

**MONTGOMERY COUNTY PLANNING COMMISSION**  
**December 7, 2011 @ 7:00 P.M.**  
**Board Room, Government Center**

**AGENDA**

**CALL TO ORDER:**

**DETERMINATION OF A QUORUM:**

**APPROVAL OF AGENDA:**

**APPROVAL OF CONSENT AGENDA:**

**PUBLIC ADDRESS:**

**PUBLIC HEARING:**

1. An ordinance amending Chapter 10, entitled Zoning, Section 10-45(3)(g)(4) & Section 10-45(3)(g)(5) of the Code of the County of Montgomery, Virginia, by increasing the allowable size of temporary political campaign signs from twelve (12) sq. ft. up to thirty-two (32) sq. ft. on any privately owned lot or parcel and by increasing the time for removal of temporary signs from five (5) days to ten (10) days after the event. (Dari Jenkins)

**OLD BUSINESS:**

**NEW BUSINESS:**

- 2012 Work Program (Steve Sandy)
- Nominating Committee Report and/or Nominations (Bryan Rice)

**WORKSESSION:**

- Fee Schedule (Steve Sandy)
- Bikeway Walkway Plan (Jamie MacLean)
- Hazard Mitigation Plan (Jamie MacLean)
- Lafayette Area Plan (Steve Sandy)

**LIAISON REPORTS:**

- Board of Supervisors- John Muffo
- Agriculture & Forestal District- Bob Miller
- Blacksburg Planning Commission – Frank Lau
- Christiansburg Planning Commission – Bryan Rice
- Economic Development Committee- John Tuttle
- Public Service Authority – Malvin Wells
- Parks & Recreation- Ryan Thum
- Radford Planning Commission- Bob Miller

- School Board- Bill Seitz
- Transportation Safety Committee- Malvin Wells
- Planning Director's Report- Steven Sandy

**MEETING ADJOURNED:**

**UPCOMING MEETINGS:**

January	11, 2012	Planning Commission Public Hearing (7:00 pm)
January	18, 2012	Planning Commission Site Visits (To be determined)
		Planning Commission Regular Meeting (7:00 pm)

**MONTGOMERY COUNTY PLANNING COMMISSION  
CONSENT AGENDA  
December 7, 2011**

**A. APPROVAL OF MINUTES**

- September 14, 2011
- October 12, 2011

**ISSUE/PURPOSE:**

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

**B. SCHEDULE THE FOLLOWING ITEM FOR PUBLIC HEARINGS BEFORE THE PLANNING COMMISSION ON JANUARY 11, 2012 AND BOARD OF SUPERVISORS ON JANUARY 23, 2012.**

\*\*\* THERE ARE NO PUBLIC HEARINGS SCHEDULED FOR JANUARY\*\*\*

AT A MEETING OF THE MONTGOMERY COUNTY PLANNING COMMISSION ON SEPTEMBER 14, 2011 IN THE BOARD ROOM, SECOND FLOOR, COUNTY GOVERNMENT CENTER, CHRISTIANSBURG, VIRGINIA:

**CALL TO ORDER:**

Mr. Rice, Chair called the meeting to order.

**DETERMINATION OF A QUORUM:**

Mr. Thum established the presence of a quorum.

Present: Bryan Rice, Chair  
Ryan Thum, Secretary  
Joel Donahue, Member  
Malvin Wells, Member  
Frank Lau, Member  
John Tuttle, Member  
Walt Haynes, Vice-Chair  
Steve Sandy, Planning Director  
Dari Jenkins, Planning & Zoning Administrator  
Jamie MacLean, Development Planner  
Brea Hopkins, Planning & Zoning Technician

Absent: William Seitz, Member  
Robert Miller, Member

**APPROVAL OF AGENDA:**

On a motion by Mr. Wells, seconded by Mr. Haynes, and unanimously carried the agenda was approved as amended with the corrected date.

**CONSENT AGENDA:**

On a motion by Mr. Donahue, seconded by Mr. Thum, and unanimously carried the consent agenda was approved.

**PUBLIC ADDRESS:**

Mr. Rice opened public address.

Mr. Brian Katz, 3653 Peppers Ferry Road, discussed the possibilities for ordinance changes. The site plan for University Travel buses has been approved but the quote for paving is approximately \$60,000. The area used for bus parking should not be considered public parking and: therefore, should not be required to be paved. He noted that he had offered to place no public parking signs, barriers, etc. if paving of the bus area was not required. The business owner should be able to decide whether or not to pave the parking area. Wilco, Avalon Enterprises, Crows Nest, etc. are examples of businesses located within the county that have gravel parking areas. An appropriate change to the ordinance that will address the issue is to eliminate the requirement from the code; or to add "with parking open to the public" as a requirement for paved areas.

Mr. Rice asked if tar and gravel was allowed in the ordinance.

Mr. Katz stated that it is not considered prime and double seal. The tar and gravel is much less expensive at \$20,000 but would not withstand the bus traffic. Since the parking area is not open to the public it should not be considered public parking area and should not have the paving requirement.

Mrs. Jenkins stated she had issued a determination and given Mr. Katz the opportunity to appeal to the BZA for them to modify, uphold, or reverse that decision. The BZA can also recommend ordinance amendments. The original concept plan depicted the buses parked on a concrete pad. The bus parking has been relocated from that area and now Mr. Katz is requesting it not be a paved area.

Mr. Thum asked what the process is for requesting an ordinance amendment.

Ms. Jenkins stated Mr. Katz can request the Board of Supervisors to look at it for amendment; however, the most immediate results would be to obtain a decision from the Board of Zoning Appeals.

Mr. Thum noted there isn't a lot of disagreement in what the ordinance says; however, it is the clarity of the ordinance.

Mr. Rice stated it appears Mr. Katz agrees the interpretation is correct; however, believes the ordinance needs to be revised.

Mr. Donahue asked about the consequences of non-compliance.

Mr. Sandy stated the business would have to be removed from the property and the SUP approval could be revoked.

Ms. Jenkins stated no site improvements have been made since the approval in December or the site plan approval in June.

Mr. Thum stated there was no recourse this evening; however, Mr. Katz will need to go through the proper channels for the amendment.

Mr. Haynes stated direction is needed from the Board of Supervisors, so Mr. Katz may need to appear before them.

Mr. Lau noted this is a difficult issue for the applicant because of asphalt maintenance issues.

Mr. Rice noted there was also a conflict in stormwater quality issues, dust issues, etc. There probably should be some type of variance for special circumstances.

Mr. Sandy stated an exception process needs to be included in the code if that is the desire. The Board of Supervisors discussed this issue on Monday night and they did mention a joint work session with the planning commission. There are a couple of properties that are experiencing similar problems.

Mr. Wells noted that most supervisors were not in favor of changing the ordinance for a select few properties; however, they did discuss a joint meeting.

There being no further speakers, Mr. Rice closed the public address.

**OLD BUSINESS:**

Hairston May Subdivision Variance

On a motion by Mr. Donahue, seconded by Mr. Thum and unanimously carried the Planning Commission removed the Hairston/May Subdivision Variance from the table for discussion.

Mrs. Maclean stated the subdivision variance request was discussed at the last meeting and tabled to allow the county an opportunity to meet with VDOT. Staff has met with VDOT and discussed the process for subdivision plat reviews. VDOT has stated they will review plats and schedule meetings with planning staff for those properties that have specific concerns or issues. She reviewed the section allowing a variance to the subdivision ordinance. The applicant has submitted the following as justification for a variance; expense, hardship, existence of the road, not self-inflicted, etc. The applicant did speak with staff in the summer of 2010; however, the plat was not received until May 2011 and the ordinance was revised in the interim. Surveyors were notified of all proposed amendments. The approval of the variance could be deemed a detriment to the health, safety, and welfare of the traveling public plus set precedence for future cases and those people seeking to bypass the VDOT approval process. In addition, staff is of the opinion that a variance compromises ordinance intent.

Mr. Thum asked if VDOT had indicated which entrance was reviewed for the plat approval.

Mrs. MacLean showed the entrance reviewed; however, VDOT noted that neither location had sufficient sight distance. There are already 16 lots on the private road.

Mr. Wells stated the plat shows three (3) lots to be created; however, something was mentioned about two (2) lots being requested.

Mrs. MacLean clarified that the applicant has revised the plat to create two (2) lots; however, VDOT still has to review the plat. They reviewed the plat in June and commented that they were unable to approve the plat because sight distance could not be met.

Mr. Donahue stated he was concerned that no chance had been given to the neighbors for comment. It is an administrative issue between VDOT and County staff. VDOT has an ordinance to help the Tidewater area; however, it doesn't apply to this area. They are discouraging new entrances and increased traffic on noncompliant entrances/roads. He noted that he would suggest the applicant work with VDOT to improve or upgrade the entrance.

Mr. Rice stated he could not vote to overrule VDOT because they are the traffic engineers.

Mr. Christman, surveyor, stated dealing with VDOT can be a frustrating ordeal. They stated the sight distance requirements could not be met; therefore, nothing could ever be done with the property. Clients have acquired additional land for frontage and are only requesting two (2) lots. Hawley Road has existed for decades and is shown as a private road. By creating only two (2) parcels, there will not be a substantial amount of traffic added to the road and it would not cause increased risks of health, safety, or welfare. It is not possible to improve the intersection as the clients do not own the property. When the additional property was acquired, a forty (40) foot right of way was dedicated from the client's property to Walton Road. The argument regarding precedence means anyone with large properties would be precluded from giving property to family, etc. which also goes against the intent of the ordinance. The only option for the proposed subdivision is a variance because VDOT will not cooperate.

Mr. Wells noted he did not believe that creating two (2) additional lots would be detrimental; however, further development without improvements could be an issue in the future.

Mr. Sandy noted that VDOT only regulates the intersection with Walton Road. The County ordinance requires VDOT approve the plat and VDOT will not sign the plat because of intersection issues. VDOT has had the regulation for several years and were requesting an opportunity to view the plats. The County amended the ordinance to require VDOT approval. That has put VDOT in the

position of having to refuse approval of plats. It is the opinion of staff that they work with the VDOT Land Use Engineer in Salem, and get direction on potential options for these properties. VDOT is working on revisions to sight distance requirements. The issue for the Planning Commission is: Do we want to give a variance to allow surveyors to bypass VDOT for approval? VDOT's argument is why keep allowing more lots on private roads without safe entrances.

Mr. Thum noted he was concerned about having a property owner stuck because VDOT didn't take due diligence in reviewing the proposal.

Mr. Sandy stated he was not sure about the options, such as waivers, variances, etc. available through VDOT.

Mr. Christman stated under the new streets section there is a statement for private roads that must be included on the plat.

Mr. Haynes noted the Planning Commission was not the proper authority to be granting the variance. The applicant should be requesting a waiver from VDOT.

Mr. Thum made a motion, seconded by Mr. Lau to recommend approval of the Hairston May Subdivision Variance

Mrs. Hopkins called the roll and the motion failed (2-5) with the following vote:

AYES: Thum, Lau

NAYES: Tuttle, Haynes, Donahue, Wells, Rice

ABSTAIN: None

**WORK SESSION:**

On a motion by Mr. Thum seconded by Mr. Haynes and unanimously carried the Planning Commission entered into work session.

Lafayette Plan

Mr. Sandy stated staff was still reviewing the draft plan from the consultants. The court case involving the intermodal facility was heard today and a decision is expected in November. Staff got an extension from the consultant until December 15<sup>th</sup> to allow that decision to be factored into the plan.

Wind ordinance

Mrs. Hopkins stated staff has been working on amendment(s) to various sections of the zoning ordinance to incorporate Small Wind Energy System regulations. Many localities have similar ordinances with deviations to height and permitting requirements. Currently staff is proposing to add Small Wind Energy Systems up to 75 ft. in height as an allowed by right use in the Agricultural (A-1), Conservation (C-1), General Business (GB), Community Business (CB), Manufacturing (M-1), Manufacturing Light (M-L) and to add Small Wind Energy Systems up to 100 feet in height as a special use permit in the Agricultural (A-1), Conservation (C-1), General Business (GB), Community Business (CB), Manufacturing (M-1), Manufacturing Light (M-L), Planned Unit Development Traditional Neighborhood Development (PUD-TND), Traditional Neighborhood Development Infill (TND), Planned Industrial (PIN), Planned Unit Development

Commercial (PUD-COM), Planned Unit Development Residential (PUD-RES), Planned Mobile Home Residential Park (PMR). She reviewed other regulations included such as: limits on noise, lighting, signage, certification standards, compliance with other federal, state, and local regulations, distance between blades and ground (recommend 15 ft), type of wind system, and removal regulations if abandoned or defective. Definitions relating to the small wind energy system will also need to be added to Section 10-61. Mrs. Hopkins noted that staff is requesting suggestions or comments regarding the proposed amendments and upon consensus of the planning commission the amendments will be presented in ordinance form at the next meeting.

The Planning Commission discussed the number of small wind systems that would be allowed on property, the proposed height, noise regulations, etc.

It was the consensus of the commission to present a draft ordinance at the October meeting.

On a motion by Mr. Haynes, seconded by Mr. Thum and unanimously carried the Planning Commission closed their worksession.

### **LIAISON REPORTS:**

- Board of Supervisors- No report
- Agriculture & Forestal District- No report.
- Blacksburg Planning Commission – Mr. Lau stated the Blacksburg Planning Commission was discussing a conditional use permit for the old Blacksburg National Bank site.
- Christiansburg Planning Commission – Mr. Rice stated the Christiansburg Planning Commission was revising their comprehensive plan and scheduling committee meetings.
- Economic Development Committee- Mr. Tuttle stated a representative from New River Community College spoke regarding solar panels in operation.
- Public Service Authority – No report.
- Parks & Recreation- No report.
- Radford Planning Commission- No report.
- School Board- No report.
- Transportation Safety Committee- Mr. Wells stated the committee had a discussion regarding the Alleghany Springs Road Bridge. The proposed work has been delayed until 2012. There was also some discussion regarding the I81 traffic and blasting operations. It was reported that the core drilling on North Fork is complete.
- Planning Director's Report- Mr. Sandy stated the ground breaking for the Auburn School complex is Monday at 3:30 and the Blacksburg High School on October 11th at 3:30 pm. The Board of Supervisors will hold one (1) meeting in December. Staff suggests the Planning Commission meeting be moved to December 7th so applications can be forwarded to the Board of Supervisors without delay.

AT A MEETING OF THE MONTGOMERY COUNTY PLANNING COMMISSION ON OCTOBER 12, 2011 IN THE BOARD ROOM, SECOND FLOOR, COUNTY GOVERNMENT CENTER, CHRISTIANSBURG, VIRGINIA:

**CALL TO ORDER:**

Mr. Rice, Chair called the meeting to order.

**DETERMINATION OF A QUORUM:**

Mr. Thum established the presence of a quorum.

Present: Bryan Rice, Chair  
Walt Haynes, Vice-Chair  
Ryan Thum, Secretary  
Joel Donahue, Member  
William Seitz, Member  
Robert Miller, Member  
Frank Lau, Member  
John Tuttle, Member  
Malvin Wells, Member (arrived at 7:20 pm)  
Steve Sandy, Planning Director  
Dari Jenkins, Planning & Zoning Administrator  
Jamie MacLean, Development Planner  
Brea Hopkins, Planning & Zoning Technician

Absent: John Muffo, Board of Supervisors Liaison

**APPROVAL OF AGENDA:**

On a motion by Mr. Thum, seconded by Mr. Miller, and unanimously carried the agenda was approved.

**CONSENT AGENDA:**

On a motion by Mr. Miller, seconded by Mr. Haynes, and unanimously carried the consent agenda was approved.

**PUBLIC ADDRESS:**

Mr. Rice opened the public address; however, there being no speakers the public address was closed.

**PUBLIC HEARING:**

An Ordinance to renew Agricultural and Forestal District #1 (Prices Fork) is generally located northwest of the Town of Blacksburg in the area of Prices Fork Rd. (Rt. 685) and Glade Rd. (Rt. 855). AFD 1 currently consists of 8 property owners and 1401 acres.

Mr. Rice introduced the request.

Mrs. MacLean stated the renewal for AFD 1 was being requested. The district is known as the Prices Fork district, established in 1980. The Wall family is proposing an addition of 19.72 acres and the Hoge family is requesting withdrawal of 283.451 acres. When renewed, the total acreage of the district will be 1177.678 acres. The AFD committee met and recommended approval of the district renewal including the addition and removal. She presented maps of the district.

Mr. Rice opened the public hearing; however, there being no speakers the public hearing was closed.

A motion was made by Mr. Haynes, seconded by Mr. Thum to recommend approval of renewing Agriculture and Forestal District 1 consisting of 6 property owners and 1,177.678 acres with the same terms as previously approved.

Ayes: Rice, Haynes, Thum, Donahue, Seitz, Miller, Lau, Tuttle  
Nays: None  
Abstain: None

An Ordinance to renew Agricultural and Forestal District #2 (Catawba) is located approximately 0.75 miles to the northeast from the intersection of Harding Rd. (Rt. 785) and Lusters Gate (Rt. 729) and extends along Catawba Rd. (Rt. 765) for approximately 6.6 miles to the Roanoke County line. AFD 2 currently consists of 30 property owners and 5525.15 acres.

Mrs. MacLean stated Agricultural and Forestal District #2, known as Catawba, was established in 1980 and is the largest in the county. Six property owners are requesting to withdraw, and four are requesting to add additional acreage. The acreage of the district will be a total 5, 525 acres. She presented maps of the district. The AFD committee met and recommended approval of the district renewal including the additions and removals. Committee members had concerns regarding the number of withdrawals from the district. Property owners have expressed that it was redundant if the property was already within a conservation easement. AFD committee members are concerned that withdrawals could result in erosion of the district and requested staff work with the assessor to encourage continued participation through land use program. Letters have been mailed to those that would be eligible for land use. The committee also recommended waiving the fee to renew or include their property in the AFD districts.

Mr. Rice asked what happened to the parcels that the owners had not responded.

Mrs. MacLean stated according to the County Attorney and state code they would be renewed. Additional notifications were sent to those owners.

Mr. Rice opened the public hearing; however, there being no speakers the public hearing was closed.

A motion was made by Mr. Donahue, seconded by Mr. Thum to recommend approval of renewing Agriculture and Forestal District 2 consisting of 32 property owners and 5,843 acres with the same terms as previously approved.

Ayes: Rice, Haynes, Thum, Donahue, Seitz, Miller, Lau, Tuttle  
Nays: None

Abstain: None

An Ordinance to renew Agricultural and Forestal District #15 (Taylor Hollow) is located approximately 0.5 miles to the north of the terminus of Taylor Hollow Rd (Rt. 712) in Ellett. AFD 15 currently consists of 2 property owners and 349.863 acres.

Ms. MacLean stated the AFD 15, known as Taylor Hollow, was established in 1995. The Perez family has proposed an addition for total of 2.802 acres. The AFD committee met and recommended approval of the district renewal including the addition and removal. She presented maps of the district.

Mr. Rice opened the public hearing; however, there being no speakers the public hearing was closed.

A motion was made by Mr. Thum, seconded by Mr. Donahue to recommend approval of renewing Agriculture and Forestal District 15 consisting of 3 property owners and 352.662 acres with the same terms as previously approved.

Ayes: Rice, Haynes, Thum, Donahue, Seitz, Miller, Lau, Tuttle  
Nays: None  
Abstain: None

#### **WORKSESSION:**

On a motion by Mr. Tuttle, seconded by Mr. Seitz and unanimously carried, the planning commission entered into worksession.

#### Bikeway Walkway Plan

Mrs. MacLean stated the 2011 plan is available for review and comment. The plan provides information, guidelines, and cohesion in the creation, expansion, and coordination of a safe and effective Bikeway, Walkway, Blueway system for the New River Valley region. The New River Valley Planning District Commission would like for the Planning Commission & Board of Supervisors to endorse the plan in the next months. You may contact Jamie if you have any comments, questions, or concerns.

Mr. Wells entered meeting at 7:20pm.

#### Political Sign Regulations

Ms. Jenkins stated the Board has asked staff to review appropriate regulations after some of the candidates had inquired about the size regulations for political campaign signs. A letter containing general information regarding the ordinance as it is related to campaign signs was mailed to all candidates on record. She reviewed current regulations and presented pictures of signs that were present in the county. Once the letters were mailed candidates expressed concerns of the strict limitation in the size of signs. The Board has asked the commission to review an amendment allowing the size of political signs by right to be increased from 12 sq. ft. up to 32 sq. ft. They also requested the zoning administrator notify candidates that while processing the ordinance amendment, the allowable area would be 32 sq. ft. for the 2011 campaign season. She reviewed requirements from other localities.

Mr. Rice asked if the size could be regulated based on the zoning district.

Ms. Jenkins noted the issue with district related signs is enforcement and blocking of sight distance with the larger size signs. Consideration also needs to be given to effectiveness, appearance, and safety.

Mr. Seitz stated he felt twelve (12) sq. ft. is sufficient. Candidates with more money can afford bigger signs but it should be a level playing field.

Mr. Lau noted anything bigger than the allowed twelve (12) sq. ft. becomes a distraction. There does need to be a time limit on how long signs can be displayed.

Mr. Thum stated it was acceptable to regulate the time, placement, and size of a sign; however, any other type of regulations is getting close to freedom of speech. Regulations should be made to be concise and simple to enforce.

Mr. Tuttle stated it was his opinion the only regulations that should be incorporated into the ordinance are with time limits. It is important that the signs are removed quickly after the election.

Mr. Miller stated he was concerned regarding the intersections being blocked by political signs on private property. Smaller signs ease the visibility restrictions.

Mr. Sandy stated staff has also discussed providing the sign regulations to potential candidates when registering.

The consensus of the commission was to regulate the amount of time for political signs to be placed on property. The recommended time regulations were 90 days before and 10 days after the election.

On a motion by Mr. Seitz, seconded by Mr. Miller, and unanimously carried the Planning Commission exited worksession.

A motion was made by Mr. Miller, seconded by Mr. Haynes to not increase the amount of allowable sign area for the political signs.

Ayes: Haynes, Seitz, Miller, Lau, Wells  
Nays: Tuttle, Thum, Rice, Donahue  
Abstain: None

On a motion by Mr. Miller, seconded by Mr. Seitz and unanimously carried, the planning commission entered into worksession.

#### Zoning Ordinance Amendment-Small Wind Energy System

Ms. Hopkins discussed the proposed regulations and definitions pertaining to small wind energy systems.

Mr. Seitz stated there may be a conflict in allowing small wind energy systems that may be the same height as a telecommunications tower. The approach should be consistent.

Ms. Hopkins noted that the small wind energy systems would not be commercial in nature. The ordinance amendments presented were duplicated from other jurisdictions with a few minor amendments such as kilowatt regulations. She further discussed safety concerns and the

associated siting requirements aimed at mitigating safety issues. The proposed setback for a small wind energy system is 110% of the height of the tower plus the blade length. In addition to the zoning regulations, all systems shall meet federal and state requirements. Staff may require documentation from FAA to ensure that it will not interfere with flight paths. If a structure is deemed unsafe by the zoning administrator and confirmed by the building official it would be required to be removed or repaired.

Mr. Miller asked what would prohibit someone from constructing a bunch of 75 foot towers on their property.

Mrs. Hopkins stated staff was considering a limitation of one small wind energy system per lot; however, that needs to be made clearer in the ordinance.

Mr. Donahue noted that setbacks may prohibit and mitigate the number of towers on a property.

Mr. Rice asked if wind energy systems over 100 ft. in height would be permitted.

Mrs. Hopkins stated with the proposed amendments those systems over 100 ft. would not be allowed.

Mr. Donahue requested staff look at the "hybrid" definition again, and talk to a physicist to ensure the definition doesn't violate the laws of physics.

There was further discussion regarding a small wind energy system to supplement power versus a large wind energy system which generates power.

It was the consensus of the Planning Commission to hold a public hearing on the proposed small wind energy ordinance amendments.

On a motion by Mr. Miller, seconded by Mr. Wells, and unanimously carried the Planning Commission exited worksession.

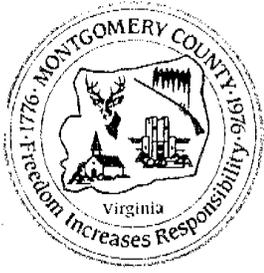
#### **LIAISON REPORTS:**

- Board of Supervisors- No report
- Agriculture & Forestal District- Mr. Miller stated he would recommend looking into the permit renewal issue and eliminating the fee as suggested by the AFD Committee.  
On a motion by Mr. Miller, seconded by Mr. Seitz and unanimously carried, the planning commission recommended eliminating the \$20 AFD renewal fee for properties within a conservation easement.
- Blacksburg Planning Commission – No report.
- Christiansburg Planning Commission – Mr. Rice stated the Christiansburg Planning Commission and Town Council will begin to hold separate public hearings for requests.
- Economic Development Committee- Mr. Tuttle stated Mr. Politis discussed Industrial Hemp Farms at the last committee meeting.
- Public Service Authority – Mr. Wells reported the PSA has become aware of a water leak between the Interstate I-81 rest areas. Well number 3 in Riner was producing cloudy water and has been studied. The options available are repairing the well or drilling a new one. At the last meeting the PSA board voted to repair the well.
- Parks & Recreation- No report.

- Radford Planning Commission- No report.
- School Board- Mr. Seitz stated the Blacksburg High School groundbreaking will be held on October 11<sup>th</sup>. The Prices Fork Elementary School is scheduled to open in November.
- Transportation Safety Committee- Mr. Wells reported that the bridge on Friendship Road was damaged and closed. Engineers are looking at the bridge to determine repairs. The closure of the road could impact fire and rescue response.
- Planning Director's Report- Mr. Sandy reported the Harding Rd. tower application was withdrawn at applicant's request. Meetings were being held to discuss options for the the I-81 bridge over the New River at exit 105. There are several big projects pending with VDOT- such as the Route 114 bridge, I-81 construction, the Corporate Research Center intersection, North Fork Road improvements, Route 114 widening to the mall, and the South Gate intersection.

Mr. Miller reported that he had attended the land use conference. The topics, speakers, and sessions were very informative.

There being no further business the meeting was adjourned at 8:30 pm.



MONTGOMERY COUNTY DEPARTMENT  
OF PLANNING & GIS SERVICES

PLANNING  
GIS & MAPPING

755 ROANOKE STREET, SUITE 2A, CHRISTIANSBURG, VIRGINIA 24073-3177

**MEMORANDUM**

TO: Montgomery County Planning Commission

FROM: Dari Jenkins, CZA  
Planning & Zoning Administrator

DATE: November 30, 2011

SUBJ: An ordinance amending Chapter 10, entitled Zoning, Section 10-45(3)(g)(4) & Section 10-45(3)(g)(5) of the Code of the County of Montgomery, Virginia, by increasing the allowable size of temporary political campaign signs from twelve (12) sq. ft. up to thirty-two (32) sq. ft. on any privately owned lot or parcel and by increasing the time for removal of temporary signs from five (5) days to ten (10) days after the event.

Pursuant to citizen inquiry regarding political campaign sign regulations and explanation of the requirements by the zoning administrator, the Board of Supervisors received comments from candidates expressing their concern about the current limit of twelve (12) sq. ft. for political campaign signs posted within Montgomery County. Last month, staff initiated conversation with the Planning Commission to get some feedback regarding a suggested increase of campaign signage up to a maximum of 32 sq. ft. After discussion of the issue, the Commission was fairly evenly divided upon the issue of increasing the campaign signage limit; however, the general consensus of the Commission was to regulate the duration of time for display of political campaign signage to 90 days prior to the election and 10 days after the election.

During the public hearing, we would like to receive comments from the public and recent political candidates regarding the current requirements for political campaign signs in Montgomery County. Campaign signs are allowed without a zoning permit per Section 10-45(3)(4)&(5). A copy of a portion of Section 10-45, Sign Regulations, is enclosed to assist with your review of the issue.

DJ

Enclosure(s): Portion of Section 10-45, Montgomery Co. Code

**Sec. 10-45. Sign Regulations.**

(a)

*General provisions.*

(1)

*Purpose.* The purpose of these regulations is to regulate all signs placed for exterior observance, thus ensuring the conservation of property values, the consideration of the character of the various communities, the protection of safety and welfare of pedestrians and wheeled traffic, the provision of convenience to citizens and the encouragement of economic development. A sign placed on land or on a building for the purpose of identification, protection or directing persons to a use conducted therein is intended to be an integral but accessory and subordinate part of the principal use of land or building.

These regulations are intended to promote signs that are appropriate to the activity to which they pertain and are constructed and maintained in a structurally sound and attractive condition.

The regulations of this chapter are not intended to interfere with, abrogate or annul any law of the state relating to outdoor advertising nor to prevent application of the county's higher/stricter regulations.

(2)

*Permits required.* A sign permit is required prior to the display and erection of any sign unless it is excepted in subsection (3).

(3)

*Permits not required.*

a.

Signs of a constituted governmental body, including traffic signs and signals, directional signs and regulatory signs.

b.

National or state flags or flags of other political units or of any civic, charitable, educational, philanthropic or similar group or movement; provided, that no freestanding pole shall be erected in the public right-of-way nor be within five (5) feet of a service drive, travel lane or adjoining street.

c.

Legal devices or warnings at railroad crossings.

d.

Freestanding signs or signs attached to a structure or tree, no more than one and one-half (1 1/2) square feet in area, to warn the public against hunting, fishing, trespassing, dangerous animals, swimming, the existence or danger or such, when placed on the periphery of the property or at a location where the warning is necessary.

e.

Directional signs.

f.

The changing of messages on marquees and the repair of an existing permitted sign.

g.

Temporary signs as defined and as specified herein may be used in every zoning district unless otherwise prohibited:

1. One (1) contractor's sign per job site, no more than twelve (12) square feet in area, located on the property on which the work is being done.
2. One (1) real estate sign per lot, advertising the sale, rental or lease of the premises, or part of the premises on which the sign is displayed, no more than twelve (12) square feet in area.
3. Official notices or advertisements posted or displayed by or under the direction of any public or court officer in the performance of official or directed duties; provided, that all such signs shall be removed no more than ten (10) days after their purpose has been accomplished.
4. Political campaign signs, no more than twelve (12) square feet in area, on any privately owned lot or parcel.
5. Temporary signs, no more than twelve (12) square feet, announcing a campaign drive or an event of a civic, philanthropic, educational or religious organization; provided, that the sponsoring organization shall ensure proper and prompt removal of such sign within five (5) days after drive or event.
6. Temporary signs, no more than twelve (12) square feet in area, featuring such announcements as "Grand Opening," "Under New Management" or "Going Out of Business"; provided, they are displayed for no longer than thirty (30) days and removed on the thirty-first day.
7. Window signs advertising weekly specials or special services offered for a limited time by a business establishment and then promptly removed.

(4)

*Prohibited signs.* All signs not specifically permitted are prohibited, including, but not limited to, the following:

- a. Moving signs of which all or any parts move by any means, including, but not limited to, rotating signs, propellers, discs and such, but excluding pennants and signs indicating time and temperature. This prohibition shall not apply to the hands of a clock, a weathervane or flags as provided in subsection (3) or to LED/Changeable Message signs as provided in subsection (11).
- b. Any sign that uses the word "stop" or "danger" or otherwise presents or implies the need or requirement to stop or cautions of the existence of danger or which is a copy of, imitation of or which for any reason is likely to be confused with any sign displayed or authorized by a public authority.
- c. Any nonshielded illumination of a sign within two hundred (200) feet of an A-1, C-1, R or PD-RES district.

- d. Illuminated tubing or strings of lights solely for the purpose of illumination, except when displayed as decorations during the months of November through January. This includes any lighting arrangement which outlines any portion of a building or structure by exposed tubing or strings of light.
- e. Any sign that violates any provision of the Montgomery County Code, Buildings and Structures or the Virginia Uniform Statewide Building Code.
- f. Any sign that is attached to a tree, except official notices or announcements as provided in subsection (3).
- g. Any sign that is attached to a utility pole, rock, curbstone, sidewalk, lamppost, hydrant, bridge, highway marker or other signs, except official notices or announcements as provided in subsection (3).
- h. Any sign that projects beyond a lot line.
- i. Any sign not meeting sign setback regulations or within any public right-of-way.
- j. Any sign that overhangs and has a minimum clearance of less than ten (10) feet above a walkway or fifteen (15) feet above a driveway, alley or travel lane.
- k. Any sign located in the vision triangle formed by any two (2) intersecting streets, or of a commercial entrance and a public street as regulated by section 10-41(11) provisions.
- l. Roof signs.
- m. Any sign erected to a height higher than the maximum building height allowed in the respective zoning district.
- n. Any sign which projects more than four (4) feet from the building to which it is attached, or extends above the roof line.

**(5)**

*Measurement of sign area, allowable sign area.*

- a. Measurements of sign area: The area of a sign shall be that contained within the outside measurement of the perimeter of the display area of the sign, the total area of which is in the smallest square or squares, rectangle or rectangles, triangle or triangles which will contain the entire sign including lighting but excluding supports or sign background whether lighted or not. The area of a sign with two (2) sign faces shall be computed according to the following:
  - 1. If the sign faces are separated by an interior angle of forty-five (45) degrees or greater, all faces shall be included in computing the area of the sign.
  - 2.

If the sign faces are separated by an interior angle that is less than forty-five (45) degrees, the area of one (1) face shall be used when the two (2) faces are equal in area. The area of the larger face shall be used when the two (2) faces are unequal in area.

3.

If the sign faces are parallel to one another, the area of one (1) face shall be used when the interior distance or space between the two (2) faces is eighteen (18) inches or less. The area of all faces shall be used when the interior distance or space between the two (2) faces is greater than eighteen (18) inches.

b.

Measurement of allowable sign area: Supports, uprights or structures on which any sign is supported shall not be included in determining the sign area unless such supports, uprights or structure are designed in such a way as to form an integral background of the display; except, however, when a sign is placed on a fence, wall, planter, or other similar structure that is designed to serve a separate purpose other than to support the sign, the entire area of such structure shall not be computed. In such cases, the sign area shall be computed in accordance with the preceding provisions. In instances where there are multiple tenants or users on a property or in a building, allowable sign area for all parties shall not exceed the maximum sign area computed as if there were a single tenant or user.

(6)

*Nonconforming signs.*

a.

No nonconforming sign shall be enlarged nor be worded so as to advertise or identify any use other than that in effect at the time it became a nonconforming sign.

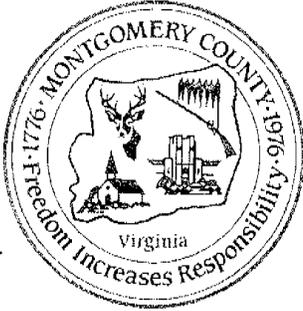
b.

Signs lawfully existing on the effective date of this chapter or prior ordinances, which do not conform to the provisions of this chapter, and signs which are accessory to a nonconforming use shall be deemed to be nonconforming signs and may remain except as qualified below. Such signs shall not be enlarged, extended or structurally reconstructed or altered in any manner, except a sign face may be changed so long as the new face is equal to or reduced in height and/or sign area. The burden of establishing nonconforming status of signs and of the physical characteristics/location of such signs shall be that of the owner of the property. Upon notice from the zoning administrator, a property owner shall submit verification that sign(s) were lawfully existing at time of erection. Failure to provide such verification shall be cause for order to remove sign(s) or bring sign(s) into conformance with current ordinance.

c.

Nothing in this section shall be deemed to prevent keeping in good repair a nonconforming sign; provided, however, that no nonconforming sign which has been declared by the zoning administrator to be unsafe because of its physical condition, as provided for in this chapter, shall be repaired, rebuilt or restored unless such repair or restoration will result in a sign which conforms to all applicable regulations.

d.



MONTGOMERY COUNTY DEPARTMENT OF  
PLANNING & GIS SERVICES

PLANNING  
GIS & MAPPING

755 ROANOKE STREET, SUITE 2A, CHRISTIANSBURG, VIRGINIA 24073-3177

**MEMORANDUM**

November 30, 2011

**TO:** Planning Commission members

**FROM:** Steven M. Sandy, Planning Director *Steve*

**RE:** Proposed 2012 Work Program

---

Attached please find an updated work program for 2012. The work program outlines specific projects to be completed by the Planning Commission and Planning & GIS Services Department in 2012. It also outlines many of the ongoing or "day to day" activities that the department performs.

Staff will review these items with you at our meeting on December 7<sup>th</sup> under New Business and, if acceptable to the Commission, request your approval of the 2012 Work Program.

Please contact me if you should have any questions or need any additional information regarding this matter.

Enclosures

**MONTGOMERY COUNTY, VIRGINIA**  
**PLANNING COMMISSION and PLANNING & GIS SERVICES**  
**DEPARTMENT**  
**2012 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.
- 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.
- Apply for grant funding through 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 (February and August) of any requests to amend the Planning Policy Areas map.
- 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

- Adopt Lafayette Route 11/460 Corridor Plan
- Develop school travel plan for Belview Elementary and Auburn School Complex in conjunction with Montgomery County Public Schools and NRV Planning District Commission
- Apply for Safe Routes to Schools grant for Belview and Auburn schools

GIS AND MAPPING SERVICES

- Provide mapping support for Planning staff and Commission

PLANNING CONSULTANT

- Hire consultants as necessary for special projects

**3. U.S. CENSUS/ELECTION DISTRICTS**

PLANNING DEPARTMENT

- Work with County Redistricting Team to identify amendments to local and state precincts to reduce number of split precincts where possible.

GIS AND MAPPING SERVICES

- Provide mapping support for precinct amendments

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

##### GIS AND MAPPING SERVICES

- Provide GIS 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.
- 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.
- Investigate migration of iGIS to new ArcGIS Server platform.
- Continue to assist Commissioner of the Revenue with mapping for Use Value Assessment Program
- Assist MCPS with mapping and data for school redistricting process

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

##### PLANNING DEPARTMENT

- Prepare subdivision and zoning ordinance amendments to address state code changes
- Prepare zoning amendments for small wind energy systems, political signs and landscaping sections
- Revise fee schedule to add new TND zoning districts

##### 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 citizens, taxpayers, realtors, appraisers, interested parties GIS data, maps, and E911 site addresses.
- 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 to assign E911 addresses
- Continue support for Voter Registrar – Precinct boundary and polling places 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 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.
- Process district renewals for districts #3, 4 and 5.

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 landowners and VDOT to complete rural additions to the state secondary road system in accordance with the Supervisors priority list.
- Work with developers and VDOT on revenue sharing projects in Route 177 Corridor area

GIS AND MAPPING SERVICES

- Prepare supporting maps and modify GIS layers

**Ongoing Project: PUBLIC INFORMATION**

PLANNING DEPARTMENT

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

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 representative to the Bikeway/Walkway Committee.
- Support NRVPDC efforts on Sustainable Communities Grant.
- Support NRVPDC with Safe Routes Grant application materials.
- Support NRVPDC efforts to develop Route 11/460 Corridor Special Study (Shawsville).

**Ongoing Project: NRV HOME CONSORTIUM**

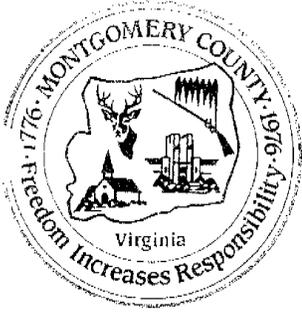
PLANNING DEPARTMENT

- Provide County representative to the New River Valley HOME Consortium

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

PLANNING COMMISSION

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



MONTGOMERY COUNTY DEPARTMENT OF  
PLANNING & GIS SERVICES

PLANNING  
GIS & MAPPING

755 ROANOKE STREET, SUITE 2A, CHRISTIANSBURG, VIRGINIA 24073 3177

**MEMORANDUM**

TO: Montgomery County Planning Commission

FROM: Planning Staff *PM*

DATE: November 29, 2011

SUBJ: 2011 Regional Bikeway Walkway, Blueway Plan Update

---

In 2000, the region's first Bikeway, Walkway, Blueway Plan was drafted. From 2008 until 2011 representatives from the region's localities have worked to update the existing plan. The stated purpose of this plan is to provide information guidelines and cohesion in the creation, expansion and coordination of a safe and effective Bikeway, Walkway, Blueway system for the New River Valley.

The participating jurisdictions in the region include the counties of Floyd, Giles, Montgomery, and Pulaski, the City of Radford, and the towns of Blacksburg, Christiansburg, Dublin, Floyd, Glen Lyn, Narrows, Pearisburg, Pembroke, Pulaski, and Rich Creek. The region also includes Virginia Tech, Radford University and New River Community College.

This intent of this plan is to serve as a resource which provides an overview of existing and proposed bikeway, walkway, and blueway facilities. The plan also shows possible future regional connections to the New River Trail and the Roanoke Regional Trail Network.

The NRVPC would like for the Planning Commission and Board of Supervisors to endorse the plan in early 2011. A draft resolution for your consideration is attached. Please apprise staff of any questions or concerns about this request.

The full 2011 plan is available for review at the following URL:

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

Enclosures: Sample Resolution of Endorsement

SUBJECT: RESOLUTION OF ENORSEMENT

PROPOSED RESOLUTION (AS OF 11.29.2011):

R-FY-11-??  
New River Valley  
2011 Bikeway, Walkway, Blueway Plan

On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_, and carried unanimously,

WHEREAS, Montgomery County has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the Montgomery County Board of Supervisors endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

ADOPTED this XX day of February 20XX at the meeting of the Board of Supervisors.

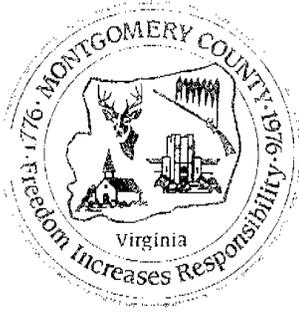
The vote on the foregoing resolution was as follows:

AYE

NAY

ATTEST: \_\_\_\_\_

F. Craig Meadows, County Administrator



MONTGOMERY COUNTY DEPARTMENT OF  
PLANNING & GIS SERVICES

PLANNING  
GIS & MAPPING

755 ROANOKE STREET, SUITE 2A, CHRISTIANSBURG, VIRGINIA 24073 3177

**MEMORANDUM**

TO: Montgomery County Board of Supervisors and Planning Commission

FROM: Planning Staff

DATE: November 29, 2011

SUBJ: New River Valley Hazard Mitigation Plan Update 2011

---

In April 2005, the Montgomery County Board of Supervisors adopted the region's first Hazard Mitigation Plan by resolution R-FY-05-208 (attached). From 2009 to 2011, representatives from the region's localities and the area's experts in emergency management and hazard risks have worked to update the existing plan. The plan has been revised to update completed activities, identify additional known hazards, assess potential risks, and develop mitigation strategies to protect lives and property and to prepare the region for disasters that may strike.

The completion and subsequent re-adoption of the revised plan by participating localities will maintain the region's eligibility for FEMA's disaster mitigation program funds. Five public meetings were held by Planning District Commission (PDC) Staff during the month of September 2010 to solicit citizen comments.

In February 2011, planning staff came before the Planning Commission to solicit comments on the final draft of the plan. After PDC staff received comments from the localities included in the plan, revisions were made and the plan was sent to the Virginia Department of Emergency Services (VDEM) and Federal Emergency Management Association (FEMA) for review and approval.

On November 14, 2011, PDC staff notified Planning staff that the plan had been approved by VDEM and had obtained "approval pending adoption" from FEMA. Since FEMA has approved the plan, each of the region's participating localities must now re-adopt the plan approved by FEMA to qualify for funding mitigation projects.

The plan is posted at the project website. You can find it in PDF files here:  
<http://www.nrvpdc.org/HazardMitigation/2011DraftPlan.html>

Please apprise staff of any questions or concerns about this request.

Enclosures: R-FY-05-208

Hazard Mitigation Fact Sheet  
Sample Resolution of Re-Adoption

AT AN ADJOURNED MEETING OF THE BOARD OF SUPERVISORS OF THE COUNTY OF MONTGOMERY, VIRGINIA HELD ON THE 25<sup>th</sup> DAY OF APRIL, 2005 AT 7:15 P.M. IN THE BOARD CHAMBERS, MONTGOMERY COUNTY GOVERNMENT CENTER, 755 ROANOKE STREET, CHRISTIANSBURG, VIRGINIA:

**R-FY-05-208  
NEW RIVER VALLEY  
HAZARD MITIGATION PLAN**

On a motion by Steve L. Spradlin, seconded by Mary W. Biggs and carried unanimously,

WHEREAS, The Disaster Mitigation Act of 2000, as amended, requires that local governments develop and adopt natural hazard mitigation plans in order to receive certain federal assistance; and

WHEREAS, The New River Valley Hazard Mitigation Work Group (HMWG) representing Montgomery County as well as the remaining fourteen localities of the New River Valley Planning District was convened in order to study the region's risks from and vulnerabilities to natural hazards, and to make recommendations on mitigating the efforts of such hazards on the region; and

WHEREAS, The HMWG was provided staff support by the New River Valley Planning District Commission (NRVPDC); and

WHEREAS, The efforts of the HMWG members and the NRVPDC staff have resulted in the development of a Natural Hazards Mitigation Plan for the region.

NOW, THEREFORE, BE IT RESOLVED, By the Board of Supervisors of the County of Montgomery, Virginia that the New River Valley Hazard Mitigation Plan dated December 2004 is hereby approved.

Adopted by the Montgomery County Board of Supervisors this 25<sup>th</sup> day of April, 2005.

The vote on the foregoing resolution was as follows:

<u>AYE</u>	<u>NAY</u>
Doug Marrs	None
Steve L. Spradlin	
Annette S. Perkins	
James D. Politis	
John A. Muffo	
Mary W. Biggs	
Gary D. Creed	

ATTEST:



B. Clayton Goodman, III  
County Administrator

## What is hazard mitigation?

Hazard Mitigation is a sustainable action that will reduce or eliminate injury to citizens, damages to structures and allow continuity of critical society functions.

## Overview of NRV Hazard Mitigation Plan

The New River Valley Hazard Mitigation Plan is being updated in 2009 and 2010. The New River Valley Planning District Commission is partnering with Radford University's Geography Department to prepare a revised plan that will maintain the region's eligibility for FEMA's disaster mitigation program funds. The hazard mitigation workgroup will be updating the plan by further identifying known hazards, assessing potential risks, and developing mitigation strategies to protect lives and property and to prepare the region for disasters that may strike.

We have invited each locality to participate in the planning process. Along with their participation, community representatives and the area's experts in emergency management and the region's hazard risks will also participate in developing the goals and strategies for making the New River Valley more hazard-resistant.

As we work through the planning process, information will be available at the [NRVPDC website](#). We will also be requesting input from community organizations and individuals through community meetings, open houses, comment periods for the plan, and the website.

## What steps are involved in developing a regional plan?

1. Hazard Identification: What hazards (such as flooding, wildfire, drought) are possible in the New River Valley and what is the degree of risk?
2. Risk Assessment: Identify where the hazard exists, the degree of potential severity, its past occurrences, and probability of future occurrence.
3. Determine the region's vulnerability: Inventory "assets" at risk, model potential impacts and assess the financial impacts.
4. Capability Assessment: What strengths and weaknesses affect the region and its localities ability to successfully mitigate potential impacts of the identified hazards—i.e., what resources are available, what limitations exist?
5. Identify goals and strategies for future mitigation: evaluate the plan's current (2005) goals and strategies; develop new ones based on the updated information in steps 1 and 2.
6. Write the plan.
7. Get input from the region's stakeholders (localities, community groups, citizens, etc.) on the draft plan.
8. Submit the draft to Virginia Department of Emergency Management (VDEM) for review.
9. Present the final plan to localities for comment.
10. Revise the plan and submit the final to FEMA.
11. Each of the region's participating localities must adopt the plan approved by FEMA to qualify for funding mitigation projects.
12. Review the plan's mitigation strategies annually and submit a report to VDEM.
13. Update the plan (repeat steps 1 through 10 every five years).

## New River Valley Hazard Mitigation Plan, 2011 Update

- ⇒ Plan is an update to the original 2004 plan, among the first of Virginia plans completed. FEMA requires an update every five years.
- ⇒ NRV plan update began in June 2009, with FEMA funding.
- ⇒ Team included NRVPDC, Radford University, Steering Committee of locality representatives and regional organizations, and working groups (including experts in hazard areas)

### NRV's Hazards and Rankings

High	Medium	Low
Freezing Temperatures	Drought	Landslides
Flooding	Snowfall	Wildfires
High Winds (Non-rotational)	Human-caused	Earthquake
	Ice Storms	Rockfall
		Karst
		Tornado

- ⇒ Risk Assessment and Vulnerability has significantly improved mapping from 2004 plan. It identifies location and severity of hazards and the probability of future events. Over 40 maps prepared for the plan.
- ⇒ Goals, Strategies, and Projects identified by the steering committee, working groups, and localities for regional and local projects.
- ⇒ Why Adoption is Important
  - FEMA mitigation funds only available to localities with an approved and adopted hazard mitigation plan. Caveat: The county can apply for and manage the mitigation project funds for non-participating localities.
  - Plan is not approved until locality passes the resolution.
  - Will be on your council agenda in the next few months.
- ⇒ Mitigation Website
  - At <http://www.nrvpdc.org/HazardMitigation/HazardMitigationPlanning.html>
  - Plan chapters, maps, calendar of events, opportunity for input available at the website

SUBJECT: 2011 New River Valley Hazard Mitigation Plan  
PROPOSED RESOLUTION (AS OF 11.29.2011):

R-FY-11-??  
New River Valley  
Hazard Mitigation Plan

On a motion by \_\_\_\_\_, seconded by \_\_\_\_\_, and carried unanimously,

WHEREAS, the New River Valley Hazard Mitigation Plan, 2011 Update has been prepared in accordance with FEMA requirements at 44 C.F.R. 201.6; and,

WHEREAS, Montgomery County, participated in the preparation of a multi-jurisdictional plan, New River Valley Hazard Mitigation Plan, 2011 Update; and,

WHEREAS, Montgomery County is a local unit of government that has afforded the citizens an opportunity to comment and provide input in the Plan and the actions in the Plan; and

WHEREAS, Montgomery County has reviewed the Plan and affirms that the Plan will be updated no less than every five years.

NOW THEREFORE, BE IT RESOLVED by The Montgomery County Board of Supervisors that Montgomery County adopts the New River Valley Hazard Mitigation Plan, 2011 Update as this jurisdiction's Multi-Hazard Mitigation Plan, and resolves to execute the actions in the Plan.

ADOPTED this XX day of February 20XX at the meeting of the Board of Supervisors.

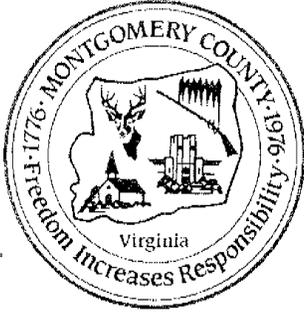
The vote on the foregoing resolution was as follows:

AYE

NAY

ATTEST: \_\_\_\_\_

F. Craig Meadows, County Administrator



MONTGOMERY COUNTY DEPARTMENT OF  
PLANNING & GIS SERVICES

PLANNING  
GIS & MAPPING

755 ROANOKE STREET, SUITE 2A, CHRISTIANSBURG, VIRGINIA 24073-3177

**MEMORANDUM**

November 30, 2011

**TO:** Planning Commission members

**FROM:** Steven M. Sandy, Planning Director *Steve*

**RE:** Lafayette Route 11/460 Corridor Plan

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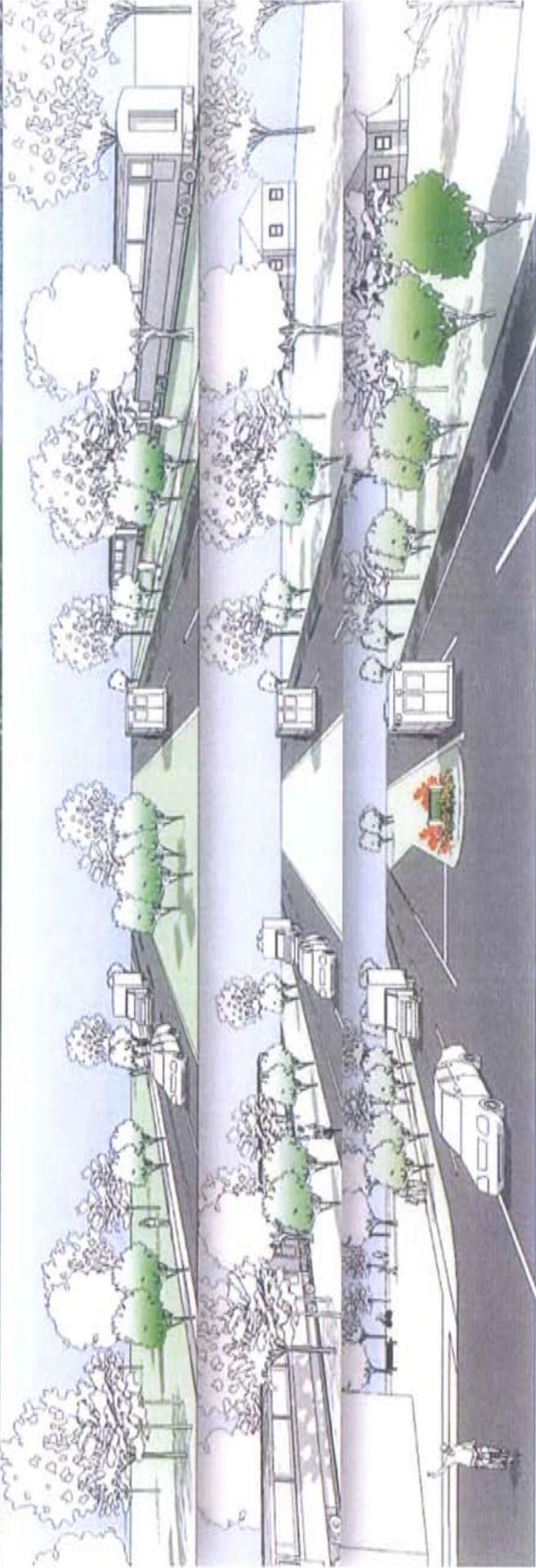
Attached please find a final draft of the Lafayette Route 11/460 Corridor Plan dated November 2011. This plan has been prepared with the assistance of the County's consultant, Renaissance Planning Group, as a part of a small area plan of the Urban Development Area grant from VDOT. This plan represents some revised and enhanced land use planning ideas and concepts from the village and VITL plans adopted in 2007.

This plan represents a "fresh" review of the Lafayette area based on several new land use changes proposed in the area and will serve as a guide to future development in the area. This plan is a precursor to a village plan and VITL plan update that will follow.

Staff will review this plan with you in work session at our meeting on December 7<sup>th</sup> and, if acceptable to the Commission, prepare public notice for public hearings on this matter in January 2012. Please contact me if you should have any questions or need any additional information regarding this matter.

Enclosures

# LAFAYETTE ROUTE 11/460 CORRIDOR PLAN



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## INTRODUCTION

### Background

The Route 11/460 Roanoke Road Corridor is a key Eastern gateway to Montgomery County. Over the years a number of planning efforts have helped to establish a vision for the general area and the nearby villages of Elliston and Lafayette, but none has specifically addressed a vision for this important roadway.

In 2007, the County adopted the Lafayette & Elliston Village Plan, which created a specific future land use plan for the villages and village expansion areas and established a vision for growth and development through 2030. The plan highlighted the need for increased economic development, improved multimodal transportation options, historic preservation, natural resource protection and increased recreational activities. In that same year, the County also adopted the Village Transportation Links Plan, which created a vision for non-motorized transportation access and mobility within and between each of the County's designated villages. The Route 11/460 Corridor Plan builds on the policy framework of these past planning efforts to clarify the corridor design and transportation planning principles intended for this portion of the 11/460 corridor.

Today, Route 11/460 is a highway with moderately growing traffic that passes through rural and natural areas, historic villages, and commercial and industrial businesses. Ready access to Interstate 81, proximity to

businesses, and regional commuting patterns make the Route 11/460 Roanoke Road Corridor a desirable business location. These same qualities, as well as the relatively flat topography in this portion of the corridor, make it a desirable location for economic development. As the County grows, there will likely be additional pressure for more housing and business uses along the Corridor.

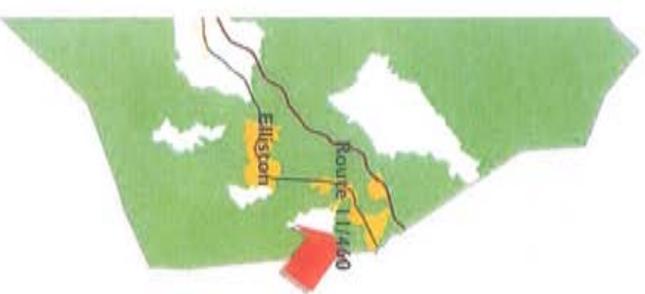


Figure 1. General location of study area within County

## PLANNING CONTEXT

In 2010, the Virginia Department of Transportation ("VDOT") created the Urban Development Area Local Government Assistance Program, to assist communities in revising their planning and policy frameworks to comply with the Urban Development Area legislation (Section 15.2-2223.1 of the Code of Virginia). Montgomery County was awarded a Tier II grant within this program and funding for this study was provided under that grant program.

### Purpose of the Route 11/460 Corridor Plan

The overall goal of the Lafayette Route 11/460 Corridor Plan is to develop an updated **long range vision** and **conceptual plan** for the corridor. The purpose is to anticipate and prepare for change and capitalize on future opportunities as the corridor develops over time.

### Planning Process

On June 8, 2011, Montgomery County hosted a series of planning meetings for the Route 11/460 Corridor Plan. Staffed and facilitated by a team of professional planners and designers led by Renaissance Planning Group, the meetings included a work session with County, MPO, PDC and VDOT staff, a public work session with property owners along the corridor, and a presentation/work session with the Montgomery County Planning Commission. At these work sessions, held at Montgomery County's Government Center, participants

provided suggestions on their issues, concerns and desires for the Route 11/460 Corridor in the future.

Incorporating the perspectives and priorities of the people who live, work and do business along the corridor was a critical component in the development of the Route 11/460 Corridor Plan. The workshop results helped shape the ideas and principles that ultimately went into refined Corridor Land Use and Design Concept embodied in this Corridor Plan. The following section includes a brief description of the discussion themes expressed during the June 8 workshops and in discussions with stakeholders and community leaders.

### What we heard

During the June 8 work sessions, several ideas emerged as common themes for what property owners and local officials and staff generally like about the corridor, what they generally don't like, and what they would like for the corridor in the future.

Following are a few key issues derived from these work sessions - more detailed input summaries from each session are in the appendix to this report.

#### PROPERTY OWNERS:

- Concerned about roadway safety for all users
- Need for better/higher paying jobs

- Existing high speeds are a problem for bike/ped safety
- Interest in additional business and commerce to build tax base
- Need to screen visual impacts of uses not consistent with existing rural character

PLANNING COMMISSION:

- Need to provide safe bike/pedestrian access in the area - see people walking and biking every day along the corridor
- Road speeds are a problem for bike/ped safety; the roads are currently designed for higher speeds
- Concern over impacts from proposed Intermodal use
- Interest in economic development but also protecting scenic quality of county's "gateway"

**Key Issues**

Based on the input received on June 8, a set of key issues emerged. These issues were distilled from the multiple comments and suggestions made, and reflect a broad summary of points from the work sessions as a whole. All of these issues were reviewed by participants at the second series of workshops and were acknowledged as

being key considerations which need to be balanced as the corridor plan takes shape.

**Key Issues**

1. Support economic development opportunities
2. Improve the safety of Route 460 for all users
3. Maintain or enhance the scenic quality of the corridor

**Follow Up Work Sessions**

A second public meeting and series of work sessions were held on August 10, 2011 where participants were asked to review and provide comment on the proposed land use and corridor design concepts, as well as transportation recommendations. Specifically, participants were asked to discuss general issues and opportunities, potential benefits or concerns for the property owner and County, hopes for the future of the area, and priorities for implementation. The comments from those work sessions were used to inform the final recommendations contained in this study. The summary from that meeting can be found in the appendix.

**Key Issues**

1. Supporting economic development opportunities
2. Improving the safety of Route 460 for all users
3. Maintain or enhance the scenic quality of the corridor

## Existing Conditions Analysis

Prior to the June 8 work sessions, the consultant team conducted a brief analysis of existing conditions, regional trends and other factors that could influence the future development and evolution of the Route 11/460 Corridor. Some of the results of this analysis are summarized below and in the section that follows. In addition to those summarized in the report, the following plans/studies were also reviewed for this planning effort:

- Montgomery County Comprehensive Plan
- Virginia Tech Villages Study
- Roanoke County: Glenvar Plan
- Wilderness Road initiative

### Study Area

The study area encompasses the land around the Route 11/460 Corridor that runs from the Roanoke County line to the intersection with the Norfolk Southern Railroad. The map shows the important destinations within the study area including Rowe Furniture, the Fire Department, the former Elliston-Lafayette Elementary School site, and the Village of Lafayette.

### Existing zoning

The study area is primarily zoned A-1 agriculture. Two larger parcels are zoned Planned Industrial and

Manufacturing and a number of smaller parcels are zoned general business.



Figure 2. Map of Existing Zoning

### Topography

The eastern portion of the County has significant topography with large amounts of land in steep slopes that are greater than 20%. The study area, however, is relatively flat in comparison.

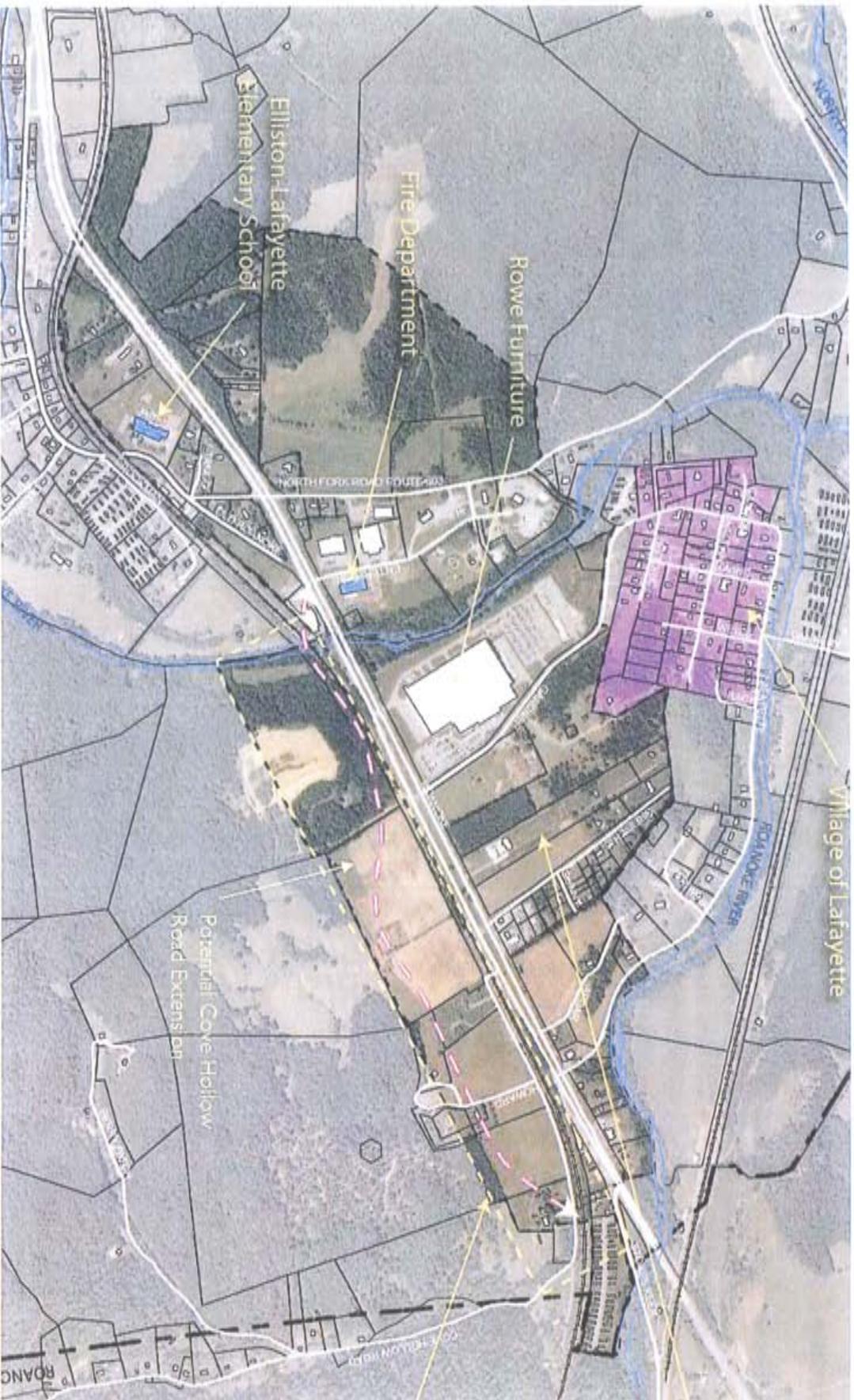


Figure 3. Map of Existing Conditions in the Study Area

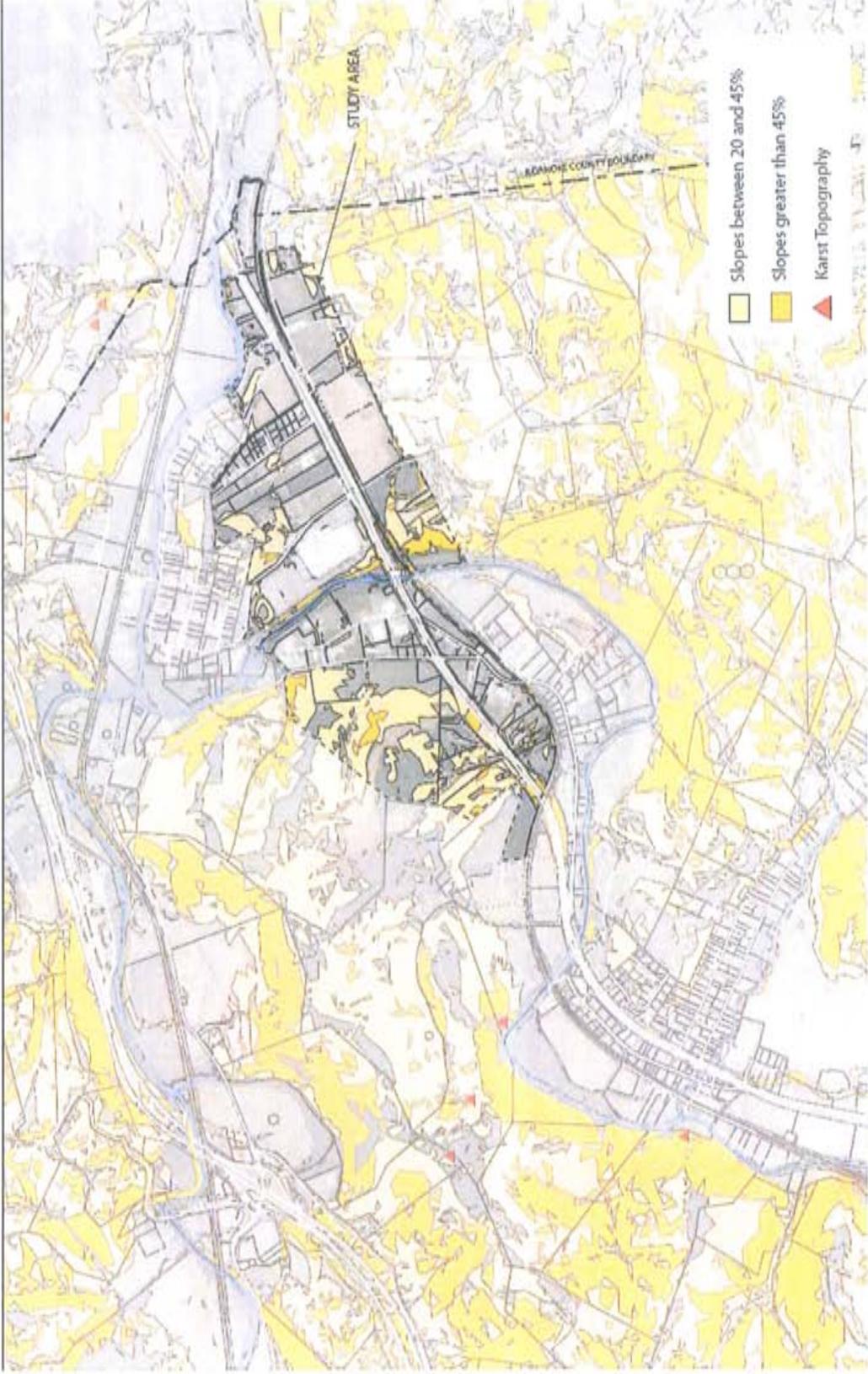
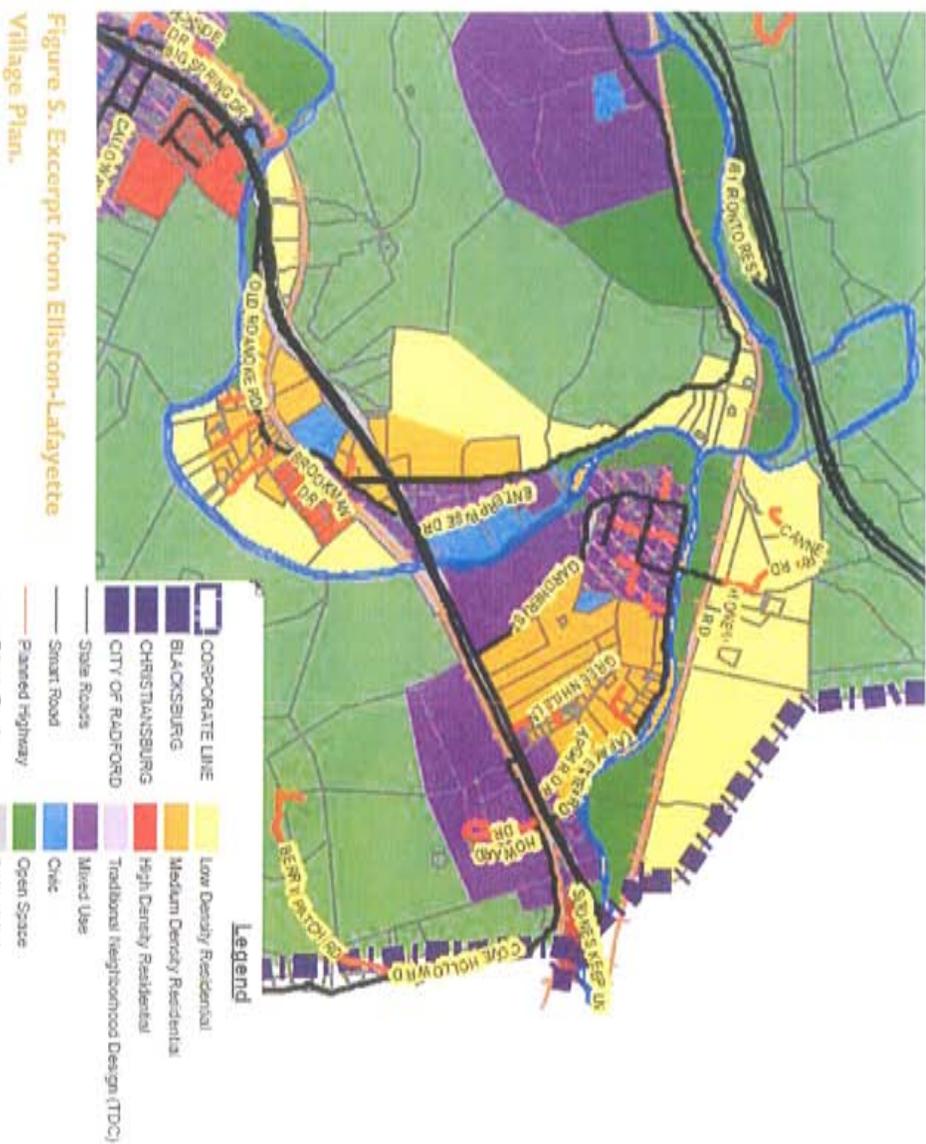


Figure 4. Existing Topography

**Elliston and Lafayette Village Plan**

In 2007, the County adopted the Lafayette & Elliston Village Plan, which created a specific future land use plan for the villages and village expansion areas and established a vision for growth and development through 2030. The plan highlighted the need for increased economic development, improved multimodal transportation options, historic preservation, natural resource protection and increased recreational activities.



**Village Transportation Links Plan (VITL)**

The Village Transportation Links (VITL) Plan, adopted in 2007, created a vision for non-motorized transportation access and mobility within and between each of the County's designated villages. The VITL concept for Elliston and Lafayette incorporated the natural and historic features that make these villages unique. The basic framework includes:

1. Creating a parallel system of trails and greenways along historic road alignments to link the two villages without having to rely on Route 11/460
2. Incorporating paved shoulders and buffered sidewalks along Route 11/460 within specific areas of the villages to provide direct access between key destinations
3. Signing lower volume residential roads with "share the road" designations to improve visibility of bicyclists and pedestrians



Figure 6. Excerpt from Village Transportation Links (VITL) Plan

**New River Valley Regional Bikeway, Walkway, Blueway Plan (2011 DRAFT)**

The New River Valley Planning District Commission is currently in the process of updating and revising the 2000 Regional Bikeway, Walkway, Blueway Plan. The updated plan includes information on existing recreational opportunities and future planned projects. The following are priorities from the draft plan that relate to the Route 11/460 Corridor study area:

1. Connections east – to the Roanoke Greenway.
2. Developing dedicated access to waterways – creating a Blueway system.
3. Developing community trail systems in the Towns and Villages.

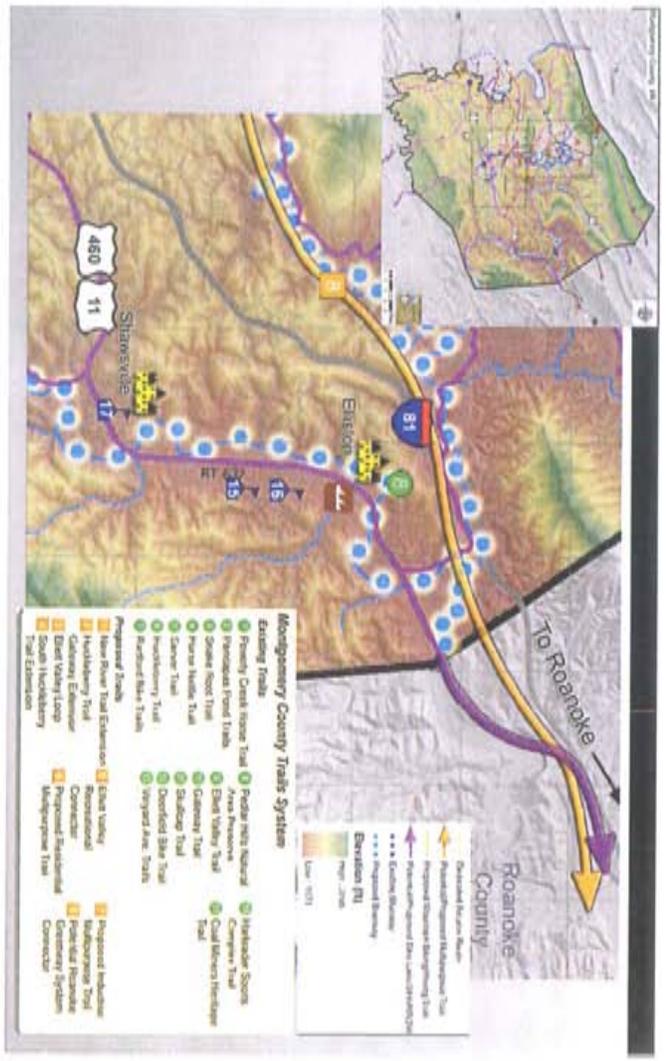


Figure 7. Excerpt from Draft New River Valley Regional Bikeway, Walkway and Blueway Plan

### Route 603 (North Fork Road) –Elliston/Ironto Connector

The Virginia Department of Transportation is currently in the design public hearing phase for the Elliston/Ironto Connector. The purpose of this project is to reconstruct Route 603 to current standards to improve safety and capacity. The project will provide two 12-foot travel lanes with 8-foot shoulders (5-foot paved) with retaining walls. This project would provide a better connection between Route 11/460 and Interstate 81 at exit 128. A design public hearing was held on Thursday, May 19, 2011 by the Virginia Department of Transportation.

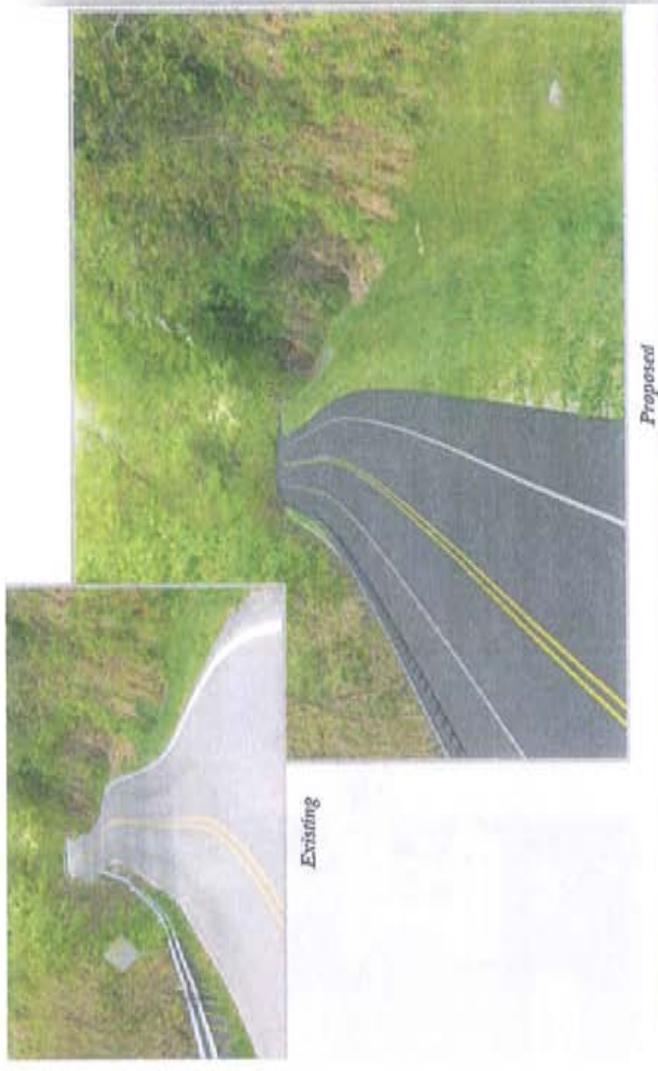
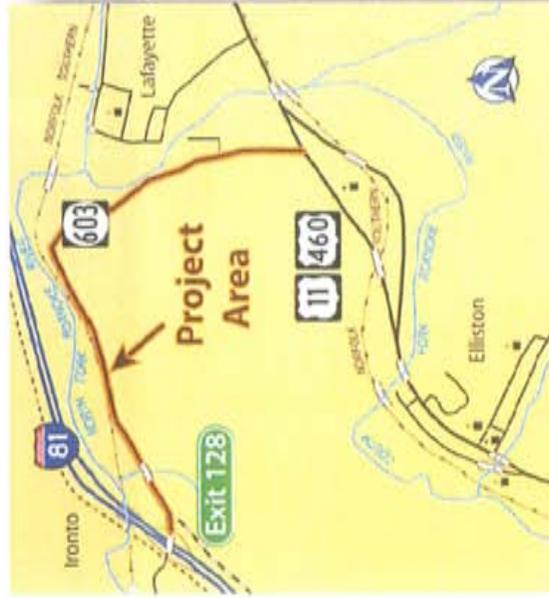


Figure 8. Photorendering of Elliston-Ironto Connector.

### Proposed Roanoke Region Intermodal Facility

From 2006-2008, the Virginia Department of Rail and Public Transportation evaluated a number of sites in the Roanoke Region for construction of an intermodal facility that is part of a larger multi-state freight rail improvement project referred to as the Heartland Corridor Initiative. The Heartland Corridor is a designated "project of national significance." Through evaluation of the ten potential sites, DRPT has recommended the Elliston Site as the only feasible site for the development of a rail-served intermodal facility in the Roanoke region. The county opposed this project and filed suit to block the construction of the facility in this location. In November 2011, the Virginia Supreme Court issued their opinion on the Elliston intermodal issue and ruled in favor of the state.



Figure ES-T: Elliston Site - Aerial Layout

Figure 9. Proposed Intermodal Facility graphic from DRPT report.

**Existing Employment**

The map at the right shows the existing employment density in Montgomery County according to the US Census (2008). While the vast majority of jobs are concentrated in the Town of Blacksburg and the Town of Christiansburg, the area around the Elliston and Lafayette Villages and Ironto interchange also contains a significant amount of employment density. This is largely due to the presence of Rowe furniture and the industrial park.

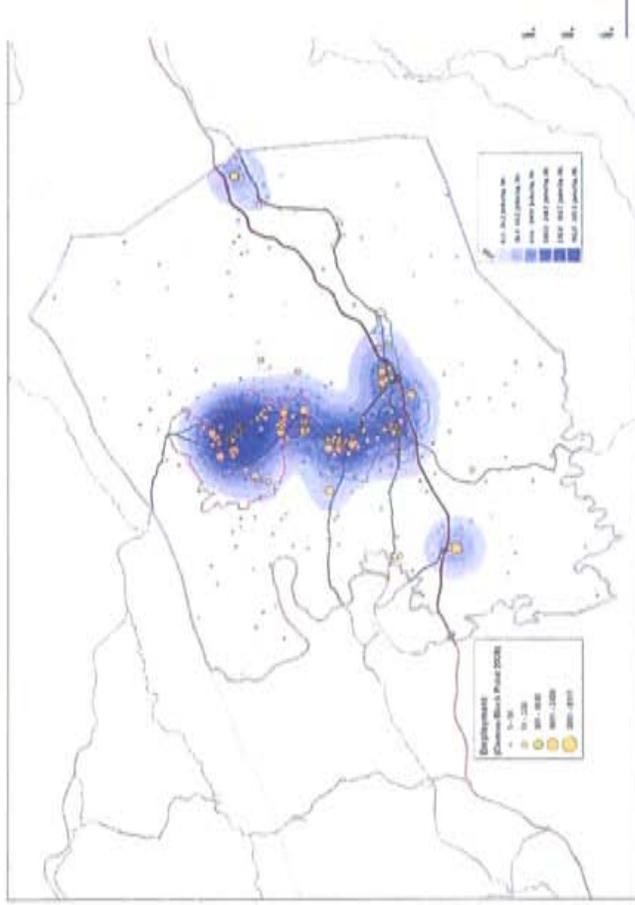


Figure 10. Montgomery County Employment Density.

**Existing Transportation Conditions**

The Route 11/460 corridor is classified by VDOT as a rural major collector facility through Montgomery County. Likewise, North Fork Road is also a rural major collector facility connecting Route 11/460 to I-81.

The Route 460 corridor statewide is of primary importance for the Commonwealth as it provides continuous four lanes of travel from Norfolk on the east all the way westward through the state into Kentucky.

The Route 460 corridor is also the location of the Norfolk Southern Heartland Rail Corridor, which is a joint effort project between three states, and FHWA to improve freight movement from the Port of Virginia into Ohio. The Heartland Corridor projects include relocation of Route 460 between Petersburg and the Port to increase travel capacity and freight movement capacity. As Route 460 moves into the western part of the state, the transportation capacity improvements are more focused on the movement of rail freight versus



Figure 11. Route 460 parallels I-81.

automobiles and truck freight, especially due to the close proximity of I-81 to Route 460 west of Roanoke. However, the Route 460 corridor remains a critically important part of a regional and statewide transportation network, particularly as it relates to the need to provide travel capacity parallel to the I-81 corridor. From a local perspective, Route 460 provides mobility and access to the local communities throughout Montgomery County and neighboring jurisdictions.

At present, Route 11/460 through the study area has approximately 8,000 vehicles per day, assuming that I-81 is operational and not diverting traffic over and onto Route 460 due to an incident of crash situation. A volume of 8,000 vehicles per day (vpd) is well within the capacity of four lane road, which under ideal conditions could convey upwards of 40,000 vpd if needed.

North Fork Road is the other major roadway in the study area. This road presently has average daily traffic of approximately 1600 vpd, which is also well within the capacity that a two lane facility has available for automobile mobility.

North Fork Road is in the VDOT work program and will soon be reconstructed to an improved alignment and typical section. The reconstruction project is scheduled for year 2013 and will include safety improvements, minor realignment, and an improved typical section consisting of 12' lanes with paved 5' shoulders.

Within the study area, the intersection of North Fork Road and Route 11/460 is the only major intersection.

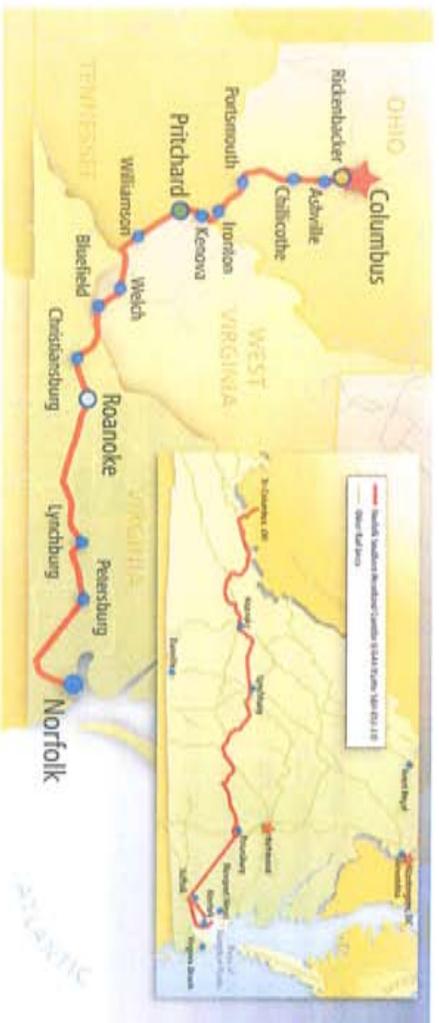


Figure 12. Proposed Heartland Corridor Route.



Figure 11. Existing intersection at Route 11/460 and North Fork Road.

According to a recent VDOT evaluation, there is at present ample capacity at this intersection and none of

the movements, under typical traffic conditions, suffer from excessive delay or queuing. The aforementioned North Fork Road reconstruction does not include any intersection improvements.

Within the study area, there are no on-street or nearby adjacent bicycle or pedestrian facilities along either North Fork Road or Route 11/460. However, there is a trail system that is planned that includes an extension of the Roanoke River trail. The County's Comprehensive plan includes discussion of the VITL planning effort which

describes trail and pedestrian connections throughout eastern Montgomery County.

At present there is no regularly scheduled transit service to the villages in eastern Montgomery. However, the Smartway Bus, which provides service from downtown Roanoke into Blacksburg, does traverse through the study section of Route 11/460, if I-81 is blocked or congested. There is no Smartway bus stop in the Lafayette/Elliston area.

## Corridor Growth and Future Traffic

As one of the key transportation corridors for the region, the traffic volumes along Route 11/460 are expected to increase in the coming years. The increase in traffic volumes will result from a combination of growth occurring throughout the larger region, and also from local contributions of traffic from new development. At present, there is little development proposed for Elliston or Lafayette, with the exception of truck traffic anticipated from the proposed intermodal center. However, as called for in the future land use map in the Comprehensive Plan, and as discussed earlier in this document, there are both favorable policies and developable land that could provide this local growth in the future.

Considering that the area will likely see new growth in the coming 20 to 30 years and beyond, an effort was made to estimate additional new traffic growth that might occur under a hypothetical growth scenario for the year 2033. The scenario could be described as adding 300,000 s.f. of light industrial (perhaps something the size of Rowe Furniture), constructing 75 new homes, building a medium size grocery store and mix of other small shopping center retail (total of 75,000 s.f.), and a convenience store with fueling over the next two or three decades in the corridor. Based on this scenario,

using standard trip estimation methods, we might expect approximately 10,000 additional vehicle trips to be generated or attracted to the study area in this time frame. The graphic on the following pages illustrates the resulting traffic projections based on the combined "local" growth area traffic coupled with the growth in regional traffic volumes.

Based on these reasonably aggressive growth assumptions, it appears that the four lane section for Route 460 would still continue to have sufficient capacity for the future traffic volumes in this time frame. The intersection of North Fork / Route 460 will need to be monitored relative to safety and capacity.

It should be noted that during the stakeholder meetings, public input was received regarding the desire to extend Cove Hollow Road to the west and provide grade separation between the road and railroad tracks. If extending the road were to become a reality, then there would be an opportunity to provide safer access from Route 460 and potentially eventually extend the road further west to connect to Old Route 11, thus creating a parallel roadway to accommodate local growth while providing a comfortable walkable/bikable connection.

This realignment of Cove Hollow Road was proposed as part of the Norfolk/Southern Intermodal Master Plan to be completed as part of the development.

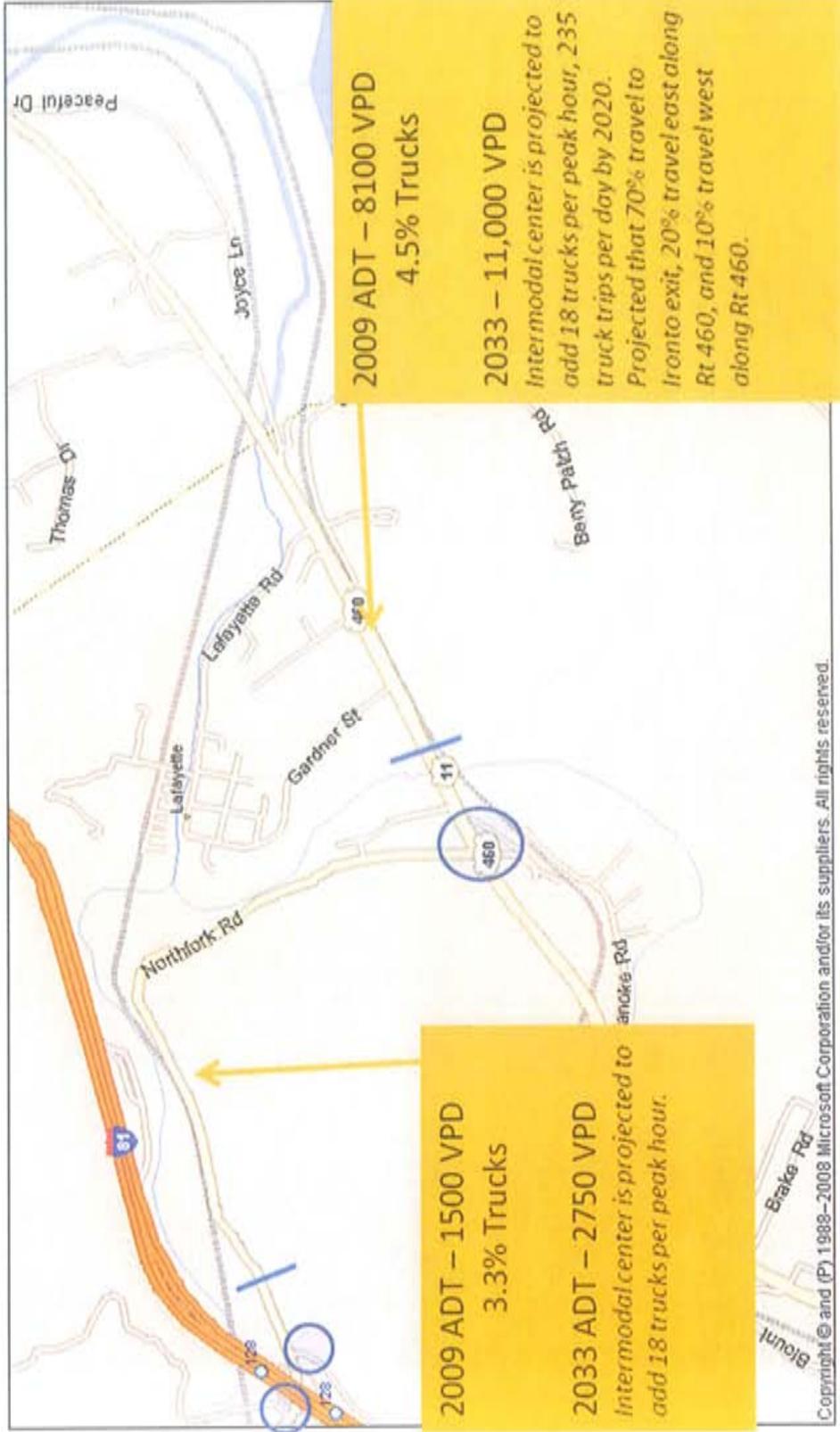


Figure 12. Projected Year 2033 Traffic Data (Regional Growth and Proposed Intermodal Center)

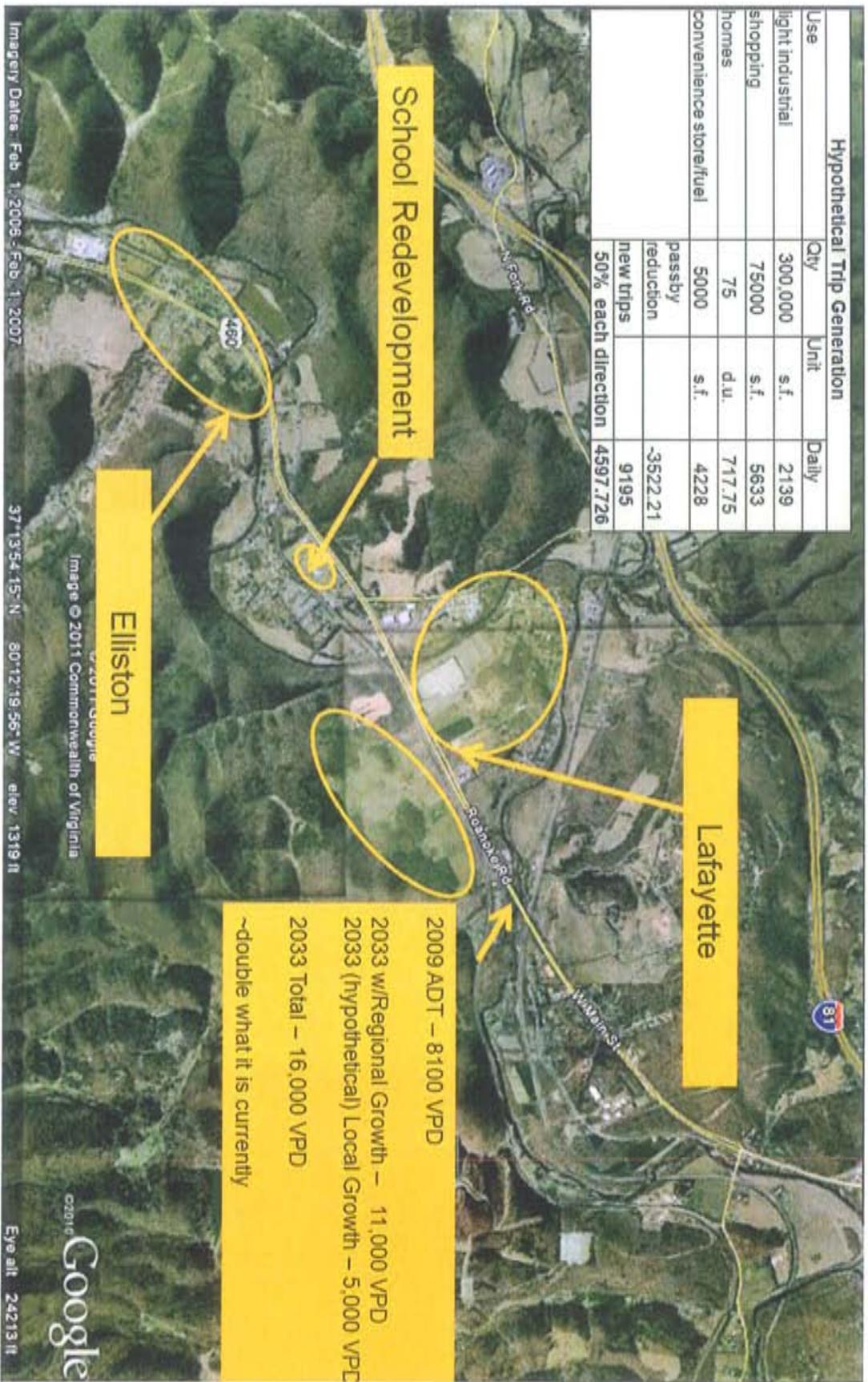


Figure 13. Regional and Potential Future "Local" Traffic Growth

## CONCEPT PLAN

### Overall Concept

#### Input from the Work Sessions

The following conceptual planning maps and principles were presented to the public, county Planning Commission and county and agency staffs in a series of work sessions on August 10, 2011. Based on the input, comments and affirmation of these basic concepts at these work sessions, they have been developed into the overall corridor plan for the Route 11/460 corridor.

#### Planning Concepts

The overall goal of this study is to develop an updated **long range vision** for the Route 11/460 Corridor in the area of Lafayette village. The overall concept for the area includes a Corridor Design Plan, which describes the design character of the corridor. In addition, this study recommends specific refinements to the future land use map in the Elliston and Lafayette Village Plan, as well as slight refinements to the recommendations from the VITL plan for this portion of the corridor.

These recommendations were based on all of the input that was received from various agency staff, property owners and community stakeholders, both in the initial kickoff meetings in June, and in the follow up work sessions and public meeting in August.

### Land Use Concept

The Route 11/460 Corridor has a long term opportunity to enhance the economic development potential for the eastern portion of Montgomery County. At the same time, future economic growth in the area should maintain the scenic character of the corridor as an appropriate eastern gateway into the county. To better support this vision for the corridor, the Land Use Concept, shown on the following page, recommends some refinements to the current Future Land Use Plan articulated in the Elliston and Lafayette Village Plan. These recommended refinements to future land uses in the area include:

- Revising Mixed Use Industrial to Planned Light Industrial/Commercial. This refinement suggests revising the current future land use district that emphasizes primarily industrial use to a more inclusive mixed use district called "Planned Light Industrial/Commercial." As described below, the intent of this district is to encourage modern clean industrial and commercial businesses that can bring high quality employment to the corridor.
- Refining standards for Mixed Use Commercial. This refinement recommends including additional community design and compatibility standards for commercial uses in the corridor.
- Refine Standards for Medium Density Residential. This refinement recommends including additional

community design and compatibility standards for medium density residential uses in the corridor.

- *Refine Standards for Low Density Residential.* This refinement recommends including additional community design and compatibility standards for low density residential uses in the corridor.

The Land Use Concept provides more detailed design principles for each of the land use districts. The overall Land Use Concept incorporates a mixture of well-designed, commercial and industrial areas along the Route 11/460 frontage, while providing appropriately scaled and designed residential uses as the transition between existing residential and proposed light industrial/commercial areas.

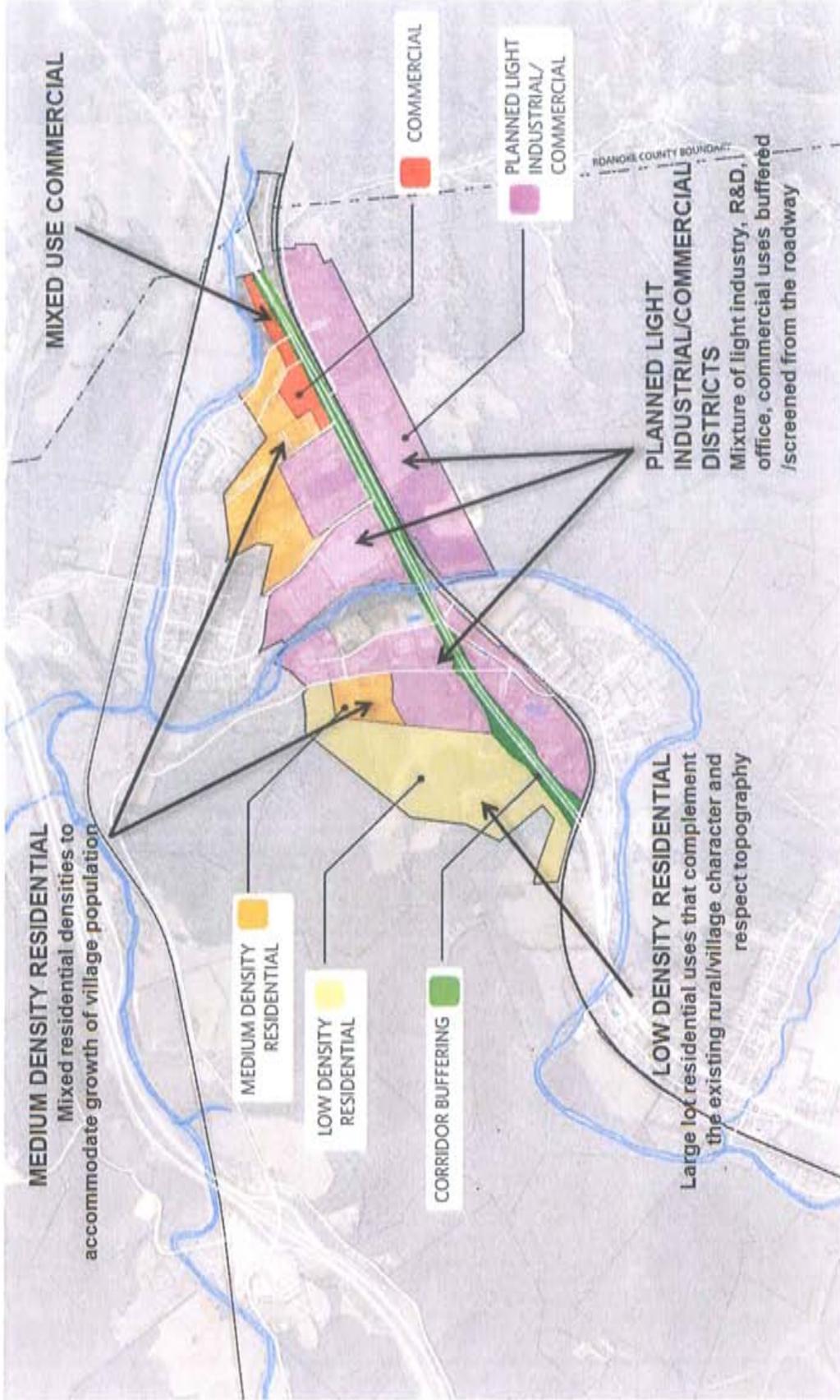


Figure 14. Diagram of land use concept for the Route 11/460 Corridor

### Land Use Concepts by District:

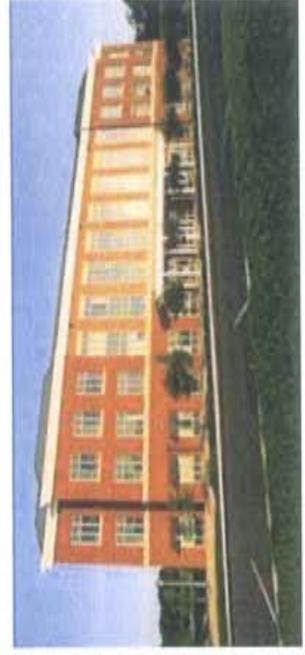
The following diagrams and photographs describe the general land use concepts and design principles for each proposed future land use district in the Corridor.

#### Planned Light Industrial/Commercial

- Provide opportunities to concentrate employment to keep working population in the village/region
- A combination of light industry, warehousing and office uses, screened from adjacent areas
- Typical uses might include light manufacturing, research facilities; flex space, business parks and non-residential planned developments.
- Buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage
- Development should be oriented away from sensitive natural resources, such as floodplains and ponds to minimize the environmental impacts of new development.
- Vehicular, bicycle, and pedestrian links should extend into the surrounding development



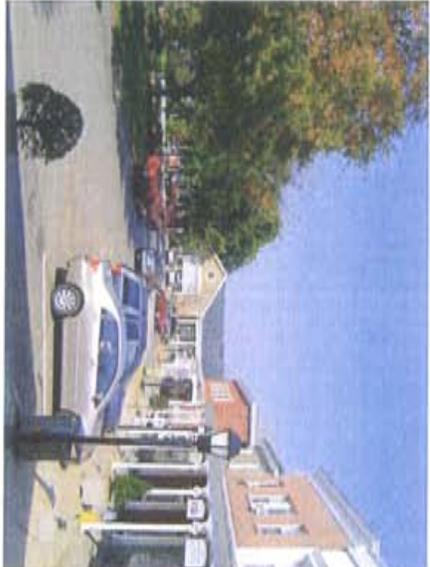
ROUTE 11/460 CORRIDOR PLAN



Mixed Use Commercial

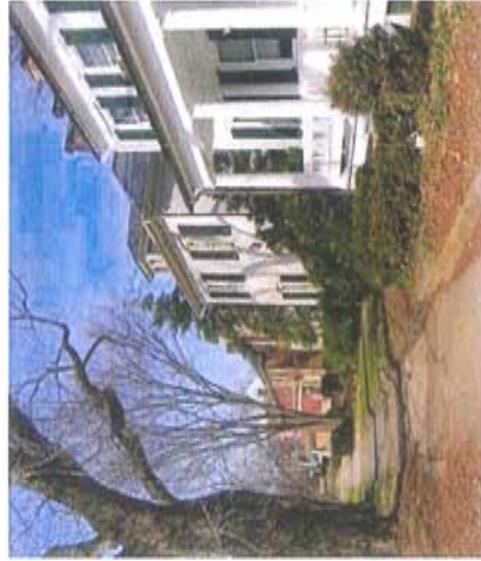
- Primarily retail commercial/employment mixed uses - compatible with existing development character.
- Redevelopment and infill is encouraged.
- Low rise buildings (1-2 stories) that are oriented to face the roadway with parking areas to side or rear.
- Landscaped open space, street trees and parks.
- Provide external connections to the broader trail network and greenway system.

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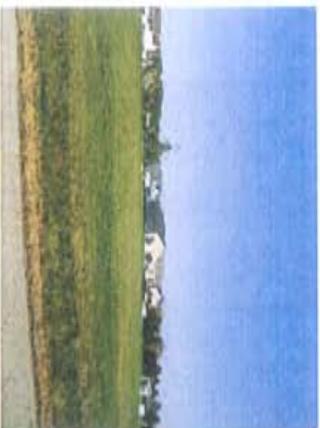
**Medium Density Residential**

- A combination of mixed density residential uses (includes small lot subdivisions consisting of single family detached homes, townhouses or duplexes) that incorporate a walkable community design
- Pedestrian circulation as an integral part of the development
- Provide neighborhood parks, squares, and greens
- Public and civic uses such as places of worship, daycares, and community centers
- Off-street parking located to the rear buildings.



**Low Density Residential**

- Primarily single family detached homes on large lots
- Buffered from surrounding development by topography or open space
- High degree of separation between buildings
- Smaller lots may also be appropriate if clustered and buffered with open space



## Corridor Design

### Recommended changes to VITL Plan

The Corridor Design concept integrates the recommendations from the 2007 VITL plan with some refinements to better address regional connectivity and safety concerns:

1. The trail system is extended along portions of the Roanoke River to create a continuous regional greenway into Roanoke County.
2. The plan recommendation to incorporate paved shoulders and buffered sidewalks along a portion of Route 11/460 has been refined to include shared bicycle and pedestrian facilities within a buffered trail system. This would provide direct access between key destinations.

### Proposed Corridor Design Plan

The Corridor Design Plan, shown on the following page, summarizes the recommendations for landscaping, buffering, signage and general design character for this portion of the Rt. 11/460 corridor. The corridor has been divided into segments according to proposed design character, and the recommendations for each segment are described in the following section.

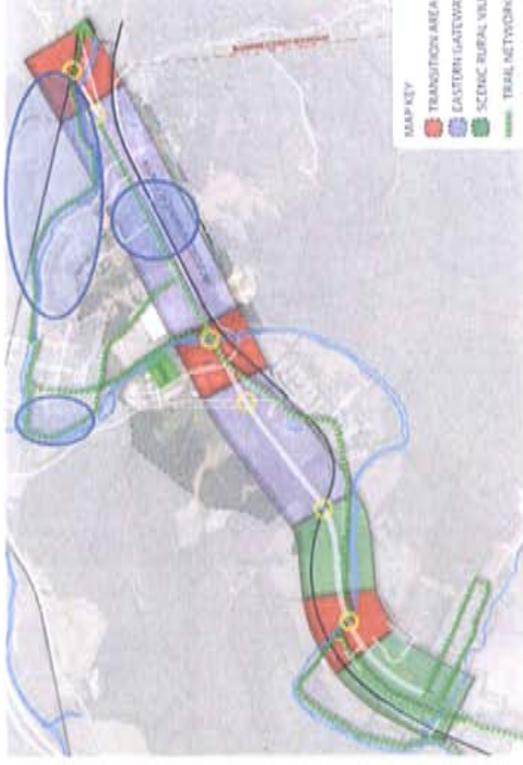
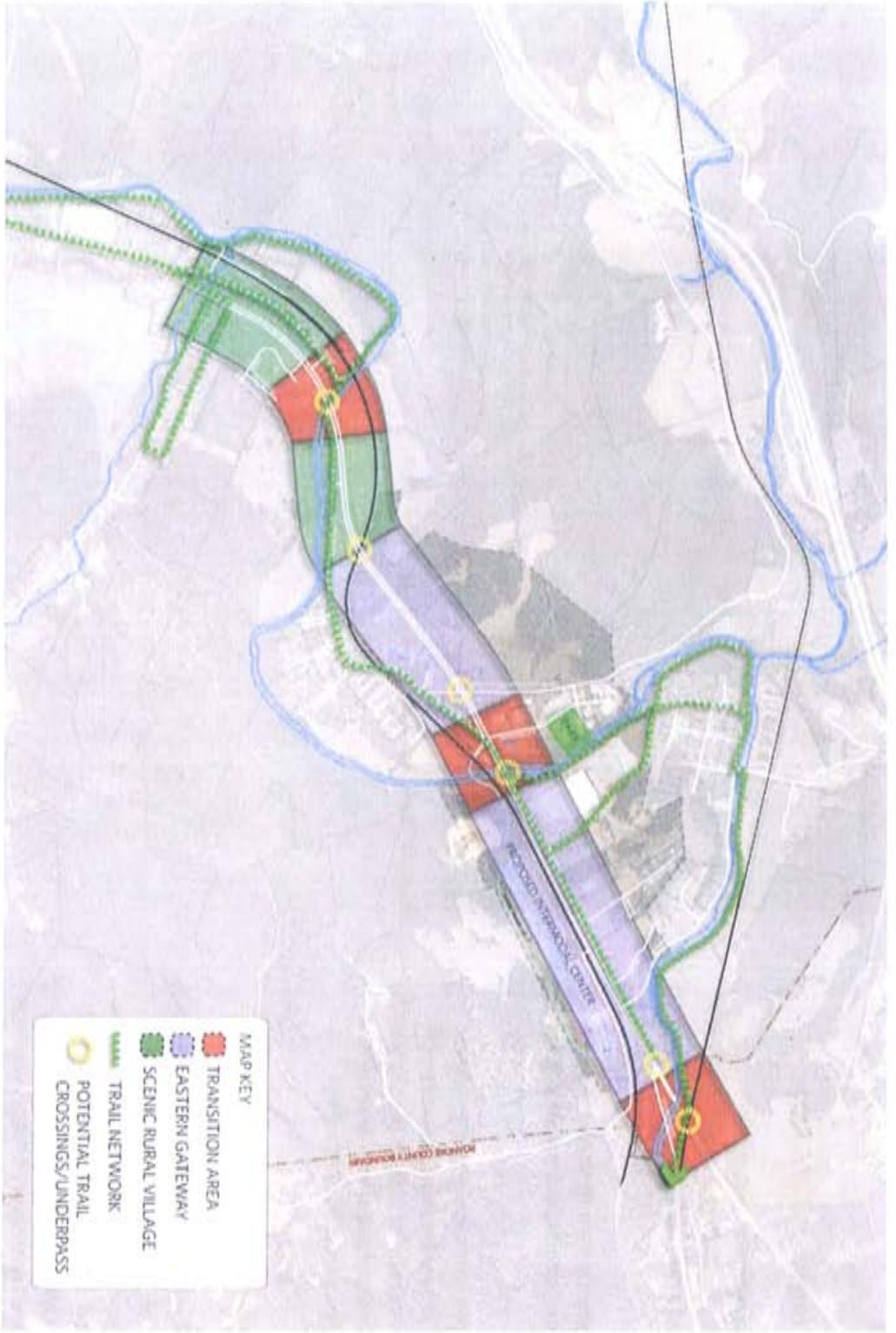


Figure 15. Proposed Changes to VITL Plan



**Typical Corridor Design: Eastern Gateway**

This section of Route 11/460 is already a four lane divided facility that operates at high speeds (55mph). The Corridor Design Concept for this portion of the corridor is to reinforce the area as a scenic eastern gateway to the county. The new development projected for the corridor should not be hidden from view but should be appropriately visually framed with wide front building setbacks and formal landscaping along the corridor. Signage should be low and oriented to the automobile, but designed so that it does not visually clutter the roadway. The concept retains the rural (open section with swales and shoulders) roadway design and enhances it with a landscaped median and landscaped buffers along the road edges, as well as a shared use trail set back from the roadway. A new trail alignment is proposed in the Lafayette area to continue the Roanoke Greenway along the river.

The landscaping concept for this section of the corridor is illustrated in the photo-visualization under "Gateway Character" below. It includes a hardy ornamental tree species such as Crepe Myrtles, arranged in irregular groupings along the edges of the corridor. These should be supplemented by groupings of low evergreen shrubs to form interspersed areas of visual interest and color along the roadway edges without completely screening new development. New buildings should be compatibly designed with the scenic rural quality of the surrounding area and should be oriented with their parking lots to the rear whenever possible.

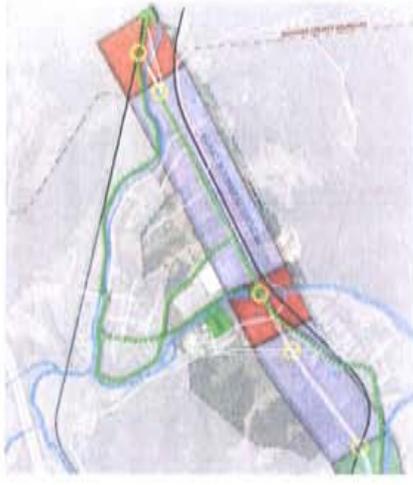
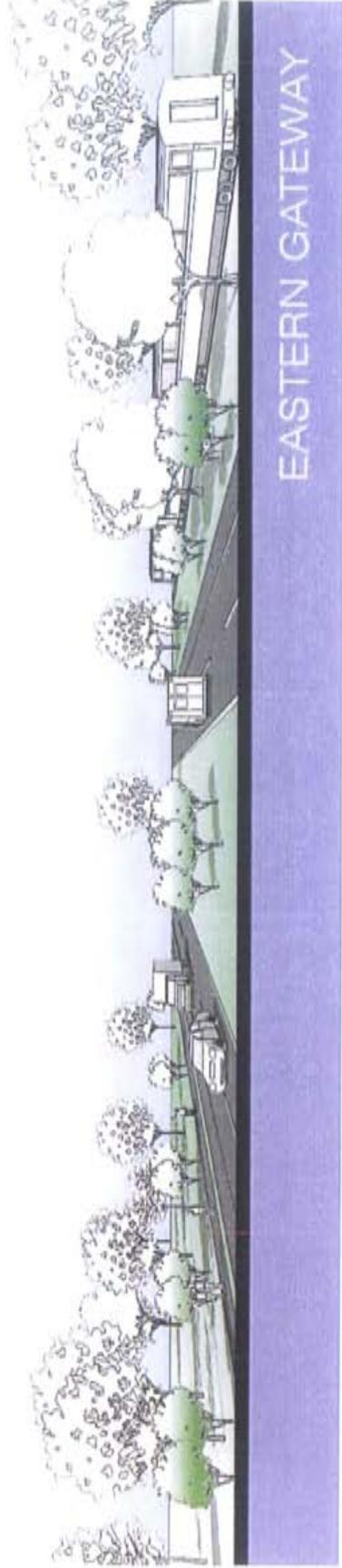


Figure 16. Key Map showing eastern gateway in purple.



**Typical Corridor Design: Village/Rural Scenic**

The section of roadway on the edge of both of the villages will also be a four-lane divided facility with a rural (open section) roadway design. It is intended to support the rural and scenic qualities that surround the County's small villages. To that end, preserved vegetation or informal tree plantings within a wide buffer help maintain the rural character. Rather than formal plantings in the

median or roadway edges, new landscaping should be informal and should not obscure the distant scenic perspectives that make this portion of the corridor so attractive. Biking and walking should be accommodated on local parallel roadways, such as the old Route 11 alignment, rather than directly along the 11/1460 roadway edges.

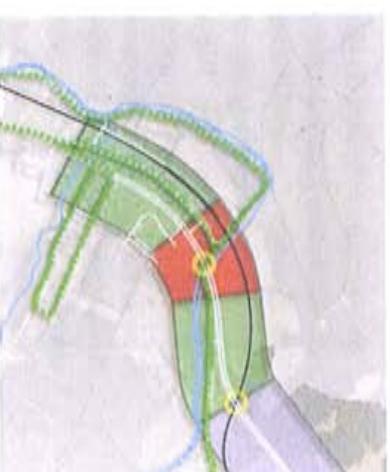
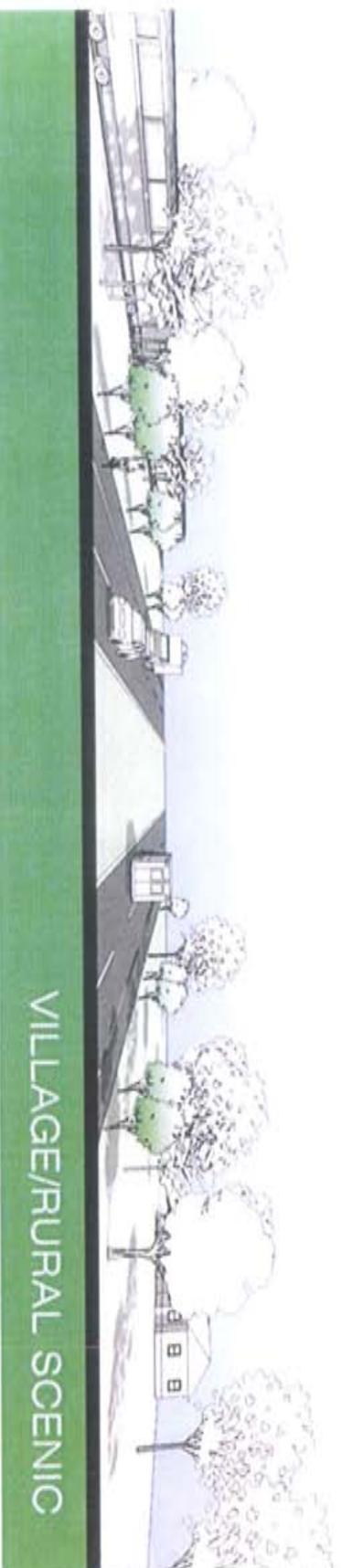


Figure 17. Key Map showing Village/Rural Scenic in green.



**Typical Corridor Design: Transition Area**

The transition areas on the Corridor Design Plan are areas that mark focal points on the corridor. They should be designed to add visual interest and wayfinding information to passing travelers. Signage and landscaping at the transition areas serve as welcoming features. Setbacks and landscaping are varied, but reinforce the desire to reduce speeds in these areas. The transition areas also serve as potential areas where trail crossing or nearby access points are provided. There are three transition areas on the plan indicated as follows:

*Area 1 – at the eastern county boundary* – signage could highlight the Montgomery County boundary as well as nearby potential access to the Roanoke River Greenway

*Area 2 – at the Enterprise Road intersection* – signage could announce the county park facilities and Lafayette trail system nearby, as well as local history

*Area 3 at the entrance to Elliston* – signage could announce the village entry, nearby trails and the Pedlar Hills natural area

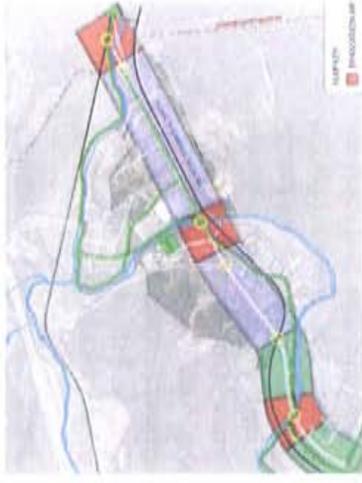
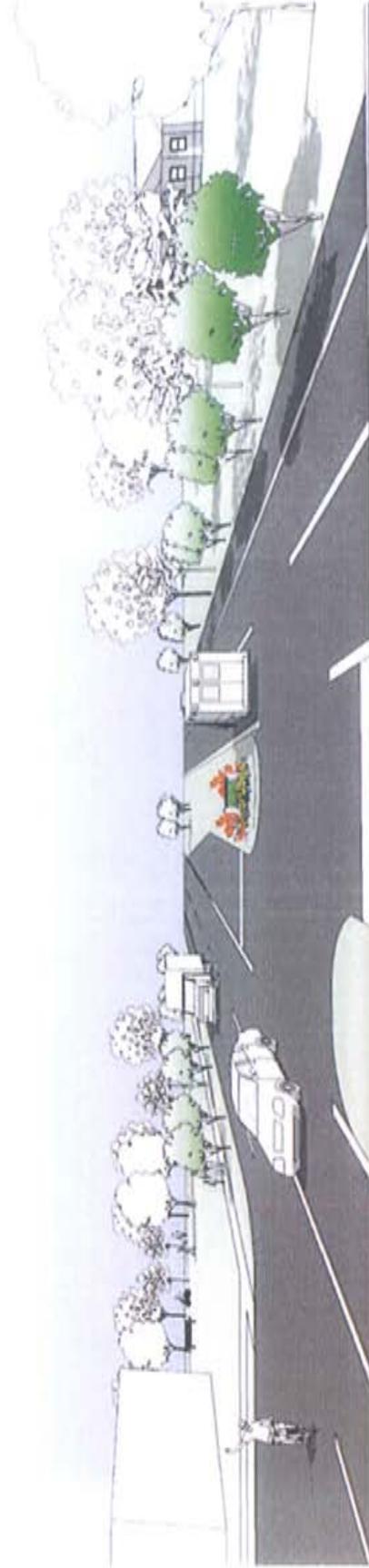


Figure 18. Key Map showing Transition Area in red.



TRANSITION AREA

## Gateway Character

The following pages illustrate how the corridor might evolve over the long term with the improved landscaping and screening recommendations contained in the corridor design concept. It is important to recognize that the concepts on the following pages are not specific construction recommendations and should be seen as illustrative concepts only. The images on this page show a "before and after" condition of re-landscaping the corridor just east of Rowe Furniture (looking east). It incorporates groupings of low shrubs and crepe myrtles to add visual interest and a landscaped gateway character.

The specific implementation of these recommendations would need to be coordinated among the county, VDOT, the railroad and adjacent property owners. The landscape enhancements could be incorporated into either the rights of way or adjacent properties as improvements are made. Funding could either come from preferred private development or from grant-funded corridor improvement projects.



Figure 19. Image Above: Existing view looking east toward Roanoke County. Image Below: Proposed View of Corridor applying Eastern Gateway Corridor Design Concept.

The images on this page show a recommendation for screening and buffering enhancements for the proposed intermodal facility. The view at the top of the page shows existing conditions. The view at the bottom of the page shows proposed screening along the railroad tracks that would combine evergreen and deciduous trees and lower shrubs to create a visually interesting landscaped buffer, rather than a purely opaque screen.

Implementation of this type of enhancement would need to be closely coordinated with the county and the potential developer of the site. This type of screening is recommended because of the visual prominence of the site and the rising topography that would make any development in this location highly visible from the corridor.



Figure 20. Existing view of proposed intermodal site. Image below: Site screening recommendations applied to proposed intermodal site.

## TRANSPORTATION RECOMMENDATIONS

### Corridor Traffic Operations

As noted in the preceding sections, there is currently sufficient capacity (under normal traffic conditions) along Route 460 and also North Fork Road. Given the current and projected traffic volumes, in the foreseeable future it is anticipated that both roads will continue to have sufficient capacity for the vehicular traffic demand.

At present, Route 460 is posted 55 mph through the study area. In the future, there could be a justification for reducing the speed limit to 45 mph, for example, at a time when the adjacent development character changes substantially, when safety conflicts become more numerous, and/or when there becomes a higher demand for walking and bicycling along the corridor. An engineering study will need to be conducted at such time to determine if this reduction in speed is justifiable.

### Access Management

Access management programs seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems to access development. The

result can be a roadway that functions more safely and efficiently for its useful life, which ultimately results in a more attractive and economically stronger road corridor.

Access management policies have been evolving nationally over the past 15 years. In 2007, the Virginia General Assembly enacted legislation requiring the Virginia Department of Transportation to develop and enforce a statewide policy that provides standards for regulating driveway intersection spacing and median crossover locations along state maintained roadways. The overall goal of the policy is to maximize safety and mobility along Virginia's roadways.

The tables on the following page are excerpted from the VDOT Access Management Policy and Roadway Design Manual and show the current applicable access standards that would apply to new development or redevelopment along the Route 11/460 corridor.

As the Route 11/460 Corridor continues to grow and develop, it will be important to find opportunities to consolidate entrances for parcels fronting the roadway, and also develop a roadway network that effectively provides access while conforming to VDOT's access management policy.

ROUTE 11/460 CORRIDOR PLAN

The graphic below illustrates the inventory and spacing of existing median crossovers.



Figure 21. Diagram of existing median breaks along Route 11/460.

Figure 22. Excerpt from VDOT Access Management Standards - Source: Appendix G, VDOT Roadway Design Manual



Access Management Regulation 24VAC30-120 C 3  
Appendix G Table 2-2

Highway Functional Classification	Legal Speed Limit (mph)	Centerline to Centerline Spacing in Feet		
		Signalized Intersection Crossovers	Unsignalized Intersection/Crossover & Full Access Entrance ①	Partial Access One or Two Way Entrance ②
Urban Minor Arterial	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	305
Urban Collector	≥ 50 mph	1,760 2,640 ③	1,050	495
	≤ 30 mph	660	440 660	200
Rural Minor Arterial	35 to 45 mph	660	440 660	250
	≥ 50 mph	1,050 1,320	660 1050	360
Rural Collector	≤ 30 mph	1,760	1,050	270
	35 to 45 mph	1,760	1,050	375
Rural Collector	≥ 50 mph	2,640	1,320	510
	≤ 30 mph	1,320	660	270
Rural Collector	35 to 45 mph	1,320	660	305
	≥ 50 mph	1,760	1,320	425

- ① Roundabouts separated from other intersections by the unsignalized intersection standard; from other roundabouts by the partial access entrance standard
- ② Length of right turn lane by speed or stopping sight distance (AASHTO)
- ③ Spacing reduced from proposed spacing standard

Going forward into the future, regulating access in accordance with the VDOT access management policies will be critically important towards preserving the capacity and safety of Route 11/460 while effectively encouraging shared access and an efficient system of adjacent roadways that will form the basis of the local road system. When possible through the site plan review process, access points (entrances) for parcels that currently front of Route 11/460 should be reduced, combined, or closed, and access should be provided through adjacent parcels or via a new road network.

East of the North Fork Road intersection there are currently multiple median openings whose spacing does not conform with the current VDOT access management standards. At present there does not appear to be a known safety concern, but in the future as additional development occurs and traffic volumes grow there may be a need to re-consider allowing full access at each of these existing median openings.

To the west of the North Fork Road intersection with Route 460, the spacing to the first full median opening is approximately 1650'. This spacing conforms to the access management criteria. However, with the redevelopment of the school site, there may be a need to provide access via a median opening to a new commercial entrance directly from Route 460 into the school parcel. Since the access management criteria calls for a minimum 1050' spacing, this new median cut would not be in conformance with the current standards. In order to successfully petition for access from Route 11/460, a

traffic study would need to be performed to document the expected number of site trips and resulting traffic impacts, including impacts relative to proposed access scenarios.

One strategy that could be considered to comply with the access management requirements would be to construct the opening to only allow left turn movements from Route 11/460, thus not allowing left turn movements from the school site. This helps to minimize the conflict points while still providing full ingress to the site, which is often critically important to the viability of commercial interests. The egress traffic desiring to turn left onto westbound Route 11/460 would be forced to travel a short distance to the east and make a U-turn at the North Fork Road intersection. This type of median configuration is illustrated in the graphic on the following page.

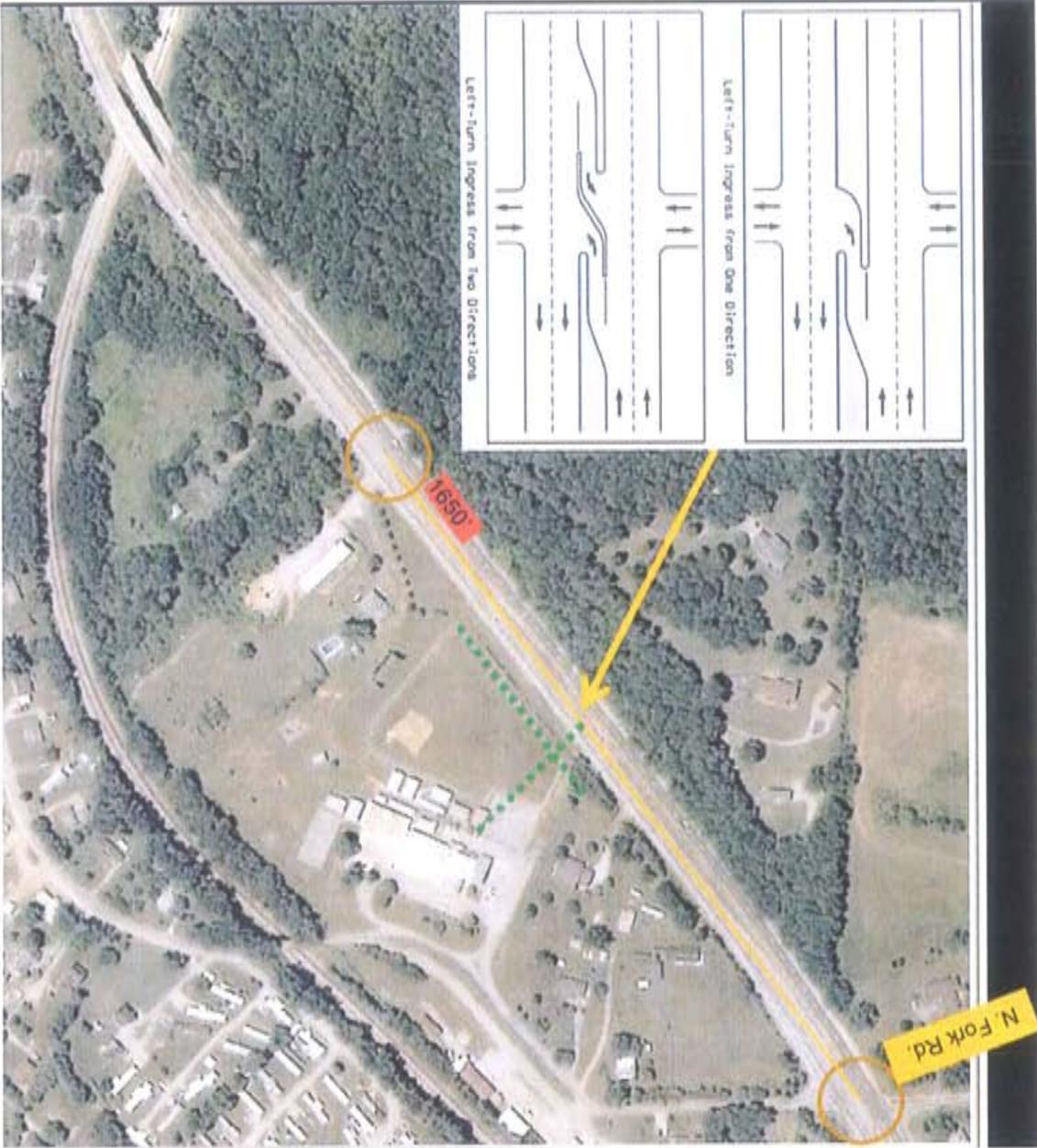


Figure 23. Future Access Strategy

## MULTIMODAL CONSIDERATIONS

### Trail User / Pedestrian Crossings

As previously noted, there are several proposed trail and recreational facilities within the village area. Also, as discussed in the VITL plan, there may be a need in the future to provide safe crossing across Route 460, either at grade or through grade separation. With the posted 55 mph speed limit, the crossing designs and considerations are of paramount importance relative to pedestrian safety.

This issue was discussed during the current planning process and the workgroup participants expressed a strong design to separate the pedestrian crossing movements away from the vehicles via grade separation. This could be possible by constructing a crossing "shelf" beneath the existing bridges along Route 460. This would require engineering and environmental analysis, but would be a preferred condition for providing safe crossings of Route 460. A conceptual drawing is provided in the following graphic images.

Also discussed was the potential future need to provide an at-grade pedestrian crossing. This could be accomplished if a traffic signal is ever warranted at the North Fork Road intersection, or via other innovative pedestrian crossing methods, such as those recently accepted by FHWA as an approved traffic control method for at-grade crossings.

It is important to note that national level research, and adopted VDOT policies suggest that a simple marked crossing is not a sufficient method for providing a safe crossing once volumes or travel speeds reach certain thresholds. For a condition where the speeds are above 45 mph, a simple marked crosswalk is not recommended. An excerpt from the current VDOT planning criteria is provided on the following page.

For an at-grade crossing of a high speed roadway, a more robust crossing configuration is required, which could include physical road design features that signal to the driver that they are entering a zone where pedestrians are to be expected. Traffic control devices are also needed that can provide a solid warning, and then provide the ability to use a red light indication to stop traffic.

If an at-grade crossing is desired in the future, an engineering study can also be performed to examine the potential use of a High Intensity Crosswalk Beacon, referred to as a HAWK configuration. FHWA now recognizes this configuration as an accepted method for traffic control at mid-block crossings, when supported by an engineering study.

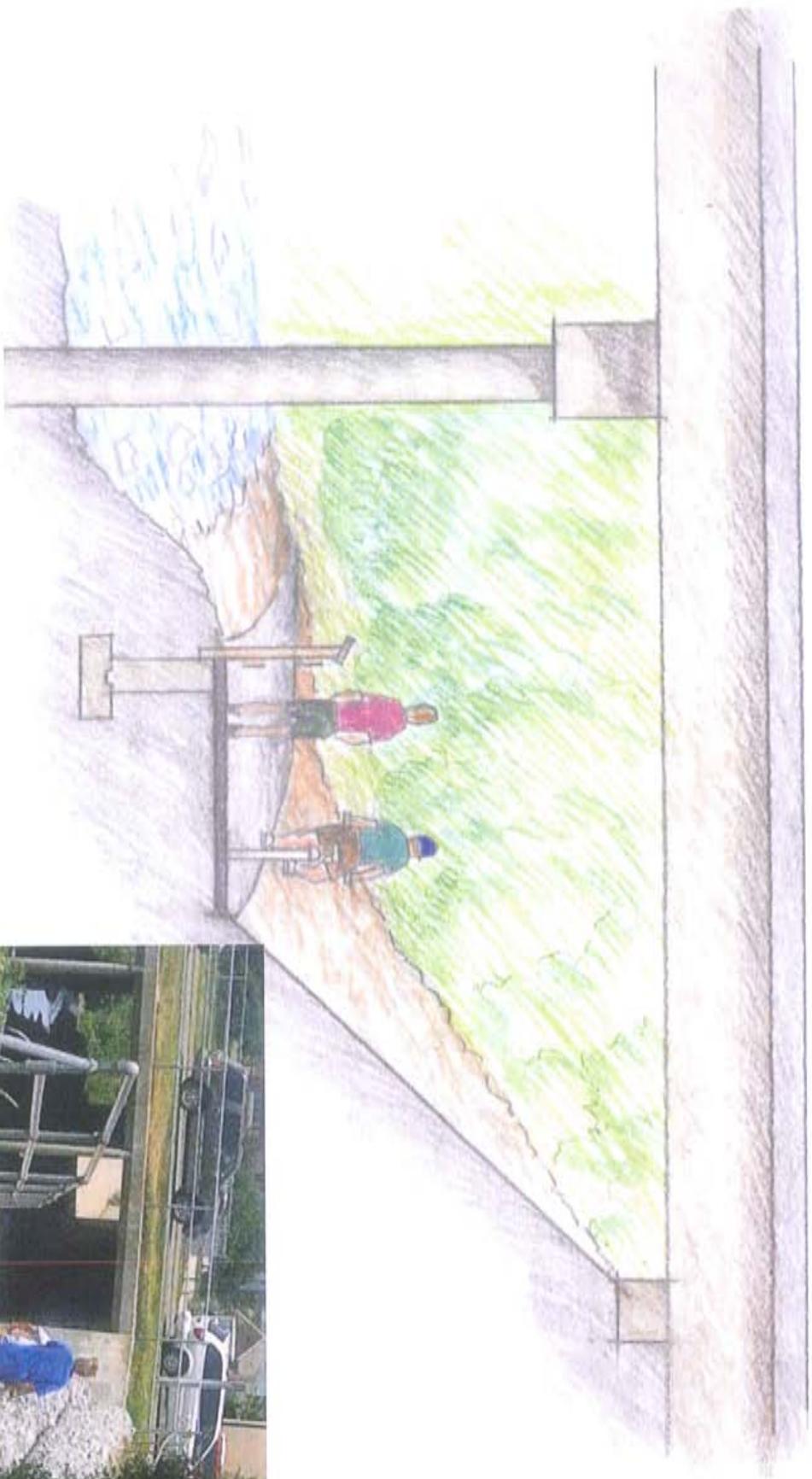


Figure 24. A potential trail underpass along the Roanoke River



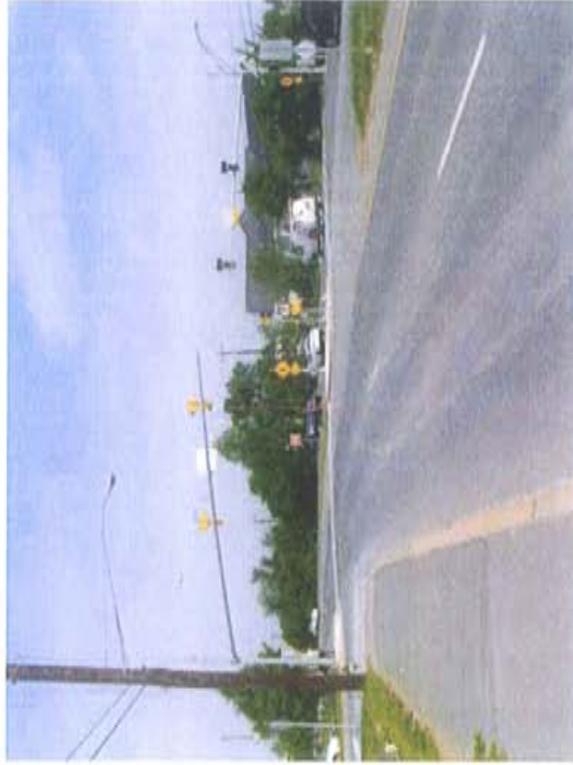
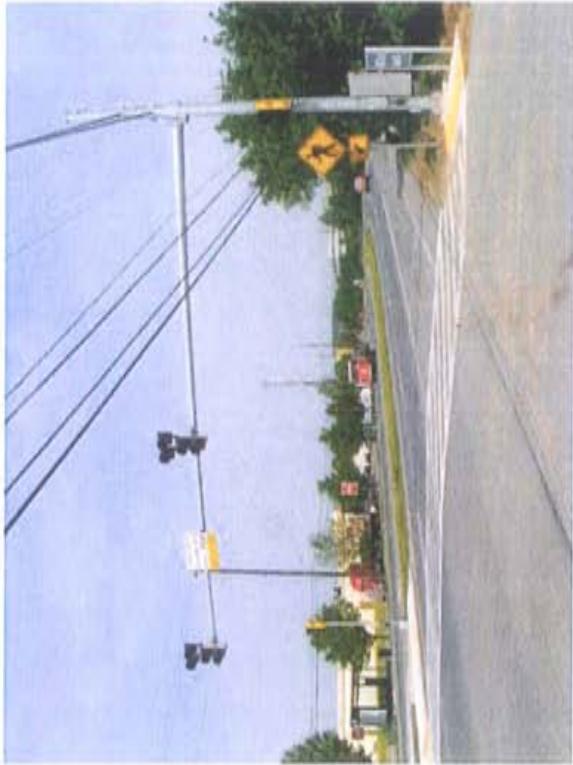


Figure 25. Images of a HAWK Beacon as used on a high speed four lane roadway in Maryland

### Transit

At present, the County's eastern villages are not serviced by transit. However, as residential and employment growth occurs in the area, there may be a desire for periodic transit service to areas such as Elliston and Lafayette. Access to transit could potentially be accomplished via adding a new stop to the Smart Way bus, or via on-demand paratransit.

## IMPLEMENTATION

During the public input process for this area plan, participants were asked to describe the most important implementation steps needed to achieve the vision. The full results of all public input can be found in the appendix. Several general implementation priorities emerged from this process:

- County should rezone & sell school site. This could provide an effective potential catalyst for other development. Development of the school site should exemplify the design and land use recommendations contained in this plan.
- Use this plan to respond to intermodal site potential. This plan establishes an effective framework for how this portion of the corridor should look and function in the future. The county should use the principles and policies in this plan in negotiations with either DRPT or any other future potential developer of this key site to ensure that the visual and transportation impacts of the development on the area are mitigated.
- Pursue funding for trail improvements. The county should explore various grant and funding

programs (such as VDOT bike/ped enhancement funding and/or CDBG funds) to implement the trail improvements recommended for the area over time. The county may also be able to work with VDOT to consider adding to the Rt. 603 improvement project for key trail enhancement projects in the area.

- Develop recreational amenities at the public park. Over time, the county should seek to enhance recreational opportunities at the park, including expanding ball fields, trailhead and put-ins and picnic facilities.
- Adopt Corridor Plan as basis for future development framework. As rezoning applications are put forth, the county should seek opportunities to solicit pro-rata share contributions for needed pedestrian or roadway improvements. This could come in the form of right-of-way dedications for future road connections.

## APPENDIX

### Work Session Summary Materials

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