

**MONTGOMERY COUNTY PLANNING COMMISSION**  
**November 13, 2013 @ 7:00 P.M.**  
**Multipurpose #2, Government Center**  
**755 Roanoke Street, Christiansburg, VA**

**A G E N D A**

**CALL TO ORDER:**

**DETERMINATION OF A QUORUM:**

**APPROVAL OF AGENDA:**

**APPROVAL OF CONSENT AGENDA:**

**PUBLIC ADDRESS:**

**OLD BUSINESS:**

**NEW BUSINESS:**

- Appointment of Nominating Committee (Chair Rice)

**WORK SESSION:**

- Comprehensive Plan Transportation Chapter Update (Steve Sandy)
- 2014 Work Program Discussion (Steve Sandy)

**LIAISON REPORTS:**

- Board of Supervisors- Chris Tuck
- Agriculture & Forestal District- Joel Donahue
- Blacksburg Planning Commission – Coy Allen
- Christiansburg Planning Commission – Cindy Disney
- Economic Development Committee – Bryan Rice
- Public Service Authority – Joel Donahue
- Parks & Recreation – Scott Kroll
- Radford Planning Commission – Frank Lau
- School Board – Bryan Katz
- Tourism Council – Vacant
- Planning Director's Report- Steven Sandy

**MEETING ADJOURNED:**

**UPCOMING MEETINGS:**

Nov. 20, 2013 Planning Commission Regular Meeting – **CANCELLED**

**HAPPY THANKSGIVING!**

Dec. 11, 2013 Planning Commission Public Hearing (7:00 pm)

Dec. 18, 2013 Planning Commission Site Visit (To be determined)  
Planning Commission Regular meeting (To be determined)

**MERRY CHRISTMAS AND HAPPY NEW YEAR!**

Jan. 8, 2014 Planning Commission Public Hearing (7:00 pm)

Jan. 15, 2014 Planning Commission Site Visit (To be determined)  
Planning Commission Regular meeting (To be determined)

Jan. 29-30, 2014 Certified Planning Commissioner Program; Courtyard by Marriott, Blacksburg

**MONTGOMERY COUNTY PLANNING COMMISSION  
CONSENT AGENDA  
November 13, 2013**

**A. APPROVAL OF MINUTES**

- October 9, 2013

**ISSUE/PURPOSE:**

The above listed minutes are before the Planning Commission for approval.

AT A MEETING OF THE MONTGOMERY COUNTY PLANNING COMMISSION ON OCTOBER 9, 2013 IN THE BOARD ROOM, SECOND FLOOR, COUNTY GOVERNMENT CENTER, CHRISTIANSBURG, VIRGINIA:

**CALL TO ORDER:**

Mr. Donahue, Vice-Chair, called the meeting to order.

**DETERMINATION OF A QUORUM:**

Ms. Disney established the presence of a quorum.

Present: Joel Donahue, Vice-Chair  
Cindy W. Disney, Secretary  
Coy Allen, Member  
Sonia Hirt, Member  
Bryan Katz, Member  
Scott Kroll, Member  
Frank Lau, Member  
Chris Tuck, Board of Supervisors Liaison  
Brea Hopkins, Development Planner  
Dari Jenkins, Planning & Zoning Administrator  
Erin Puckett, Senior Program Assistant  
Steven Sandy, Planning Director

Absent: Bryan Rice, Chair

**APPROVAL OF AGENDA:**

On a motion by Mr. Katz, and seconded by Mr. Allen, and unanimously carried the agenda was approved.

**APPROVAL OF CONSENT AGENDA:**

Mr. Kroll asked that the September 11 minutes incorporate a slight revision to indicate the correctly dated proffered conditions for the Hopper rezoning request.

On a motion by Mr. Katz, and seconded by Ms. Disney, and unanimously carried the consent agenda was approved with the minor change to the September 11 minutes.

**PUBLIC ADDRESS:**

Mr. Donahue opened the public address. However, there being no comments the public address was closed.

**PUBLIC HEARING:**

1. Request by SHAH Development, LLC (Agent: Gay and Neel, Inc.) to rezone approximately 8.01 acres from Agricultural (A-1) to Multiple Family Residential (RM-1), with possible proffered conditions, to allow 64 multi-family residential dwellings (townhomes). The property is located at 5201 Tango Lane; identified as Tax Parcel Nos. 060-1-A, (Account Nos. 070690) in the Shawsville Magisterial District (District C). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Mixed Use within the Elliston/Lafayette Village Plan.

Mrs. Hopkins stated that there will be a second public hearing at the Board of Supervisors meeting on October 28<sup>th</sup>, and they will then take action on the request on Wednesday, November 13<sup>th</sup>.

Mrs. Hopkins introduced the request, which is for the former Elliston-Lafayette Elementary School site. The adjoining properties are mainly zoned A-1, with some GB and R-3 parcels also in the area, and one special use permit for a business. She stated that the applicant is requesting to rezone from the current zoning designation of A-1 to RM-1 for 64 modular townhomes on individual lots. The property in question was sold at auction in July 2013. At their last meeting, the Board of Supervisors approved the applicant's requested Comprehensive Plan amendment to change the future land use designation to Mixed Use.

Mrs. Hopkins indicated on the site plan that the proposed development will have right in/right out access on Route 460, and VDOT can issue entrance permits based on the current site plan. PSA has issued a letter confirming that water and sewer are available, but additional connections will be needed for the townhome units. Montgomery County Schools indicated that the development will potentially generate 37 students (three (3) per grade level). The only school that will be impacted by this increase is Shawsville Middle, which is almost at capacity. In terms of emergency services, three (3) new hydrants are proposed, along with several hammerhead turns for fire truck access.

Mrs. Hopkins further stated that the site is in the Village Expansion area of the Comprehensive Plan and is designated as Mixed Use within the Elliston Village Plan, which allows for a variety of uses and housing options. The site is also in the Lafayette area Route 11/460 Corridor Plan which encourages certain architectural designs, landscaping, etc. The VITL Plan, which also covers this area, encourages trail connections.

Mrs. Hopkins said that staff feel that the proposal qualifies for consideration of rezoning so long as it complies with the various County plans and the ordinance. It will be a significant change to the area, as the area that used to be a school will now be a denser residential use. Traffic will be generated at different hours than it had been for the school. However, the existing infrastructure supports development in this area.

Mrs. Hopkins indicated that there have been some concerns with the site design, but a new set of proffers with elevation views and an updated site plan have been received that address these issues somewhat. Shared access should still be considered so that everything is connected; there are not yet proffers to address that issue. The most recent proffers include a proffered bus shelter at an undetermined location. A hammerhead turnaround on Route 460 may also be provided if necessary. A trail connection with the VITL trail is also now proffered.

Mrs. Hopkins said that VDOT had determined that the existing paved tack located in the right of way along Route 460 could not be utilized unless the land was acquired from VDOT. If the right of way cannot be obtained, the proffered trail connection will be provided elsewhere.

Mrs. Hopkins noted that there was also an updated proffer for the landscaping, to ensure that more than 25% of the landscaping will be of one species. An updated proffer also addresses a minimum size for the tot lot, including benches and playground equipment.

Mrs. Hopkins expressed a concern that, although the development does not have to have a mix of uses on one lot in the Mixed Use future land use designation, it should include a mix of architectural details, housing types, etc. This has not yet been proffered.

Mrs. Hopkins noted that SHAH Development and Gay and Neel voluntarily held a community meeting on September 30<sup>th</sup>. Furthermore, a letter of support for the rezoning from Mr. and Mrs. Dubois and their neighbors was recently received by staff and forwarded to the Commission.

Mrs. Hopkins explained that at this time, the staff recommendation is to table the request to allow for additional time to address the items noted.

Mr. Katz asked if the newly received information (proffers and site plan) would change that recommendation.

Mrs. Hopkins answered that there are still minor issues that need to be worked out. However, it is up to the Planning Commission to decide if what is presented tonight addresses their concerns. They could choose to approve the request tonight or table it until the next meeting.

Mr. Kroll asked if the requirement for 10,000 square feet of recreational space includes the loop trail.

Mrs. Hopkins confirmed this.

Mr. Kroll noted that the hammerhead turn at the entrance on Route 603 is not shown on the concept plan.

Mrs. Hopkins said that she will let the applicant address this issue.

Mr. Donahue asked if the County owns the bridge over the railroad.

Mrs. Hopkins explained that the County is responsible for the maintenance but it is not entirely clear who owns it.

Mr. Donahue invited the applicant to speak.

Thom Rutledge, Project Manager at SHAH Development, indicated that Mr. Neel and Mr. Tomlinson from Gay and Neel are also present tonight. He thanked the staff and the adjacent residents for their help and support, and indicated that the community meeting generated much valuable input to incorporate into the development plans. Mr. Rutledge also expressed confidence that everything will work out with VDOT and that SHAH will be able to acquire the right of way.

Mr. Kroll asked for clarification on which right of way was being discussed.

Mr. Rutledge clarified that this is the Route 11/460 right of way. He hoped to utilize the portion of the trail that is there already, but it will not be a deal breaker either way. Mr. Rutledge further explained that there has been discussion with VDOT of shifting the proposed entrance. Currently, the entrance is spaced further from nearby entrances than necessary, for the purpose of allowing enough space for a commercial entrance if it is needed in the future. This will help to protect the interests of the nearby property owners. Mr. Rutledge also explained that the reason for a bus shelter not being shown on the site plan is that they do not know where to put it yet.

Mr. Neel, Gay and Neel, added some items to the proffers to address staff concerns, including the addition of the loop trail and fire truck turnarounds. Mr. Neel said that one of the issues that came up in the neighborhood meeting was the possibility of a Smart Way bus stop. Mr. Neel also explained that the applicant has proffered a bus shelter but not the exact location, and a tot lot or playground. The concept plan also positions the development entrance in such a way as to protect the interests of adjacent properties by allowing enough space for flexibility in entrance locations and types. Mr. Neel also provided some elevation views of other developments, and indicated that this development would most likely be a variety of finishes.

Mr. Kroll asked if the proposed elevations would be similar to the images presented.

Mr. Neel said that this would be the case. These are to be \$150,000-200,000 townhomes.

Mr. Neel added that if the rezoning is successful, he will be immediately applying to VDOT for acquisition of the right of way, and would be happy to ask neighbors to join his application if they wanted to attempt to acquire the portion of the right of way in front of their properties.

Mr. Kroll asked what would happen to the vacated right of way.

Mr. Neel explained that typically it would end at the road and the right of way would then be split between adjacent properties.

Mr. Kroll asked if they would have to purchase the vacated right of way.

Mr. Neel explained that those property owners would have first right to do so, but if they did not want it, SHAH Development would most likely purchase it.

Mr. Donahue inquired about the slope easement on the plan and asked if VDOT owns it.

Mr. Neel said that yes, they own it. However, he further explained that it should not have been labeled as a slope easement as it is actually the right of way.

Mr. Donahue asked Mr. Neel if he would prefer for the Commission to proceed with a decision tonight or table the rezoning until the next meeting.

Mr. Neel said that he would like to move forward tonight. He explained that he and his client have addressed all the concerns brought up by staff and Commissioners. However, if the Commission would be more comfortable tabling the item, he does not believe that a week delay will be a major issue.

Mr. Lau said that he fears having the recreation trail between rows of trees may be a safety issue, and would prefer to see those trees along just one side of the trail.

Mr. Rutledge said that this would be doable. He also added that an adjacent property owner, Mr. Smith, spoke with him during the neighborhood meeting and is willing to work with him to vacate the school bus entrance road.

Mr. Donahue asked if that agreement was documented with the Planning Department.

Mr. Neel said that it is still in discussion at this point, but it is his understanding that staff would not have an issue with Tango Lane as it is off site and it should not pose any issue for the proposed project in either case.

Mr. Kroll questioned Mr. Neel about commercial entrances.

Mr. Katz asked Planning staff if the functional classification of this road had been changed yet to a minor arterial as per the Route 11/460 Corridor Plan.

Mr. Sandy said that he is not sure when that change will occur; it has not been changed yet.

Mr. Katz noted that once the road functions as a minor arterial it will require a spacing of 425 feet for commercial entrances.

Mr. Donahue suggested that the Commission allow the public to give comments and then return to this issue after.

Mr. Donahue opened the floor for public comment.

Marlene Taylor (6105 North Fork Road) commented that Mr. Carrier, one of the adjacent property owners, is concerned that SHAH may put trees on his property. He would like assurance that the proposed double row of trees will not encroach on the adjacent property. In addition, Ms. Taylor expressed concern that the estimate of 37 schoolchildren being generated by a 64 acre development is too low and wanted to know who came up with that number. She said that there will be many more children than that which will put a strain on schools and buses. Ms. Taylor also asked where the buses would be driving, as she does not believe that Route 603 is legally wide enough for two tractor trailers.

Mr. Donahue said that Mr. Neel could answer these questions after all citizens have a chance to speak.

Danny Hall, who owns three properties in the area (9777 Old Roanoke Road, 9779 Old Roanoke Road, and 5209 Brookman Drive), explained that his ancestors came to the Lafayette area in 1795, and he wants the area to continue to grow. He commented that if he wanted SHAH's property to be developed in a certain way, he could have purchased the property, as could have anyone else. He expressed support for the proposed project, commenting that the proposal is a good fit for property and the Village area, and would bring construction jobs and tax revenue to the area. He requested that the Planning Commission approve the project.

Clark Woods owns the property zoned General Business at 9827 Old Roanoke Road. He has also purchased the house at the corner of Tango Lane. He expressed a concern that the cul-de-sac may have to go on his

property. He also expressed concern for the safety of children who live in the development and need to take the bus to school. He asked about the possibility of providing an easement for school buses on the northern side of the main road instead. The morning pick up will be during business hours and the congestion caused by automobiles convening to drop off children may cause issues.

Jane Barnett stated that she attended the community meeting on September 30<sup>th</sup>. She feels that the proposal is interesting and good for the community. She added that Route 603 is going to be updated at the beginning of next year. Since this complex may have husbands and wives working in different areas, Route 603 would help divert some of them from Route 460. She also asked if replacing the trees with a fence may satisfy adjacent property owners. She also commented that she would prefer to see brick units in the development, rather than vinyl or wood. She asked how many rooms would be in each unit.

Mr. Rutledge answered that they will be two (2) and three (3) bedroom units.

Ms. Barnett said that she feels the tax benefits from this development will be good for the County and asked that the Planning Commission make a favorable decision.

Mr. Woods asked that the nearby footbridge be addressed. He also reiterated his concern that the proposed cul-de-sac may encroach on his land.

Mr. Neel came forward to answer questions. He first stated that the trees will not be planted on anyone else's property. Secondly, he said that the projected number of students came from Montgomery County Public Schools. They use a statistical formula to estimate this number. Route 603 will be widened, so buses can pick students up on the right of way.

Mr. Neel addressed the fence question, explaining that it was brought up at the neighborhood meeting but they were not able to reach a definite consensus. However, it seemed to be the general agreement that trees were acceptable.

Mr. Donahue asked if a fence was put in instead, would it have to be opaque.

Ms. Jenkins confirmed this.

Mr. Neel further stated that the units will have some brick on them but will not be entirely brick. The footbridge issue was discussed at the neighborhood meeting, and he will gladly work with other property owners to vacate the right of way and close the bridge. He also assured Mr. Woods that the cul-de-sac will not take away any of his property.

Mr. Kroll asked if there would be an entrance off of the cul-de-sac.

Mr. Neel confirmed this.

Ms. Jenkins said that at the community meeting, it seemed that some adjacent property owners may be interested in the fence option.

Mr. Rutledge said that he has spoken with Mr. Smith and Mr. Carrier about it and it is his understanding that Mr. Carrier prefers trees. However, he would be willing to work with him to find a good solution.

Mr. Kroll pointed out that the application proffered trees.

Mr. Neel stated that the fence could be in addition to the trees.

Mr. Donahue said that the proffers should be flexible and that they should be able to be handled administratively by staff.

Mr. Sandy said that this was not the case. Proffers do not have much flexibility.

Mr. Kroll restated Mr. Katz's question about the status of Route 460.

Mr. Neel explained that he has spoken with Doug Burton, a local resident engineer, but he did not know when the functional class would change as it is currently in the public comment period. This would

increase the commercial entrance requirement to 425 feet, but access to Mr. Carrier's property could not be denied.

Mr. Neel added that any development of Mr. Carrier's parcel at its current size could not allow much in terms of a commercial use.

Mr. Kroll added that this was the point of the recent Comprehensive Plan change, as it opens up all of these parcels for more development possibilities. He asked Mr. Woods about the use of the residential property he just purchased on Tango Lane

Mr. Woods said that this may become an office.

Mr. Neel said that there would be enough space to allow an entrance there.

Mr. Katz asked about the possibility of shifting the development entrance west.

Mr. Rutledge said that it could still be shifted up the road slightly to allow more space for other entrances.

Mr. Neel said that he is willing to change it slightly if needed.

Ms. Hirt asked if all of the units would have identical interiors and/or a different number of bedrooms.

Mr. Rutledge said that they are still conducting a market analysis, but in the past their developments have been a mix of two, three, and sometimes four bedrooms. There is some flexibility in the interior layout.

There being no further comments, the public hearing was closed.

Mr. Katz commented that the plan did not appear to have 360 feet on either side of the entrance for future commercial entrances. He remarked that if the entrance is drawn in the wrong place, there may be a possibility of maintaining 425 feet from both adjacent properties. He also asked if those properties could be rezoned to General Business.

Mrs. Hopkins said that as these properties are less than one (1) acre, they probably could not be rezoned unless the properties were joined together.

Mr. Katz asked what commercial uses are allowed in an Agricultural zoning district.

Mr. Sandy answered that there aren't really any commercial uses allowed in A-1 other than an animal hospital.

Mr. Katz said that he would still prefer to see the entrance moved down a little, but it is not a huge concern.

Mr. Donahue stated that right now the priority should be making the safest entrance possible for those 64 residences than for a possible future use.

Mr. Lau agreed that there is no need to belabor what may happen on other properties.

Mr. Allen added that the proposed project fits the property well.

Mr. Lau proposed that the Commission accept the proposal as presented, with the proffers dated October 8<sup>th</sup>.

Mr. Katz seconded this.

Mr. Donahue asked Mrs. Hopkins if any proffers still needed to be changed or added.

Mrs. Hopkins said that the bus shelter materials were still needed.

Mr. Kroll asked if there were requirements from the schools for shelters.

Mrs. Hopkins answered that the County school system does not require shelters at all. From a staff standpoint, SHAH Development has the intention to do everything to make their development aesthetically pleasing, but if the property is sold later, detail is needed to avoid a low quality bus shelter.

Mr. Kroll suggested adding language to add a bus shelter and design it in a matching architectural style.

Mr. Sandy stated that the Planning Commission could recommend that that condition be added and refined before the Board approves the request.

A motion was made by Mr. Lau and seconded by Mr. Katz to recommend approval of the request by SHAH Development, LLC (Agent: Gay & Neel, Inc.) to rezone 8.01 acres from A-1 to RM-1, with the following proffered conditions (listed below), a revised bus shelter proffer, and a revised concept plan showing slight modifications to the recreation trail and trees, as discussed.

1. Conceptual Layout: The Property shall be developed in substantial conformance with the conceptual plan prepared by Gay & Neel, dated October 8, 2013 (the "Concept Development Plan").
2. Density: A maximum density of no more than 8.0 units per acre will be permitted.
3. Utilities: Site shall be served by Montgomery County Public Service Authority public water and sanitary sewer.
4. Site Plan: A detailed site plan subdivision plan in conformance with zoning ordinance requirements shall be submitted and approved by the zoning administrator and all other necessary local and state agencies prior to issuance of building permits for this development.
5. Trash Receptacles: No individual trash receptacles shall be stored where visible from public Rights-of-Way. Community dumpsters will be provided and screened on all four sides.
6. Property Management: A property management company and/or homeowner's association shall maintain all grounds, including but not limited to grass areas, recreational areas, parking and paved areas, walking trails and stormwater management area.
7. Screening: A double row of screening trees shall be installed along the two adjacent residential property lines. Trees shall be staggered and no more than 25% of the trees on site will be one species.
8. Road Improvements: Road improvements and turn lanes will be designed per VDOT requirements. Additionally, a hammerhead turnaround easement will be provided at the proposed entrance connection to Old Route 460 (present Route 603) until such time as turnaround improvements to Route 603 may be negotiated with Montgomery County and the Virginia Department of Transportation.
9. Landscaping: Proposed buffer yard shall be in conformance with the requirements of the zoning ordinance and shall be installed prior to the issuance of a certificate of occupancy. Buffer shall not impede sight distance at the proposed or existing entrances. Landscaping along the Route 11/460 right-of-way frontage shall be in-keeping with the Route 11/460 Corridor plan and include hardy ornamental tree species, such as Crepe Myrtles, arranged in irregular groupings and supplemented by groupings of low evergreen shrubs. No more than 25% of the trees on site will be one species.
10. Trail Connectivity: Prior to the completion of the first eight units, a minimum 8' wide asphalt walking trail will be constructed along three sides of the site and will ultimately connect to a 5' wide concrete sidewalk on the fourth side to provide a continuous walking loop around the perimeter of the site. At such time as the proposed trail network outlined in the VITL plan is constructed and reaches the site, at least one additional 8' wide asphalt trail connection will be constructed to connect to the VITL trail network to the site's internal trail network.
11. Recreational Areas: Prior to the completion of the first eight units, the existing asphalt basketball court will be rehabilitated, resurfaced, and maintained for active recreation space. Additionally, a minimum 2,500 square foot tot lot will be constructed with a minimum of a swing-set, slide, and jungle-gym type playground equipment as well as two park benches.

12. Construction Phasing: Mass grading of the site will be completed prior to any construction of proposed units. Sanitary sewer, waterlines, and storm drain system infrastructure will be constructed and installed as necessary for each building.
13. Architectural Design: A mixture of brick, stone and vinyl siding materials shall be utilized in the construction of the townhomes to provide a diverse look between the units.
14. Fire Hydrants: A minimum of four fire hydrants will be installed on the site for fire suppression. Hydrants will be installed prior to the completion and sale of adjacent units to ensure compliance with state and local fire code requirements.
15. Bus Shelter: A minimum 5' x 14' bus shelter constructed of durable, architecturally sound materials that will withstand continual exposure to the elements shall be provided at one of the proposed site entrances with the specific location to be determined at a later date.

Ayes: Allen, Disney, Donahue, Hirt, Katz, Kroll, Lau

Nayes: None

Abstain: None

Mr. Donahue called a recess.

After a brief recess, Mr. Donahue called the meeting to order. He recommended an agenda change to move the Cherry Lane Subdivision up. The other Commissioners agreed.

Mrs. Hopkins explained that this is a plat approval, which is not the same as a public hearing. She stated that the preliminary plat was approved in August 2008 for a development of nine (9) lots. Due to market demands, this plat was never finalized, and as it is only valid for five (5) years, a new preliminary plat has been submitted.

Mrs. Hopkins further explained that modifications to setback requirements in 2011 which changed the minimum and maximum setbacks for the compact residential option, made it so that the 2008 plat no longer met the requirements. The new plat reduced the number of lots to seven (7). The plat is in compliance with the proffers approved by the 1993 rezoning. There will be access to the development only from Cherry Lane, with a proposed alley acting as an access easement.

Mrs. Hopkins read the proffers, which state that the buffer zone and screening will remain in effect. Proposed lots will be served by public water and sewer from the Town of Blacksburg. The Town has reviewed the plat. Mrs. Hopkins indicated that the plat shows a hammerhead turnaround for fire trucks, as well as open space and the buffer zone, which are required to be maintained. Covenants will be reviewed by the County Attorney.

Mr. Donahue asked how big the park will be.

Mrs. Hopkins explained that Kesler Park on the plat refers to open space, not a park. The plat is indicating the required buffer zone as per the 1993 rezoning. Mrs. Hopkins clarified that the open space lot has already been platted. She then indicated the original proffered boundaries. Mrs. Hopkins stated that staff have reviewed the plat and recommend approval with conditions. She added that Bill Yeager is reviewing the erosion and sediment plan, and the GIS analyst has approved street names and addresses.

Steve Semones, Balzer and Associates, explained that in 2010 they were almost ready to go ahead with the subdivision but due to the economy they had to postpone until now. Now they are just awaiting VDOT comments before completing a new plat.

Mr. Kroll asked if the subdivision was scheduled for a Board meeting agenda yet.

Mr. Sandy said that no, it would not be until all issues are addressed.

Mr. Kroll noted that the draft resolution has the wrong date for the subdivision plat (it should be October 2).

Mrs. Hopkins said that she would fix this for the final draft of the resolution.

A motion was made by Mr. Kroll and seconded by Ms. Disney to recommend approval of the preliminary and final plat submitted by Joseph W. Maxwell Rev. Trust (Agent: Balzer and Associates, Inc.), for a major subdivision on approximately five (5) acres, called The Villas at Cherry Lane, with the following conditions:

1. The remaining comments on the subdivision application report, dated September 6, 2013, shall be addressed prior to the County signing the plat.
2. The Virginia Department of Transportation (VDOT) shall review and approve the entrance(s) onto Cherry Lane and any associated drainage plans.
3. The Town of Blacksburg shall review and approve all public water and sewer construction plans including the provisions for fire protection described in Montgomery County Subdivision Ordinance.
4. The Emergency Services Coordinator and Blacksburg Fire Chief shall review and provide comment on proposed alley to address any public safety needs or concerns.
5. The County Engineer shall review and approve the erosion & sediment control plans.
6. The County Attorney shall review and approve the private covenants and deed restrictions, including storm water facilities maintenance and access easement maintenance agreement.
7. The County GIS Analyst shall approve new street name(s) and addresses.

Ayes: Allen, Disney, Donahue, Hirt, Katz, Kroll, Lau

Nays: None

Abstain: None

Mr. Donahue stated that the Commission would now return to the public hearing.

### **PUBLIC HEARING (continued):**

Mr. Donahue asked that Mrs. Hopkins give an overview of all three (3) AFD renewal ordinances, then they could open the public hearing for each and discuss amongst the Commission.

2. An ordinance to renew Agricultural and Forestal District #7 (Wilson/Den Creek) which is generally located in the central portion of Montgomery County and is in the vicinity of Ellett Rd. (Rt. 723) and Den Hill Rd. (Rt. 641). Currently, AFD 7 consists of 9 property owners and approximately 2564.1 acres. The proposed new district would consist of approximately 9 property owners and 2862.9 acres.
3. An ordinance to renew Agricultural and Forestal District #9 (Elliston/Pedlar Hills) which is generally located in the eastern portion of Montgomery County and is in the vicinity of Roanoke Rd (Rt. 11/460) and Seneca Hollow Rd. (Rt. 636). This district is currently under review for another eight year term. Currently, AFD 9 consists of 18 property owners and approximately 4792 acres. The proposed new district would consist of approximately 14 property owners and 4688.117 acres.
4. An ordinance to renew Agricultural and Forestal District #10 (Mount Tabor) which is generally located in the northern portion of Montgomery County east of the Town of Blacksburg and is in the vicinity of Mount Tabor Rd (Rt. 624) and Bishop Rd. (Rt. 648). Currently, AFD 10 consists of 16 property owners and approximately 893.95 acres. The proposed new district would consist of approximately 16 property owners and 915.28 acres. (The AFD Advisory Committee has recommended this district be combined with AFD #2 and renewed for a six (6) year term.)

Mrs. Hopkins explained that Agricultural and Forestal Districts come up for renewal every eight (8) years. AFD 7 is located in the central area of the county. It was established in 1981 and renewed last in 2005. One owner has proposed an addition. The County Attorney has determined that any property owners who do not respond to notices are automatically renewed.

Mrs. Hopkins stated that the AFD Committee conducted field visits to the districts up for renewal. She explained that those properties which participate in the land use program should have a plan on file for forest land but not agricultural. There is also a large amount of land that is not in land use but is in an AFD. The Committee determined that staff and two (2) committee members would form a subcommittee to develop a sample plan for owners to meet the plan requirements. The committee recommended a study for potential tax incentives. The AFD Committee voted to recommend renewal of AFD 7; all plans must be on file by December 31, 2014.

Mrs. Hopkins indicated the location of AFD 9 which is in the eastern portion of county. There was one proposed addition, and two requested withdrawals. These were generally small and unable to be used as agricultural or forestall land, and may have been cut off of larger properties. The AFD Committee voted to recommend renewal. Some outlier parcels, as indicated in the packet, should also be included as they are location in a future land use are of Resource Stewardship as set by the Comprehensive Plan.

Mrs. Hopkins described AFD 10 which is in the northern portion of the county. It was established in 1982 and renewed in 2005. Some parcels were outliers (outside of a one (1) mile boundary) but were also contiguous with another AFD district (AFD 2 – Catawba). The AFD Committee discussed combining AFD 2 and 10, which would then need to be renewed in six (6) years to make concurrent with AFD 2. There will be no outlier parcels once they are combined. The AFD Committee voted to recommend renewal, and to combine AFD 10 and 2.

Mr. Kroll asked if land owners generally approach the County about being included in an AFD, or if the County approaches landowners.

Mrs. Hopkins explained that staff do not advertise the AFDs, but do run legal notices in the paper when renewal comes up, and send notices to those already in the districts. She added that adjoining owners may also tell neighbors.

Ms. Hirt asked why landowners would ask to be included if there is no financial incentive.

Mrs. Hopkins said the the AFDs benefit the County by preserving land, but they are not perpetual. On the landowner's side, AFDs are providing some protection against development impacts. If development is set to take place nearby, the Planning Commission and Board would take into account its proximity to the AFD and may allow for some protective measures to mitigate the effects of development on agricultural and forestry activities.

Mr. Kroll asked Mr. Tuck if he thought the Board might potentially create incentives for this.

Mr. Tuck commented that he cannot speak for the entire board, but he knows that money is tight. He personally feels it is important to protect those areas, but it may be difficult due to the financial impact on the County. However, he believes the Board would be willing to hear a proposal to this end if someone requested it. He cautioned that the County would be hesitant to give tax breaks to some if it would require raising taxes on others.

Mrs. Hopkins clarified that the only purpose of the AFD subcommittee is a template and /or questionnaire for helping to get plans on file for AFD landowners.

Mr. Donahue asked Mr. Sandy why the County wants these lands to be protected.

Mr. Sandy explained that AFDs help to preserve the rural character of the County. In general, those properties require fewer services than other properties. There may be the possibility of requiring people to be in an AFD to be in land use (which defers taxes based on the use of the property).

Mr. Katz asked of the subcommittee's recommendations included waiving the fee for the plan review?

Mrs. Hopkins said that the Planning Department does not charge for plan review. However, the fee for renewal is \$10.

Mr. Sandy further explained that currently there is no financial incentive for people to be in this district. The AFD Committee wants to research what options are available, and if they require state action. Land use is a one (1) year commitment; AFD is eight (8). If the County started requiring those properties in land use to be in an AFD, this would not exclude property owners from doing so, but would be more legitimate as AFDs are reviewed every eight (8) years and some kind of agriculture or forestall use. Currently, land use properties need only be reviewed by the Commissioner of Revenue.

Ms. Hirt commented that the Commission may not be able to resolve the big issues tonight.

Mr. Donahue opened the floor for public comment, however, there being no comments, the public hearing was closed.

A motion was made by Mr. Katz and seconded by Mr. Kroll to recommend approval of the ordinance to renew Agricultural and Forestal District #7 (Wilson/Den Creek) as proposed, including a recommendation to require property owners without plans on file with the County, be given until December 31, 2014 to comply with AFD plan submittal requirements. Parcels included in this district are as follows:

PARCEL ID	OWNER	ACRES
001995	Adelia Arrington	223.082
018598	Julia S Milton & Stewart Milton	38.8
018593	Julia S Milton	355.758
010356	Richard G Ballengee Tr	152.5
024624	Michael E Snyder	22.808
010028	Michael E Snyder	6
026090	Michael E & Kristi W Snyder	103.4795
090196	Michael E & Kristi W Snyder	4.7933
000805	Michael E Snyder	406.787
030150	Stacy Anne Snyder	220.76
080560	John C Lipsey Estate C/O Lynn Lipsey Executor	159.035
011268	John C Lipsey Estate C/O Lynn Lipsey Executor	455.842
012909	Ena J Blake Moles Heirs C/O Jerry Allen Moles	31.92
012910	Ena J Blake Moles Heirs C/O Jerry Allen Moles	38.8
012904	Ena J Blake Moles Heirs C/O Jerry Allen Moles	131.561
012911	Ena J Blake Moles Heirs C/O Jerry Allen Moles	23.8
002684	Stephen J & Revonda B Brumfield	124.88
170248	Stephen J & Revonda B Brumfield	16.5
033688	Gary B Quesenberry	46.99
030055	Michael E Snyder	109.179
013693	Michael E Snyder	157.427
018319	Michael E Snyder	4
015335	Michael E Snyder	18.35
018320	Michael E Snyder	0.6
018318	Michael E Snyder	9.26
	Total Acreage	2862.9118

Ayes: Allen, Disney, Donahue, Hirt, Katz, Kroll, Lau

Nayes: None

Abstain: None

A motion was made by Mr. Katz and seconded by Ms. Hirt to recommend approval of the ordinance to renew Agricultural and Forestal District #9 (Elliston/Pedlar Hills) as proposed, including a recommendation to require property owners without plans on file with the County, be given until December 31, 2014 to comply with AFD plan submittal requirements. Parcels included in this district are as follows. The "outlier parcels", denoted by asterisk below, are specifically included in AFD 9 (Elliston/Pedlar Hills), per section § 15.2-4305 of the Code of Virginia, for their agricultural and forestall significance to Montgomery County.

PARCEL ID	OWNER	ACRES
030634	Justin S Askins	140.5000
002212	Lowell Elmer Bower Et Al	325.4790
008617	Sally H Brammer	60.1200
008618	Sally H Brammer	74.1000
020608	Sally H Brammer	132.0000
011871*	John G & Donna A Conner Le	57.1380
030098*	John G & Donna A Conner Le	18.4130
013680	Fotheringay Llc	188.1000
013681	Fotheringay Llc	37.8240
013682	Fotheringay Llc	15.3000
013683	Fotheringay Llc	60.7000
013684	Fotheringay Llc	304.4000
007386	Graham Farm & Rentals Llc	380.0000
007387	Graham Farm & Rentals Llc	145.0000
007382	Joyce L Graham	0.2000
007385	Joyce L Graham	7.0000
013169	Randolph Howard Leech & Irene Ellis	73.2090
008419	Madison E Marye Rev Trust	291.7000
011962	Madison E Marye Rev Trust The	263.1750
120046	Madison E Marye Rev Trust The	1.0000
032862	James Madison Marye & Charlotte M Hawes	909.5060
080620	MB Development LLC	67.7600
018586	Julia S Milton	60.9350
018588	Julia S Milton	711.4900
018590	Julia S Milton	95.0000
018592	Julia S Milton	7.6790
018596	Julia S Milton	202.5890
018600	Julia S Milton	46.7900
011021	Holly R Sutphin	6.0100
130923	Andrea Weddle	2.0000
013256	Sally H Brammer	3.0000
	Total Acreage	4688.117
	Parcels to be Removed	
*160186	Montgomery County PSA	0.23
*015680	Jr Grant	0.12

Ayes: Allen, Disney, Donahue, Hirt, Katz, Kroll, Lau

Nayes: None

Abstain: None

A motion was made by Mr. Katz and seconded by Ms. Disney to recommend approval of the ordinance to renew Agricultural and Forestal District #10 (Elliston/Pedlar Hills) as proposed, including a recommendation to require property owners without plans on file with the County, be given until December 31, 2014 to comply with AFD plan submittal requirements. Parcels included in this district are as follows:

PARCEL ID	OWNER	ACRES
004082	Johnny Lee & Flora Cox	57.2890
010527	Virginia E Cox Life Estate C/O Mildred C Lafon	9.4740
004928	Dessy Living Trust C/O Raymond E & Annabelle Dessy	34.3000
110873	David L Emanuel & Deborah E. Hammond	15.0000
033276	Eversole Dan E	40.6330
006739	Joshua B Fugate Le Etal C/O Sharon Linkous Etal	184.2940
009443	James L & Phyllis M Hutton	15.0830
026945	James L & Phyllis M Hutton	37.0170
024588	Robert M & Donna Thomas Jones	37.1930
024591	Robert M & Donna Thomas Jones	9.2450
025407	Robert M & Donna Thomas Jones	21.2000
025714	Robert M & Donna Thomas Jones	4.5160
025795	Robert M & Donna Thomas Jones	0.7280
010526	Aaron L & Jeannie Lafon	3.7280
004081	Mildred Cox Lafon	1.0000
150069	Mildred Cox Lafon	50.0000
150070	Mildred Cox Lafon	21.3150
024590	Margaret McGraw Slayton Liv Tr	89.1260
028993	J Phillip Pickett Rev Trust	20.2120
016722	John C Schug	62.7800
019473	D Phillip & Torsten D. Sponenberg	12.8000
019476	D Phillip & Torsten D. Sponenberg	84.3000
019477	D Phillip & Torsten D. Sponenberg	23.1530
024589	Thomas W & Bonnie B Triplett	32.4890
025406	Thomas W & Bonnie B Triplett	10.5210
026225	Thomas W & Bonnie B Triplett	1.7520
027723	Thomas W & Bonnie B Triplett	4.6210
110874	Carl E Zipper	10.0000
033708	Carl E Zipper	21.5164
	Total Acreage	915.2854

Ayes: Allen, Disney, Donahue, Hirt, Katz, Kroll, Lau

Nays: None

Abstain: None

**OLD BUSINESS:**

None

**LIAISON REPORTS:**

- Board of Supervisors – Chris Tuck reported that there had been some debate after the Board approved the SHAH Development Comprehensive Plan change to expedite the rezoning process. This was done because of the unusually long delay between the September and October meeting. There is some debate as to whether this was an appropriate action, however, most in attendance at the Board meeting seemed to be in favor, and there was no public opposition. Mr. Tuck also reported that the old

Blacksburg High School site will be surplusd to the County soon, after approval from County Schools. He hopes that there will be meetings with the Town Council, but none are scheduled yet.

- Agriculture & Forestal District – Mr. Donahue attended the meeting on September 5<sup>th</sup>. The discussion focused on the renewals and subcommittee discussion that the Commission has already been over tonight. He asked if renewals occur every year.

Mr. Sandy answered that there is only one district up for renewal next year.

Mrs. Hopkins added that after that, there will probably be no renewals for several years.

- Blacksburg Planning Commission – Mr. Allen reported that the Planning Commission had discussed some rezoning applications, but none that seemed as if they would impact the County. They also elected officers, and Mr. Lancaster is the new Chair.
- Christiansburg Planning Commission – Ms. Disney reported that Christiansburg is attempting to encourage more growth in town along the Main Street corridor.
- Economic Development Committee – No report.
- Public Service Authority – Mr. Donahue attended two PSA meetings on September 3<sup>rd</sup> and October 7<sup>th</sup>. He reported that the Chairman had resigned after the upheaval in August, and Mr. Brown is now the Chairman. The PSA is also looking into new meters that can log water use electronically.
- Parks & Recreation – Mr. Kroll attended the October 3<sup>rd</sup> meeting, at which they discussed the rec sports program. He also reported that Mr. Fotinos is not going to serve a second term and that the position is open. There was some discussion about drainage and the trail in Huckleberry Ridge; Mr. Haugh is looking into this. There is also a property near an AEP site which was given to the County as recreational space some years ago; the Parks and Recreation Commission voted to sell the property instead to generate revenue for a park.
- Radford Planning Commission – No report.
- School Board – No report.
- Tourism Council – Mr. Sandy reported that the Council is wrapping up the tourism plan and looking into branding for the County and towns.

Mr. Kroll added that there was a discussion at the Parks and Recreation meeting about engaging with the Tourism Director.

- Planning Director's Report – Mr. Sandy announced that there will be no meeting next week as there are no agenda items. He also reminded the Commission that the Planning and Zoning Conference in Roanoke starts this Sunday and runs through Tuesday.

### **MEETING ADJOURNED:**

There being no further business the meeting was adjourned at 9:57 PM.

# Transportation Resources: Executive Summary

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As Montgomery County continues to grow and develop, a safe, efficient, interconnected transportation system is a necessity. Looking forward, the County hopes to connect new and existing pathways that support a variety of transportation modes, including increased development of walking and biking facilities. A multimodal, interconnected transportation system will help to support the County's continued population growth and economic development.

The transportation component of Montgomery County's Comprehensive Plan, 2025 focuses on four primary goal areas:

1. Land Use and Transportation;
2. Highway System;
3. Mass Transit; and
4. Alternative Transportation.

Transportation is closely tied with the overall development of the County. For this reason, additional transportation goals and objectives are included in the other sections of Montgomery County, 2025, most notably in connection with the following areas of interest:

1. Neighborhood Design (Government and Planning);
2. Corridor Planning (Government and Planning, Cultural Resources, Economic Development);
3. Bikeways, Walkways, Blue ways and Heritage and scenic trails (Cultural Resources, Parks and Recreation, and Environment); and
4. Traffic Safety (Public Safety).

This chapter of the Montgomery County Comprehensive Plan identifies the existing transportation resources available across modes, identifies County-wide transportation needs, and provides a list of transportation improvements to address the needs and goals of the County.



# Transportation Resources: Background

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In the past fifty years, Montgomery County has experienced a shift toward greater regional connectivity. The County is crossed by the mainline of the Norfolk-Southern Railroad and by Interstate 81 (a heavily traveled, four- to six-lane, north-south interstate, linking Montgomery County to the upper East Coast as well as to areas southwest of the County). In addition, US 460 has experienced significant expansion.

As the transportation facilities changed and expanded, so too did the economic conditions and character of Montgomery County. In 1950, the economy was based on agriculture, education, and manufacturing. The construction of I-81, in the 1960s and 1970s, brought Roanoke and the rest of Virginia closer, at least psychologically, by significantly decreasing the driving time required to reach Woodrum Field (Roanoke Regional Airport) and the eastern and northern portions of Virginia, including Richmond. In the 1960s and 1970s, the Virginia Department of Transportation (VDOT) added two additional lanes to US 460 through Giles County to what would become the West Virginia Turnpike (now I-77), and I-81 was extended further south and west. The changes in I-81 and US 460 both effectively decreased the isolation of Montgomery County and the outlying areas, while increasing Montgomery County's viability as a regional center. By the early 1970s, Montgomery County's economy was being defined by the rapid growth of Virginia Tech and nearly 20 years

of industrial expansion (including Electro Tec, Poly-Scientific, and Corning). By the 1980s, growth in the retail and commercial sectors not only transformed the economic landscape, but also forever changed the physical landscape in the mid-county area. The development of the New River Valley Mall in the late-1970s contributed to a significant shift in the regional economic patterns – a shift made possible, in large part, by changes in the highway transportation system.

Today, Montgomery County is the regional employment, education, retail, and service center for the New River Valley, a fact underscored by the U.S. Census Bureau's recent designation of Montgomery County and Radford (as well as Giles and Pulaski Counties) as a Metropolitan Statistical Area (MSA) and the 2003 formation of the federally mandated Metropolitan Planning Organization (MPO), an organization charged with transportation planning in the urbanized portion of the county, including Blacksburg and Christiansburg.

Cohesive planning, both in terms of transportation and land use, is and will be necessary to address the issues created by an expanding population and by expanding needs, both in and outside of Montgomery County. As with the changes created by the growth of highway systems in the past, new expansions are likely to spawn changes in development patterns and increase development pressures in areas of Montgomery County which have, until now, been relatively undeveloped.. This is

especially true along the I-81, Mudpike, and US 11 corridors between Christiansburg and Radford; the US 460/11 and I-81 corridors through Elliston/Lafayette, Ironto, and Shawsville; and the Route 8 corridor through the Riner area and the southwestern portions of Montgomery County. The latter of these three corridors creates the greatest amount of concern because the development pressure will most likely originate outside of Montgomery County. As Floyd County develops, there is likely to be increased pressure to provide that county with a more direct, higher speed link to I-81 and the employment, educational, cultural, and commercial opportunities offered in the urbanized center of Montgomery County.

## **Metropolitan Planning Organization (MPO)**

A Metropolitan Planning Organization (MPO) consisting of Blacksburg, Christiansburg and urbanized portions of Montgomery County was required by the Federal Highway Administration after the 2000 Census found that the Blacksburg/Christiansburg area had an urban population greater than 50,000. The MPO is required to develop and maintain a comprehensive transportation plan and process for this area and receives federal funding to carry out these planning functions. A Memorandum of Understanding (MOU) was executed in 2003 between Blacksburg, Christiansburg, Montgomery County, and VDOT to establish the MPO. This memorandum

general review, guidance, and coordination of the continuing planning process, and a Policy Board with representatives from elected boards to assure coordination between those boards and the MPO operations. Based on the 2010 Census, the MPO was expanded to include portions of Pulaski County and the City of Radford. This change was adopted by the Policy Board on September 6, 2012.

Census data also caused a small portion of Montgomery County in the Elliston/Lafayette area to be added to the Roanoke Valley Area MPO.



# EXISTING FACILITIES

## Primary and Secondary Highway System

Montgomery County has six primary categories of roads, totaling over 560 miles:

1. Interstate 81;
2. Expressways and freeways, including parts of US 460;
3. Principal arterials, including parts of US 460;
4. Minor arterials, including Routes 8, 11, 114, 177, 111 and 412;
5. Major collectors, such as Route 314, 694 and 603;
6. Minor collectors, including Routes. 637, 609; and
7. Local roads.

These are quantified in Table 1 and displayed in Figure 1.

Montgomery County is also home to portions of two of the Corridors of Statewide Significance (CoSS) as identified by the Commonwealth Transportation Board; corridors that provide a unique state function, have multiple modes and levels of transportation, provide regional or intrastate connections, and links intrastate or interstate economic clusters. These include the Crescent Corridor (I-81) and the Heartland Corridor (US 460). In the future, master plans will be developed for each of these corridors by the Office of Intermodal Planning and Investment.

## Public and Alternative Transportation

Public transportation has the potential to produce substantial mobility for all and

Table 1: Road Classification

Road classification	Miles	Percentage of Road Miles
Interstate	46.35	8.22%
Other Freeway & Expressway	11.93	2.12%
Other Principal Arterials	9.42	1.67%
Minor Arterials	28.27	5.02%
Major Collectors	124.45	22.08%
Minor Collectors	21.70	3.85%
Local Roads	321.51	57.04%
<i>Total</i>	<b>563.63</b>	

provide environmental benefits by attracting large numbers of individual trips that otherwise would be made by private automobile. Public transportation can provide support to communities, the economy, and the environment by decreasing auto-related transportation on the existing highway network. It would be ideal to transport a large number of people to their desired destination without them ever having to set foot in a private automobile, which could be achieved by providing connectivity to various existing network modes.

Montgomery County residents have access to a number of local and regional public transit resources, which provide both local connections for commuting and shopping, as well as the ability to travel longer distances. These include:

*The Smart Way Commuter Bus* This service provides commuter bus service from the Roanoke Valley to the New River Valley, with a service area that extends from downtown Roanoke to the Virginia Tech campus in the Town of Blacksburg.

### *Blacksburg Transit*

In addition to providing service to students and residents in the Town of Blacksburg, BT also provides a Two-Town Trolley service, along with the Explorer and the Go Anywhere services, which allow riders to get to, from, and around the Christiansburg area. The Explorer is a fixed-route service, while the Go Anywhere service provides an “on-demand” option offering travel anywhere within the Town.

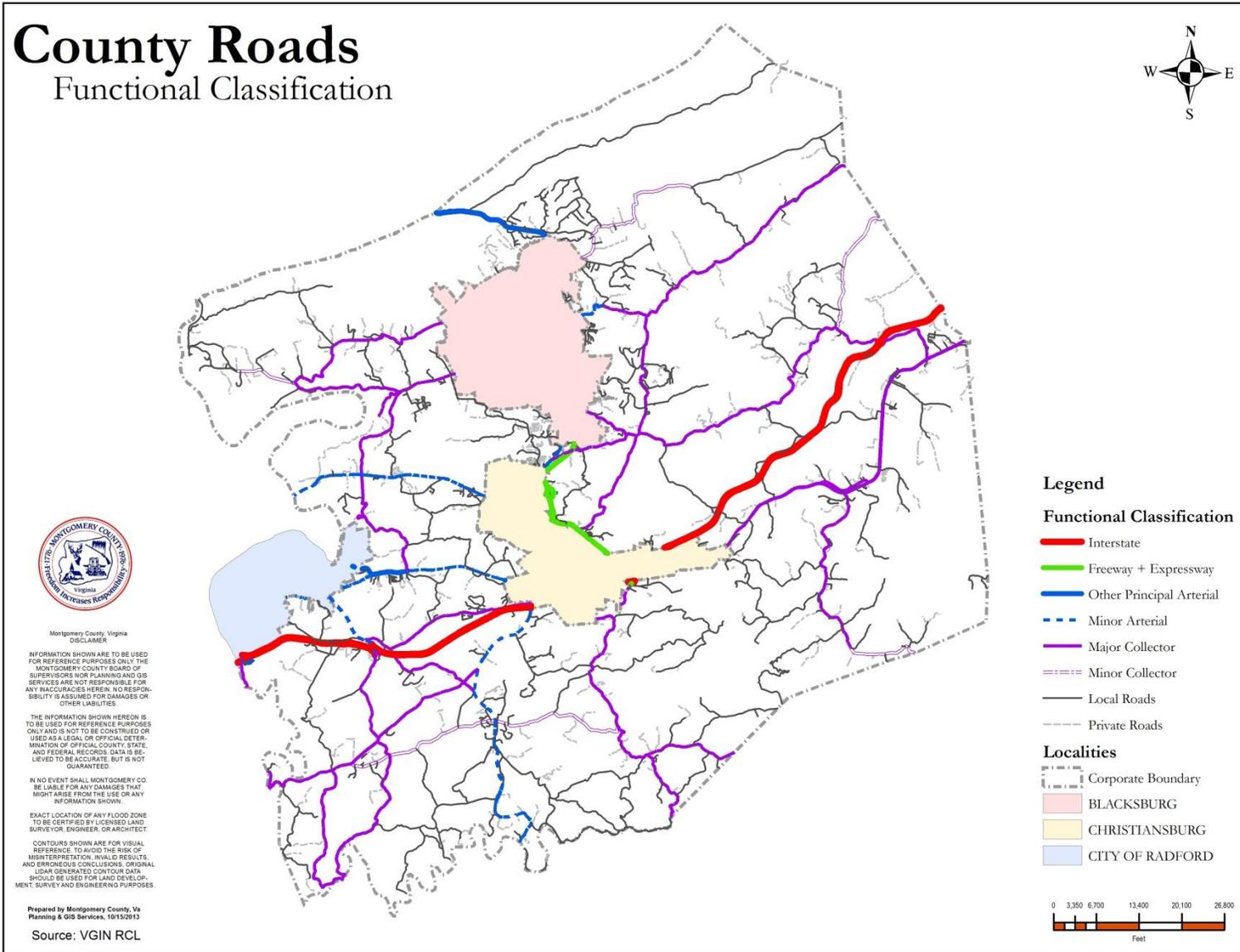


Figure 1: Functional Classification of County Roads

### *Radford Transit*

The NRV Connect route of Radford Transit provides service to and from Blacksburg, Christiansburg, and Radford from Thursday through Saturday.

### *Long-Distance*

The Megabus stops in Christiansburg and provides connections to Washington, D.C., Knoxville, TN, and elsewhere. The Smart Way Connector also provides trips to the Amtrak station in Lynchburg.

### *Demand-Responsive Transit*

New River Valley Senior Services (NRVSS) is a non-profit organization providing demand-responsive transit in the New

River Valley, aimed primarily at elderly and disabled travelers. The public transit operators described above are closely interconnected to provide an overall transit network for Montgomery County and the region. However, transit routes are designed primarily around major hubs in the Towns, and do not always provide frequent local stops for commuters or other daytime travelers.

### **Bikeway, Walkway, Trail System**

The current system of trails and other pedestrian and bicycle friendly transportation routes was established in the 1990 Montgomery County

Bikeway/Walkway Plan, which described a system of shared roads (roads with lighter traffic counts), bike lanes adjacent to roads with higher traffic counts, and paved, ADA compliant trails. In the years since the passage of the 1990 plan,

bike lanes have been added along Route 723 between Lusters Gate Road and Ellett Road and along Route 685 between Blacksburg and Prices Fork. Existing bikeway and walkway facilities include the Huckleberry Trail and US Bike Route 76, as well as the Pandapas Pond recreation area and other area parks and recreation facilities<sup>12</sup>.

### **Park and Ride Lots and Ridesharing**

There are two official VDOT park and ride/park and pool (carpool) lots located in the County, and an additional three unofficial lots which are located in the Town of Christiansburg. These are described in Table 2<sup>3</sup>.

RIDE Solutions, a regional rideshare program, provides carpool matching services, park and ride and transit information, and guaranteed ride home taxi service for participants. Membership in the program is free. The RIDE Solutions website also provides resources for commuters including bike routes, regional transit information, ride-matching services for carpoolers, and more.



<sup>1</sup> <http://www.nrvpc.org/Transportation/bwwwbw.html>

<sup>2</sup> [http://www.montgomerycountyvva.gov/filestorage/1146/98/157/658/2035\\_BCM-MPO\\_Transportation\\_Plan\\_Approved\\_November\\_4%2C\\_2010%2C\\_Amended\\_June\\_2%2C\\_2011\\_.pdf](http://www.montgomerycountyvva.gov/filestorage/1146/98/157/658/2035_BCM-MPO_Transportation_Plan_Approved_November_4%2C_2010%2C_Amended_June_2%2C_2011_.pdf)

<sup>3</sup> <http://www.nrvpc.org/Transportation/2009parkandride.pdf>

**Table 2: Park and ride lots**

Lot	Location	Type	Classification
I-81 Exit 128	I-81 Exit 128 Pedlar Road	Official (VDOT)	Park & Pool
Falling Branch	I-81 Exit 118C Route 640	Official (VDOT)	Park & Ride
I-81 Exit 114 (Town of Christiansburg)	I-81 Exit 114 Route 8	Unofficial	Park & Pool
Deli Mart (I-81 Exit 114) (Town of Christiansburg)	Route 8 & Moose Dr.	Unofficial	Park & Pool
K-Mart Parking lot	US 460 BUS N. Franklin St. & Laurel St.	Unofficial	Park & Pool
Marathon Mart	Route 177 & Mud Pike	Unofficial	Park & Pool

### Air and Rail Transportation

#### *Virginia Tech/Montgomery Executive Airport*

This airport is a General Aviation Airport, located within the Town of Blacksburg, approximately one mile south of the Virginia Tech campus. It currently houses approximately 38 aircraft on site<sup>4</sup>, and served approximately 15,936 flights in 2005<sup>5</sup>. The airport sits on 248 acres and uses a non-precision localizer approach. A primary runway of 7,539 feet in length accommodates corporate and private jets. The runway is also lighted for night flight operations and is complemented by instrument approach facilities. A parallel taxiway is currently provided as well as a newly constructed terminal building,

parking area, hangar space, and apron area. The Virginia Tech/Montgomery Regional Airport Authority was formed in 2001 by Blacksburg, Montgomery County and Virginia Tech to administer the airport under a long-term lease from Virginia Tech. In 2010, the Virginia Tech airport contributed over \$9 million in economic activity to the state.

The Virginia Tech Airport Master Plan identifies plans and costs for airport expansion including added hangars and improved fueling facilities. Most significantly, the updated Plan in 2008 recommended extending the primary runway by an additional 5,500 feet for increased efficiency and safety. This project is currently in the planning phase and is expected to be completed in 2017.

#### *New River Valley Airport*

This facility, adjoining the New River Valley Commerce Park, has an ample supply of available and affordable land for expansion and installation of shipping terminals. The NRV airport has one of the longest runways in the western portion of Virginia with a 6,201' x 150' asphalt runway, and houses 42 aircraft on site. It also contributed nearly \$6 million in economic activity to the state in 2010. There is open space around the facility for both fixed facility improvements and runway improvements. This airport is well positioned to serve all domestic and foreign markets. It is Montgomery County's closest inland port authority. Montgomery County is also a member of the New River Valley Airport Authority.

<sup>4</sup> As of October 2013 ([http://www.faa.gov/airports/airport\\_safety/airportdata\\_5010/menu/index.cfm](http://www.faa.gov/airports/airport_safety/airportdata_5010/menu/index.cfm))

<sup>5</sup> <http://www.vtmea.com/pdfs/Section%202.pdf>

### *Roanoke Regional Airport*

This facility provides full-service passenger and freight air service and is the primary airport serving southwestern Virginia. The airport has approximately 50 scheduled passenger flight arrivals and departures per day, accessing nine major cities with nonstop service. A five-member commission that includes representatives of the City of Roanoke and Roanoke County governs the airports operations. The airport has made major improvements in recent years to ensure its competitiveness, such as a new terminal and runway extension. The 2011 *Virginia Airport System Economic Impact Study* found that in 2010, the Roanoke Regional Airport contributed over \$200 million in economic activity<sup>6</sup>.



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<sup>6</sup><http://www.doav.virginia.gov/Downloads/Studies/Economic%20Impact%20Study%202011/Compliant/VA%20Air%20Trans%20Economic%20Impact%20Study%20Final%20Technical%20Report%2008-09-11.pdf>

# TRANSPORTATION SYSTEM NEEDS

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Available transportation and commuting data are indicative of existing transportation needs in Montgomery County. Projections from the Statewide Transportation Plan (VTrans) and the Virginia Surface Transportation Plan suggest that the population in the New River Valley, estimated at 170,200 people in 2010, is expected to increase to 199,490 in 2035, a 17% increase. The aging population in Montgomery County is of particular importance; VTrans 2035 estimates that the percentage of the New River Valley PDC population 65 years or older in 2035 will be 27%, one of the highest rates in the state, which will then have an average senior population share of 18%<sup>7</sup>. Furthermore, jobs are expected to increase from 94,140 in 2010 to 116,894 in 2035 (24% increase)<sup>8</sup>. The population density (people per square mile) is also expected to increase to 136.9 persons per square mile, an additional 20 people per square mile of land area from 2010<sup>9</sup>.

## Vehicle Miles Traveled

Since 1975, Montgomery County has witnessed a dramatic increase in the amount of traffic on the county's road system. The total vehicle miles per 24 hour period has increased 170% (1975-2012). Montgomery County also shows significantly higher daily vehicle miles traveled (DVMT) than the adjacent counties compared in Figure 2, and a more dramatic increase in DVMT over the past decades. Since 2000, there has been a 5.2% decrease in the daily miles traveled in Montgomery County, as seen in Figure 2. This decrease may be in part due to an increase in public transit in the region (Megabus, Smart Way, Blacksburg Transit and Radford Transit) but may also be partially attributed to the recession. The decline is not expected to continue; the VTrans 2035 report predicts that the New River Valley will experience a DVMT of between 6.1 million miles (low estimate) and 8.8 million miles (high estimate) in 2035<sup>10</sup>.

## Pavement Condition and Ride Quality

VDOT issues an annual State of the Pavement report which assesses pavement condition by road type. The 2012 report found deficiencies in the County displayed in Table 3<sup>11</sup>. Secondary roads were found to be most deficient in terms of both road condition and ride quality.

Based on both the current and projected high DMVT rates and the road deficiencies, particularly on the secondary road system, there is a need for road maintenance and added capacity to handle the growing vehicular traffic.

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<sup>7</sup> [http://vtrans.org/resources/VTrans2035Update\\_Final\\_Draft\\_with\\_Appendices.pdf](http://vtrans.org/resources/VTrans2035Update_Final_Draft_with_Appendices.pdf) (p. 15)

<sup>8</sup> [http://www.vtrans.org/resources/VSTP\\_Entire\\_Report.pdf](http://www.vtrans.org/resources/VSTP_Entire_Report.pdf)

<sup>9</sup> [http://vtrans.org/resources/2035\\_Socioeconomic\\_and\\_Travel\\_Demand\\_Forecasts\\_for\\_Virginia.pdf](http://vtrans.org/resources/2035_Socioeconomic_and_Travel_Demand_Forecasts_for_Virginia.pdf)

<sup>10</sup> [http://vtrans.org/resources/2035\\_Socioeconomic\\_and\\_Travel\\_Demand\\_Forecasts\\_for\\_Virginia.pdf](http://vtrans.org/resources/2035_Socioeconomic_and_Travel_Demand_Forecasts_for_Virginia.pdf) (p. 23)

<sup>11</sup> [http://www.virginiadot.org/info/resources/State\\_of\\_the\\_Pavement\\_2012.pdf](http://www.virginiadot.org/info/resources/State_of_the_Pavement_2012.pdf)

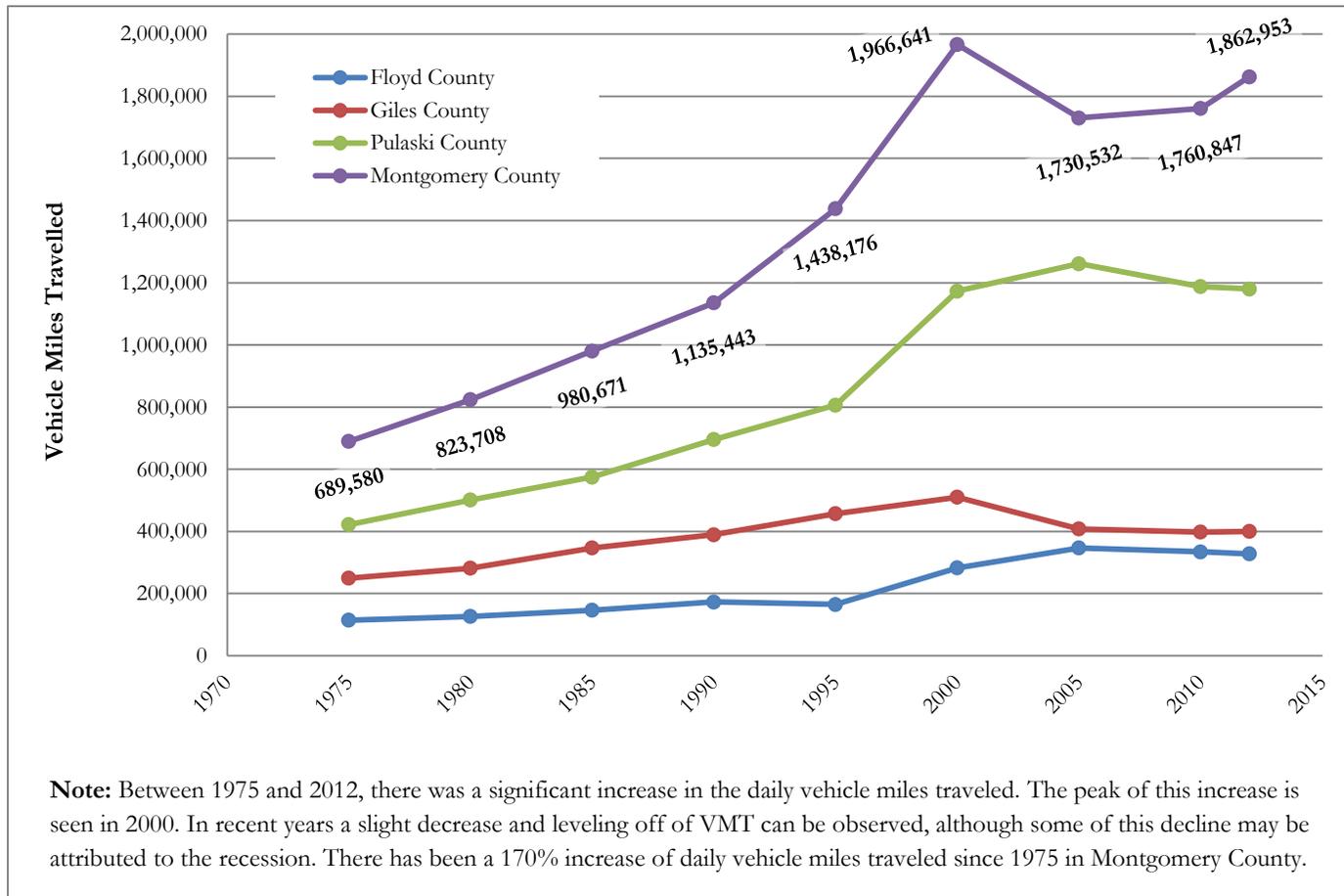


Figure 2: Daily Vehicle Miles Traveled, 1975-2012

Table 3: Deficient roads in Montgomery County

Road Class	Pavement condition; deficient miles	Pavement condition; percent deficient	Pavement ride quality; deficient miles	Pavement ride quality; percent deficient
Interstate	11.28	10.84%	1.17	1.08%
Primary System	14.89	8.83%	5.60	3.35%
Secondary System	59.68	53.64%	37.01	34.07%

## Commuting Patterns

Based on ACS 2010 5 year data (2006-2010), commuting patterns were identified and are displayed in the following series of figures. The mode of transportation used to commute is displayed in Figure 3. About 84% of commuters traveled to work via private automobile (76% drove alone) while walkers, bikers, and public transit users combined made up less than 10% of commuters. Commute mode choice for the County is much in line with

statewide patterns, with the County having a slightly lower proportion of drivers (both solo drivers and carpoolers) and a slightly higher rate of walkers and those who work from home (Figure 4).

While a comparison to state trends suggests that Montgomery County may be performing as well, if not slightly better than Virginia as a whole in terms of alternative transportation, the presence of two universities in the area could influence these numbers to some extent.

The average travel time to work in the County in 2011 was 17.8 minutes, compared to a state average of 27.5 minutes. Residents of the County enjoy a relatively short travel time to work, which has remained fairly constant since 2000.

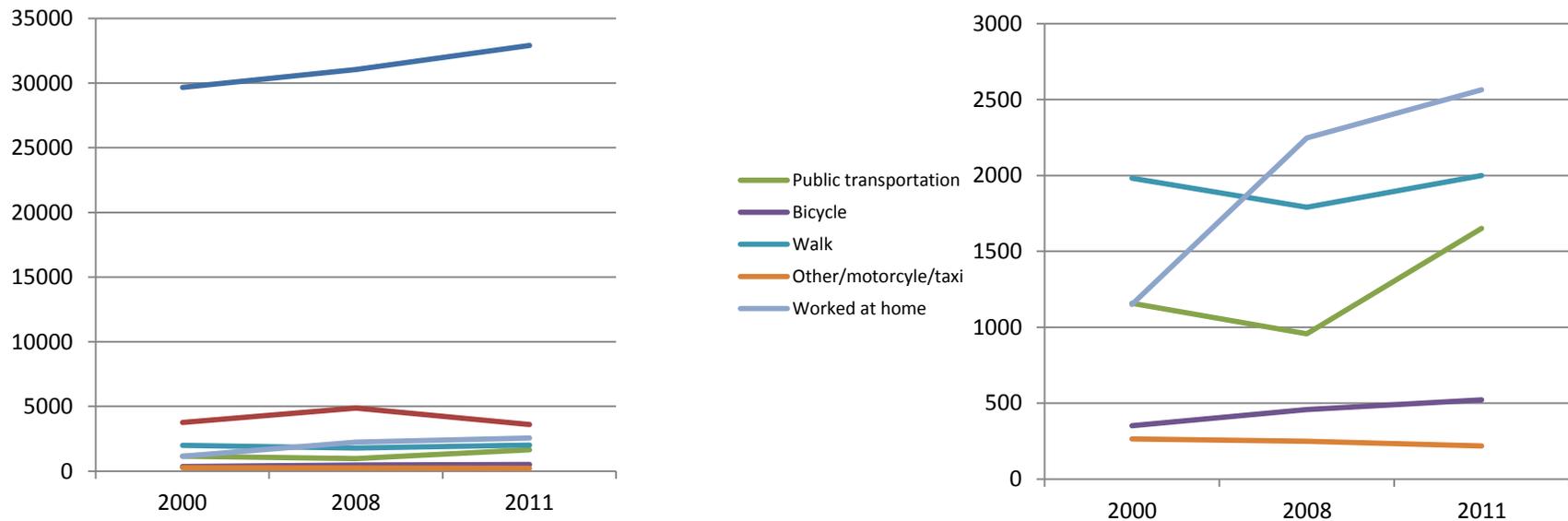


Figure 3: Commute Mode 2000-2011

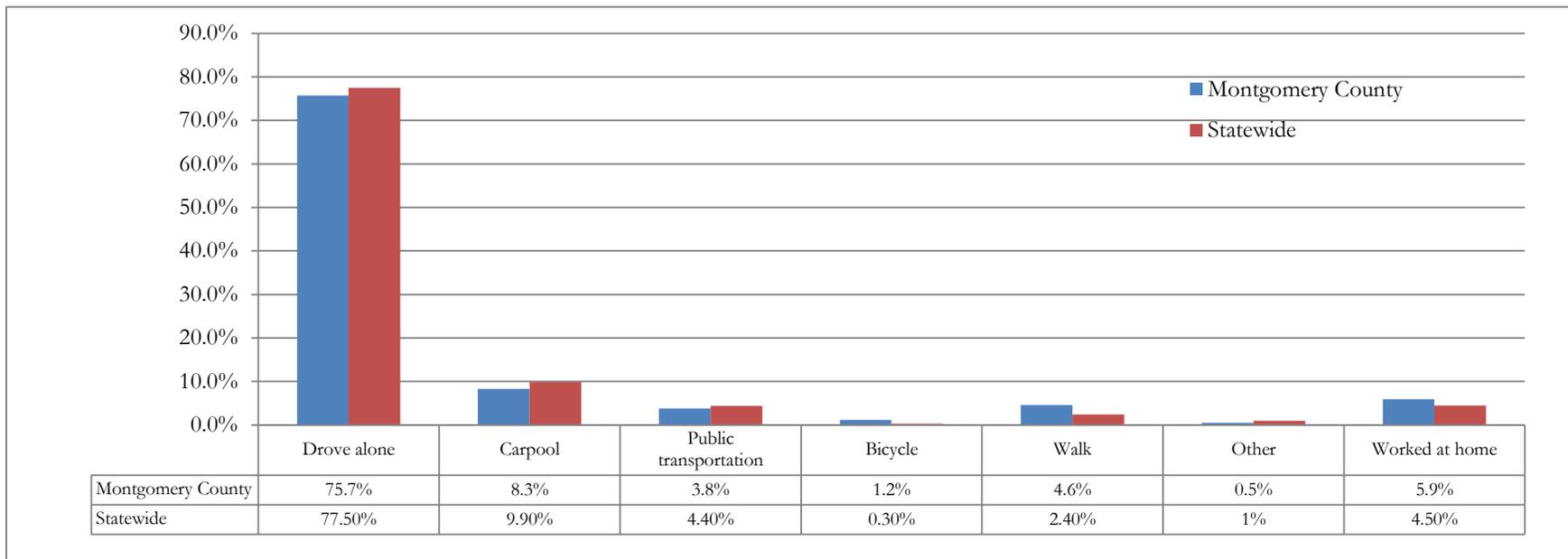


Figure 4: Commuting mode choice; County and State

## Vehicle Accidents

The number of crashes, along with injuries and fatalities from crashes, are displayed in Figure 5, and compared alongside DVMT. Fatalities and injuries have generally decreased or remained low from 2000-2012, and actually decreased from 2007 to 2012 even as DVMT increased. However, accidents, injuries, and fatalities all showed

an increase in 2012.

From 1999 to 2012, the County’s crash rate per thousand licensed drivers also remained higher than the statewide rate, as seen in Figure 6.

The MPO’s *2035 Transportation Plan* also identifies high-crash locations (2006-2008) of concern. Within the MPO boundary, seven high-crash locations were identified, all at intersections. The highest number of

crashes at any one site was 20, which occurred at the intersection of Union Valley Road (Rt. 669) and Riner Road (Route 8)<sup>12</sup>. This intersection is now part of a VDOT safety improvement project.

<sup>12</sup> For more details, see the *2035 Transportation Plan* at [http://www.montgomerycountymd.gov/filestorage/1146/98/157/658/2035\\_BCM-MPO\\_Transportation\\_Plan\\_Approved\\_November\\_4%2C\\_2010%2C\\_Amended\\_June\\_2%2C\\_2011\\_.pdf](http://www.montgomerycountymd.gov/filestorage/1146/98/157/658/2035_BCM-MPO_Transportation_Plan_Approved_November_4%2C_2010%2C_Amended_June_2%2C_2011_.pdf)

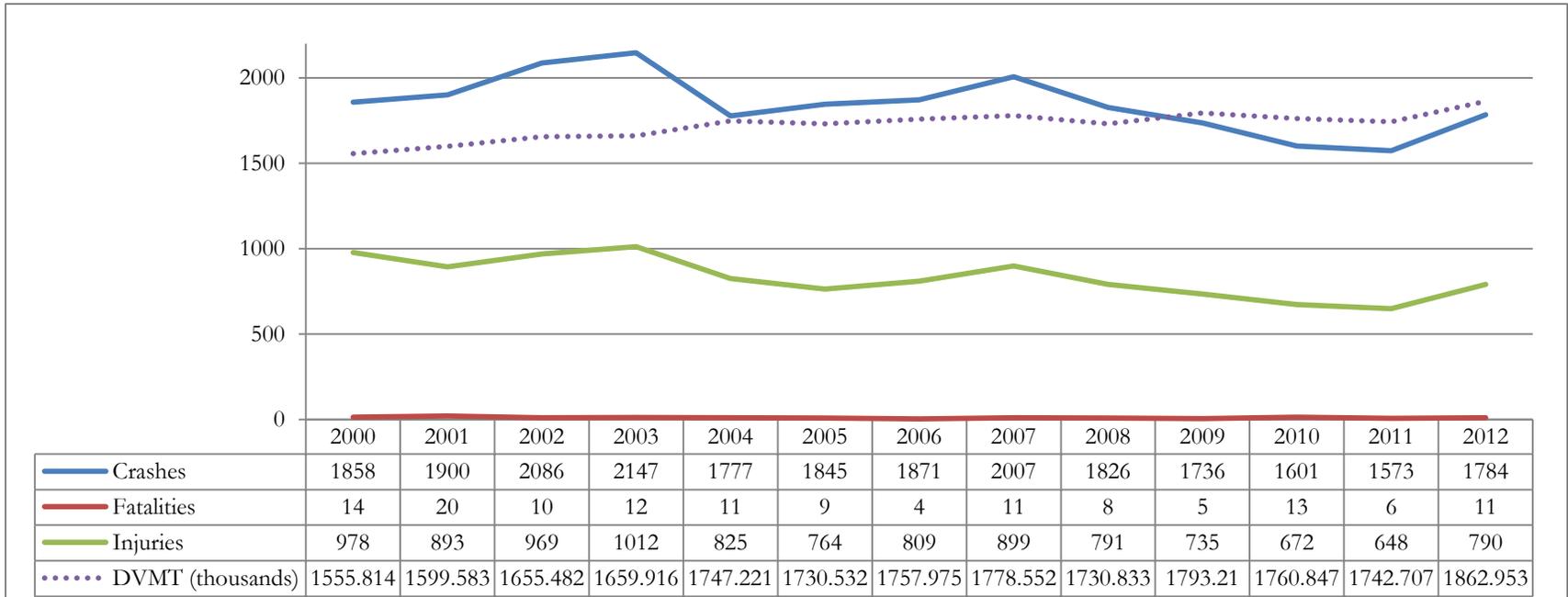


Figure 5: Crashes, 2000-2012

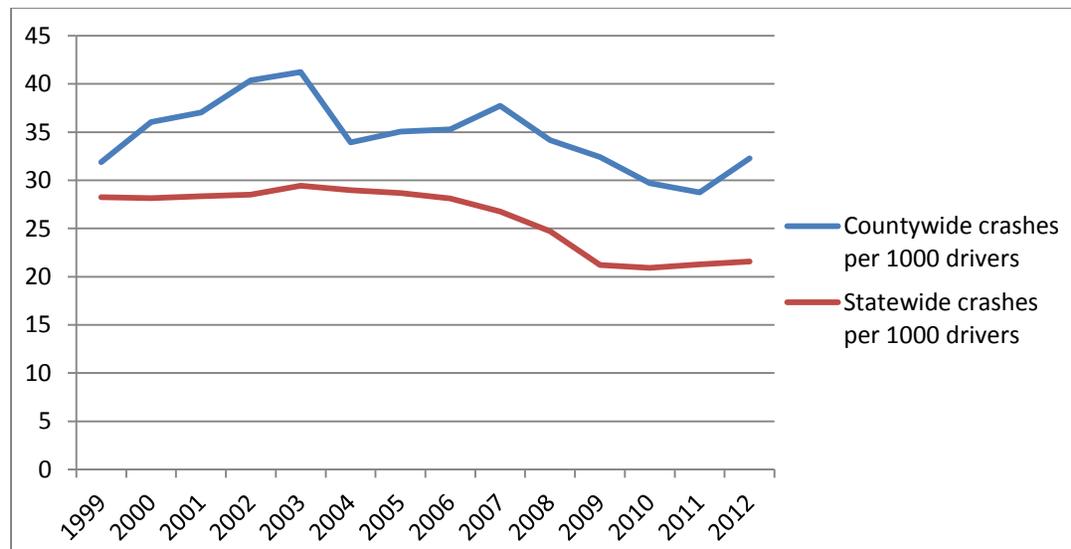


Figure 6: Crash rate, 1999-2012, County and State

## Pedestrian and Bicycle Crashes

The number of vehicle crashes is not the only safety concern. Pedestrian and bicycle safety is a need of particular importance, especially as the County looks toward adding more and better bicycle and pedestrian connections in the future. Figure 7 indicates the gross number of bicycle and pedestrian crash events. While overall numbers are low, it is worth noting that bicycle crashes in particular showed a substantial increase between 2011 and 2012.

## Community Survey Results

Results of the Community Survey conducted in 2003 indicated that maintenance and upgrading of existing roads and traffic congestion were areas of greatest concern to County residents. Additional issues included safety, better corridor planning, and expanded transit options as well as bikeway and walkway facilities.

## Statewide Needs

Along with those needs identified through Census data, projections, and the 2003 Community Survey, needs should reflect those identified by the Statewide Transportation Plan (VTrans2035) as per

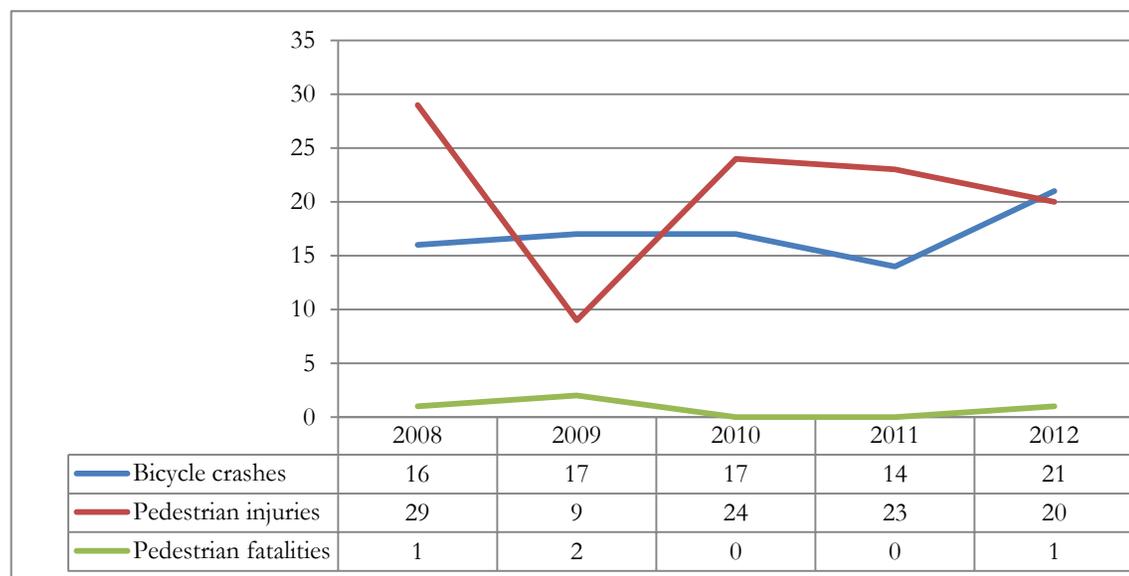


Figure 7: Bicycle and Pedestrian Crashes, 2008-2012

Virginia State Code Sec. 15.2-2223 B. 3-6. The VTrans 2035 Update identified a number of statewide factors influencing transportation planning, which are also relevant on the local level. These include:

- A need for intermodal facilities, especially to connect freight with other transportation modes;
- Balanced transportation investments to improve passenger and freight modes;
- Increased travel choices, including transit and pedestrian facilities; and

- Rural connections to support revitalization.

Overall, these identified needs for the state are consistent with the identified County needs from projected population and travel data, as well as the priorities identified in 2003 by the Community Survey. With DVMT projected to increase substantially by 2035, and an overall lack of transit, pedestrian, and bicycle infrastructure in the County, there is an identified need especially for increased travel choices and balanced investments, to meet the needs of a growing and aging population.

# TRANSPORTATION AND FUTURE DEVELOPMENT

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The Land Use chapter of the Comprehensive Plan, updated in 2011, laid out goals of directing growth in the County to designated areas where utilities and other resources best support growth. Designated Urban Expansion Areas, Villages, Village Expansion Areas and Residential Transition areas will accommodate 80% of growth in the County outside of Christiansburg and Blacksburg, with the remaining 20% planned to occur in more rural areas. Transportation improvements in the specified growth areas will be designed to connect with and reinforce the existing road network, while creating or extending new public roads to rural areas is discouraged. In this way, growth of the transportation system will support areas of desired growth, where existing and future utilities and public facilities will also be located.

## Village Plans

Six Village Plans were developed to guide residential growth along with some commercial, institutional, mixed-use, and other uses as part of a village center. In general, transportation goals in these

villages stress interconnections of roads, bikeways, sidewalks, and other greenways and trails, road upgrades to meet anticipated growth where necessary, extended public transportation service, and access management. Goals specific to each village plan can be viewed here:

<http://www.montgomerycountyva.gov/content/1146/98/167/1907.aspx>

To further ensure that transportation improvements support the areas in which development is slated to occur, the County has been tasked with identifying major transportation corridors within Urban Expansion Areas, and to develop more specific and detailed land use policies for those corridors.

## Corridor Plans

The 177 Corridor Plan<sup>13</sup>, adopted in 2004, and the Lafayette Route 11/460 Corridor Plan<sup>14</sup>, adopted in 2012, detail the patterns and types of growth desired in those areas. The 177 Plan does not specifically make recommendations for transportation improvements. The Lafayette Route 11/460

Corridor Plan does include specific strategies to support growth in this area; these include:

- Engineering study to determine if safety issues warrant a reduction in speed on Rt. 460 from 55 to 45 mph.
- Possible access management programs to consolidate access on major roads while supporting unified access and circulation for maximum safety and mobility.
- Additional pedestrian crossing on Route 460 to support proposed trail and recreation uses.
- Possible new Smart Way stop and/or on-demand paratransit service to meet public transit needs.

In 2012, the NRVPC completed a Shawsville Area Route 11/460 Corridor Study, which built off of the existing Village Plan and VITL Plan to make transportation/land use “improvement options” which included general recommendations for safety, access management, alternative transportation, and integrated transportation and land

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<sup>13</sup> <http://www.montgomerycountyva.gov/filestorage/1146/98/167/684/1952/162025.pdf>

<sup>14</sup> [http://www.montgomerycountyva.gov/filestorage/1146/98/167/684/1952/LafayetteAreaPlan\\_2\\_26\\_12FINAL\\_Revised\\_4.6.2012.pdf](http://www.montgomerycountyva.gov/filestorage/1146/98/167/684/1952/LafayetteAreaPlan_2_26_12FINAL_Revised_4.6.2012.pdf)

use policies. From these general improvement areas, several more specific improvements were identified, which include:

- Reducing the number of open-median crossings;
- Reducing the number of entrances;
- Creating access between parcels and/or combining entrances;
- Adding turn lanes;
- A signal determination for the Route 11/460 and Alleghany Springs Road intersection;
- Removing vegetation where it impacts sight distance;
- Installing signage in flood-prone areas to alert drivers of possible hazards; and
- Reducing the speed limit.

# FUTURE TRANSPORTATION IMPROVEMENTS

## Statewide Goals

The Virginia State Code Sec. 15.2-2223 B. 3-6 requires that a locality's Transportation Plan, as part of the Comprehensive Plan, be in line with the VTrans Statewide Plan. To this end, Montgomery County's goals and objectives and investment priorities should be in line with seven goals set by VTrans 2035. These are identified in Table 4. VTrans also identifies additional strategies for localities in advancing the VTrans Plan.

In addition to ensuring that Comprehensive Plans are consistent with the statewide plan, localities should direct resources and projects in such a way as to support the coordination of transportation and land use, and share data and leverage resources for performance-based planning and evaluation.

Transportation improvements have been identified from a number of sources, including the VDOT Six Year Improvement Program (SYIP) which

outlines planned spending for projects and studies by district and locality, the County's Six Year Road Plan for the Secondary Highway System (SYRP), and the MPO's 2035 Transportation Plan, as part of the Fiscally-Constrained Long-Range Plan (FCLRP). These projects represent those that have an identified funding source. Table 5 and Table 6 list the current and future projects under these programs in Montgomery County; Figure X and Y display the location of these improvements.

Table 4: VTrans Goals

Vision	Goals	Investment Priorities
VIRGINIANS ENVISION A MULTIMODAL TRANSPORTATION SYSTEM THAT IS SAFE, STRATEGIC AND SEAMLESS	Safety & Security	Increase coordinated safety and security planning Improve safe operations and services by making operational improvements
	System Maintenance & Preservation	Achieve state of good repair
	Mobility, Connectivity & Accessibility	Increase system performance by making operational improvements Preserve and enhance statewide mobility Improve the interconnectivity of regions and activity centers
	Environmental Stewardship	Promote sustainable methods of planning, design, operation and construction that are sensitive to environmental, cultural and community resources.
	Economic Vitality	Advance key economic drivers by making strategic infrastructure investments Reduce the costs of congestion to Virginia's residents and businesses
	Coordination of Land Use & Transportation	Preserve and optimize system efficiency through proactive planning Increase travel choices to improve quality of life for Virginians
	Program Delivery	Expand opportunities to develop and leverage funds Improve cost-effectiveness of providing programs and services.

Table 5: VDOT SYIP Projects

VDOT Six Year Improvement Projects (through FY 2019)					
Map ID (Figure X)	Project	Type	Route	Cost estimate (thousands)	Road Class
1	Interstate 81 NB bridge replacement and Rte. 232 bridge	VDOT SYIP	81	\$78,110	Interstate
2	Rte. 81 - addition of truck climbing lane on I81 SB	VDOT SYIP	81	\$89,473	Interstate
3	Rte. 81 - Mont. Co. approaches to I-81 bridges over Rte. 8	VDOT SYIP	81	\$5,249	Interstate
4	Rte. 603 - Ironto/Elliston connector	VDOT SYIP	603	\$19,791	Interstate
5	Rte. 8 - construct left turn lane at Rte. 669	VDOT SYIP	8	\$1,772	Primary
6	Rte. 114 – WB lane bridge replacement over the New River	VDOT SYIP	114	\$22,528	Primary
7	"Smart Highway" - 2 lanes on 4 lane ROW	VDOT SYIP	Smart Highway	\$9,577	Primary
8	Smart Road - research & operations (Blacksburg)	VDOT SYIP	Smart Road	\$6,392	Primary
9	Rte. 600 - restoration and rehab	VDOT SYIP	600	\$3,951	Secondary
10	Bridge replacement – Rte. 603 over Craig Branch	VDOT SYIP	603	\$2,113	Secondary
11	Rte. 613 - bridge over Little River	VDOT SYIP	613	\$2,373	Secondary
12	Rte. 617 - reconstruct section of unpaved road.	VDOT SYIP	617	\$250	Secondary
13	Bridge replacement - Rte. 636 over S fork Roanoke River	VDOT SYIP	636	\$2,930	Secondary
14	Rte. 639 - bridge over Elliott Creek	VDOT SYIP	639	\$2,400	Secondary
15	Rte. 639 - spot widening & curve improvements	VDOT SYIP	639	\$500	Secondary
16	Rte. 710 - pave unpaved road	VDOT SYIP	710	\$75	Secondary
17	Rte. 717 - road reconstruction, Old Sourwood Rd.	VDOT SYIP	717	\$175	Secondary
18	Bridge replacement – Rte. 719 over Crab Creek	VDOT SYIP	719	\$1,901	Secondary
19	Rte. 773 - bridge replacement	VDOT SYIP	773	\$2,970	Secondary
20	Rte. 813 over Roanoke River - bridge replacement	VDOT SYIP	813	\$4,736	Secondary
21	Mt. Pleasant Rd. (Rte. 639) – reconstruct and surface treat	County SYRP	639	\$579	Secondary
22	Sidney Church Rd. (Rte. 606) – reconstruct and surface treat	County SYRP	606	\$1,100	Secondary
23	Yellow Sulphur Rd. (Rte. 643) reconstruction	County SYRP	643	\$3,300	Secondary
24	Mt. Pleasant Rd. (Rte. 639) reconstruction	County SYRP	639	\$420	Secondary

MAP TO COME

Table 6: MPO Fiscally Constrained Projects

MPO 2035 Transportation Plan Fiscally-Constrained Plan Projects			
Map ID (Figure X)	Project	Route	Cost estimate (thousands)
25	I-81 at West Main St. (Rte. 8) – improve interchange	81	\$5,000
26	I-81 from west boundary of MPO to east of South Franklin St. – widen to 6 lanes	81	\$97,085
27	Riner Rd. (Rte. 8) at Life Dr. (Rte. 1295) – add warning signs	8	\$40
28	Radford Rd. (US 11) at Walton Rd. (Rte. 663) – add signage and clear vegetation	11	\$40
29	I-81 at Tyler Rd. (Rte. 177) – Exit 109A – install signal, pending warrant	81	\$271
30	Peppers Ferry Rd. (Rte. 114) at Walton Rd. (Rte. 663) and Prices Fork Rd. (Rte. 659) – access management	114	\$819
31	Peppers Ferry Rd. (Rte. 114) at Onyx Dr. (Rte. 800) – warning signs	114	\$40
32	Rte. 177 (Tyler Rd.) at Rte. 600 (Mud Pike Rd.) – access management	177	\$800
33	Yellow Sulphur Rd. (Rte. 643) over Wilson Creek – upgrade bridge	643	\$500
34	Coal Bank Hollow (Rte. 649) over Toms Creek – upgrade bridge	649	\$990
35	Mount Zion Road (Rte. 655) over Toms Creek – upgrade bridge	655	\$400
36	Merrimac Rd. (Rte. 657) at Hightop Rd. (Rte. 808) – improve intersection	657	\$1,101
37	Meadow Creek Rd. (Rte. 658) over Meadow Creek – upgrade bridge	658	\$750
38	Nolley Rd. (Rte. 679) over Elliott Creek (South) – upgrade bridge	679	\$1,000
39	Nolley Rd. (Rte. 679) over Elliott Creek (North) – upgrade bridge	679	\$1,000
10	Catawba Rd. (Rte. 785) over Indian Run – upgrade bridge	785	\$547
41	Hightop Rd. (Rte. 808) over Slate Branch – upgrade bridge	808	\$500
42	Smart Road – new roadway from 0.671 kilometer east of Rte. 723 to I-81 – Smart Road (preliminary engineering and ROW)	Smart road	\$81,657

MAP TO COME

A number of additional project priorities were developed by the Blacksburg/Christiansburg/Montgomery Area MPO in the 2035 Transportation Plan; these are identified as projects under the “Vision Plan” – those that have been identified as priorities but exceed the projected funding to the year 2035. A full list of these can be viewed in the most recent version of the plan on the MPO’s website:  
<http://www.montgomerycountyva.gov/content/1146/98/157/default.aspx>

### **Other improvement priorities**

A number of additional local and regional plans exist that provide goals and strategies for future transportation improvements, as well as priorities for improvements. In general, these plans offer guidance for future transportation investments, but may not specify projects with set funding sources.

#### *Other Road Improvements*

The NRV PDC released the 2035 Rural Long Range Transportation Plan in 2011 which makes recommendations for transportation improvements for localities in the New River Valley. For the area of Montgomery County outside of the MPO area, the PDC identified 54 potential

improvements. These are as-yet unfunded projects for possible future consideration. The full list can be viewed here:  
<http://www.nrvpdc.org>

#### *Major Corridors*

Two recent corridor studies were completed in 2013. These were the *Route 11/460 Corridor Study*, and the *Route 8 Corridor Study* and are awaiting VDOT approval. These studies set recommended short-, mid-, and long-term actions to improve safety, capacity, and intermodal connections to guide and support future development in the area.

#### *Bikeway, walkway, and trails*

The NRV PDC identified and prioritized desired walkway and bikeway improvements in their 2011 *New River Valley’s Bikeway, Walkway, Bluenway Plan* (available at <http://www.nrvpdc.org/>). In priority order, these include:

1. The Huckleberry Trail: Extensions to Christiansburg and Jefferson National Forest, and links to Villages and other areas of interest.
2. Western connections to the Radford Riverway and New River Trail State Park
3. Eastern connections to the Roanoke Greenway

4. A Blueway system
5. Community trail systems in Towns and Villages.

Montgomery County has also identified a need for the provision of pedestrian infrastructure in new developments in Village, Village Expansion, Residential Transition, and Urban Expansion areas of the County. There is also a need to interconnect pedestrian and bicycle facilities with existing transportation routes to encourage alternative modes of travel and enhance the overall transportation network. The County’s *Village Transportation Links (VTTL) Plan*, passed in 2007, identifies a need for “a comprehensive Bicycle, Pedestrian, and Greenways Master Plan for each of the villages designated in the 2004 Montgomery County Comprehensive Plan” (p. 1) and designates standards to which to build these facilities. Cost estimates for the proposed facilities in each village are available in the final VTTL Plan document (<http://www.montgomerycountyva.gov>)

#### *Park and Ride Lots*

The NRV PDC’s 2009 *Park-and-Ride Study* made specific recommendations for several areas of greatest traffic, but also made general recommendations for all area park and ride lots, including those in the County.

These include:

- Better/more frequent trash maintenance and addition of recycling bins (possibly with VDOT assistance).
- Bicycle racks at lots, and a more multimodal design overall to encourage ridership and alternative transportation.
- Information kiosks, which can be maintained by RIDE Solutions.
- Agreements with VDOT, where appropriate, to make unofficial lots official to ensure continued availability and use.

More details can be found in the full study at <http://www.nrvpdc.org/>

#### *Public Transit*

The NRV PDC completed a Regional Transit Organization Study in 2012 that makes general recommendations for regional cooperation in providing transit. The study can be viewed here: <http://www.nrvpdc.org/Transportation/2011RegTransitStudy.pdf>

#### *Rail*

The *2013 Virginia Statewide Rail Plan* (available at <http://www.drpt.virginia.gov/>) is currently in draft form. The Montgomery County Board of Supervisors voted in August 2013 to support “the extension of rail passenger service to the New River Valley being included in the 2013 Statewide Rail Plan” (R-FY-14-31). Corridor-specific rail improvements are also identified in the 2035 Virginia Surface Transportation Plan; the most recent version is available at <http://www.vtrans.org/>

#### *Other Statewide Plans*

VTrans: This is the long-range policy plan for the state. It identifies goals and investment priorities and makes policy recommendations for statewide transportation planning. The latest version is available at <http://www.vtrans.org/>

2035 Virginia Surface Transportation Plan: A long-range, project-based statewide plan that supports VTrans. Available at <http://www.vtrans.org/>

2025 State Highway Plan: This plan is not fiscally-constrained, but instead provides recommendations for highways, broken down by VDOT districts and jurisdictions. The latest highway plan can be viewed here: <http://www.virginiadot.org/>

Virginia Multimodal Freight Plan: Currently in draft form as of Fall 2013, this statewide plan seeks to direct investment in a way that improves connectivity, reliability, safety, and economic development. The most recent version of the plan can be viewed at <http://www.vtrans.org/>

**GOALS TO BE UPDATED AND INCLUDED HERE**

# Transportation Resources: Goals

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**TRN 1.0 Land Use and Transportation Goal:** Coordinate land use planning with transportation planning in order to reduce traffic congestion and to balance development needs with the desire for livable communities. (1)

**TRN 1.1 Public Information and Outreach:** Actively promote public participation in the transportation planning and decision-making processes and public use of transportation opportunities in Montgomery County by: 1) providing for public input opportunities; 2) maintaining and publicly distributing transportation-related GIS data in order to track changes in land use and transportation opportunities; and 3) providing access to a broad range of transportation related information to increase public understanding and awareness and promote public use of the transportation modes offered in Montgomery County. (2)

## **TRN 1.1.1 Transportation Related Public**

**Involvement:** Increase public involvement in transportation-related decisions, including: 1) work with the MPO and other local jurisdictions to develop a policy to encourage significant public input and involvement in transportation and corridor planning; and 2) work with local organizations to encourage significant public input and involvement in local corridor and village planning initiatives. (3)

## **TRN 1.1.2 Transportation Map (GIS) and Public**

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### **Cross References and Notes:**

1. Specific transportation land use policies are included in the Planning and Land Use chapter, including Resource Stewardship Areas (PLU 1.2.3 [c][d])(pg. 36); Rural Areas (PLU 1.3.3 [c][d])(pg. 37); Rural Communities (PLU 1.4.2 (b) and PLU 1.4.3 [c][d])(pg. 39); Residential Transition Areas (PLU 1.5.3 [c])(pg. 40); Village Expansion Areas (PLU 1.6.4 [c][f] and PLU 1.6.5 [c])(pg. 42); Villages (PLU 1.7.4 [d][e] and PLU 1.7.5 [c][d])(pg. 44-5); and Urban Expansion Areas, including corridor planning (PLU 1.8.2, PLU 1.8.3 [c], and PLU 1.8.5 [c])(pg. 45-46). Additional provisions for Road Access (PLU 2.1 [c]), Interparcel Access [PLU 2.1 [e]] and Pedestrian Access (PLU 2.1[f]) (pg. 48) are included under the land use policies for new development. Street considerations are included in the traditional neighborhood design (PLU 3.0 [b-i-vii, pg. 50). Safe Neighborhoods are addressed in HSG 1.3.3: Safe Neighborhoods and Transportation (pg. 190).
2. The provision of public information is one of the central themes of *Montgomery County, 2025*. Additional information on the plan's approach to public information is included in PNG 2.2: Informing the Public (pg. 67).
3. Corridor planning is addressed in PLU 1.8.2: Corridor Planning (pg. 45).

**Information:** Provide an annually updated Montgomery County Transportation Map, legibly labeled, which would include all road names, route numbers, walkway/bikeway routes, public transit stops, park and ride lots, airports, and other transportation information generated by Montgomery County and the Metropolitan Planning Organization (MPO). (4)

## **TRN 1.1.3 Transportation Related Public**

**Information:** Provide broad-based public access to print and electronic based transportation-related information, including Montgomery County Transportation Map, annually updated; Montgomery County GIS data and online mapping service; Metropolitan Planning Organization (MPO) data, meeting minutes, and reports; roadway maintenance problems and directions for notifying the Virginia Department of Transportation (VDOT) when maintenance problems arise; Park and Ride facilities and information; and bikeway, walkway, and Heritage Trail information.

**TRN 1.2 Metropolitan Planning Organization (MPO):** Provide ongoing, long-term support of and assistance to the Metropolitan Planning Organization.

## **TRN 1.2.1 2030 Long-Range Transportation Plan:**

Provide input on County land use issues into the MPOs ongoing transportation planning process and the MPOs preparation of the 2030 Long-Range Transportation Plan, which will address: 1) future road improvements for arterial and collector roads, including flexible, context-sensitive road design standards; 2) mass transit; and 3) Heritage Trails, bikeways, and walkways. (5)

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### **Cross References and Notes:**

4. The County's Geographic Information System (GIS) provides both County staff and County residents with a powerful analytic tool. Additional information on the GIS system is included in Cultural Resources (CRS 1.2.2, pg. 81), Environmental Resources (ENV 1.3, pg. 136), Public Safety (SFY 1.1.5, pg. 197), and Utilities (UTL 1.4.3, pg. 235).
5. The Heritage Trail system, bikeways, and walkways are addressed in TRN 4.2 Walkway/Bikeway Update (pg. 224); CRS 1.1.3: Heritage Parks and Trails System (pg. 81); HSG 1.3.3: Safe Neighborhoods and Transportation (pg. 190); PRC 1.3.2: Trail Linkages (pg. 206); and PRC2.3: Trails (pg. 207).

**TRN 1.2.2 Cooperative Review:** Develop a cooperative review policy/ agreement whereby Montgomery County would include the MPO, along with other local jurisdictions, and vice versa in addressing transportation issues for new, major developments.

**TRN 1.3 Subdivisions:** Proactively review, on a regular basis, the Subdivision Ordinance with respect to those issues that involve both land use and transportation. By regularly reviewing the subdivision ordinance, the county can establish proactive policies which address land use and transportation issues, including cul-de-sacs, street continuation and connectivity, and right-of-way standards. (6)

**TRN 1.3.1 Cul-de-sac:** Review the Subdivision Ordinance requirement limiting the number of lots permitted on a dead end cul-de-sac rather than limiting the linear feet of the cul-de-sac.

**TRN 1.3.2 Street Continuation and Connectivity:** Require that the arrangement of streets in new subdivisions: 1) make provisions for connectivity and for the continuation of existing streets into adjoining areas; and 2) delineate future street extensions on subdivision plats in order that lot purchasers are aware that the streets in their subdivisions are likely to be extended to adjoining properties. (7)

**TRN 1.3.3 Right-of-Way Standards:** Require new lots, created by subdivision, abut streets meeting VDoT right-of-way standards. This requirement leads to the dedication of additional right-of-way when lots are platted along existing streets with substandard right-of-way widths. Exceptions are made for family subdivisions and lots with private access easements.

**TRN 1.3.4 Context Sensitive Street Designs.** Work with VDoT to develop road standards which allow for

context sensitive street designs in Villages and urbanized areas. (8)

**TRN 1.3.5 Pedestrian Oriented Facilities.** Require the provision of pedestrian facilities (sidewalks, walkways, trails, etc.) in new developments in the Village, Village Expansion, Residential Transition, and Urban Expansion Areas. (9)

**TRN 1.4 Connectivity and Access Management:** Provide for the safe, orderly, and efficient flow of traffic along roads classified as major and minor arterials by 1) incorporating access management strategies in the review of development proposals; and 2) asking the Metropolitan Planning Organization (MPO) to assist in evaluating ingress, egress, and connectivity requirements. This requirement would limit the burdening of any one road with only one ingress and egress and encourage connectivity. Presently such a requirement exists only for the 177 Corridor Planning Area.

**TRN 1.4.1 Strip Development:** Discourage strip development, particularly of commercial properties, along important transportation corridors by designating areas that can be zoned to serve as compact centers for development, including village and urban centers and major road intersections.

**TRN 1.4.2 Commercial Access:** Require that high volume/ high turnover commercial establishments (drive-thru restaurants and convenience stores for example) locate within other commercial development where access to the facility is from the development, not from the major thoroughfare.

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**Cross References and Notes:**

8. The need for a flexible, contextual approach to road standards is especially important in the Villages and Rural Communities where historic patterns of development differ from existing state road standards and where the historic fabric of the community could be disrupted or destroyed if current standards were strictly applied. Additional information on transportation issues and contextual road standards as they apply to rural communities and villages can be found in PLU 1.4.2[b], 1.4.3 [c][d], 1.7.4[d][e], and 1.7.5 [c][d] (pgs 39, 44-45). In addition, street sensitive design is also addressed in the Proposed Revision Virginia Department of Transportation Subdivision Street Requirements (published in the Virginia Register on May 3, 2004) and Draft Virginia Department of Transportation Subdivision Street Design Guide (Appendix B of the Road Design Manual) dated 12/19/2003
9. Pedestrian-oriented development is addressed in PLU 1.6 Village Expansion Areas (pg. 41), PLU 1.7: Villages (pg. 43), and PLU 3.0 Community Design (pg. 50).

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**Cross References and Notes:**

6. See footnote #1 (pg. 219).
7. Street continuation and connectivity are central themes in the County's approach to transportation planning. Additional references can be found in the Planning and Land Use chapter (see note #1 for specific references); and HSG 1.3.3 Safe Neighborhoods and Transportation (pg. 190), as well as other portions of this chapter.

**TRN 1.4.3 Shared Access:** Encourage shared access for roads classified as major and minor arterials and major and minor collectors.

**TRN 1.5 Road Standards:** Encourage flexibility in the application of road design standards. The application of any standards should consider a roads context and setting and the impact of the proposed design upon the community and the environment.

**TRN 1.6 Cash Proffers:** Evaluate the development a Cash Proffer System, in partnership with Blacksburg and Christiansburg, to address the impact of new development on the transportation system and provide funding to alleviate future problems. (10)

**TRN 1.7 Comprehensive Plan Compliance.** Actively review all transportation and land use projects and proposals to determine compliance with the applicable sections of the comprehensive plan and land use policies.

**TRN 2.0 Highway System:** Manage, enhance, and maintain the current network of transportation in order to maximize safety and efficiency and facilitate economic development, while reducing natural and built environmental impacts.

**TRN 2.1 Maintenance:** Encourage the Virginia Department of Transportation and Montgomery County to approach efficient and effective maintenance of existing public roads as a first priority, in order to extend roadway surface life, minimize traffic congestion, and increase public safety during all seasons and under all weather conditions. It is important to maintain current transportation routes as the most cost effective alternative to building new roads. Maintenance of our roads will provide a safe travel surface, eliminate hazards to pedestrian and vehicular traffic, and protect the financial investment in the roadway system by preventing progressive deterioration of the pavement and shoulders.

**TRN 2.2 Safety:** Encourage law enforcement to enforce speed limits, stoplights, and all other traffic laws in order to effectively protect: 1) the public health, safety, and welfare; 2) residents' quality of life; and 3) the fluidity and efficiency of both our vehicular and our pedestrian transportation systems. (11)

**TRN 2.2.1 Law Enforcement Personnel:** Encourage local and regional jurisdictions to increase the number of law enforcement personnel, in order to more effectively enforce the law and provide a higher quality of life and a safer atmosphere to the Montgomery County citizens.

**TRN 2.3 Alleviating Traffic Congestion and Accidents.** Identify congestion and accident prone routes and intersections and adopt policies to alleviate congestion, increase safety, and decrease car trips.

**TRN 2.3.1 Problem Intersections and Routes:** Identify problematic intersections and routes in Montgomery County, and work with the Metropolitan Planning Organizations and The Transportation Safety Commission to find solutions.

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**Cross References and Notes:**

10. Proffers are addressed, more fully, in PLU 2.2: Proffer Guidelines (pg. 48).

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**Cross References and Notes:**

11. Public Safety considerations are also addressed in SFY 1.0: Public Safety (pg. 197). In addition, public safety considerations are central to the design of safe neighborhoods, addressed in HSG 1.3: Safe Neighborhoods (pg. 190).

**TRN 2.3.2 Park-and-Ride:** Work with the MPO to develop a regional park-and-ride lot strategic plan which would : 1) provide facilities in outlying areas of Montgomery County and adjacent jurisdictions; 2) evaluate existing, under utilized parking lots for park and ride opportunities; and 3) establish a public awareness program to encourage increased usage of park-and-ride facilities.

**TRN 2.4 Access Management:** Encourage the practice of access management both in Montgomery County and regionally, which will deter expensive road improvements, allow safer driving conditions while decreasing traffic congestion, and increase safety for pedestrians and cyclists.

**TRN 2.4.1 Corridor Planning and Access**

**Management:** In cooperation with the New River Valley Planning District Commission, develop a regional approach to the corridor planning process (e.g. The 177 Corridor Plan) which incorporates access management techniques, (12)

**TRN 2.5 Interstate 81 Corridor Improvements:** Support the multi-year Environmental Process currently being conducted by the Virginia Department of Transportation and the corridor improvements identified in the 1998 Virginia Department of Transportation (VDoT) study to meet the future needs county residents and those passing through the county on Interstate 81. (13) Any proposal for improvements to the Interstate 81 corridor must address the following eight issues of significance to Montgomery County:

**TRN 2.5.1 Smart Road:** The future Smart Road interchange should be evaluated and incorporated into the design and construction of any improvements.

**TRN 2.5.2 Scenic Beauty:** Encourage green medians and discourage soundwalls in order to maintain scenic beauty throughout the corridor. (14)

**TRN 2.5.3 Rail Alternatives:** Require a detailed study and serious consideration of passenger (Trans Dominion) and freight rail service along the entire Interstate 81 corridor, including possible improvements in adjacent states. (15)

**TRN 2.5.4 Toll Free Local Traffic:** Structure toll policies to exempt local traffic: 1) within the Blacksburg MSA (Blacksburg, Christiansburg, and Radford) and 2) between the adjoining Blacksburg MSA and the Roanoke MSA.

**TRN 2.5.5 Toll Facility:** Location Locate toll facilities where they will not have an adverse impact on local highways. For example, the Fluor proposal locates a toll facility at mile marker 116 thereby dumping significant traffic onto the local streets of Christiansburg.

**TRN 2.5.6 Stormwater Management:** Encourage VDoT to work with appropriate local governments in the design and construction of regional stormwater management facilities along the corridor. (16)

**TRN 2.5.7 Agricultural & Forestal Districts (AFDs):** Discourage expansion of right-of-ways beyond what was identified in VDoT's 1998 concept study in order to minimize the impact on Agricultural and Forestal Districts (AFDs) in Montgomery County. (17)

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**Cross References and Notes:**

12. Corridor planning is also addressed in PLU 1.8.2: Corridor Planning (pg. 45). Additional considerations are also included in PLU 3.0: Community Design (pg.50)  
13. Montgomery County is concerned (Board resolution of October 27, 2003) with the two private proposals (Fluor and Star Solutions) for improvements to the Interstate 81 corridor submitted under the Public Private Transportation Act of 1995 (PPTA). The two proposals are vastly different from each other and neither proposal corresponds to the concept study for Interstate 81 corridor improvements developed for VDoT in 1998. Moreover VDoT is beginning a multi-year Environmental Process to determine the purpose, need, and scope of corridor improvements. Therefore, any proposal decision should not be made until the Environmental Process is complete.

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**Cross References and Notes:**

14. Scenic beauty, in the form of viewsheds, is a significant advertising resource for Montgomery County. The I-81 corridor functions as both an introduction to and an invitation to travellers to stop and explore the County. The preservation of access to viewsheds and the scenic beauty the County has to offer is address in CRS 1.1: Historic Villages, Districts, and Corridors (pg. 81); CRS 1.3: Historic Preservation and Tourism (pg. 82); ENV1.0: Open Space (pg. 136); and ENV 2.3: Viewsheds (pg. 137).  
15. Rail transportation is covered in TRN 5.0: Multi-Modal Transportation (pg. 225)  
16. Stormwater Management is also addressed in UTL 4.0: Stormwater Management (pg. 237); ENV 6.5: Stormwater Management (pg. 147); and ENV 7.0: Stormwater and Erosion Control (pg. 148).  
17. Agricultural and Forestal districts are addressed in ENV 2.1.3: Agricultural and Forestal Districts (pg. 139) and ENV 3.1.6: Agricultural and Forestal Districts (pg. 139).

**TRN 2.5.8 Rest Areas:** Encourage the construction of adequate rest areas, which provide separate facilities for cars and trucks, through out the corridor.

**TRN 2.6 Virginia Scenic Byways:** Virginia Byways are existing roads with significant aesthetic and cultural values, leading to or lying within an area of historical, natural or recreational significance. Montgomery County, in conjunction with Virginia Department of Transportation (VDOT) and the Department of Conservation and Recreation (DCR), will work to identify, evaluate and designate roads in the county that have important and unique scenic value and experiences, provide diverse landscape experiences, provide linkages and access, provide leisurely motoring experiences, and are regionally significant.

**TRN 3.0 Mass Transit:** Create a better mass transit system (rail, bus, trolley, carpool) that allows for mobility of all citizens. (18)

**TRN 3.1 Existing Service:** To maintain and enhance the existing Blacksburg Transit (BT) transit service in order to maximize safety and efficiency while minimizing environmental degradation.

**TRN 3.1.1 Efficient Transit:** Encourage BT to provide more efficient and well-planned service routes, with "safe" bus stops and "safe" access to those bus stops, including: 1) well-planned service routes to decrease time spent waiting for the bus; 2) lit and well marked bus stops; and 3) sidewalks or walkways/ bikeways to access bus stops safely rather than walking on the shoulder of a busy road.

**TRN 3.1.2 Transit Service Extension:** Request that the Metropolitan Planning Organization (MPO) evaluate mass transit extensions as part of the 2030 long-range transportation plan including the extension of the Two Town Trolley service between Blacksburg and Christiansburg to include Radford. (19)

**TRN 3.2 Future Service:** Encourage the provision of a mass transit service in commercial areas and between jurisdictions (Blacksburg, Christiansburg, Radford) and between MSAs (Blacksburg and Roanoke) to alleviate congestion and decrease the number of personal car trips.

**TRN 3.2.1 Micro-shuttle:** Ask the Metropolitan Planning Organization (MPO) to evaluate micro-shuttle service to area businesses within the core shopping area. This study would evaluate cost, demand, efficiency, and transit route tie-ins. A shuttle service would simply be a small-localized loop within the core shopping area, whereas the transit relay would serve a larger area. Possible funding sources could be businesses that would have a shuttle stop in front of their store, the jurisdictions served by the commercial area, and Chamber of

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**Cross References and Notes:**

18. Park and Ride facilities for outlying areas and public awareness programs for carpooling are addressed in TRN 2.3.2 (pg. 222)
19. Public transit services provide transportation for lower income and disabled commuters to travel to work and to the commercial areas in the County, as suggested in HHS 2.3: Transportation (pg. 175).

Commerce. Ideally, the micro-shuttle would be operated by BT and would tie into existing bus routes.

**TRN 3.2.2 Valley Metro Service:** Establish clear benchmarks to measure the success or failure of Valley Metro's demonstration project for express bus service between Blacksburg and downtown Roanoke.

**TRN 3.2.3 Alternate Transit Transfer Site:** Encourage Blacksburg Transit and Virginia Tech to evaluate an alternative to the existing transit transfer area on campus at Burrell Hall. While Burrell Hall serves the Virginia Tech population well, it does not purposefully serve other users of the BT transit system. The idea is to make mass transit more usable by all citizens; therefore finding an additional off-campus transit transfer site would be very beneficial.

**TRN 3.3: Villages and Public Transportation:** Evaluate the provision of public transportation between the six villages (Belview, Elliston-Lafayette, Plum Creek, Prices Fork, Riner, and Shawsville) and the urban centers (Blacksburg, Christiansburg, and Radford).

**TRN 4.0 Alternative Transportation:** Support viable alternative modes of transportation (walking/ biking trails) and provide connectivity to existing transportation networks. Walking and biking trails are an important alternative mode of transportation that can reduce congestion from the use of private cars. By managing the existing trails network and providing connectivity to other modes of transportation, the County can develop a comprehensive transportation network that balances safety, mobility, cost, and environmental impact. When walkway and bikeways interconnect, people are more likely to use them to get to and from work, shopping, etc. The Huckleberry Trail, Mid-County Park Market Place Connection, and New River Trails are walkways/ bikeways that should be linked with other local and regional walkway/ bikeway systems. (20)

**TRN 4.1 Commercial/ Public Use:** Evaluate sidewalk and bike rack requirements for commercial and public use developments in order to encourage the use of alternative transportation and alleviate congestion.

**TRN 4.2 Bikeways, Walkways, and Trails:** Encourage coordination between the County, Blacksburg, Christiansburg, and regional jurisdictions in order to provide connectivity of all bikeways, walkways and Trails.

**TRN 4.2.1 Bikeways, Walkways, and Trails Coordination:** Use the Metropolitan Planning Organization (MPO) framework to create coordination committee to study the connectivity of the bikeway, walkway, sidewalk, and heritage trail network..

**TRN 4.2.2 Walkway/ Bikeway Update:** Work with the Metropolitan Planning Organization to review and update the Bikeway, Walkway, and Heritage Trails Plan.

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**Cross References and Notes:**

20. The provision of pedestrian-oriented transportation facilities (bikeways, walkways, sidewalks, and Heritage Trails) are at the core of a number of different provisions in this plan. They are central to the establishment of safe neighborhoods (HSG 1.3.1, pg. 190); provide connectivity in rural communities (PLU 1.4.2[b], pg. 39), villages (PLU 1.7.3[a], 1.7.4[d], and 1.7.5[d], pgs. 44-45), village expansion areas (PLU 1.6.5[c] and 1.6.5[c], pg.42) and urban expansion areas (PLU 1.8.4[c], pg. 46); are encouraged in new developments [PLU 2.1[f], pg. 48] and in neighborhood and community design (PLU 3.1.1[b][i-v], pg. 50), provide recreational opportunities (PRC1.3.2 and 2.3, pgs. 206-7), and provide additional commuting opportunities to the large scale economic and industrial areas (PRC 2.3.2, pg. 207).

**TRN 5.0 Multi-Modal Transportation Goal.** Encourage, maintain, and enhance air and rail transportation service in Montgomery County and the New River Valley. The New River Valley provides Virginia with a rich resource of educational institutions. With those institutions come high technology industries and businesses. Public transportation rail and air links between southwest Virginia, the State Capital, and Washington, D.C. are essential for the continued growth and prosperity of the New River Valley and would help spawn new economic growth in the more rural western sections of the state. New corporations and high tech industries would take a more favorable look at locating in Virginia with this type of statewide transportation initiative.

**TRN 5.1 Air Transportation:** Maintain and enhance the complementary roles of the three airports serving Montgomery County: 1) Virginia Tech / Montgomery Executive Airport for corporate and general aviation needs; 2) New River Valley Airport for air freight needs, and 3) Roanoke Regional Airport for full-service air passenger needs.

**TRN 5.1.1 Low Cost Carrier Strategy:** Support Virginia Tech's efforts to attract a low cost air carrier to the Roanoke Regional Airport.

**TRN 5.2 Rail Transportation:** Maintain and enhance Norfolk Southern rail service to businesses, industries, and people in Montgomery County.

**TRN 5.2.1 Industrial Rail Spurs :** Support increased rail service and spurs to the industrial areas and parks in the county. (21)

**TRN 5.2.2 Interstate 81 Freight Diversion Strategy:** Support state efforts to promote rail alternatives to through truck traffic on Interstate 81. This will necessitate consideration of rail improvements in nearby states in conjunction with improvements to “bottlenecks” in Virginia in order to provide competitive, long haul rail service.

**TRN 5.2.3 Trans Dominion Express Strategy:** Support state efforts to promote high speed passenger rail service for southwestern Virginia.

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**Cross References and Notes:**

21. The Corning Rail Spur is one example.

**MONTGOMERY COUNTY, VIRGINIA**  
**PLANNING COMMISSION and PLANNING & GIS SERVICES**  
**DEPARTMENT**  
**2013 WORK PROGRAM**

(Major projects in priority order)

**1. LAND DEVELOPMENT OFFICE (LDO) IMPLEMENTATION**

PLANNING & GIS SERVICES DEPARTMENTS

- Work with LDO vendor consultants in enhancing and modifying the software to better serve the needs of Planning, Zoning, E & S, and Permitting and Inspections for sign permits, site plans, field use and GIS integration.
- Implement the Field Data Application for Code Enforcement/Compliance.
- Work with General Services and IT to extend LDO to the Web to create a citizen access portal.
- Further extend benefits and training of LDO end users for county departments, constitutional offices and where possible to the general public.
- Utilize grant funding from PHMSA Technical Assistance Grant (TAG) to develop a process and client side LDO interface with Virginia Utility Protection Service (VUPS) to identify future development impact on underground utilities and/or an encroachment on a utilities ROW using LDO parcel, building permit, and subdivision information.

**2. COMPREHENSIVE PLAN IMPLEMENTATION**

PLANNING COMMISSION

- Conduct semi-annual review (Feb & Aug) of any requests to amend the Planning Policy Areas map.
- Conduct joint Planning Commission Meeting with Towns of Blacksburg & Christiansburg
- Review and discuss ordinance amendments (zoning, subdivision) being developed to implement specific Comprehensive Plan strategies.
- Participate in the ongoing plan implementation process along with other boards and commissions.

PLANNING DEPARTMENT

- Prepare SRTS grant application for Belview Elementary and Auburn School Complex in conjunction with Montgomery County Public Schools and NRV Planning District Commission
- Revise and update transportation chapter of Comprehensive Plan to comply with new state law requirements of 15.2-2223
- Review and revise Village Plans for Prices Fork and Plum Creek, as necessary
- Review Karst studies and possibly begin updated study on Karst in County

GIS AND MAPPING SERVICES

- Provide mapping support for Planning staff and Commission

PLANNING CONSULTANT

- Hire consultants as necessary for special projects

**3. GENERAL COUNTY REASSESSMENT**

PLANNING DEPARTMENT

- Work with County General Reassessment Team and provide support where possible.

GIS AND MAPPING SERVICES

- Provide mapping support for reassessment process

#### **4. GEOGRAPHIC INFORMATION SERVICES (GIS)**

##### GIS AND MAPPING SERVICES

- Provide GIS and regional radio communications support to NRV 911 Consolidation and Public Safety/Fire Rescue Radio system project for countywide radio propagation study and tower placement including PSAP grant administration.
- Implement and administer VITA Wireless Board PSAP 2013-14 Grant with our towns and Virginia Tech.
- Assist Planning and Zoning staff in reviewing, organizing, and scanning legacy rezoning and special permits for entry or correction in LDO. Work with county departments and constitutional offices to deploy, enhance, train and use the updated Pictometry aerial imagery in office as well as field situations including public safety and fire/rescue vehicles.
- Review, organize, and scan all legacy rezoning and special permits for entry or correction in LDO.
- Work with county departments and constitutional offices to deploy, enhance, train and use of Pictometry aerial imagery in office as well as field situations including public safety and fire/rescue vehicles.
- Continue E911 addressing of mobile home parks.
- Work with libraries to create and publicize a specialty road atlas for cemeteries.
- Migrate with the help of IT GIS applications and web offerings to new ArcGIS Server platform.
- Continue to assist Commissioner of the Revenue with mapping for Use Value Assessment Program
- Assist MCPS Transportation and Facilities with GIS mapping, aerial imagery and data needs.

#### **5. SUBDIVISION AND ZONING ORDINANCE AMENDMENTS**

##### PLANNING DEPARTMENT

- Prepare subdivision and zoning ordinance amendments to address state code changes
- Consider and prepare zoning amendments for small wind energy systems, chickens in residential areas and landscaping sections

##### PLANNING COMMISSION

- Conduct public hearings and gather public input regarding proposed ordinance amendments

#### **Ongoing Project: ZONING ORDINANCE ADMINISTRATION**

##### PLANNING COMMISSION

- Review and recommend rezoning requests and special use permit requests.
- Review and recommend amendments to the Zoning Ordinance.

##### BOARD OF ZONING APPEALS (BZA)

- Review and decide variance requests and appeals of Zoning Administrator decisions
- Review and decide special use permits (as applicable).

##### PLANNING DEPARTMENT

- Provide staff support to the Planning Commission and the Board of Zoning Appeals.
- Prepare draft Zoning Ordinance amendments for Commission consideration
- Provide information and answer questions concerning the Zoning Ordinance for developers and the general public.
- Enforce the Zoning Ordinance including review of building permit applications, review of site plans, complaint investigation and follow-up, legal enforcement actions, etc.
- Assist CPEAV & VAZO with regional training sessions for Planning Commission and BZA members/alternates.

**Ongoing Project: SUBDIVISION ORDINANCE ADMINISTRATION**

PLANNING COMMISSION

- Review and recommend plats for major subdivisions.
- Review and recommend amendments to the Subdivision Ordinance.

PLANNING DEPARTMENT

- Provide staff support to the Planning Commission in the review of major subdivisions
- Review and approve plats for family subdivisions and minor subdivisions.
- Prepare draft Subdivision Ordinance amendments for Commission consideration.
- Provide information and answer questions concerning the Subdivision Ordinance for developers and the general public.

**Ongoing Project: COMPREHENSIVE PLAN IMPLEMENTATION**

PLANNING COMMISSION

- Review implementation priorities and projects.

PLANNING DEPARTMENT

- Prepare legislative priorities for land use matters.
- Prepare Indicators Report

GIS AND MAPPING SERVICES

- Prepare supporting maps and modify GIS layers

**Ongoing Project: METROPOLITAN PLANNING ORGANIZATION (MPO)**

PLANNING DEPARTMENT

- Provide County representative to the MPO Technical Advisory Committee.

GIS AND MAPPING SERVICES

- Review and support services.

**Ongoing Project: GEOGRAPHIC INFORMATION SERVICES (GIS)**

GIS AND MAPPING SERVICES

- Provide staff support to County Administration and Economic Development with property acquisitions and other projects.
- Provide GIS data, maps, and E911 site addresses to citizens, realtors, other interested parties.
- Continue to market/leverage the County's investment in LIDAR, orthophoto and GIS data in order to maximize cost recovery, effectiveness and efficiency to the benefit of the taxpayers.
- Continue cemetery inventory for land development and subdivision requirements
- Continue to inventory billboards and signs for inclusion into LDO and GIS.
- Continue cellular tower, review, mapping and updates.
- Continue GIS and mapping support for the Sheriff's Office for monthly crime incidents, special events, task force, and PSAP dispatch GIS data updates.
- Continue to support NRV 911 Regional Emergency Communications Authority on GIS and regional radio system issues, needs and projects.
- Continue to provide GIS, mapping, and training support to the MC Public Schools. Continue to provide local GIS support for Virginia Game and Inland Fisheries Officers & US Marshals Office
- Continue to work with IT to migrate data to new ArcGIS Server application
- Continue to determine Landuse Soils Capability Classification for designated agriculture parcels and provide mapping and data sheets to Commissioner of Revenue's Office

- Continue to review and enter elevation certificates, LOMR's, LOMA's into GIS database and mapping layers

**Ongoing Project: AGRICULTURAL & FORESTAL DISTRICT DISTRICTS**

AGRICULTURAL AND FORESTAL DISTRICT ADVISORY COMMITTEE

- Review requests and recommend additions, deletions and withdrawals to agricultural and forestal districts within the County including district renewals for districts #7, 9 and 10.

PLANNING DEPARTMENT

- Provide staff support to the Agricultural and Forestal District Advisory Committee.

GIS AND MAPPING SERVICES

- Prepare supporting maps and modify GIS layers.

**Ongoing Project: 15.2-2232 REVIEW REQUIREMENT**

PLANNING COMMISSION

- Review streets, parks or other public areas, public buildings or public structures, public utility facilities, etc. for compliance with the Comprehensive Plan. Hold public hearings per Board of Supervisors policy.

**Ongoing Project: REVENUE SHARING/RURAL ADDITION PROGRAM**

PLANNING DEPARTMENT

- Work with developers and VDOT on completing revenue sharing projects in Route 177 Corridor area (FY13 & FY14 Projects)

GIS AND MAPPING SERVICES

- Prepare supporting maps and modify GIS layers

**Ongoing Project: PUBLIC INFORMATION**

PLANNING DEPARTMENT

- Prepare and distribute Planning Commission's Annual Report.
- Support Public Information Office with Citizen's Academy and County's Annual Report

GIS AND MAPPING SERVICES

- Maintain iGIS website for external (general public) and internal inquiries

**Ongoing Project: NEW RIVER VALLEY PLANNING DISTRICT COMMISSION (NRVPDC)**

PLANNING DEPARTMENT

- Provide County representative to the Rural Transportation Advisory Committee (TAC).
- Provide County rep to the Bikeway/Walkway & Regional Transit Coordinating Council.
- Support NRVPDC efforts on Livability Initiative Grant.
- Support NRVPDC with Safe Routes Grant application materials.

**Ongoing Project: NRV HOME CONSORTIUM**

PLANNING DEPARTMENT

- Provide County representative to the New River Valley HOME Consortium

**Ongoing Project: CAPITAL IMPROVEMENTS PROGRAM (CIP)**

PLANNING COMMISSION

- Review and recommend draft CIP with respect to Comprehensive Plan. Hold public hearing if deemed necessary.