to minimize negative impacts and possible damage to historic buildings.
- e) Undertake a Pedestrian Safety Study of the downtown area to make recommendations regarding crosswalk location, access for the disabled, pedestrian signals at intersections, reconstruction needs, obstructions, adequate lighting and other pedestrian issues.

**Objective 4** - Improve Private & Public Transit Services

- a) Promote the use of park-and-ride lots to encourage continued car-pooling and ride-sharing.
- b) Continue to support the expansion and improvement of the Tazewell County Airport.

**VI. Community Facilities Goal:** To Provide An Appropriate Level And Variety of Community Facilities And Services To Enhance The Quality of Life for Tazewell Area Residents.

**Objective 1** - Continue to Improve and Expand the Tazewell Sewer System to Meet Present and Future Needs.



- a) Complete improvements to the sanitary sewer collection system; including infiltration/inflow reduction in sewer sheds, and service extensions to sewer problem areas in and around Tazewell.
- b) Explore the potential for the Tazewell County Public Service Authority as the entity that operates the Town's Wastewater Treatment Facility.

**Objective 2** - Continue to Provide an Adequate, Cost-Efficient Range of Municipal Services in Conjunction with other Service Providers and Volunteer Organizations.

- a) Continue to provide cost-effective solid waste collection and recycling services to all town residents.
- b) Insist on orderly improvement and expansion of the water system by the Tazewell County Public Service Authority to meet present and future needs including adequate fire protection.
- c) Ensure the public safety of town residents by continuing to provide an adequately-sized, well-trained police force.
- d) Continue to support the Tazewell Fire Department and encourage the local emergency rescue services.

**Objective 3** - Continue to Provide Special Service Amenities and Programs Commensurate with Tazewell's Role as a Municipal Leader.

- a) Continue to maintain a high standard for all the Town's municipal buildings and grounds.
- b) Continue to improve Lincolnshire Park and its recreation system, with a wide variety of facilities for use by area residents and visitors.
- c) Continue to preserve, enhance and maintain certain natural features, historic qualities and natural terrain in the Town's park and open space system.
- d) Provide new opportunities for neighborhood parks, greenways and multi-use trails.

**Objective 4** - Provide Storm Drainage Improvements and Control Future Development in Identified Flood Hazard Areas.

- a) Continue to provide public storm drainage improvements in priority problem areas.



- b) Evaluate the feasibility of establishing a Storm water Management Utility. Upon implementation, require development projects to assume responsibility for storm water runoff either through incorporation of measures on-site, financial contribution to the public utility system, or an appropriate combination of both.
- c) Consider establishing a neighborhood drainage program to address smaller problems assesses equitable user fees and recover program costs.
- d) Limit development adjacent to the Clinch River and avoid closed channelization of Tazewell's lesser creeks and tributaries.
- e) Encourage where practical on private property and implement where practical on public property the use of permeable paving, perforated paving blocks, rain gardens and other innovative mechanisms to reduce run-off from impervious surfaces.

**VII. Land Use & Environmental Goal:** To Achieve a Balanced Land Use Pattern that Retains Tazewell's Small Town Character while Accommodating Quality Growth in a Planned Manner.

**Objective 1** - Provide and Maintain Adequate Land Areas for Orderly, Compatible and Efficient Land Use Development.

- a) Update and implement a Land Use Plan to define land areas best suited to accommodate future needs for residential, institutional, commercial, industrial and open space activities.
- b) Insure that future business and employment centers do not adversely affect or overburden the public facilities, environment or existing town character of Tazewell.
- c) Review, update and enforce the Zoning Ordinance in conjunction with revisions to the Comprehensive Plan to ensure harmonious and orderly development of land within the town.
- d) Strengthen cooperation between the Town and County is sharing land use information and staff expertise, and in coordinating site plan review of projects and proposals impacting both jurisdictions.



**Objective 2** - Reduce and Avoid Conflicting Land Uses

- a) Employ multifamily or office uses as transitional areas between single-family neighborhoods and more intensive land uses.
- b) Concentrate and cluster highway-oriented commercial activities to minimize traffic hazards and adverse visual impacts. Restrict highway development to limited points of access.
- c) Address objectionable aspects of an industrial use through buffering/setback regulations and realistic, equitably applied performance standards.
- d) Promote redevelopment of vacant or underutilized industrial properties in North Tazewell and direct new manufacturing to the area's professionally planned industrial parks.
- e) Encourage development of a diversity of housing types and densities in a manner compatible with existing neighborhoods.

**Objective 3** - Protect the Natural Environment from Inappropriate Development and Use the Natural Setting to Enhance the Man-Made Environment.

- a) Preserve the Clinch River and its tributary drainage ways, plus adjacent areas of steep terrain, as an open space network.
- b) Retain trees on hillsides and ridgelines for purposes of screening and to preserve visual character.
- c) Incorporate significant landscape features, both natural and man-made, into new site designs.
- d) Avoid development or expansion of natural resource extraction areas where incompatible to existing or proposed development.
- e) Protect vistas to and from historical buildings and areas when development occurs.

**Objective 4** - Ensure Environmentally Sound Construction Practices

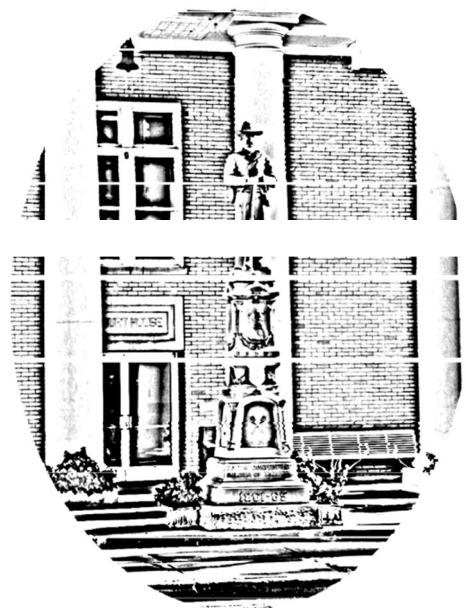
- a) Adapt development to the topography and natural setting rather than modifying them to accommodate development. Excessive grading, cutting and filling should be discouraged while imaginative and sensitive design should be encouraged.



- b) Develop and implement Best Management Practices for urban streams in Tazewell.
- c) Enforce, review and periodically update the Subdivision Ordinance to ensure that new development is soundly engineered with regard to street construction, lot layout, drainage control and buffering.
- d) Ensure submission and compliance with all erosion and sedimentation control plans required under building permits and for excavation work.
- e) Ensure submission and compliance with all drainage plans required for handling of on- and off-site drainage.

<sup>1</sup> For purposes of this Plan, the “downtown area” refers to the entire central core of Tazewell, including the central business district, the courthouse area and the immediate adjoining neighborhoods.





# PLAN ELEMENTS

# COMMUNITY PRESERVATION + DEVELOPMENT

## ***INTRODUCTION***

The following chapter provides a summary of current and potential community development activities that contribute directly to the area's social and economic prosperity. These include downtown revitalization, historic preservation, commercial and institutional building adaptive reuse, lodging/conference center development, housing rehabilitation and neighborhood improvements.

## ***DOWNTOWN REVITALIZATION***

Over the past several years, town officials, historic preservation advocates and business leaders have implemented a number of strategies to improve the downtown area. Like most downtowns of its era, Tazewell's retail core began to face stiff economic competition from outlying shopping centers. Downtown property owners became cautious about reinvestment, building maintenance was deferred, and public infrastructure showed signs of obsolescence.

A 1996 Downtown Master Plan adopted by the Town Council proposed a number of improvements to the downtown area. Based on this planning framework, the Town proceeded with selected projects. The first major undertaking was to place overhead power lines underground. The second undertaking was the renovation of the County Courthouse and construction of a new jail with a parking lot behind it. Currently, physical improvements are ongoing with streetscape improvements on Main Street and adjoining side streets. The improvements include period lighting, landscaping, brick sidewalks and development of a mini-park at the intersection of Main Street and Marion Avenue.

The Town has also developed organizational and promotional strategies to support downtown development. Members of the Tazewell County Historical Society, the Tazewell Area Chamber of Commerce and Tazewell Tourism have played an integral role in promoting the historic downtown. One example of an effort to promote the downtown has been the development and dissemination of a Walking Tour of Main Street brochure by the Historical Society.

## ***FUTURE NEEDS***

Continued enhancements to downtown Tazewell are needed and recommended throughout this Plan. While downtown has undergone





substantial physical improvement in recent years, the area still has some economic deficiencies including an increased vacancy rate for buildings along Main Street. Further, the extent of vacant/underutilized space increases measurably when upper stories are considered. Thus, in future years the Town and its downtown organizations must strongly focus on economic restructuring so that greater activity levels and building absorption rates are achieved. These efforts should generally include an emphasis on micro-enterprise and small business development, a comprehensive tourism campaign and promotion of projects that convert unused space into downtown housing, offices or cultural facilities.

### ***HISTORIC PRESERVATION***

Nominated to the state and national historic registers in 2001 and certified in 2002, the downtown Historic District is recognized for its many period buildings and well-preserved neighborhoods. In addition, Tazewell's historic downtown and residential areas contribute greatly to the town's overall quality of life. Many local homes, storefronts, commercial and institutional buildings have been skillfully restored over the years and updated for contemporary use. Because of these ongoing revitalization efforts, the older areas of town offer a vibrant, distinctive atmosphere in which to work and live.

#### *Statement of Significance*

The Tazewell Historic District is representative of the area's commercial and residential development from 1832 to 1950. From its modest beginning, the town prospered from the 1870s to the mid-20th century as the commercial and institutional heart of Tazewell County. Preserved in the district are a courthouse, jail, post office, school, fraternal lodge and several churches. In addition to its governmental/institutional heritage, the district is significant for its late Victorian commercial and residential architecture and for its variety of vernacular dwellings. Houses in the district range from the highly decorative Queen-Anne style mansions to bungalows located along Pine, Tower, Church Streets and Central Avenue. Altogether, the district contains 112 contributing buildings, 31 non-contributing buildings, and 2 non-contributing structures

#### *Summary Description of the District*

As depicted on the Historic District Map the Tazewell Historic District encompasses a sizeable area within the downtown. It is comprised of residential, public, semi-public and commercial uses.

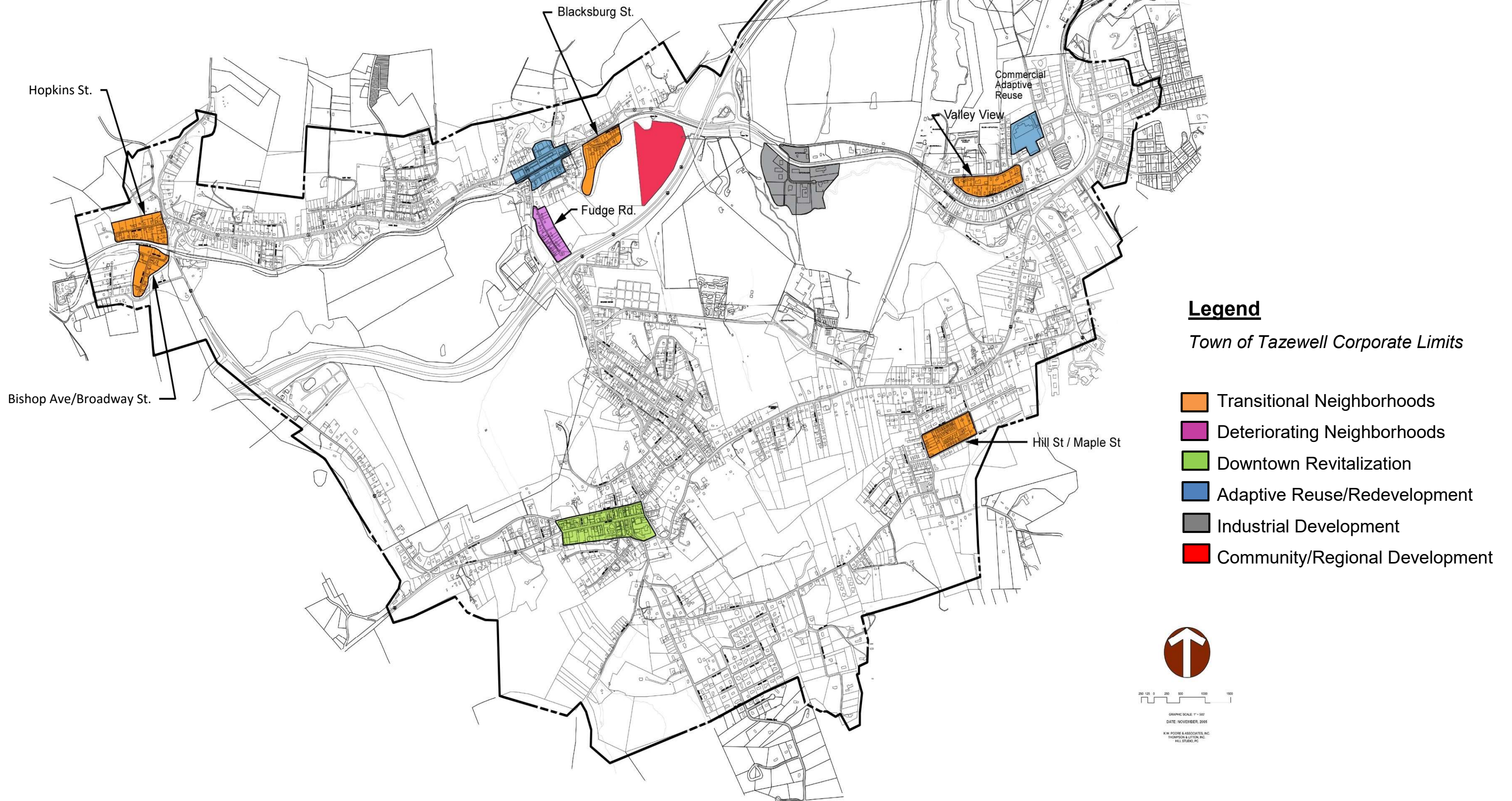
#### **Downtown District**

Tazewell's downtown district contains many of the community's most valued historic buildings. Victorian Italianate, Queen Anne, Greek,



# COMMUNITY PRESERVATION & DEVELOPMENT

TOWN OF TAZWELL, VIRGINIA





Gothic and Colonial Revival and Bungalow/Craftsman styles represent the commercial, institutional and residential architecture. Most of the commercial district is characterized by compact, two-story brick buildings dating from the 1870s to the early 1900s. The structures typically possess modernized storefronts with preserved upper-story facades that are highlighted with cast iron cornices, round-arched transoms and other decorative features. Prominent early structures include the Old Jail Building (1832), the Clinch Valley News Building (1878), the Greever and Gillespie Law Office Building (1897), and the Graham Building (1902). Over the years, periodic fires and demolition of outdated buildings allowed for construction of some stylish early-20th century buildings, including the County Courthouse (1913), Tazewell High School (1931), Tazewell Masonic Lodge (1931) and Tazewell Post Office (1936).



*Piggy Bank Café-Downtown*

Residences in the district are primarily located north of Main Street. Houses most noted for their architecture include the Preston House (1894), the Joseph Stras Gillespie House (1892), and the C. R. Brown House (1903). The majority of the houses along Pine and Tower Streets include forms such as bungalows, American Foursquare houses, and derivations of Tudor Revival- and Colonial Revival-style dwellings. Buildings along Main Street that were once residences but have been converted to other uses include the Dr. C.W. Greever House (1876), which now serves as the home of the Tazewell County Historical Society and the Dr. J. R. Gildersleeve House (1877), which now houses the County Department of Economic Development.



*Historical Society Building*

Since 1994, the downtown area has been the focus of considerable revitalization efforts, and the Town has actively promoted preservation-based strategies.

## **FUTURE NEEDS**

Maintaining the historic character of the commercial, institutional and residential structures in the Downtown Historic District should be accomplished through the designation of a Historic Preservation Overlay Zoning District, the establishment of an Architectural Review Board and the development and adoption of Design Guidelines for the rehabilitation of existing structures and the construction of new buildings. As an incentive for property owners and developers to preserve historic structures, the Town should promote the use of historic tax credits and establish/fund a façade improvement grant/loan program to rehabilitate commercial buildings in the downtown Historic District. As a means of supplementing the Town funded facade program, it should seek planning and construction funds from the Virginia Community Development Block Grant Program (CDBG) under the Business District Revitalization category. Other potential sources of funds for historic building rehabilitation include





the Appalachian Regional Commission (ARC) and the Virginia Tobacco Indemnification and Community Revitalization Commission (Tobacco Commission).

Opportunities for the designation of additional historic structures and districts on the Virginia Landmarks Register and the National Register of Historic Places should be explored. In particular, an architectural and historic survey of structures in North Tazewell in the area of the Train Depot and along Railroad Avenue should be initiated. A potential source of funding for this survey is the Virginia Department of Historic Resources.

### **REDEVELOPMENT/CONSERVATION AREAS**

Redevelopment is the process of identifying appropriate new uses for obsolete, deteriorating or underutilized facilities or properties and implementing recommended changes.

In North Tazewell, the vacant warehouses along Riverside Drive and the Norfolk Southern railway line between Tazewell Avenue and Whitley Branch Road could potentially be redeveloped/conserved. A redevelopment/conservation strategy would include the adaptive use of warehouses and other structures of historic value such as the Train Depot in order to convert them to economically viable uses. Redevelopment actions including acquisition, demolition/clearance would be pursued for non-contributing buildings, particularly those in substandard condition. Parcels cleared through redevelopment could be reclaimed for various uses including, but not limited to, mini-parks and open space, street/streetscape improvements, additional parking and infill development. Potential infill and adaptive uses could include a business incubator, an arts/crafts center, music performance center, museum, education/job training facilities, professional offices/retail development and/or multi-family housing in upper-floor spaces of the warehouses. (See Concept Plan)

In the Four-Way Section of Town, vacant supermarkets and retail stores in strip shopping centers along Market Street also present the opportunity for redevelopment. As an adaptive use, the vacant buildings could be developed to complement the recreation facilities of Lincolnshire Park. The spaces could be used for indoor sports such as volleyball, basketball and racquetball and include a walking track. Other potential uses of these buildings could be as an adult day care facility, senior center or health/wellness center to meet the needs of the Town's aging population. One potential source of funds for the planning and construction of community service facilities is the Virginia Community Development Block Grant (CDBG) program.





**HISTORIC RA**



## ***ECONOMIC DEVELOPMENT***

Although economic development is largely a function of private market forces at work in response to demand for specific goods and services, the public sector can foster public/private partnerships to direct certain





types of development that meet the goals and objectives of the community. Through approval of rezoning applications, funding of capital improvements for infrastructure and utilities and offering development financing incentives, the Town of Tazewell can have an influence on the type of development it prefers to have in the community. Specifically, a potential source of additional revenue and employment for the Town is tourism development.

Area attractions such as the Crab Orchard Museum and Pioneer Park, Burke's Garden, Lincolnshire Park, the Historic Downtown and others serve to draw visitors to the area. In addition, periodic music festivals and performances attract people to the area. Although the Town is capturing some of the money spent by visitors, it could receive additional revenues if visitors remained in the area longer. Therefore, development of a lodging/conference facility at one of the town's US 19/460 interchanges could serve to enhance the area's tourism economy. A concept plan for such a facility is presented below.



The areas recommended for these types of development are also identified on the Community Preservation and Development Map. Identification of these areas is to be considered conceptual in nature. There are no specific plans to develop these areas at the present time, nor there necessarily do any plan within the twenty year time period of the Comprehensive Plan. These presentations serve to identify economic development opportunities upon which the Town could capitalize.

## ***HOUSING AND NEIGHBORHOOD ANALYSIS***

The Town of Tazewell has long recognized the importance of establishing and maintaining sound neighborhoods to provide for the stability of the community. A variety of neighborhoods exist in and around the town including both older and newer single-family areas, manufactured home parks and several areas of multi-family housing. Many older town neighborhoods, particularly those of historic value, continue to be preserved and revitalized, even as newer neighborhoods develop and thrive around the town's periphery.

Despite these outwardly positive trends, housing-related issues and problems are evident in Tazewell, just as they are in other communities of Virginia. While most residential neighborhoods in town are well maintained, several pockets of substandard housing exist throughout the community. Another related issue is the supply of decent, affordable housing. Because of the high cost of new housing, a gap often exists between what is being built and what many low-income and newly formed households can afford. These types of residents have increasingly tended to rely on manufactured homes, subsidized apartments or aging deteriorated dwellings as a principal source of affordable housing. These and other housing and community development factors are discussed on the following pages.

## ***NEIGHBORHOOD ANALYSIS***

The following analysis examines the current condition of Tazewell's neighborhoods, and the extent to which these areas may be deteriorating or adversely impacted by blight. Each of the Town's primary neighborhoods is evaluated in accordance with three general classifications: Sound, Transitional and Deteriorating. A description of each is found below.



## ***SOUND NEIGHBORHOODS***

Sound neighborhoods are those requiring little or no intervention. The Town's property maintenance code enforcement program is recommended for encouraging sound maintenance of homes and supporting neighborhood infrastructure. Efforts should be focused on maintaining the stability of these neighborhoods and protecting them from adverse environmental influences, such as commercial encroachment or excessive through traffic. Sound neighborhoods that show initial signs of deterioration are prone to rapid change and it is suggested that they be monitored on an ongoing basis.

## ***TRANSITIONAL NEIGHBORHOODS***

The major thrust of the Town's neighborhood improvement efforts should be concentrated in Transitional Neighborhoods where a moderate level of public investment will be most likely to succeed.

Public infrastructure improvements and low interest rehabilitation loans to eligible homeowners can dramatically reverse the deteriorating conditions found in these areas. Improvement efforts will have the effect of improving the living environment for many residents and retaining the sense of community as improvements take place. The units in good condition lend stability to an area making it one worthy of concerted revitalization efforts. This necessarily involves some willingness of property owners to make investments in housing improvements despite the presence of poor housing conditions nearby.

Transitional Neighborhoods - A significant number of structures are deteriorating and the areas have a moderate level of environmental deficiencies, such as improper street layout and setbacks, poor drainage, aging utilities, overgrown vegetation and other blighting influences.

- 1) Hopkins Street
- 2) Bishop Ave./Broadway Street
- 3) Blacksburg Street
- 4) Valley view Road
- 5) Hill/Maple Street

## ***DETERIORATING NEIGHBORHOODS***

Deteriorating neighborhoods would require substantial amounts of public assistance if conditions are to be improved. Clearance of substandard





structures endangering the health and safety of the neighborhood and family relocation may be required to correct the situation.

Based on the preceding criteria, five (5) of the Town's residential neighborhoods are classified as transitional and one (1) is classified as deteriorating. All others are considered essentially sound at this time. The six neighborhoods noted for deficiencies are identified below and shown in generalized fashion on the Community Preservation and Development Map. All classifications apply to the neighborhood at large and specific subareas may vary as to overall condition. Pockets of deterioration exist in both sound and transitional neighborhoods, as do areas of standard, well-maintained housing.

**Deteriorating Neighborhoods** - Most structures are deteriorating or dilapidated and the areas have major environmental deficiencies, such as drainage and flash flooding problems, overcrowded lots, poor access, adjacent incompatible land uses, abandoned structures and vehicles, refuse/debris problems and other blighting influences.

1) Fudge Street

These neighborhood classifications and identified boundaries are preliminary in nature and should receive further study as resources become available. Traditional sources of planning and construction funds for neighborhood and housing revitalization include the Small Cities Program of Virginia's Community Development Block Grant (CDBG) Program, programs available through USDA's Department of Rural Development (RD), and programs through the Virginia Housing Development Authority (VHDA).

### ***RECENT NEIGHBORHOOD IMPROVEMENT PROJECTS***

Tazewell completed a CDBG neighborhood improvement project in the Carline area during the late 1980s.



# TRAILS, GREENWAYS + GATEWAYS PLAN

Although the automobile is the primary means of transportation in Tazewell, non-vehicular modes of travel are also quite popular. Walking in particular is being enjoyed and rediscovered throughout the community. Especially popular in Tazewell are sidewalks along Fincastle Turnpike, Ben Bolt Avenue, Riverside Drive, Bulldog Lane and Tazewell Avenue. In some instances, local sidewalks serve both transportation and recreational purposes. For some individuals, these facilities are a viable means of traveling to work or nearby shopping.

For many years, Tazewell's older neighborhoods have been attractive to pedestrians, due to their compact nature and charm. The downtown district, along the Clinch River in North Tazewell, Tazewell Avenue, and around Lincolnshire Park Lake offer more opportunities for walking and bicycling than perhaps any other area of the region. Their potential to encourage non-motor vehicle trips, however, has not yet been fully realized. Also, most newly developed areas of Tazewell were not designed with these opportunities in mind. In most cases, walking or bicycling to activity centers is difficult due to an absence of sidewalks or trails. Various physical obstacles often impose additional constraints. With sufficient planning and community participation, however, many of these barriers can be overcome.

In order to provide a balanced range of transportation choices, it is necessary to actively plan for non-vehicular facilities. In the previous section, various proposals for pedestrian enhancement were presented, with primary focus on the downtown. Presented on the following pages are broader opportunities to build upon Tazewell's existing open space network. In addition, a discussion of gateway measures is provided, including an assessment of how these principles might best be implemented in Tazewell. Many of these recommendations are incorporated into other Plan elements, including the transportation and land use proposals.

Some precautions should be observed in view of the following discussion. All of the proposals outlined in this section are conceptual in nature. To be implemented, each element will require further public discussion and more detailed engineering analysis. Preferably, this should occur under the guidance of one or more citizen advisory groups, with technical support by the public works and recreation departments. Funding support for trails and pedestrian facilities may be sought from various sources; many of these are referenced throughout the Plan.



## **MULTI-USE TRAILS**

In recent years, the emphasis of most trail systems in Virginia has shifted to multi-use design and management. In many instances, bicyclists, walkers, joggers, hikers and horseback riders all can be accommodated on the same trail or corridor. The key to successful corridor sharing is proper trail planning and management. Often, this includes attention to public education along with some enforcement. In many areas, local user groups patrol the trails to prevent their misuse and promote proper trail conduct. Many regional trails throughout Virginia take advantage of unique corridors in densely populated areas. Typically, these corridors include stream valleys, utility easements or abandoned railroad rights-of-way.

In the Tazewell area at the present time, there are no designated multi-use trails. In future years, however, if the trails/greenways proposed in this section are developed, this should result in expanded opportunities for the area's tourism and recreation-based businesses.

### **Fitness Trails**

Fitness trails are intended primarily for walking and jogging only. In some cases, they include exercise stations along the trail or double as nature trails. Fitness trails are usually limited in length and located within existing parks as looped or perimeter trails. A trail that loops around the lake at Lincolnshire Park, for example, offers the opportunity to be developed as this type of trail.

### **The Greenways and Gateways Plan**

The following improvements are recommended as part of the Tazewell Greenways and Gateways Plan, which is illustrated on the Greenways and Gateways Map. All trail locations shown are preliminary in nature and subject to further evaluation. The objectives of the plan are two-fold:

- (1) to provide alternative transportation routes to the town's major activity centers through an interconnected system of trails, bikeways and greenways; and
- (2) to provide expanded, close-to-home opportunities for outdoor recreation

### **Recommended Trail Improvements**

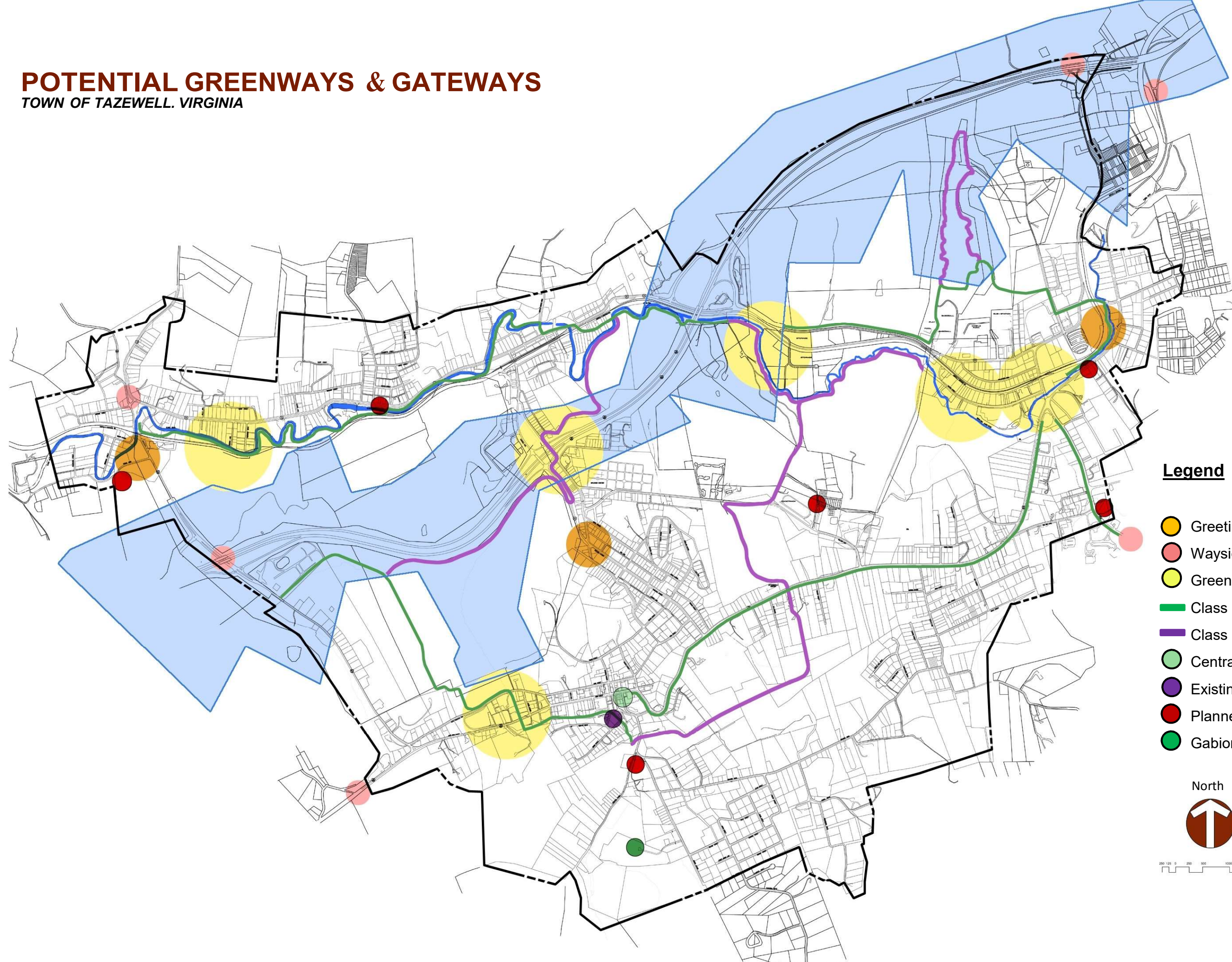
The improvements listed below are recommended elements of the Tazewell Greenways and Gateways Plan.

- 1) FITNESS TRAIL - construct a new hiking/fitness loop trail around the lake at Lincolnshire Park. This trail could also serve to tie in to the regional Mountain Heritage Loop Birding and Wildlife Trail identified by the Virginia Department of Game and Inland Fisheries.



# POTENTIAL GREENWAYS & GATEWAYS

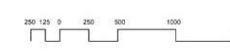
TOWN OF TAZEWELL, VIRGINIA



## Legend

- Greeting Gateway
- Wayside Trailhead Gateway
- Greenway Connector Challenges
- Class I Greenway Trail
- Class II Greenway Trail
- Central Square
- Existing Rain Gardens
- Planned Storm Water Project
- Gabion Baskets

North



2) **CLASS I AND CLASS II GREENWAY TRAILS** – construct multi-use trails identified on the Greenways and Gateways Map and further described below in the Greenways section of the chapter.

**Potential sources of funding include the following programs:**

Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21 Program) administered by VDOT,

Virginia Recreational Trails Program administered by the Department of Conservation & Recreation (DCR),

Rivers and Trails Assistance Program administered by the National Park Service

American Greenways Program funded by the non-profit Conservation Fund.

As a general rule, local matching funds ranging from twenty to fifty percent must be offered as part of a project proposal. The direct involvement of local community groups in project planning and fundraising are also desirable.

Generally, trail and bicycle projects must be included in comprehensive or transportation plans for funding consideration under most grant programs. The system of bikeways and trails has been designed primarily to support the Greenways and Gateways Plan. While beyond the scope of this document, it is recommended that a more comprehensive system of bikeways be developed for the Tazewell planning area. Ideally, this plan should obtain extensive input from the bicycling public and build upon the initial improvements prioritized above.

The Town may request assistance from the Cumberland Plateau PDC in preparing a detailed Bikeway Facilities Plan in coordination with the 2020 Transportation Plan. Also, VDOT has developed A Virginia Bicycle Facility Resource Guide (2002) which offers valuable technical assistance to communities. The guide, primarily about paved-surface riding, combined with Mountain Bikes on Public Lands (The Bicycling Federation of America) can provide a solid framework for meeting a variety of bicycling needs.

**GREENWAYS**

A second major objective of the Greenways and Gateways Plan is to establish the area's first designated greenways. For purposes of this plan, greenways are defined as open space corridors that can be managed for conservation, recreation and/or alternative transportation. Greenways may





*Trail along the Clinch River in N. Tazewell*

be publicly or privately owned and developed through various community initiatives.

Areas that lend themselves to greenway designation are frequently considered unsuitable or undesirable for development. These areas typically include ridgelines, utility corridors, floodplains, storm water drainage ways and stream valleys. In many instances, these lands can be made available by protective easements, proffers under zoning or by direct donations from property owners. This saves local government from using scarce funding on fee simple acquisition. Even where such acquisition is necessary, studies have found that real property values adjacent to greenways and parks increased in value. This, in turn, increases local tax revenue and offsets acquisition costs.

Because the Clinch River, one of the most biologically diverse rivers in the world, flows through Tazewell, the Town has the responsibility to see to its protection and to the protection of its tributaries. In addition to maintaining the quality of this natural resource, its designation as a greenway and its conservation also provides a degree of protection from the periodic flooding that has occurred in the area. To this end, the town should encourage where practical on private property and implement where practical on public property



the use of permeable paving, perforated paving blocks, rain gardens and other innovative mechanisms to reduce run-off from impervious surfaces. The Tazewell Rain Gardens study by Virginia Tech University's Community Design Assistance Center in 2005 and the rain garden demonstration project completed at the courthouse indicate one means of providing additional protection to the Clinch River.

In Tazewell, there are relatively few opportunities for greenways which offer potential for future recreational use. Most local streams are narrow in width with little vegetative cover. While such corridors can serve well as conservation areas, they must also offer some scenic value if they are to evolve as viable recreation trails. In more developed areas of town, opportunities for greenways are also limited by existing structures and multiple land ownership.

Accordingly, the Greenways and Gateways Plan designates greenways with the best potential for practical use and implementation. Many other open space corridors exist throughout town but are better suited as natural buffers or for passive type uses. Corridors shown on the map have unique assets that give them potential for public use and recreation. Each offers scenic value, a desirable destination and feasible points of access. Depending on community interest, each could initially serve as a backcountry trail and be later developed as a multi-use trail.

### **GREENWAY TRAIL TYPES**

A Class I trail consists of asphalt, concrete, or resin soil cement. It is anywhere from 10 to 12 feet wide and has a maximum grade of 5 percent. Optimum activities for Class I trails include road bicycling, casual bicycling, in-line skating (roller-blading), walking, and running. Class I trails are not suitable for horseback riding or mountain biking. Potential Class I greenway trail sections are illustrated on the map and generally described as follows:

- 1) Along Fincastle Turnpike from its intersection with Market Street west to Main and Marion Streets in the downtown area
- 2) Along the drainage way behind the Courthouse Complex northwest to the County Fairgrounds area
- 3) Along the Clinch River from the River Jack area eastward to the Riverside Drive interchange
- 4) Along Riverside Drive from the Tazewell Industrial Park area eastward to the Four-Way section
- 5) From the intersection of Market Street and Fincastle Turnpike eastward along Rt. 61 to the Tazewell Community Hospital area



*Class I Trail*





*Class I Trail*

A Class II trail consists of a non-paved surface of stone dust, or well-compacted fine-aggregate surface. Its width varies anywhere from 3' to 8' wide and contains grades of up to 12 percent. Optimum activities for a Class II trail are casual walking, nature interpretation, running, horseback riding, and hiking. Class II trails are not designed for activities such as in-line skating and present some accessibility issues for those with physical impairments. Potential Class II greenway trail sections are illustrated on the map and generally described as follows:

- 1) Around Lincolnshire Park Lake (Fitness Trail)
- 2) Along the Clinch River from the Walnut Street area westward to the Riverside Drive interchange
- 3) Along the Clinch River near Blacksburg Avenue south to the Tazewell Avenue interchange, then along US 19/460 west to its intersection with a Class I trail
- 4) From the Clinch River as it adjoins the Tazewell Industrial Park south to Maplewood Avenue near Tazewell Elementary, then south to Fincastle Turnpike near the Jeffersonville Cemetery, and then south and west along the ridgeline to Thompson Street

### ***TRAIL SIGNAGE***

Informational signs should be used along the trail and be consistent with adopted design schemes. Interpretive signage offers an educational opportunity and should be considered to highlight historical, architectural, environmental, and areas of general interest for the Town.

### ***TRAIL BENCHES***

Providing trail users with benches to rest is often critical for their full enjoyment of the greenway. It is often possible to place benches where there is a view of a special place, thereby providing an enjoyable experience and an opportunity to take an activity break.

Benches should be placed clear of the trail's edge to prevent injury to those passing by. Further safety is ensured if benches can be placed off the trail in an easily visible place.

### ***TRAIL SECURITY***

Security along the trail is very important to the success of a greenway. Security items recommended include safety fencing near railroads, lighting, and telephones or call boxes for emergency calls. Fencing near railroads is important where trail and railroad lines come close together or where a substantial grade separation does not exist.

Lighting for the greenway is recommended at destination locations only. Too much lighting can be expensive and often illuminates natural areas



with too much light. This light can intrude into someone's home. Destination lighting is recommended for trailheads where cars are parked, restrooms are provided, or where people may gather.

Call boxes are a great comfort for users on trails that are not heavily traveled or are located in remote areas that cannot be monitored very easily.

Telephones are a bit more expensive than call boxes, and are generally located near parking areas and restrooms.

### ***TRAIL RESTROOM FACILITIES***

Once the trail is built and trail usage has increased, restroom facilities may be required. Generally speaking, restroom facilities should be located in safe, well-lit locations that are accessible by vehicle. Some logical locations to consider are trailheads with parking and major access points. Design of facilities will vary in technology and style depending on the availability of electricity, sewer, and water. The architectural character should complement the specific context of the site or be consistent with an adopted scheme.

### ***GREENWAY CHALLENGES***

There are six areas within the Town where a connection challenge exists between two or more sections of greenway. A light yellow circle designates these six locations on the Greenways and Gateways Map. These challenges consist of railroads, major roadway, and river crossings and locating the trail within highly developed areas of town. Upon implementing the greenways plan, further study should be done concerning these issues. As part of the greenway development process, property owners should be involved to understand greenway development and assist in resolving issues regarding connections.

### ***IMPLEMENTATION AND PHASING STRATEGY***

The greenways network proposed includes approximately 13 miles of combined Class I and Class II trails. Implementation could be accomplished through phasing the development of the greenways starting with the sections that are located on public land or rights-of-way. Using publicly owned land first, the Town can get underway quickly and begin to draw additional support from residents for the program.

### ***ESTIMATED TRAIL COSTS***

The following costs are construction cost estimates. Final costs will be refined as design and engineering studies are done for the greenways



network. Other factors that could affect costs are ADA accessibility, security, and land acquisition.

The recommended greenways plan consists of the following:

**Class I Trail**

Land Purchase (Allowance)	= \$1,000,000
Easement Acquisition (Allowance)	= \$100,000
41,942 feet (7.9 miles) @ \$45.00 per linear foot	= \$1,887,390

**Class II Trail**

30,516 feet (5.8 miles) @ \$35.00 per linear foot	= \$1,068,060
Design, legal, and other soft costs (approximately)	= <u>\$50,000</u>
<b>Total:</b>	<b>\$4,105,450</b>

**FUNDING OPPORTUNITIES**

Possible funding opportunities include:

**Virginia Outdoors fund**

The Department of Conservation and Recreation administers a grant-in-aid program for the acquisition and development for public outdoor recreation areas and facilities. Grants are for public bodies only. Towns, cities, counties, regional park authorities and state agencies may apply for 50 percent matching fund assistance from the Virginia Outdoors Fund (VOF). These funds are provided through state general fund appropriations, when available, and from federal apportionment from the Land and Water Conservation Fund (L&WCF) that are available for the acquisition and/or development of outdoor recreation areas.

**Land and Water Conservation Fund**

Created by Congress in 1964, the Land and Water Conservation Fund (LWCF) provides money to federal, state and local governments to purchase land, water and wetlands for the benefit of all Americans. Lands and waters purchased through the LWCF are used to:

- Provide recreational opportunities
- Provide clean water
- Preserve wildlife habitat
- Enhance scenic vistas
- Protect archaeological and historical sites



### ***Maintain the pristine nature of wilderness areas***

Land is bought from landowners at fair-market value (unless the owner chooses to offer the land as a donation or at the assessed value or less). The Fund receives money mostly from fees paid by companies drilling offshore for oil and gas. Other funding sources include the sale of surplus federal real estate and taxes on motorboat fuel.

### ***Virginia's Transportation Enhancement Program (TEA-21)***

The Federal Intermodal Surface and Transportation Efficiency Act (ISTEA) of 1991 opened a new era in transportation legislation. With this act, congress provided the states increased flexibility to manage their transportation programs. ISTEA gave all levels of government and the private sector the opportunity to work together and plan and develop intermodal transportation systems tailored to their specific needs. An intermodal transportation system is one on which various forms of transportation are integrated and interconnected.

In 1998, President Clinton signed into law PL 105-178, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorizing highway, highway safety transit and other surface transportation programs for the next six years. TEA-21 builds on the initiatives established by ISTEA. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of enhancing communities and the natural environment as transportation and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Funding is available for projects falling under 12 categories as identified by federal legislation. These categories are:

- Provision of facilities for bicycles and pedestrians
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic historic sites
- Scenic or historic highway programs
- Landscaping and other scenic beautification
- Historic Preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities including historic railroad facilities
- Preservation of abandoned railway corridors including the conversion and use thereof for pedestrian and bicycle trails
- Control and removal of outdoor advertising



- Archeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

## **COMMUNITY GATEWAYS**

Gateway projects are a relatively new approach to improving visual quality and civic identity along a community's major entryways. Throughout Virginia, gateways are now being recognized as important elements of community character. For many, the visual quality of a local entryway establishes a lasting image of the community. Gateway improvements help define and project the community's unique character, counteracting the visual clutter and standardized building forms which typify most commercial strips.

In general, gateway measures have two basic purposes: they provide an inviting approach to a community or its neighborhoods and they help signal one is about to enter a special place. In most localities, an historic district, neighborhood or cultural attraction is the end destination. Also, as provided under state law, localities may now establish design standards along entrance corridors which lead to their historic districts. In most cases, a special overlay district is established to protect the authenticity and visual quality of these historic entryways.

The physical improvements along gateways may vary depending on the setting and design objectives of the community. For example, in the case of a more lengthy travel corridor, gateway improvements might include a combination of landscaped signs, intermittent plantings, tree-lined edges and natural vistas. Urban gateways, such as highway interchange areas, might offer more concentrated design treatment, such as underground utilities, monument signage, coordinated lighting and other landscape features.

Tazewell's four main interchanges (Market Street, Tazewell Avenue, Riverside Drive and Fairground Road) have become the town's new front door. In this era of development, travel service facilities often dominate the landscape, changing the way the town is read from the road. While these areas must function well as hospitality areas, there is no reason they cannot also be attractive gateways through more imaginative streetscapes, architecture and site planning.

At present, the Tazewell Historic District is not visible from any of these four interchanges. Mostly standard highway architecture, such as that



typically used by restaurant chains and filling stations, provide no discernible hint as to the historic setting beyond. However, the terrain and configuration of the interchanges make land within them highly visible, offering many opportunities to design around the various foreground, middleground and background elements.

Under this Plan, the major approaches to the Tazewell Historic District are given highest priority. These are identified on the Greenways and Gateways Map. Although these particular corridors are emphasized in the Plan, other gateways throughout the planning area might also benefit from similar improvements. The general guidelines below can help serve this purpose.

#### Gateway Recommendations

The following objectives and guidelines should generally apply to Tazewell's gateways:

- Develop gateways that project a clear, positive image of Tazewell and reinforce its community identity.
- Develop gateways that reduce visual clutter and provide order.
- In areas of foot traffic, develop streetscapes that increase pedestrian amenities and safety.
- Where appropriate and cost feasible, place overhead utility lines underground along the major gateways.
- Encourage signs of monument design rather than pylon or monopole designs.
- Encourage high quality franchise design compatible with community character.
- Develop design standards that clearly define compatible site and building elements. Based on vernacular palette, specify building material, roof pitch, and color.
- Encourage developers to incorporate human-scale design principles into building facades, streetscape, and site development plans.
- Increase the amount of landscaping and street trees along the street edges.





Shown at the top of the next page is a gateway concept for the US 19/460 corridor to create a distinctive gateway into historic Tazewell. As suggested by the illustration, numerous trees are proposed to enhance the approaches and ramp rights-of-way. Predominantly large trees are envisioned to help frame the gateway while preserving visibility for motorists.





Specific features of the gateway should be considered conceptual and subject to modification. However, these plans may be significantly altered by VDOT upon further study. No matter what the final design, the Town should seek to make best use of any residue rights-of-way that result from this project. In partnership with VDOT, such rights-of-way are often “deeded back” to localities for beautification purposes, such as the gateway improvements proposed.

### ***OTHER MAJOR GATEWAYS***

Tazewell’s other main approaches to the Historic District involve much lengthier gateways via Fincastle Turnpike and Fairground Road. Both are somewhat less congested and built up in comparison with the Tazewell Avenue Exit. Nevertheless, many of the same design concepts shown can be modified and tailored to these equally important gateways.

As with the earlier example, VDOT reconstruction plans for each access highway and interchange should be reviewed and coordinated with local gateway objectives to the extent that is reasonably practicable. Also, the assistance of a landscape architectural firm may be helpful during gateway design and development, and in resolving technical issues with



transportation planners. In addition, the participation and support of the local business community will be an important prerequisite to any large-scale gateway or corridor improvement effort.

### **GATEWAY SIGNAGE RECOMMENDATIONS**

There is evidence to suggest that signage is a critical aspect of a community's visual landscape. Few elements can detract from community character as quickly as billboards, monopoles and sign clutter. For many communities, the solution has been to adopt a strict sign ordinance to control sign features in a way that reinforces the area's distinctive qualities.

Zoning requirements pertaining to commercial, public and semipublic signs should be fully described in the Tazewell Zoning Ordinance. Specific provisions for on-premise sign features such as size, height, number, placement and illumination should be set forth in the ordinance.

In future years, revisions to local sign regulations should be evaluated as part of any comprehensive effort to improve Tazewell's gateways. As a general objective, commercial signs and their supports should be small, low in height, simple in design and of limited illumination. Through site plan review, local officials should encourage signs of monument design rather than pylon or monopole designs. Also, commercial signs should never be allowed to obscure or dominate traffic signs and public informational signs. New systems involving wayfinding signage can help clean up sign clutter while demonstrating leadership in design by public example.

### **WAYFINDING SIGNAGE**

New systems for "wayfinding signage" are becoming increasingly popular in many communities, both large and small. Once viewed primarily as a navigational aid, wayfinding programs are now seen as a way to market an area's resources, evoke a sense of local history and improve the streetscape. Long commonplace at malls, airports and corporate campuses, wayfinding systems often use bold colors and tasteful imagery to attract motorists' attention. Unlike conventional VDOT or municipal signage, wayfinding systems are often more effective in guiding visitors to public parking and local points of interest.

Wayfinding programs can be implemented in a number of ways. The more elaborate systems can be structured to address the needs of motorists, pedestrians and other types of traffic such as tour bus operators. An important element of any wayfinding system is that the program is expandable and the signs are easy to reproduce. An overriding goal should be to convey that there is adequate parking and that historic Tazewell is best explored on foot.



## **PARKWAY OVERLAY DISTRICT**

### *General Purpose*

The scenery along US Route 19/460 in the Town of Tazewell is one of the regions biggest assets, and a significant source of local pride and economic development.



As a means to protect the Town's major gateway, a Parkway Overlay District is

being proposed along the corridor to preserve the scenic rural landscape of Tazewell and the surrounding area. The Parkway Overlay District will attempt to protect the scenic integrity of the 460 corridor as it passes through the Town of Tazewell. The District, illustrated in light blue, on the Greenways and Gateways Map will enhance the character of the corridor and create guidelines to ensure the scenic character is maintained.

Benefits of creating a Parkway Overlay District include:

- Encouraging complementary development.
- Preserving a gateway experience.
- Use as a tool to preserve important agricultural land and scenic vistas.
- Creating a green "infrastructure" and setting up a framework to maintain and preserve this community asset.
- Enhancing the quality of life in the Tazewell region.

The Parkway Overlay District (1) provides hillside development standards to minimize the impact of man-made structures and grading on views of existing landforms, unique geologic features, existing landscape features and open space as seen from designated public roads within the town; (2) Protects and preserves views of major and minor ridgelines from designated public roads; (3) Creates a development review process that maximizes administrative, staff level approval of projects which meet administrative standards, while also providing a vehicle for review by the Zoning Administrator or Planning Commission of those projects that do not meet the administrative standards; (4) Minimizes cut and fill, earthmoving, grading operations and other such man-made effects on the natural terrain to ensure that finished slopes are compatible with existing land character, and; (5) Promotes architecture and designs that are compatible with hillside terrain and minimize visual impacts.



## VIEW SHED

A viewshed consists of three zones. These zones are the foreground perspective, middle ground perspective, and background perspective. The foreground extends from the viewing location to a distance of ½ mile. The middle ground extends from ½ to 4 miles. The background perspective extends from 4 miles to the horizon. The areas of primary viewshed are shown in the accompanying map.

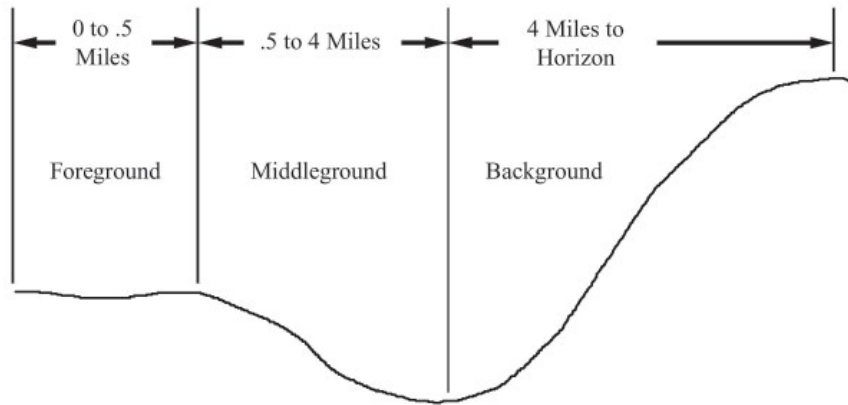


Figure 4

In Tazewell, the foreground (0-.5 mile distance) is characterized by green pasture land actively involved in farming with sparsely scattered farm buildings and houses. The middle ground (.5-4 mile distance) is characterized by rolling hills with the occasional view of urbanized areas and buildings in Town. In addition, houses and retail areas can be seen in the middle ground. The background (4 miles to the horizon) consists of mountain peak and ridge views with some areas of mined land visible.

In identifying standards for the district, the following design issues should be considered in each of the following viewshed zones.

### **Foreground (0-.5 mile distance):**

**Signs:** No commercial advertising signs or billboards are allowed in this zone. However, signs identifying property locations and destinations are allowed.

**Fencing:** No chain-link fence is allowed in this zone. District guidelines will assist landowners in adopting fencing types consistent with existing agricultural style fences and construction. Fences should be made of traditional materials or natural materials such as hedgerows.

**Landscape Palette:** A landscape palette should be implemented to maintain and expand the native plant life within the district and to provide potential screening to future development outside the corridor. The suggested plants are as follows: Red Oak, White Oak, Red Maple, Red Cedar, Hickory,



Sycamore, River Birch, Rhododendron, Ferns, and Mountain Laurel in higher elevations.

Provide local match for maintenance and preservation of features within the district where it has a distinct public interest.

Maintain “Barn roof” character of the area: Preserve the rustic roof character and architectural features of the buildings and homes throughout the area. Create development standards to ensure compliance with local architectural character.

**Middle Ground (.5 mile to 4 miles distance)**

Provide mechanism to shift density of proposed developments to less-visible areas within this zone.

Settlements within the valleys: Prevent sprawl between settlement areas and encourage development within existing settlement areas.

**Background (4 miles to horizon)**

Surrounding Mountains: Restrict cut and fill, earthmoving, grading operations, and other such man-made effects on the natural terrain to ensure that finished slopes are compatible with existing land character. Maintain tree canopy to protect steep slopes and prevent erosion. Implement ridgeline protection plan/ordinance along mountain ridges surrounding the Town moving power lines, cell towers, etc. out of view.

**Design Standards**

It is recommended that the Town establish a set of design standards that protects the unique scenic quality of the area. These standards would set in place measures that provide preservation of agricultural and forestal lands and other lands of significance. In addition, these standards would assist in protecting buildings and structures having important scenic, historic, architectural or cultural interest. Such districts and standards are authorized by state enabling legislation and can be adopted by the Town.

**Implementation/Next Steps**

The Parkway Overlay District should be implemented through preparation of a local ordinance that designates the district boundary and sets forth specific design guidelines to ensure compatible development and viewshed protection.

A landscape palette should be implemented to maintain and expand the native plant life within the district and to provide potential screening to future development outside the corridor.



## ***FUNDING OPPORTUNITIES***

Several opportunities for funding a Parkway Overlay District program exist. Below are grants that could be applied for to obtain funding.

### **Land and Water Conservation Fund**

Created by Congress in 1964, the Land and Water Conservation Fund (LWCF) provides money to federal, state and local governments to purchase land, water and wetlands for the benefit of all Americans.

#### Urban and Community Forestry Assistance Program Grants

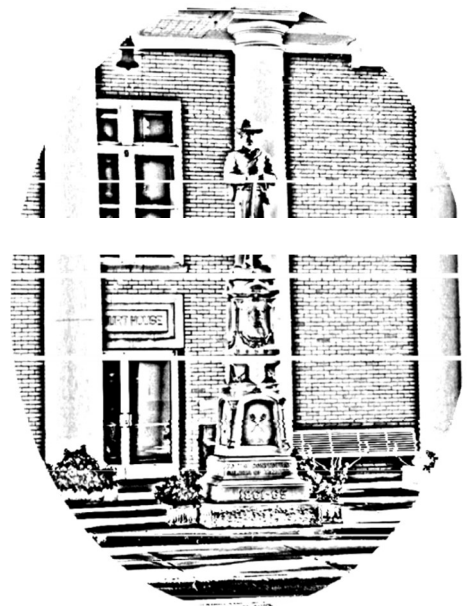
The Urban and Community Forestry Assistance Program is designed to encourage projects that promote tree planting, the care of trees, the protection and enhancement of urban and community forest ecosystems, and education on tree issues in cities, towns, and communities across the nation. Grants are awarded through this program to encourage local government and citizen involvement in creating and supporting long-term sustained urban and community forestry programs at the local level.

The USDA Forest Service has allocated funds to Virginia for urban and community forestry projects. These funds will be distributed and administered by the Virginia Department of Forestry in cooperation with the Virginia Urban Forest Council. The maximum funding a single applicant can receive is \$15,000.00.

### **Virginia's Transportation Enhancement Program (TEA-21)**

The Federal Intermodal Surface and Transportation Efficiency Act (ISTEA) of 1991 opened a new era in transportation legislation. With this act, congress provided the states increased flexibility to manage their transportation programs. ISTEA gave all levels of government and the private sector the opportunity to work together and plan and develop intermodal transportation systems tailored to their specific needs. An intermodal transportation system is one on which various forms of transportation are integrated and interconnected.





# FUTURE LAND USE & TRANSPORTATION PLAN



# FUTURE LAND USE PLAN

The Future Land Use Plan, illustrated on the Future Land Use Map depicts the primary land uses envisioned for Tazewell by the year 2025. The map is a graphic representation of the many policies and development guidelines contained throughout the Plan. Along with the Plan text, the Future Land Use Map serves as a general guide for making land use decisions.

The overall purpose of the Plan is to encourage an orderly, harmonious arrangement of land that will meet the future needs of the Town. Land use designations are shown for the land added to the Town through a boundary adjustment in 2000 as well as for the Town's historic corporate limits. The map is intended to be specific enough to provide clear direction in guiding land use decisions, but general enough to provide flexibility in meeting Plan objectives. Except for some existing uses, the map is not intended to depict land uses on a parcel-specific basis. Instead, it portrays the general location of uses, with entire blocks the smallest areas identified.

Components of the Land Use Plan directly influence each other. For this reason, they are shown together on the map. In addition, key community facilities are indicated generally on the Plan. These facilities are interdependent parts of Tazewell and contribute to its overall character. Together, these Plan components provide a foundation for addressing the future needs, goals, and objectives of the community.

## ***RECOMMENDED LAND USE CATEGORIES***

The categories recommended by the Plan are organized under four (4) major land use types. These include the following:

### ***Commercial***

- Downtown/Mixed Use Neighborhood
- Commercial Community/Regional Commercial
- Planned Unit Development

### ***Residential***

- Low-Density
- Medium-Density
- High Density



### **Public / Open Uses**

- Public/Institutional
- Parks and Recreation
- Conservation/Open Space Areas
- Agriculture/Rural Residential

### **Industrial**

- Limited Industrial

It should be noted that the Future Land Use Plan map is not a zoning map. The land use categories shown do not correspond directly to existing zoning classifications or to zoning map boundaries. Categories in the Land Use Plan are more general indications of what the community envisions for the future. Zoning classifications are more detailed and site-specific, and have the power of law. However, the Land Use Plan should be used as a guide for modifications to the zoning regulations and to bring about the desired changes in land use.

A description of each land use category follows. The description begins with each category to accomplish the Plan and a basic definition for each use

## **COMMERCIAL USES**

Commercial uses in Tazewell strongly shape the town's character. Consequently, they provide a logical starting point for describing the proposals. The Future Land Use Plan establishes four (4) types of commercial designations for the Tazewell area:

### ***I. Downtown/Mixed Use***

The purpose of this category is to provide for an appropriate and dynamic variety of uses in the downtown area for commercial, residential, professional, governmental and cultural activities. This district is intended to promote an attractive, convenient and relatively compact arrangement of uses and buildings with a strong pedestrian orientation. Downtown mixed uses generally require small site size and strong compatibility with the historic setting and adjacent land uses.

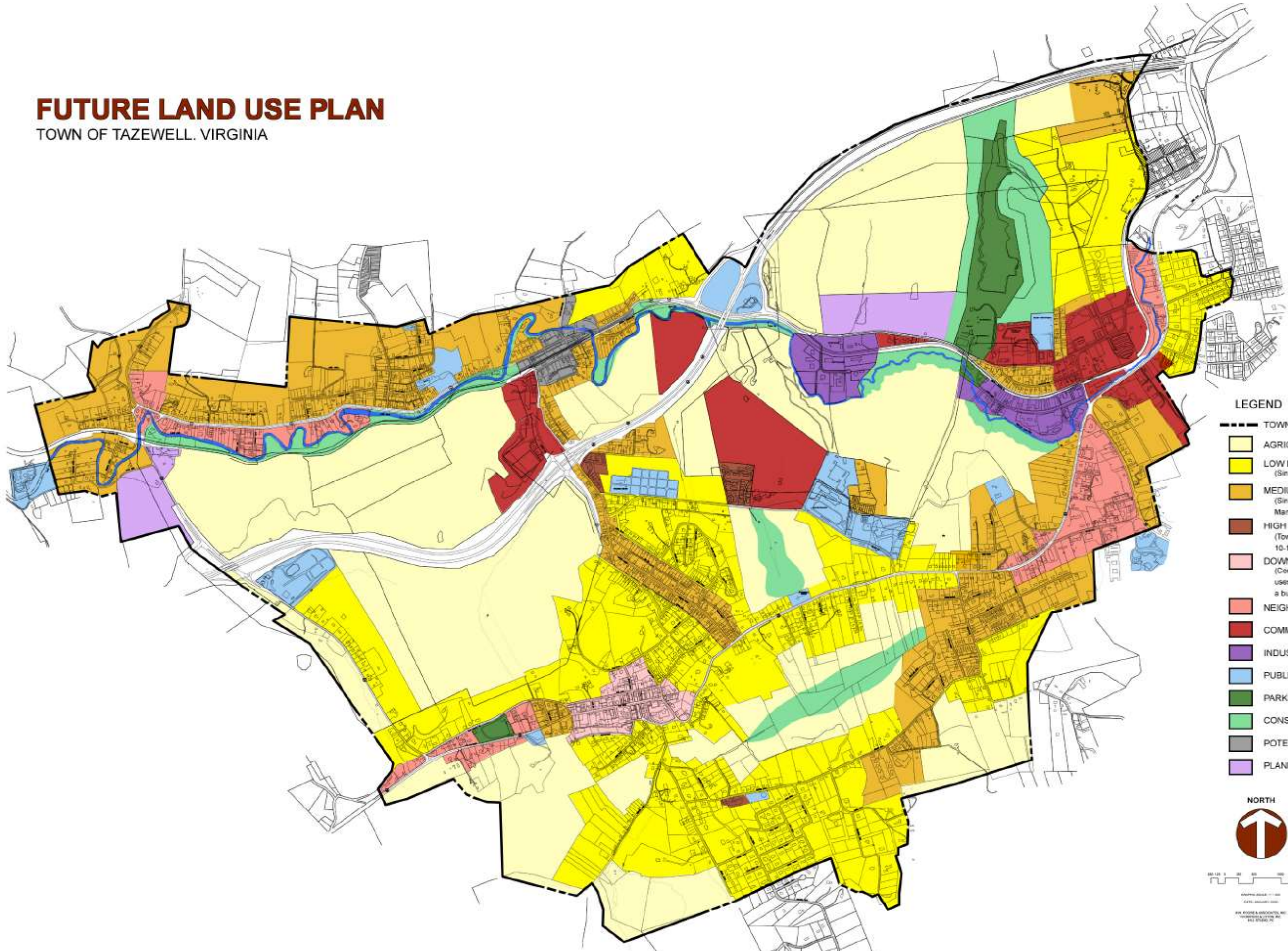
### ***II. Neighborhood Commercial***

Areas intended for general commercial development at a neighborhood scale, with most uses serving the local population. Preferred uses include local retail/service establishments, professional office uses



# FUTURE LAND USE PLAN

TOWN OF TAZEWELL, VIRGINIA



## LEGEND

-  TOWN OF TAZEWELL CORPORATE LIMITS
-  AGRICULTURE / RURAL RESIDENTIAL
-  LOW DENSITY RESIDENTIAL  
(Single-Family, 1-6 dwelling units per acre)
-  MEDIUM DENSITY RESIDENTIAL  
(Single-Family, Duplex, Townhouse or  
Manufactured Home, 6-10 units per acre)
-  HIGH DENSITY RESIDENTIAL  
(Townhouse, Multi-Family Condo/Apartment,  
10-15 units per acre)
-  DOWNTOWN MIXED USE  
(Commercial, Office, Institutional and/or Residential;  
uses can be mixed horizontally or vertically within  
a building)
-  NEIGHBORHOOD COMMERCIAL
-  COMMUNITY/REGIONAL COMMERCIAL
-  INDUSTRIAL
-  PUBLIC/INSTITUTIONAL
-  PARKS/RECREATION
-  CONSERVATION
-  POTENTIAL REDEVELOPMENT AREA
-  PLANNED UNIT DEVELOPMENT

NORTH



DATE: 11/11/10  
BY: K. BROWN, AICP  
FOR: TOWN OF TAZEWELL, VA



and similar business development. Neighborhood service areas require small to medium site size, arterial road accessibility and proximity to local population centers.

### **III. Community/Regional Commercial**

Includes community/regional-scale commercial development providing major retail, hospitality and business/service uses to the Town of Tazewell, Tazewell County and the surrounding region. Uses include shopping centers, highway-oriented convenience and hospitality uses and U.S. 19/460 interchange developments. Regional service uses typically require medium to large site size, prime location, arterial or major highway accessibility, and public water/sewer availability.

### **IV. Planned Unit Development**

In these areas, a variety of residential, commercial, recreational and public uses are allowed. Design measures to assure compatibility between different uses should be employed; these should include landscaping, access consolidation, building design details, noise and lighting management and other methods to promote compatibility with adjoining land uses.

## **DESIGNATED AREAS OF COMMERCIAL USE**

The general extent of areas designated for commercial use is indicated on the Land Use Plan. The pattern of commercial development in and around Tazewell is well established, with three basic types occurring:

- A. The historic Downtown Area, including the CBD and adjacent mixed-use neighborhoods;
- B. The older business corridors, principally along Fincastle Turnpike, Riverside Drive, Market Street and Tazewell Avenue.
- C. The US 19/460 interchange service areas.

While all these areas are well established, local commercial patterns will continue to evolve in future years as Tazewell strengthens its role as a community commercial center. The Land Use Plan recognizes the different aspects of each commercial setting in and around the town, particularly with regard to siting and economic considerations.

Of these areas, downtown Tazewell has been the primary focus of the community in recent planning efforts. It is discussed first and in greater detail relative to other areas, therefore.

### **HISTORIC DOWNTOWN AREA**

In recent decades, downtown Tazewell has been the focus of concerted revitalization efforts. The town's citizens, leaders and business community



have achieved many important accomplishments. It has also become apparent that downtown Tazewell can best remain vital and competitive with newer business areas by capitalizing on its own unique strengths. As profiled throughout the Plan, downtown Tazewell offers a distinctive historic setting, a center for local government, and a strong office/professional services presence.

This character and diverse mix of uses coupled with the expansion of the courthouse/county offices have been the driving force behind investment in downtown Tazewell. In the final analysis, however, it is not physical preservation or any single physical feature that fosters economic vitality. The importance of commerce based on human interaction and established merchant/customer relationships have played and will continue to play a large role in keeping the downtown healthy.

In order to reinforce these qualities, the Plan offers several recommendations. The overall objective for downtown Tazewell should be to encourage a mix of compatible, complementary uses, with less dominance by a single land use type. In managing future land use change, a spirit of accommodation should generally prevail. Ideally, the downtown environment should include more residents living above storefronts and in other suitable spaces that become vacant or underutilized. Of greatest potential are structures with architectural appeal that can be adapted as affordable apartments, studios or live-work spaces. Expanded residential uses in or near the business district would help increase around-the-clock activity levels. This, in turn, would foster more downtown retailing, cultural and entertainment uses.

Equally important to the downtown's economic health should also be continued growth of business uses throughout the downtown area. This should include compatible, mixed-use growth in areas that were once primarily residential. Subareas where the residential market has remained soft for an extended period of time, such as along West Main Street westward from West Fincastle Turnpike to Fairground Road is an area suited for additional mixed-use development.

While a more dynamic mix of downtown land uses are desirable, certain precautions should be observed. All future building modifications and new construction should be compatible with the existing scale, intensity of use and architectural character of surrounding development. The Town should adopt Design Review Guidelines to provide the principle means for safeguarding the character of the Historic District. Many of these guidelines address compatibility concerns unique to mixed-use areas, including criteria related to parking, screening and other site features. In future years, it is important that these guidelines be consistently implemented and supported by property owners and the general public. Where applicable, such



guidelines should also be considered informally elsewhere throughout downtown.

### **RECOMMENDED TYPES OF USE**

In general, appropriate type of business uses to be encouraged in the downtown area should include: professional and public offices, downtown retail/service uses, home occupations, upper-floor residences and new home-based business uses tied to changing markets and technology. Technology related uses, in particular, have the potential to play a greater role in the downtown economy, given the recent boom in internet commerce. To the extent feasible, the local regulatory environment should keep pace with these economic changes. Particular flexibility will be needed for home-based business uses, which often blur the distinction between “home” and “office”.

While there should be increased emphasis on technology, existing and traditional types of downtown development should also be promoted. These sectors include but are not limited to specialty retailing and services, tourism-based business uses and general office development. Also, to the greatest extent feasible, the downtown area should remain the overall center for government offices and semi-public uses so that downtown activity levels are assured.

As a general rule, street-oriented retail, office and cultural uses are preferred along Main Street, where such frontage is particularly important to the pedestrian environment. It should also be recognized that the downtown area could not reasonably support the high vehicular traffic, high volume retail activity now centered along the outlying commercial strips in the Four-Way Section of town. Generally, new large-scale commercial development should be directed to available sites near the community’s existing shopping centers and commercial corridors. Instead, the downtown area should continue to develop its own special economic role, built around Tazewell’s unique heritage and character.

### **MAJOR AREAS OF CHANGE**

Over the next several years, certain subareas of downtown are expected to experience more significant land use change. These changes will result from new development initiatives and opportunities presented by vacant buildings and land. At present, most areas of downtown Tazewell are stable or thriving. Opportunities for physical change and renewal are confined primarily to the western section of downtown, generally along W. Main Street.



There are also opportunities for positive change and renewal in other sections of downtown. Although vacancy rates have traditionally remained low in the central business district (CBD), considerable opportunities exist to strengthen the mix, depth and dynamics of uses in this area. In general, it should be a goal to develop a lively tourist district in and around the CBD, with a greater number of uses open in the early evening hours. This would help to expand customer traffic and the net reach of the downtown market area.

A related objective should be to extend downtown visitation beyond the one or two day period commonly reported by area merchants. More year-round activity is needed to support downtown retailing. Adding more amenities to the area, both public and private, will give visitors a reason to linger and explore more of the downtown area. In the years ahead, important subareas such as the Historic Courthouse and the Old County Administration Building should be focal points for renewed community action and attention. If properly promoted and enhanced these areas are potential catalysts for further downtown renewal.

### **REGULATORY /MANAGEMENT RECOMMENDATIONS**

While a broader, mixed-use orientation is recommended for downtown Tazewell, this does not imply a need for major zoning revisions. Based on a joint review of local ordinances, there is no significant need to modify or reorganize the two zoning classifications (R-1, B-2,) which currently regulate land use within the larger downtown area. Both the historic integrity and mixed-use character of downtown Tazewell are being effectively managed and promoted under existing regulations and guidelines. The primary revision recommended is the formal adoption of a historic preservation overlay district (HPD) to provide additional protection against demolition or alteration of historic structures in the district.

Beyond regulation, there is a need for improved downtown organization and capacity building, as might be accomplished under a “Main Street” program. While downtown Tazewell is by and large economically healthy, there remains a need for greater involvement by the downtown business community in the planning and direction of future development. At present, several organizations promote Tazewell at large, but only one informal group represents the downtown retail district.

The Virginia “Main Street” program is a practical, action-oriented way for communities to promote downtown growth within a historic preservation context. Such an umbrella-type organization would also help the private sector, the Town, and its various interest groups better focus their energy and resources in a common direction.





Beginning in the year 2000, new Main Street communities will be designated following a competitive application process. For the first time, affiliate programs have been offered for localities that do not wish to support a full-time director. Interest and financial support from both the public and private sector are needed to establish a viable Main Street Program. Such an initiative should not be pursued if this support proves lacking. In place of a formal program, a Main Street Four Point Approach process could also be followed based on local priorities. Hiring a part-time Main Street manager also would be beneficial in assisting with downtown business retention and recruitment efforts.



*Historic Main Street*

## **OLDER BUSINESS CORRIDORS**

Older business corridors in Tazewell generally extend along Fincastle Turnpike, Riverside Drive, Tazewell Avenue and Market Street and include some of the area's first shopping centers. In general, these corridors have remained in good economic health over the years. However, there have been closings of two supermarkets in strip shopping centers along Market Street in the Four-Way Section of town that have created problems due to their continued vacancy.

As indicated by the map, Fincastle Turnpike, Ben Bolt Avenue and W. Riverside Drive are designated for Neighborhood Commercial development, consistent with its present use and character. A distinction offered by the Plan is that this area retains a community focus, with most uses oriented toward serving the local population. In terms of physical form, this area should be appropriately scaled and compatible with the established neighborhoods, which often closely adjoin them.

At present, there is little discernible difference between the town's older business corridors and the interchange areas. Both are highway-oriented and support a mix of popular franchises, national chains and independent establishments. However, it is an objective of the Plan to begin treating these areas separately, as future market conditions will impact each area differently. For example, portions of the older business corridors are likely to undergo further transition as the planning area continues to suburbanize. The interchange areas, on the other hand, are likely to capture an increasingly large share of areawide investment in future years.

Because of this changing economic picture, continued transition along the older corridors should be anticipated and planned for. While redevelopment here is desirable, business owners in these areas, like those in the downtown district, must continue to adapt and identify new market approaches. In the near term, this could include a continued emphasis on serving convenience needs of adjoining neighborhoods and through traffic, while also exploring new business opportunities and venues. This might include



modified or expanded lines of retailing, a different emphasis in service orientation, or various other approaches tied to changing market conditions. In order to facilitate an orderly transition along the older corridors, the following land use approaches are recommended:

- A greater degree of infill/office development should be encouraged along each corridor.
- Remaining residences, particularly those which directly front the roadway, should be targeted for redevelopment or conversion to commercial use.
- Other desirable kinds of land use include combination uses and specialty retail/service development suited to an urban thoroughfare.
- Gateway improvements would contribute to a more stable economic environment, and should be pursued jointly by the Town and corridor area business owners.

### **REGIONAL SERVICE/HOSPITALITY AREAS**

With their strategic location along US 19/460, the interchange areas serve as the front door to Tazewell's potential travel industry. In recent years, fast-food restaurants have clustered near two of the town's four interchanges (Riverside Drive and Tazewell Avenue). Since Tazewell functions as a transportation node, these areas service a wide range of users. On any given day, this includes regional through travelers, motor freight carriers, local residents and tourists visiting the Crab Orchard Museum and Pioneer Park, Burke's Garden and the Pocahontas Exhibition Coal Mine. As a result, the interchange areas have the potential to attract the larger retailers and service uses, which cater to this broad and increasingly mobile population. In addition to regional shopping, the development of lodging/meeting facilities may help to anchor the travel service areas, as reflected on the Plan.

Intermixed and extending out from the interchanges is considerable low-density development. These corridors are primarily comprised of general commercial and residential uses. Together, the highway corridors and the interchange areas that serve them are expected to be the major commercial growth centers for Tazewell in future years. The primary challenge for these areas will be to accommodate future growth without compromising their ability to function as efficient, attractive gateways for the town.

Even under the best of circumstances, the town's interchange areas are likely to experience some level of congestion and traffic-related problems for the future. The overall aim for these areas should be to accommodate local and widely fluctuating tourist travel demands with a reasonable level of operating efficiency. For the present time, efforts should primarily be



directed toward implementing the gateway and urban design principles presented in the Plan. These will help resolve many of the physical and aesthetic problems at the interchange areas.

Consistent with their present use and character, the Plan designates the interchange service areas for general commercial development at a regional scale. Sites in these areas are sufficiently sized and separated from existing neighborhoods to accommodate regional types of uses, which often involve larger structures, extensive parking and heavy traffic flow. As evident from the map, the Plan seeks to concentrate commercial growth within or adjacent to existing commercial centers at each interchange. Even where extensive highway frontage is available, commercial growth should be compact and concentrated. Conversely, if commercial uses are allowed to scatter or extensively build along the highway, the result can be increased service and utility costs, increased traffic congestion and undesirable sprawl in sensitive environmental areas.

While linear forms of development along the local highways are already well established, the Town should consider a number of steps to reduce the potential for further sprawl. First, Tazewell officials should work closely with county planning staff to encourage compact, high quality development along major entranceways leading into the region. This cooperative effort may best be affected through joint site plan review or another similar arrangement. Secondly, strategies to concentrate strip development should be pursued, such as focusing growth at major intersections, promoting higher densities near lodging and restaurant facilities, and providing commercial opportunities along internal roadways. Certain design and land use provisions associated with planned unit developments could also seek to encourage limited curb cuts, shared parking and entranceways, and other measures aimed at promoting consolidated land use development. These provisions could contribute measurably to quality development at or near the local interchanges.

### **INSTITUTIONAL/OFFICE USES**

Major institutional uses in Tazewell form an additional category of commercial development. These uses are considered apart from the many smaller government, civic and religious uses that are distributed throughout town. As shown on the Plan map, major institutional uses include a complex for public schools, a community hospital, county administrative offices, water and wastewater treatment plants and the County Fairgrounds. All of these areas are self-contained although supporting professional office uses adjoin the Tazewell Community Hospital and the Courthouse Complex.

For years, the buildings, grounds and activities related to these institutions have been essential elements of Tazewell. Together, they function as major employment centers for the town in addition to the community services



*Tazewell Ave. Interchange*



they provide. While such uses are often exempt from property taxation, they contribute to the economy in many other ways. In general, large institutions are not as sensitive to economic cycles as other employment sectors. Thus, they provide an important stabilizing effect on the economy.

In general, the character and scale of Tazewell's institutions are expected to remain relatively stable in the foreseeable future. Future expansions of moderate size should be anticipated and appropriately planned at the community hospital to address the health care needs of an aging population.

From an economic perspective, all of the town's institutions enjoy favorable locations, with many activities conducted during and after business hours. The potential for employees and visitors to these complexes to interact with other parts of Tazewell is therefore quite high.

Land use and planning objectives for the institutional areas include the following:

- The Town should continue to coordinate the needs and future plans of the major community institutions in order to maximize the benefits of their respective locations.
- Intermixing and interaction of uses with surrounding uses should be generally encouraged. Where new facilities are planned in urban locations, development and design should promote street activity and positive interaction with surrounding uses.
- To accommodate expansion needs, infill development and higher densities, where appropriate, are desirable, to minimize the amount of land removed from the tax rolls.

## ***INDUSTRIAL USES***

Industrial uses are a catalyst for other forms of development, particularly in the fringe areas of Tazewell. The Land Use Plan establishes one designation for industrial development:

### ***1. Limited Industrial***

Areas intended for clean, low-intensity types of industry that are sited in urban locations, adequately buffered from existing neighborhoods and near arterial roads. Includes warehousing, wholesaling, light manufacturing and processing operations, as well as associated office development. This designation also includes planned business park and light industrial developments and similar forms of compatible, mixed-use development.



## **DESIGNATED AREAS OF INDUSTRIAL USE**

As discussed under the existing land use analysis, the Tazewell area has attracted limited industrial development in recent years. Although some light industry is located in Tazewell, most industrial enterprise is situated outside the Town.

Over the next twenty years, industrial growth will continue to play an important role in shaping Tazewell's future. This will be particularly true of the town's surrounding environs, where larger, more favorable sites for industry are generally located. Although Tazewell itself enjoys a diverse economy, growth prospects for the surrounding area will hinge, at least in part, on the community's ability to retain and attract industry.

In general, industrial uses are designated for established industrial areas in and near the Town, as well as adjoining areas where similar development is expected to occur. The Plan makes no distinction between light and heavier types of industrial use; however a mixture of industrial uses can coexist in some locations. This is particularly true of the area's planned industrial parks, which can offer flexible siting and buffering arrangements to suit specific industry needs.

Limited types of light industry and distribution development are designated within town along Riverside Drive and Walnut Street. Most of these areas offer limited opportunities for expansion, due to adjoining neighborhoods, the Clinch River, the Norfolk and Western Railroad, and other site constraints.

## **INDUSTRIAL DEVELOPMENT & MANAGEMENT**

Over the 20-year timeframe of the Plan, some industrial uses near Tazewell may be eventually incorporated into the Town boundaries. Preferably, such a scenario would entail coordination with Tazewell County and increased Town involvement in promoting industrial development.

In future years, it would be in Tazewell's best interest to participate in planning for these areas, particularly as the County shifts its attention to larger industrial centers elsewhere in the region. For example, continued marketing and management efforts will be needed at Tazewell Industrial Park, in order to broaden its mix of industrial tenants and encourage other park improvements.

If the Town elects to become more engaged in directing local industrial development, various exploratory measures should be considered and pursued. For the immediate time period ahead, Town, County and regional officials should concentrate on developing a collaborative working relationship, with the main emphasis on industrial recruitment and joint marketing endeavors. Over time, this relationship could be expanded to address issues more directly related to industrial site development and management. To this end, it is recommended that a dialogue be initiated



between the Town and the County Industrial Development Authority (IDA) to discuss areas of mutual interest and possible interaction. If a successful partnership were formed, this increased interaction would strengthen the area's industrial base and foster manufacturing growth throughout central Tazewell County. This, in turn, would strengthen the employment and tax base of both jurisdictions.

## **RESIDENTIAL USES**

Three broad types of residential use are proposed based on housing type and density. These include areas of low, medium and high-density residential use. In addition, a rural residential category is proposed in conjunction with agricultural uses. A description of each designation follows:

### ***I. Low-Density Residential (1-6 du/acre)***

Neighborhoods or areas intended primarily for single-family detached and attached units with densities generally below six dwelling units per acre. Within this category, the zoning ordinance should specify more detailed density requirements consistent with the area's character and the availability of public utilities. Concentrations of manufactured homes and higher-intensity residential uses are not encouraged.

### ***II. Medium-Density Residential (6-10 du/acre)***

Neighborhoods or areas that allow for single-family detached and attached units, duplexes, triplexes and manufactured homes. Within this category, the zoning ordinance should specify more detailed density requirements consistent with the area's character. Public water and sewer must be available to serve medium-density areas.

### ***III. High-Density Residential (over 10 du/acre)***

Neighborhoods or areas which allow a greater density and variation of housing types. Within this category, the zoning ordinance should specify more detailed density requirements and types of permitted uses. Generally, appropriate uses include apartment buildings, townhouses, condominiums and other higher intensity forms of residential development. Public water and sewer must be available to serve high-density areas.

These three land use designations are intentionally broad and for general planning purposes only. They should not be confused with existing zoning, which under the current ordinance specifies four types of zoning classifications pertaining to residential use. The zoning regulations should continue to govern specific site features, such as lot size, dimension and setback requirements. As suggested under the Plan Implementation section, however,



some additional clarifications may be needed to communicate these variations and the design objectives applicable to each district.

One of the underlying themes of this Plan is to encourage complementary, mixed-use development — both in the town's business districts and in its residential areas. In recent times, there has been growing evidence that traditional zoning, unless carefully applied, tends to segregate urban uses more than necessary, requiring residents to drive to reach work, shopping and recreation. Fortunately, much of Tazewell was developed prior to the post-war period, when single-use, segregated zoning was not in widespread use.

More recently, Tazewell has experienced a small increase in multi-family development. Rather than directing this growth to heavily concentrated areas, local officials have allowed a variety of housing types to develop throughout town, so long as these uses did not present any significant land use conflict with the surrounding area. As a result, many of the Tazewell's older neighborhoods presently contain a compatible blend of single-family and multi-family uses. The Plan seeks to preserve this mixed-use residential character in older areas of town, while also encouraging master-planned and neo-traditional development in the peripheral areas of Tazewell.

### ***DESIGNATED AREAS OF RESIDENTIAL USE***

The general extent and location of residential areas are indicated on the Future Land Use Map. A general goal of the Plan is to maintain existing patterns of residential development throughout the Tazewell area. Infill development and higher density housing should be encouraged where it will not have harmful effects upon the surrounding neighborhood. A related strategy is to concentrate residential development in compact growth areas sited in or near the pre-2000 Town boundary. This will help minimize costs for public services and preserve the rural character of fringe areas.

### ***LOWER-DENSITY RESIDENTIAL USE***

Lower-density residential use is designated for established single-family areas in and around the town, as well as nearby vacant areas where similar development is expected to occur. Existing low-density areas are generally situated on larger lots (over 1/4 acre) within several distinct suburban neighborhoods and subdivisions. In order to maintain stable homeownership and property values, these lower-density areas should accommodate one and two-family units only, at densities generally consistent with surrounding development.

Within the town's corporate boundary area, opportunities for new large-lot development are somewhat limited, confined primarily to continued build-out of subdivisions around the town's periphery. The Plan recognizes that the majority of large-lot residential development will continue to occur just



outside the corporate limits, particularly in locations northeast and southeast of town. Like some in-town areas, these locations would lend themselves well to density averaging or planned unit development (PUD) concepts, given the often rolling, diverse landscapes and environmental features. Outlying areas designated for lower-density residential growth are generally sited upon the more gently sloped land accessible to major roads. Here, quality building lots, public utilities and circulation can be readily provided. However, the Town should also ensure that existing built-up areas are adequately served before major service extensions are approved for outlying subdivisions.

### ***HIGHER-DENSITY RESIDENTIAL USE***

The Plan designates higher-density residential use throughout older neighborhoods of Town, as well as areas where moderate priced housing and multi-family development is expected to occur. In the older neighborhoods, smaller lot sizes prevail along with a more diverse housing stock, including apartments and other group housing. Some of these older neighborhoods are in transition, experiencing some slight decline and transition from residential to commercial use.

In an effort to keep these areas active and healthy, vacant and underutilized dwellings should be conditionally considered for conversion to other uses, such as small offices, group homes and similar mixed-use development. However, in each case, potential impacts on the surrounding neighborhood should be carefully weighed before such conversions are approved. As a general rule, larger apartments and manufactured home parks are best sited on arterial roads near major centers of shopping and employment. In these locations, high-volume circulation needs can be met without disrupting lower density areas.

### ***PUBLIC AND OPEN SPACE USES***

Public and open space uses are classified into the following four (4) categories:

#### ***I. Conservation/Open Space Areas (including greenway corridors)***

Areas deemed generally unsuitable for conventional urban development due to the presence of 100-year floodplains, major stream corridors or steep slopes (over 25% relief). This category includes environmentally sensitive areas, where careful site planning and management is needed in order to mitigate potential for flood damage and/or soil erosion.

Recommended uses include greenway/open space corridors, passive recreational activities, agricultural uses and facilities necessary for





rendering public utility service. New development within the 100-year floodplain is discouraged.

## ***II. Agricultural/Rural Residential***

Areas where active farmland or forestal uses are promoted. Residential development is allowed at a rural density where public sewer is unavailable and unlikely to be provided over the future planning period (20 years). Rural residential development should be sited outside sensitive natural areas and be capable of supporting on-site septic systems.

## ***III. Public/Institutional***

Areas which serve the functional, civic and institutional needs of the town and surrounding area; including schools, cemeteries, hospitals, fairgrounds and other public and semi-public uses.

## ***IV. Parks and Recreation***

This category includes major parks and surrounding areas dedicated primarily to active recreational use, including both public and privately owned facilities.

## **CONSERVATION/OPEN SPACE AREAS**

The conservation designation recommended for the Tazewell area mainly includes those land features already protected in varying degrees by local, state and federal regulatory codes. These regulations chiefly pertain to 100-year floodplains, first order streams, and the wetland area around the Lincolnshire Park Lake. In the Tazewell area, 100-year floodplains fringe the Clinch River although flash flooding may occur on lesser streams as well. In general, the Plan map depicts undeveloped stream corridors as conservation areas since these might be preserved during site development or through open space dedication. This, however, does not preclude the need for protection efforts including erosion and sediment controls and stormwater management along the more urban stream corridors. Best Management Practices (BMP's) recommended by the Virginia Department of Conservation and Recreation (DCR) should be adopted and promoted by the County and the Town.

In addition to rural stream corridors, the Plan designates other areas for general conservation. These features include certain steep or environmentally sensitive terrain, and greenway corridors proposed under the Greenways and Gateways Plan. The Plan map generalizes all of the conservation/open space areas shown. These designations are for general planning purposes, as needed to encourage voluntary easements, proffers, dedications and public open space initiatives.



## ***AGRICULTURAL/RURAL RESIDENTIAL***

A key objective of the Land Use Plan is to promote compact, efficient patterns of development. As a general rule, infill development on sites within Town is preferable to further suburban sprawl in areas incorporated into the town through the 2000 boundary adjustment. This strategy will minimize consumption of land, consolidate the urban environment, help preserve the fringe area's rural character and discourage development that will jeopardize the area's scenic views.

The agricultural/rural residential areas indicated by the Plan are those areas where land is suitable for development but because of distance from the town and costs to extend public utilities, urban forms of development are unlikely to occur during the planning period. Additional residential development of a rural nature should be accommodated for persons wishing to live on farms, estates, or large lots served by wells and on-site septic systems. However, the Plan generally seeks to preserve the rural character of the fringe areas and promote continued resource-related uses, such as farming, grazing and forestry while discouraging intensive agricultural uses such as feedlots, poultry houses and hog farms.

As depicted by the Plan, a large amount of agricultural and open land near the town's historic corporate boundary is designated for residential use. Much of this land is presently used as pasture. Preservation of this agricultural land near town should be a land use goal for the Town of Tazewell. In recent years, it has also become a matter of statewide and national interest to protect agricultural resources. For that matter, it is also in the best economic interest of Tazewell that these lands remain productive until they are needed for urban purposes. This may best be accomplished by maintaining agricultural zoning classifications that do not inhibit agricultural use prior to an actual development proposal.

In addition, it is important that large undeveloped parcels now in town be appropriately protected from piecemeal development. To this end, certain minor revisions are recommended for the Town's agricultural zoning category under the implementation section of the Plan. These revisions, if implemented, would help further safeguard large acreage parcels from undesirable subdivision development and maintain agricultural operations for as long as possible.

## ***COMMUNITY FACILITIES***

The public/institutional facilities throughout Tazewell are well distributed and adequately serve the population. No other major changes in the distribution of community facilities are recommended for the purposes of this Plan. Ongoing expansions and improvements to town facilities can generally be accomplished at existing sites. The downtown area should



continue to be the focal point for most community facilities. As growth demands of the region dictate, the Town should coordinate with Tazewell County and other service providers in choosing facility sites to best serve area residents.

## ***PARKS & RECREATION***

Recreation improvements presently being planned or considered by the Town are discussed in the Community Facilities section of the Plan. Most of these improvements involve upgrades or enhancements to existing park facilities at Lincolnshire Park. If implemented as planned, these improvements will demonstrate Tazewell's continued commitment to providing high quality recreation services.

In future years, as Tazewell's population changes, there will be a corresponding need for additional parks and recreation opportunities, particularly at the neighborhood level. As future sites are evaluated, efforts should be made to preserve and integrate certain natural features, landscapes, scenic vistas and historic qualities which make the Tazewell area unique. Combining these various elements would also contribute to development of a fully diverse and comprehensive park system. In support of this objective, the Greenways and Gateways Plan offers several opportunities to expand recreation, while building on the area's unique features.

Although the above proposals are ambitious, they need not be initiated or financed wholly by local government. Instead, it is envisioned that the Town increasingly share in park and open space development costs with a broad range of partners. Ideally, these partnerships would originate from various sources and segments of the community. These might include, but need not be limited to local civic groups, environmental interests, private developers, individual property owners, neighboring localities and appropriate state and federal agencies.

In addition, the Town should continue to encourage the provision of private recreation facilities, such as those currently serving Little League baseball, and swimming pools. As a general rule, new residential subdivisions of a significant size should include land dedicated for neighborhood parks and play areas. Preferably, local community associations should assume maintenance of these facilities.



# TRANSPORTATION PLAN

A safe and efficient transportation system is a key aspect of community development. Not only do transportation facilities serve the needs of existing residents, they also influence the location of future development and economic activity. Tazewell's roadway network includes major and minor arterial roads that serve regional and local traffic as well as collector and local streets that primarily serve local traffic. In addition to the roadway network, Tazewell's transportation network is comprised of parking facilities; non-vehicular facilities such as sidewalks and bikeways; and other transit services such as rail, motor freight, bus, taxi, paratransit and airport facilities.

## ***THE TAZEVELL 2020 TRANSPORTATION PLAN***

In 2000, The Virginia Department of Transportation (VDOT) in cooperation with the Town of Tazewell developed the Tazewell 2020 Transportation Plan. A finite urban area was established for purposes of this study, which followed the corporate limits of the Town as of 1999 and subsequently included the area added to the Town through a boundary adjustment with Tazewell County in 2010. The study provided an analysis and recommendations for improvements to selected collectors and arterials within the urban thoroughfare system.

### *The principal collectors and arterials identified in the study included:*

- VA 61(Riverside Drive)
- US 460 and US 19 Business (Fincastle Turnpike)
- Alt VA 16 (Fairground Road)
- VA 16 (Tazewell Avenue)

(Work was already underway to improve Ben Bolt Avenue at the time of the study.)

Recommendations for improvements to these roadways were divided into three Phases:

### *PHASE ONE: BASE YEAR ROADWAY RECOMMENDATIONS*

- Provide left turn lanes at the intersection where Riverside Drive branches south from Market Street to improve access to the commercial development located here.
- At Market Street and Riverside Drive, realign the intersection to improve turning and to allow for the traffic light to operate in all four directions instead of three.



- From Market Street south to its intersection with Fincastle Turnpike, widen the road to a three-lane cross section with a continuous turning lane in order to accommodate industrial traffic entering from Walnut Street.
- At the intersection of Market Street and Fincastle Turnpike, widen the turning radius in the northwest quadrant of the intersection.
- Install a traffic light at the intersection of Fincastle Turnpike and Ben Bolt Avenue. (This has been completed).
- Fincastle Turnpike in the area of Bulldog Lane requires Transportation System Management (TSM) improvements. Possible improvements include a traffic signal at the entrance to the high school campus and turning lanes and a traffic signal where Steeles Lane intersects with Fincastle Turnpike.

PHASE TWO: INTERIM YEAR (2010) ROADWAY RECOMMENDATIONS

- Reconstruct portions of Fairground Road that are in the current corporate limits to a two-lane cross-section with paved shoulders, curb and gutter.

PHASE THREE: STUDY YEAR (2020) ROADWAY RECOMMENDATIONS

- Widen Riverside Drive to four lanes from the old corporate limit just east of the US 460/19 bypass to the point where it turns south from Market Street.
- Reconstruct Tazewell Avenue between Riverside Drive and Fincastle Turnpike.
- Widen the turning radius at the intersection of Tazewell Avenue and Riverside Drive.
- Widen the intersection of Fairground Road and Riverside Drive.

In addition to the 2020 transportation plan for the Town of Tazewell, the Virginia Transportation Development Plan (VTDP) also addresses transportation needs. The VTDP lists transportation projects scheduled for construction or improvement over the next six fiscal years, as well as anticipated funding allocations. The following improvements are identified in the six-year plan for Tazewell for Fiscal Years 04/09:

- Provide four-lanes with curb and gutter for Fairground Road from its intersection with the US 19/460 bypass south to West Main



- Street. Construct Park and Ride lot on Fairground Road at the interchange.
- Add curb and gutter, sidewalks and drainage structures along Fincastle Turnpike from its intersection with Market Street north to the corporate limits.
- Add curb and gutter, sidewalks and drainage structures along Maplewood Avenue from Carline Avenue to Bulldog Lane.

The above referenced improvements are illustrated on the Transportation Map on the following page.

## **PARKING FACILITIES**

### ***DOWNTOWN PARKING***

Parking facilities in the downtown Tazewell area include on-street parking and surface parking lots at most public buildings and businesses. The Town and County also provide a variety of parking facilities for public use, including paved parking lots at the rear of the Courthouse/Administration Building and the County Library. All of these lots are well maintained.

At present, on-street parking in Tazewell is entirely unmetered. Downtown parking remains restricted to two-hour periods on Main Street. This helps to maximize the availability of spaces for short-term users, such as shoppers, tourists and patrons of the downtown area. Long term users, such as downtown employees, are encouraged to park on private lots to the side or rear of their buildings.

### ***FUTURE NEEDS***

In some sections of downtown, the lack of convenient parking is a frequently cited issue. Currently there are no parking structures in the Tazewell area. Because of the high cost of constructing parking decks - nearly four times the cost of surface parking - these facilities will largely remain an element of market demand. In some cases, public financing of parking structures could prove feasible in the high-density area adjoining the Courthouse complex. This area presently lacks sufficient on- and off-street spaces to serve courthouse customers and employees. A joint study between the Town and County should be commissioned to identify opportunities for additional parking in the downtown area to alleviate potential problems.

As a general rule, future parking facilities in the downtown area should be located on supporting streets and not on Main Street. Large structures or expanses of asphalt can create gaps in the traditional street frontage and dead zones between more active land uses. When such a location is unavoidable, landscaping, low walls, fences or facades that reflect the



surrounding architectural character should be provided along the street. Even when surface lots are located on supporting streets, low perimeter landscaping or structural materials should be employed to soften edges adjacent to the street. Parking access and visibility can best be promoted through appropriate way-finding signage.

### ***COMMUTER PARKING***

Transportation to work is an important transportation issue for Tazewell workers, and the need for commuter parking is on the rise as increased numbers of residents commute outside of the County and the State to employment opportunities. In 2013, approximately 15% of Town residents and 17% of County residents worked outside of Virginia. Many workers are willing to travel over 50 miles one way to work. Ride sharing is thus an important and growing part of the area's transportation need. This is particularly true given the increasing costs of gasoline and diesel fuel for the foreseeable future.

### ***FUTURE NEEDS***

Development of parking lots to accommodate ride-sharing commuters should be considered by the Town and County. With the limited amount of designated commuter parking available, those in need of such facilities are using shopping centers and other centrally located parking lots. This potentially creates a condition where parking spaces are being used by commuters rather than by customers and business employees. To remedy this problem, park and ride lots should be developed at one or more of the US 19/460 interchanges within the Town. Standards for location, size, surrounding land uses and access should be created.

### ***PEDESTRIAN FACILITIES***

Pedestrian facilities are discussed briefly here, within the context of the downtown environment. This is the dominant area of pedestrian activity within the town. A more wide-ranging discussion of alternative transportation is presented under the Trail and Greenway Plan.,



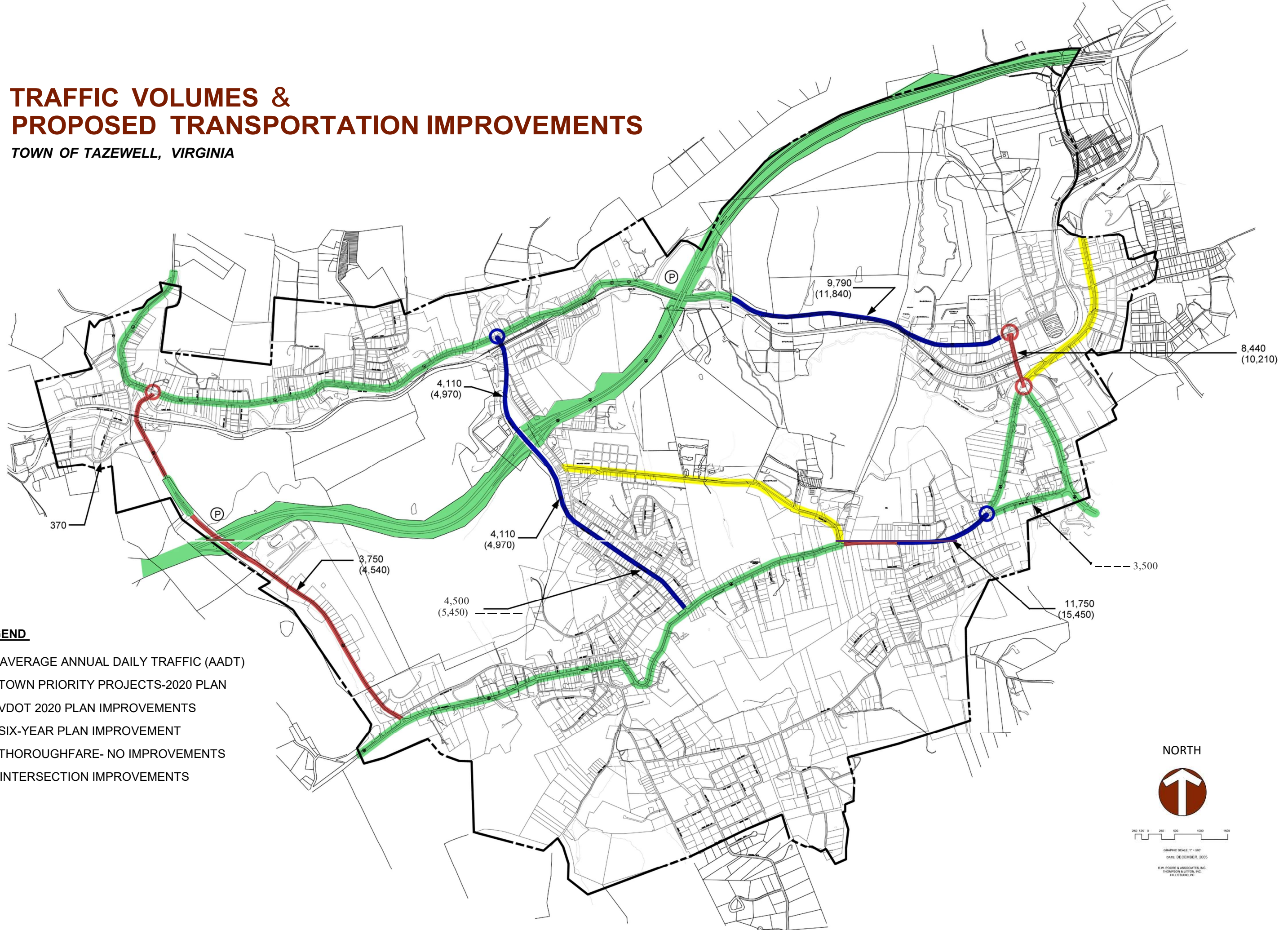
In recent years, several factors have been spurring demand for a more pedestrian-friendly environment in Tazewell. Historically, walking has been the primary form of transportation for three basic groups: children, elderly citizens who are unable to drive, and those residents who cannot afford to own or operate a car. There is also a fourth segment of the population which is ever increasing, that uses sidewalks for health and fitness related activities.





# TRAFFIC VOLUMES & PROPOSED TRANSPORTATION IMPROVEMENTS

TOWN OF TAZEWELL, VIRGINIA



## LEGEND

- # AVERAGE ANNUAL DAILY TRAFFIC (AADT)
- TOWN PRIORITY PROJECTS-2020 PLAN
- VDOT 2020 PLAN IMPROVEMENTS
- SIX-YEAR PLAN IMPROVEMENT
- THOROUGHFARE- NO IMPROVEMENTS
- INTERSECTION IMPROVEMENTS

NORTH



GRAPHIC SCALE: 1" = 500'

DATE: DECEMBER, 2005

K.W. POORE & ASSOCIATES, INC.  
HONNIGSCHA & LISTON, P.C.  
HILL STUDIO, P.C.



The following project is for the Market Street and East Riverside intersection. As of September 2, 2015 the Town of Tazewell has sent a request to the Virginia Department of Transportation for consideration on the update this intersection. This project will fall into the one to five year plan of consideration. FOR USE IN PRE-SCOPING AND SCOPING CONSTRUCTION ESTIMATES

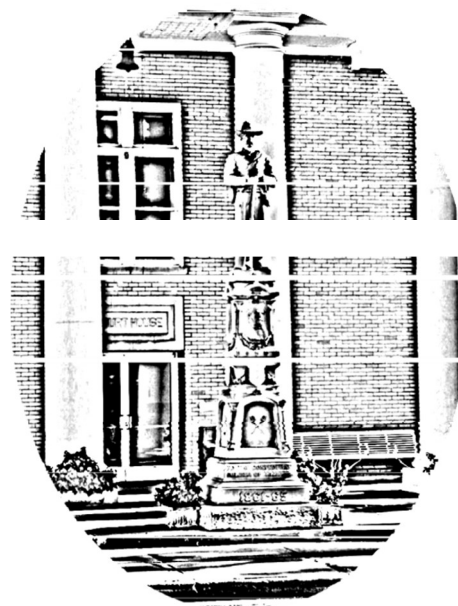
ITEM	Unit	Quantity	Unit Price	Amount
MOBILIZATION	LS	1	\$72,488	\$72,488
CONSTRUCTION SURVEYING	LS	1	\$14,000	\$14,000
<b>GRADING ITEMS</b>				
CLEARING AND GRUBBING	ACRE	0	\$20,000	\$9,917
REGULAR EXCAVATION	CY	1778	\$17	\$30,222
BORROW EXCAVATION	CY	0	\$15	\$0
UNSUITABLE MAT'1. (paid as Regular Excav.)	CY	0	\$17	\$0
BACKFILL STONE (NO.1) FOR UNSUITABLE MATL. AREAS	TONS	0	\$20	\$0
DRY RIPRAP	TONS	0	\$40	\$0
Sub-Total				\$40,140
Grading Items Contingency (XX)		5.00		\$2,007
<b>DRAINAGE ITEMS</b>				
CONCRETE BOX CULVERT	LS	1	\$0	\$0
PIPES UNDER 36"	LF	150	\$125	\$18,750
PIPES OVER 36"	LF	200	\$250	\$50,000
END WALLS FOR PIPES OVER 36"	EA	2	\$300	\$600
DROP INLETS	EA	4	\$4,000	\$16,000
CURB AND GUTTER	LF	1600	\$35	\$56,000
Sub-Total				\$141,350
Drainage Items Contingency (XX)		5.00		\$7,068
<b>PAVEMENT ITEMS</b>				
SURFACE COURSE	TONS	161	\$110	\$17,747
INTERMEDIATE COURSE	TONS	225	\$100	\$22,489
BASE COURSE	TONS	675	\$90	\$60,720
SUBBASE COURSE	TONS	660	\$20	\$13,200
No.1 STONE	TOMS	0	\$25	\$0
Sub-Total				\$114,156
Pavement Items Contingency (XX)		5.00		\$5,708
<b>INCIDENTAL ITEMS</b>				
RETAINING WALLS (CONC.)	CY	0	\$400	\$0
RURAL PRIVATE ENTRANCE	EA	0	\$2,000	\$0
URBAN PRIVATE ENTRANCE	EA	0	\$5,000	\$0
COMMERCIAL ENTRANCE	EA	0	\$10,000	\$0
Sub-Total				\$0
Incidental Items Contingency (XX)		5.00		\$0
<b>PROTECTIVE ITEMS</b>				
MAINTENANCE OF TRAFFIC (LUMP SUM)	LS	1	\$150,000	\$150,000
FIELD OFFICE	MO	0	\$2,000	\$0
SIDEWALK	SY	222	\$90	\$20,000
Sub-Total				\$170,000
Protective Items Contingency (XX)		5.00		\$8,500
<b>EROSION CONTROL</b>				
STORM WATER MANAGEMENT FACILITY	EA	1	\$0	\$0
SEEDING	LB	300	\$15	\$4,500
TEMP. SILT FENCE	LF	1600	\$4	\$6,400
CHECK DAMS TY. I OR II	EA	16	\$500	\$8,000

Sub-Total				\$18,900
E&S Control Items Contingency (XX)		5.00		\$945
<b>UTILITIES</b>				
BELOW GROUND UTILITIES (LUMP SUM \$\$\$\$)	LF	1000	\$75	\$75,000
Sub-Total				\$75,000
Right of Way Contingency (XX)		5.00		\$3,750
<b>TRAFFIC AND SAFETY</b>				
PERMANENT SIGNAL (LUMP SUM)	EA	1	\$300,000	\$300,000
PAVEMENT MARKINGS (IF APPLICABLE)	LF	3200	\$4	\$12,800
GUARDRAIL GR-2	LF	0	\$25	\$0
END TREATMENT GR-9	EA	0	\$2,500	\$0
GR-FOA'S IF BRIDGE IS ON PROJECT	EA	0	\$2,000	\$0
Sub-Total				\$312,800
Traffic Items Contingency (XX)		5.00		\$15,640
<b>BRIDGE</b>				
NS BRIDGE (LUMP SUM \$) (USE \$300 PER S.F.)	SF	0	\$300	\$0
DEMOLITION OF EXISTING BRIDGE	LS	0	\$18	\$0
Sub-Total				\$0
Bridge Items Contingency (XX)		5.00		\$0
<b>STREAMI WETLAND MITIGATION THAT IS INCLUDED IN CONSTRUCTION</b>				
Stream Mitigation	LF	0	\$700	\$0
Wetland Mitigation	Acre	0	\$75,000	\$0
<b>MISCELLANEOUS ITEMS NOT IN SPREADSHEET CAN BE ADDED HERE</b>				
Overlay	TONS	250	110	\$27,500
				\$0
				\$0
				\$0
				\$0
Contingency Total				\$43,617
Mobilization				\$72,488
Construction Survey				\$14,000
Sub-Total				\$899,845
Total				\$1,029,951
<b>CEI &amp; CONTIGENCY</b>				
CEI OF AT LEAST 20 AS A LUMP SUM ITEM	LS	1	20.00	\$205,990
PROJECT CONTIGENCY		Tier I	5	\$44,992
<b>GRAND TOTAL</b>				<b>\$1,380,000</b>

Summary Notes

- Contingency can be adjusted based on your comfort level with item quantity
- Unit prices can be adjusted. Use current unit prices as a guide
- CEI can be adjusted
- Add any additional items that are important to the estimate in Misc. Section
- All items in "green" are locked
- PE or RW cost is not included in this estimate
- Cells with RED tabs include comments for clarifications





# PLAN IMPLEMENTATION

# PLAN IMPLEMENTATION

The Town of Tazewell Comprehensive Plan is a document that defines how the community would like to develop and at the same time preserves its rural character over the next two decades and how it will make progress in managing potential future growth and development. In order for Tazewell to realize its vision for the future it must have an effective implementation strategy and the measures to fulfill the strategy that can be employed to guide the town through the steps necessary to achieve that vision. The Plan, therefore, identifies key topic areas whereby actions should be taken to implement them. The general topic areas include:

- Land Use and Housing
- Economic Development
- Transportation/Mobility
- Natural and Historic Resources
- Community Facilities
- Recreation, Trails and Open Space
- Administration and Regional Cooperation

These seven key areas are restated in the following Implementation Matrix and are accompanied by a list of recommended actions. Each recommended action has a proposed time frame for completion. In addition, potential funding sources are identified for the topic area. These recommended actions are provided only as an initial step in the process of identifying potential actions to be taken by the Town. They are not to be considered as an exhaustive list of actions for implementation over the identified time periods.



**IMPLEMENTATION MATRIX**

<b>Legend</b>
<b>X=Proposed</b>
<b>C= Completed</b>

RECOMMENDED ACTIONS	TIME PERIOD(YRS)		
	1-2	3-5	6-10
<b>A. Land Use and Housing</b>			
1) Revise Tazewell’s zoning ordinance to include additional overlay districts (i.e. Parkway Overlay, Floodplain Overlay and Entrance Corridor Overlay)		X	
2) Revise zoning district boundaries to reflect the Future Land Use Map.		X	
3) Place limitations on the amount of residential development permitted in the Town’s Agriculture (A-1) and Business (B-2) zoning districts.		X	
4) Seek funding from sources such as CDBG, VHDA and Rural Development to rehabilitate housing in neighborhoods identified as Transitional or Deteriorating.	X	X	
<b>B. Economic Development</b>			
1) Establish a 501(c) 3 non-profit organization to promote the Town’s “Main Street” businesses.	C		
• Develop an annual budget for the organization	C		
• Provide part-time staff to support the organization	C		
• Develop an economic database in order that staff and business people can compile marketing and development information about Tazewell	C	X	
2) Prepare marketing and promotional information to be used to support the town’s economic development activities.	C		
• Develop a marketing brochure			
• Expand the town’s web site to include information about economic development potential			





<p><b>Legend</b></p> <p><b>X=Proposed</b></p> <p><b>C= Completed</b></p>
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<b>RECOMMENDED ACTIONS</b>	<b>TIME PERIOD(YRS)</b>		
	1-2	3-5	6-10
• Undertake a campaign to encourage residents and workers in the local trade area to patronize retail, service and professional businesses in Tazewell	C	C	C
3) Establish a business assistance program to work with the owners and managers of retail and service businesses to retain them in Tazewell	C	C	
4) Undertake a targeted business recruitment program to make retail and service businesses in other areas of the region aware of the opportunities in Tazewell	C	C	
5) Undertake a targeted business recruitment program to attract small to mid-sized manufacturing, research, professional office and administrative firms.	C	C	
6) Work with the County Economic Development Authority to develop a business plan to identify the supply and demand for various types of businesses.	C		
7) Develop an implementation schedule for infrastructure, utilities and road improvements to support commercial development along Riverside Drive and Maplewood Lane		C	
8) Encourage the redevelopment of commercially zoned areas in North Tazewell		X	
9) Continue to support festivals and community events that promote tourism.	C	C	C
10) Apply for Affiliate Status as a Virginia “Main Street” community			
11) Establish a façade improvement loan/grant program for commercial structures in the downtown historic district	X		
12) Apply for CDBG, ARC, Rural Development, Tobacco Commission, VCEDA and other grants/loans that provide funding for economic development initiatives	X	X	

<b>Legend</b> <b>X=Proposed</b> <b>C= Completed</b>
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<b>RECOMMENDED ACTIONS</b>	TIME PERIOD(YRS)		
	1-2	3-5	6-10
<b>C. Transportation/Mobility</b>			
1) Urban Roads <ul style="list-style-type: none"> <li>• Implement the sidewalk, curb &amp; gutter and drainage improvements along Maplewood Lane from Carline Avenue to Bull Dog Lane identified in the 2004-2009 Six-Year Improvement Program</li> <li>• Implement improvements to Fairground Road identified in the Tazewell 2020 Transportation Plan</li> <li>• Where possible, within existing rights-of-way, urban roads should be widened to include a 6-8 ft. shoulder for pedestrian/ bicycle use.</li> </ul>		C	C
2) Other Transportation System Recommendations <ul style="list-style-type: none"> <li>• Create a proposed master road plan for Tazewell, which would identify the approximate locations of future local roads, including local access roads that could contribute to traffic reduction on main roads.</li> <li>• Establish bikeways on minor arterial roads.</li> <li>• The town should pursue options for providing transportation alternatives, and associated funding, for residents who are disabled, elderly or otherwise limited.</li> <li>• Explore with the County the possibility of adding parking lots in the downtown area.</li> <li>• Evaluate potential locations for commuter “park and ride” facilities</li> </ul>		X	
3) Utilize funding from VDOT, where feasible, for improvements identified in the 2020 Transportation Plan	C	C	X



<b>Legend</b> <b>X=Proposed</b> <b>C= Completed</b>
---

<b>RECOMMENDED ACTIONS</b>	TIME PERIOD(YRS)		
	1-2	3-5	6-10
<ul style="list-style-type: none"> <li>• Consider retaining the services of a professional land conservation specialist to help develop preservation options for individual properties and/or to act as an intermediary on behalf of the town with property owners. This position might be filled by town, county or regional personnel on an interim basis to ensure adequate support for conservation efforts.</li> <li>• Establish a dedicated funding source within the municipal budget for open space preservation.</li> <li>• Integrate the private sector into the town's open space planning efforts</li> </ul>	X	X	
4) Revise the zoning and subdivision regulations to ensure that future development on steeper slopes, particularly in the vicinity of the Clinch River, is done in accordance with Best Management Practices (BMPs) in order to minimize impacts on surface waters and adjoining properties.		X	
5) Expand inter-governmental cooperation to include protection of the Clinch River and its associated watershed that crosses municipal boundaries. The purpose of this would be to establish a structured process that would ensure that resource protection in Tazewell is comparable to the County and other towns downstream. <ul style="list-style-type: none"> <li>• Identify appropriate board/committee to conduct inter-governmental meetings.</li> <li>• Ensure comparable regulatory protection of shared water resources.</li> <li>• Develop joint goals/actions for consideration by all municipalities</li> <li>• Work with the State Department of Environmental Quality and the TVA to</li> </ul>	X	X	
	X		
	C		

<b>Legend</b> <b>X=Proposed</b> <b>C= Completed</b>
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<b>RECOMMENDED ACTIONS</b>	TIME PERIOD(YRS)		
	1-2	3-5	6-10
ensure water quality monitoring is performed on a regular basis.			
6) Develop with the County regulatory standards to ensure the adequate treatment of storm water runoff from impervious surfaces into water courses, wetlands, or surface water bodies.	X		
7) Initiate the process of defining additional historic district(s) to ensure protection of the town's culturally significant historic structures and sites. This process should include compiling a suitable inventory and documentation of historic	X	X	
8) Establish an Architectural Review Board and develop design guidelines for the Historic District	X		
9) Establish a network of markers and plaques for the town's historic and cultural sites to increase awareness of the significance of these resources. Develop/promote a walking/driving tour of these sites that could be integrated into other trail systems within the town.	C		
10) Apply for funding from DHR to conduct surveys of historic structures.	X	X	
<b>E. Community Facilities</b>			
1) Tazewell should use intergovernmental collaborations as a cost-effective approach to providing municipal services and facilities whenever practical. Explore the possibility of turning over the operation of the wastewater treatment facility to the County Public Service	X	X	
2) Ensure that all proposed upgrades or expansion of municipal facilities and utility systems in Tazewell support planned development in defined areas and do not		C	

<b>Legend</b> <b>X=Proposed</b> <b>C= Completed</b>
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<b>RECOMMENDED ACTIONS</b>	<b>TIME PERIOD(YRS)</b>		
	1-2	3-5	6-10
encourage growth in portions of the community that are not planned to receive future development.			
<p>3) Adopt and implement a Capital Improvements Plan (CIP) that includes scheduled equipment purchase and replacement, building upgrades and/or new construction, land acquisition for the location of future facilities, and the upgrading and construction of roadways and other transportation facilities. Major facilities / equipment needs that should be addressed in the CIP include the following.</p> <ul style="list-style-type: none"> <li>• Upgrade the Public Works garage</li> <li>• Renovate/reuse the old County Administration/Social Services Building</li> <li>• Upgrade the Wastewater Treatment Facility</li> <li>• Establish a regular rotation and capital funding for the purchase of replacement firefighting equipment</li> <li>• Purchase equipment for police patrol cars</li> <li>• Fund, where feasible, the improvements identified in the 2020 Transportation Plan and the Six-Year Plan</li> </ul>		X	X
4) Prepare town staffing projections for three, five and ten years into the future.		X	X
<b>F. Recreation, Trails and Open Space</b>			
1) In order to support continued recreation planning in the town a survey of residents should be undertaken every three years to identify recreational interests. This survey should include a regional inventory of available facilities and services in order to promote an inter-municipal approach to providing recreation services.		X	



<p><b>Legend</b></p> <p><b>X=Proposed</b></p> <p><b>C= Completed</b></p>
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<b>RECOMMENDED ACTIONS</b>	TIME PERIOD(YRS)		
	1-2	3-5	6-10
2) Evaluate the potential for developing an indoor sports facility in a vacant or underutilized building near Lincolnshire Park.		X	
3) Acquire/reserve land for the potential creation of future neighborhood parks or playgrounds. These parcels, or portions of parcels, should be reserved as part of the subdivision approval process and/or purchased with funds set aside in a municipal capital reserve fund. The locations of these future facilities would ideally be located in Planned Unit Development areas identified on the Future Land Use Map. If not developed as active recreation facilities, these parcels should be suitable for supporting the town's overall open space protection goals.		X	X
<b>G. Administrative and Regional Cooperation</b>			
1) Establish a Comprehensive Plan Implementation Committee which would be responsible for monitoring progress in making changes recommended in the plan. The responsibilities of this committee could include the following. <ul style="list-style-type: none"> <li>• Issuing progress reports regarding the success of implementing comprehensive plan recommendations.</li> <li>• Hold public meetings to solicit input about planning and development issues in Tazewell as they relate to the plan implementation.</li> <li>• Advice the Planning Commission concerning changes proposed to the town's land use regulations by the comprehensive plan.</li> </ul>	X		
2) Develop specific annual work plans for each town board, committee and/or commission based on the implementation strategy of the	X		

<p><b>Legend</b>  <b>X=Proposed</b>  <b>C= Completed</b></p>
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<b>RECOMMENDED ACTIONS</b>	TIME PERIOD(YRS)		
	1-2	3-5	6-10
comprehensive plan. Use this work plan to develop volunteer projects for Tazewell residents which will introduce citizens to the roles and responsibilities of these boards and committees.	X		
3) Tazewell should use regional collaborations as a cost-effective approach to providing municipal services and facilities whenever practical. This should include cooperative purchasing agreements for the procurement of equipment, materials, and services.	X		
4) Meet with the County to review proposed zoning changes along Tazewell's municipal boundaries to determine their compatibility with zoning in neighboring districts.	X		
5) Continue to promote and expand the working relationships developed with the County on issues of shared concern such as transportation, municipal services, economic development, and the protection of natural resources that cross municipal boundaries.	X		

**LEGAL STATUS OF THE PLAN**

The legal foundation for the comprehensive plan is Title 15.2 of the Code of Virginia. The state code addresses the procedures for comprehensive plan implementation including the role of the Town Planning Commission, the relationship of the zoning and subdivision ordinances to the plan and their use in accomplishing the plan's land use elements. In addition, Title 15.2 provide direction for capital improvements programming and presents the procedures for coordination of government activities at all levels.

The following excerpt from Title 15.2, Code of Virginia, 1950 (as amended), subsection 15.2-2224 suggests various methods for the plan's implementation:

B. The comprehensive plan shall recommend methods of implementation and shall include a current map of the area covered by the comprehensive plan. Unless otherwise required by this chapter, the methods of implementation may include but need not be limited to:



- An official map;
- A capital improvements program;
- A subdivision ordinance;
- A zoning ordinance and zoning district maps, and
- A mineral resource map.

### ***THE ROLE OF THE PLANNING COMMISSION***

The Planning Commission is responsible for preparing the Comprehensive Plan and advising the Town Council on related matters. The Planning Commission should maintain a knowledge of the facts and interrelationships of a broad range of subjects. Furthermore, the Commission must be able to weigh the advantages and disadvantages of various possible courses of action.

The state planning and enabling statutes provide for general content of the Plan and procedures for adoption. The Planning Commission is required to give notice and hold a public hearing before recommending the Plan to the Town Council for adoption. The Town Council must also give notice and hold a public hearing before it adopts the Plan. For purposes of expediency, the two bodies may also hold a joint public hearing in which both above actions are undertaken.

### ***PLANNING ASSISTANCE***

Routine administration and review of zoning and subdivision proposals, periodic revision of the Comprehensive Plan, participation in funding programs and special studies may require additional staff in the near future. Staff services can also continue to be supplemented on an as-needed basis by consultants and the Cumberland Plateau Planning District Commission.

### ***MAINTENANCE OF THE PLAN***

This Plan has been prepared for a twenty-year horizon (2005-2025), with emphasis on the immediate decade ahead. The Plan is intended to serve in a broad advisory capacity, for like the earlier plan, it cannot foresee all the changes that will occur inevitably over time. In addition, the Plan is intended to be flexible, and should not be considered exactly as presented as might be implied by the detailed mapping and concept designs.

In accordance with state code, the Plan should be re-evaluated at least once every five years by the local commission to determine whether it is advisable to amend the plan. Significant new developments, such as state highway proposals; location of a major new industry, shopping center, or residential subdivisions; expansion of corporate boundaries or major public/private uses; and other far-reaching developments should trigger a re-evaluation of the Comprehensive Plan.



## **IMPLEMENTATION MEASURES**

Private property development and public improvement efforts can be coordinated with the plan through the use of applicable regulatory measures: zoning ordinance, subdivision regulations, building, housing and other codes. An adopted Capital Improvement Program also provides a mechanism for the local governing body to schedule public improvements in accordance with the plan over both a five year period and on an annual basis.

The Zoning Ordinance and Subdivision Regulations for the Town of Tazewell are intended to accompany this plan document under separate cover. Legal enforcement is explained within the text of these regulations. The comprehensive plan must be used as the reference by which zoning requests, development proposals and the zoning and subdivision regulations are reviewed for approval or disapproval. In relation to the Plan, zoning and subdivision regulations are discussed further below.

### **THE ZONING ORDINANCE**

Zoning is the legal means by which land use, lot sizes, building setbacks, height, bulk and other related matters are controlled. The zoning ordinance and zoning map are the primary tools for implementing the Land Use Plan element of the Comprehensive Plan. While zoning enables all existing land uses to be continued, it does provide methods for gradually phasing out non-conforming land uses as they become obsolete or discontinued. However, the primary purpose of the zoning ordinance is to regulate new development.

The Tazewell zoning ordinance was updated in 1980. Since that time, adjustments have been made to district regulations. Some of these changes have been incremental in nature; other more comprehensive amendments have also been enacted. Generally, these changes have been effective in implementing the overall land use objectives of the Town, however some additional revisions are needed to conform the ordinance more closely with the adopted Plan and recent state enabling legislation. Therefore, subsequent to the Plan's adoption, it is recommended that proceedings begin to update and further revise the Tazewell zoning ordinance, including changes to certain district regulations and the zoning map.

Concurrent with preparation of the Plan was an initial review and set of recommended revisions to the Tazewell Zoning Ordinance. These recommendations are preliminary in nature and should undergo further study as the Town updates and amends its zoning ordinance during an ensuing time period.



**PRELIMINARY RECOMMENDED ZONING ORDINANCE REVISIONS:**

Residential Zoning Classifications - consider methods to further illustrate and clarify basic design objectives for the R-1, R-2, R-3 and R-4 zoning districts. Consider including diagrams to illustrate each district's respective requirements as to lot size, height standards and setback requirements. Include uniform language to identify the purpose of the district, permitted uses, uses permitted by special use permit, off-street parking standards and landscaping and screening requirements.

Rural Residential District - consider adding a Rural Residential District to the ordinance. The purpose of this district is to allow for certain agricultural operations such as raising of crops, orchards, truck gardens, etc. and large animals on a farm ten acres or more. Intensive agricultural operations such as feedlots, poultry houses, hog farms, and dairy operations would not be permitted unless Town Council approved a special use permit for them.

Commercial Zoning classifications - consider methods to illustrate and further clarify design objectives set forth in the B-1 and B-2 zoning districts. Consider including diagrams of basic regulatory elements.

Central Business District – consider adding a Central Business District to the ordinance. The purpose of this district is to provide for an appropriate variety of uses in the historic center for commercial, financial, governmental, residential and cultural activities. High-density residential development including housing on upper-floors of commercial buildings would be permitted and off-street parking requirements would be minimal. Maximum floor areas for commercial uses should be established in order to prevent development of large-scale commercial uses in the historic downtown area.

Industrial Zoning Classifications – consider changing the M-1 General Industrial District to a Limited Industrial District in order to prevent heavy manufacturing uses from being permitted in proximity to residential districts.

Overlay Districts – In addition to the Historic Preservation Overlay District, additional districts such as a Floodplain District, Parkway Overlay District, Cluster Housing and Entrance Corridor District should be considered for inclusion in the ordinance.

In addition to the above changes, other more general needs were identified in the initial review. First, there is a need to clarify ordinance language, intent and definitions in certain instances; and to resolve potentially conflicting or confusing language in the ordinance. Secondly, there is a need to update the Zoning Ordinance with regard to recent changes in state enabling legislation, such as provisions related to manufactured homes and conditional zoning. Finally, the ordinance should be made to conform more closely with the adopted Plan. While simplicity and ease of use should be

maintained, further refinement or reorganization of the zoning district classifications should be considered as part of the update process.

The Zoning District Map should be generally consistent with the Future Land Use Plan. Within the overall pattern of land use established by the Plan, there is nevertheless considerable room for variation between the Plan and the zoning map. The land use categories need not be identical and the one need not be amended every time the other is. The timing of zoning changes to implement the Land Use Plan may vary and will require judgment on a case-by-case basis by the Planning Commission and the Town Council. In addition, the review and approval of individual projects by special use or special exceptions should be based on guidelines provided by the Plan, as well as the zoning ordinance and site conditions where change is proposed. All individual amendments should be well documented by the Town and advertised and publicly posted in accordance with state and local requirements.

### ***THE SUBDIVISION ORDINANCE***

The regulations of the subdivision ordinance are primarily concerned with the platting of lots, the layout of streets, and the location of public spaces and building of public improvements associated with the process of subdividing land. In addition, they contribute to the keeping of clear and accurate land records. These are matters deserving serious public concern. Once established, a street is difficult to move, and when an opportunity is missed for improved street locations or lot arrangements, these opportunities are difficult or impossible to retrieve.

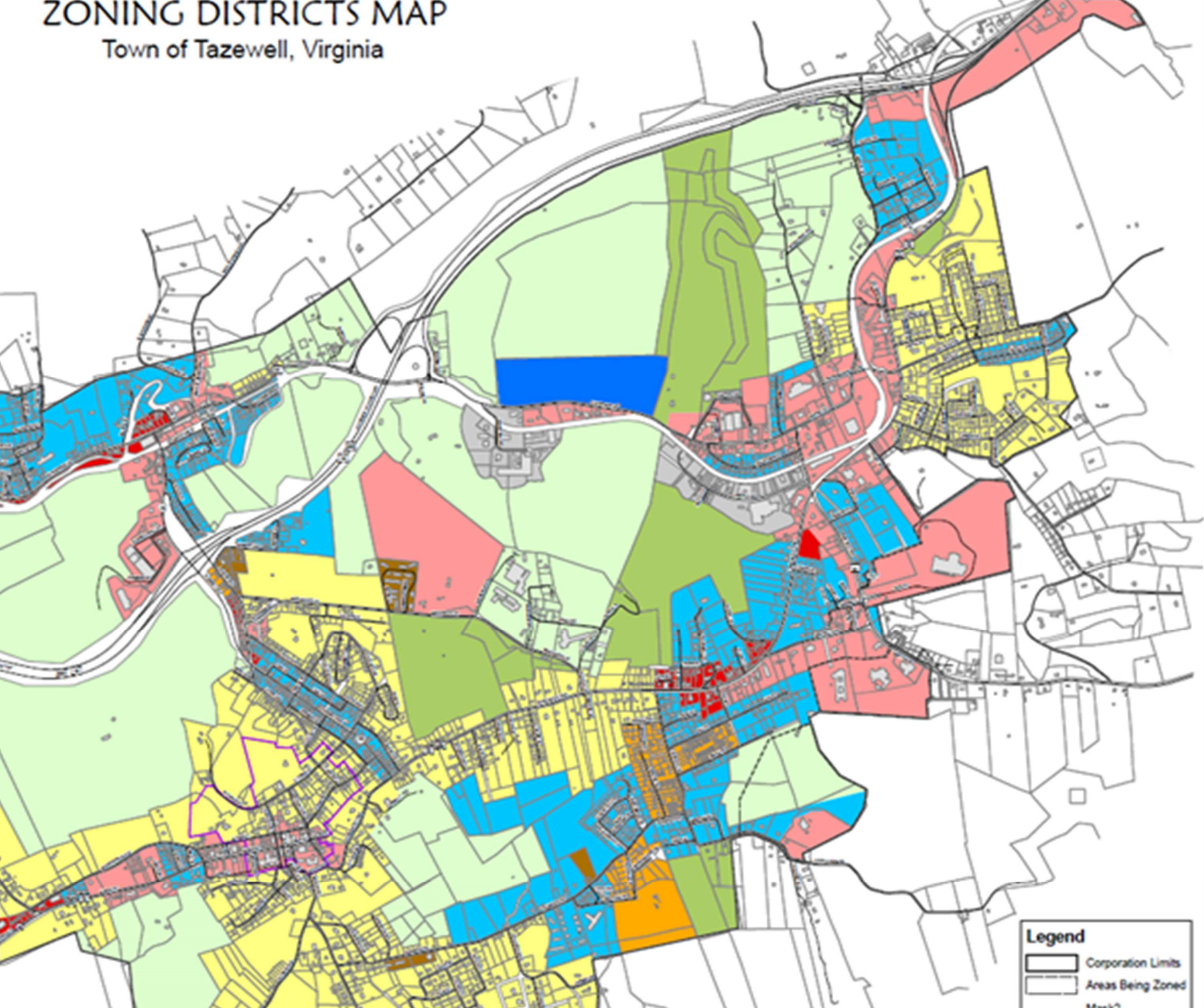
The Town updated its subdivision ordinance in 1991. Like the zoning ordinance, the Tazewell subdivision ordinance has been incrementally revised over the years. Hence, it also will need to be updated to reflect current state enabling legislation, design standards and administrative procedures.

Concurrent with preparation of the Plan was an initial review of the Tazewell Subdivision Ordinance. The recommendations below are both general and preliminary in nature and should be studied further as the Town updates and amends its other land use ordinances. Advisable changes to the Subdivision Ordinance include but need not be limited to: addition of needed cross references to Plan and zoning objectives; provisions to encourage more innovative types of subdivision layout and design, such as planned unit development (PUD) or clustering concepts; innovative incentive zoning concepts, and general improvements to ordinance organization and clarity of language. Updated subdivision regulations will be particularly important in controlling the development of vacant residentially zoned land. For instance, enhanced subdivision provisions would better enable dedication



# ZONING DISTRICTS MAP

Town of Tazewell, Virginia





of public open space and other facilities in accordance with community standards.

### ***CAPITAL IMPROVEMENTS PROGRAMMING***

A Capital Improvements Program (CIP) is a 5-year schedule of capital expenditures by the Town. The program's long-range plans are developed in coordination with the Planning Commission with consideration of the Town's financial resources and other potential funding sources. Section 15.1-464 of the Virginia code permits a Planning Commission to prepare and review annually a Capital Improvements Program based upon the Comprehensive Plan and to do so either on its own initiative or at the direction of the governing body.

While adoption and implementation of the Capital Improvements Program is the responsibility of the Town Council and Town Manager, the Planning Commission should provide additional advice and direction since it is the body charged with preparing for the town's future growth needs. Therefore, the commission should become acquainted with local revenues and expenditures, as well as recently adopted budgets. The Commission can then meaningfully assist Town staff and Council in drafting a workable CIP amortized over a five year period.

In the past, the Town of Tazewell has not utilized capital improvement programming as part of its overall budget process. In accordance with state code, future capital costs are estimated and scheduled over a five-year projection period. This five-year summary will improve the Town's ability to anticipate financial problems, investigate alternative funding sources, and postpone as necessary the execution of less urgent projects. The CIP also will facilitate the phasing of costlier projects.

### ***REGIONAL REVIEW AND COORDINATION***

Local town planning requires coordination with other adjacent jurisdictions, Tazewell County, regional, Federal and State development proposals and plans. Without coordination among these jurisdictions, the danger of planning efforts being duplicated or conflicting will result in ineffective programs and unnecessarily high development costs. The Cumberland Plateau Planning District Commission is the most appropriate agency to provide regional coordination and review of related plans.

### ***LEVEL OF PROFESSIONAL PLANNING ASSISTANCE***

As important as the statutory mechanisms for plan implementation, however, are the various funding and technical assistance programs available to local governments. Planning assistance is presently provided to the Town of Tazewell by the Cumberland Plateau Planning District Commission and the Tazewell County Planning Department. In addition, planning functions are



often provided through the contracted services of private planning and engineering consultants for special projects. Special needs which may warrant additional planning and technical assistance in future years include the following:

1. Maintenance of the Comprehensive Plan. Unforeseen changes in development trends, population growth or effects of economic changes resulting from new industrial or commercial development, annexation or consolidation; all would have a major impact on long range community planning which would need to be reflected in the Comprehensive Plan.
2. As determined on a case-by-case basis and evolving from recommendations contained in the Comprehensive Plan, there may be a need for special studies, such as a detailed housing assessment, an economic development study or long-range planning of utility and community facilities. If undertaken, such special studies should be used to expand on plan generalities and be treated as amendments to the adopted Comprehensive Plan.
3. The review and administration of housing, building, zoning and subdivision regulations and development proposals which affect provisions of the Comprehensive Plan.
4. Assistance in determining the most appropriate State and Federal assistance programs through which Tazewell may participate to aid in implementing proposed community improvements.
5. Promotion of local citizen involvement in planning through the conduct of public education programs on the Comprehensive Plan and related planning processes.

### ***PUBLIC EDUCATION AND COMMUNITY INVOLVEMENT***

The Town of Tazewell should seek to continually develop public awareness of local planning efforts and issues. The overall intent should be to solicit citizen participation in making planning decisions and to promote public support for existing and future community improvement efforts.

In addition, local planning commission members should be encouraged to attend Planning Commissioner Institute training sessions offered periodically throughout the year by the Virginia Department of Housing and Community Development (VDHCD). Educational materials are also available from VDHCD which should be distributed to local planning commissioners.

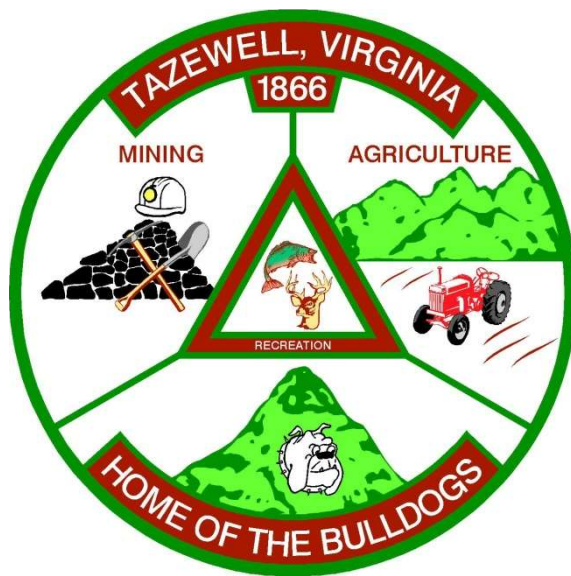




Additional measures which can be promoted by the Town to increase public awareness of local planning include the following:

1. Development of a brochure or graphic foldout illustrating the major plan elements and providing an executive summary of the Plan.
2. Exhibits and displays of important Plan elements placed in the Tazewell Municipal Building, Council Chambers, the library, public schools, and other appropriate buildings.
3. Newspaper coverage of comprehensive plan adoption process, highlights of land use and special zoning issues, in depth series of articles on land use problems and opportunities in and around Tazewell, series of interviews with individuals in responsible positions in local and regional governmental agencies, business and industry who influence future land use decisions.





**TOWN OF TAZEWELL  
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