HOKIE HILLS
4180 PANDAPAS POND ROAD

REZONING (REZ-26-6)

Located in:

Montgomery County, Virginia

Project Number: 3952.0

Date: October 1, 2026
Revised: October 29, 2026

FORESIGHT DESIGN SERVICES
ENGINEERING • LAND PLANNING • SURVEYING
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Hokie Hills
4180 Pandapas Pond Road

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Hokie Hills
4180 Pandapas Pond Road

NARRATIVE

Executive Summary

Random Ventures aims to create Hokie Hills, a unique destination blending highway services with luxury lodging. The 52-acre project, by Random Ventures, is located at 4180 Pandapas Pond Road just minutes from Virginia Tech and adjacent to the Pandapas Pond recreation area. The site is strategically located along US Route 460 with prime highway frontage and direct turnaround access from both eastbound and westbound traffic, ensuring high visibility and easy entry. The property, already owned and zoned commercial with utilities (power, internet, well water) in place, will capitalize on its proximity to major demand drivers including Virginia Tech (VT), a university with 37,000+ students and large events, the scenic Pandapas Pond recreation area, and the broader New River Valley tourism region. The development will target VT football game visitors and outdoor tourists with a unique mix of offerings: a curated local-vendor food hall, a boutique luxury RV park (15+ sites), EV fast-charging stations, and high-end exclusive resort-like grounds for guests.

The development is planned in two phases:

• **Phase 1 – Lower 11.88 Acres:** A full-service gas station and convenience store (C-store) with 10–12 fuel pumps designed for cars/trucks/RVs, a premium Food Hall/Amenity building showcasing local and gourmet vendors, and a Luxury RV Park with ~20 large RV pads. These RV sites will share high-end amenities with the campground developed in Phase 2. Phase 1 capitalizes on the site's frontage on US 460 (Pandapas Pond Rd.) to capture highway traffic and establish revenue early.

• **Phase 2 – Upper 40 Acres:** An exclusive camping resort on the forested upper tract, featuring upscale tiny-home style accommodations and a small conference/event facility. This area will utilize prefabricated ÖÖD House units – mirrored-glass tiny homes that blend into the scenery – to create a high-end, secluded retreat. Approximately 30 units (a mix of studios, 2-bedroom, and 3-bedroom layouts) will be arranged for privacy, each with luxurious interiors and panoramic views.

This two-phase approach allows the project to generate revenue from the gas station/convenience store and RV park (Phase 1) while developing the upscale lodging in Phase 2. Phase 1 establishes the site as a known stop for VT visitors, and Phase 2 adds a unique destination "boutique resort" component.

Rezoning Request

Rezoning – The development seeks to rezone a 3.668 acre portion of the 11.88-acre parcel at the front of the site along Route 460 (currently zoned GB – General Business with proffered conditions) to A1 – Agriculture. The goal of this rezoning is to allow for the request for Special Use Permit to allow for the Campground use.

Development Considerations

Location – The proposed development is located at 4180 Pandapas Pond Road (Route 460) just before entering Giles County. It is directly located on an *Other Principal Arterial* roadway as defined by VDOT's Functional Classification system. Per the VDOT Functional Classification Comprehensive Guide from June 2025, *in rural areas, Other Principal Arterials serve corridor movements of substantial statewide or interstate travel and provides an integrated network without stub connections (dead ends). Other Principal Arterials carry a significant amount of intra-area travel and serve demand between the central business district and outlying residential areas of a metropolitan area.*

Given the site's location on an *Other Principal Arterial* roadway (Route 460) with its own existing cross-over, it is well suited for the proposed development, particularly the Gas station/convenience store and Food Hall located at the frontage of the property. This use will provide a well-needed option for people to stop for gas, food, restrooms, or other amenities offered at the proposed convenience store. The nearest gas station to this location is two miles to the west on Route 460 in Giles County. The closest gas station within the County along Route 460 is within the Town of Blacksburg off Toms Creek Road, approximately 6 miles to the southeast and would not be as convenient to stop at for through-traffic.

Additionally, the site's location at the outskirts of the County is directly adjacent to the Jefferson National Forest and the Pandapas Pond Day Use area and makes it uniquely situated for the proposed RV park and campground uses. These outdoor recreational uses will take advantage of the rural location and encourage visitors to utilize these other outdoor amenities near the site.

Access – The proposed development will be accessed directly from Pandapas Pond Road (Route 460). The site has an existing entrance off Route 460 already. However, the plan proposes to adjust the entrance to align with the existing cross-over to take advantage of motorists entering the County from the west. Trip generation calculations have been provided with this narrative that demonstrate the proposed development warrants both a full right-turn lane and left-turn lane into the site. As such, the proposed concept plan reflects these two required turn lanes.

Utilities - The site is outside Town public utility service areas. As such, no public water or sewer is available. Phase 1 will rely on a new deep well and a commercial-grade septic system. A soil evaluation by SETEC was completed for the site which indicates viable septic drain field locations. This report is included in the appendix of this narrative. The developer will install a multi-thousand-gallon septic tank and drain field during Phase 1 sized to handle the proposed gas station restrooms, food hall waste, and initial RV wastewater. Phase 2 will require expanding sewage treatment – likely multiple distributed septic fields or a small on-site wastewater treatment unit – to handle up to 30 tiny homes (housing approximately 60–80 guests). The plan is to phase the septic expansion, possibly adding a second large drain field uphill for the campground housing units. For water, an existing well is on the property, but flow rate is unknown. A high capacity well with storage tanks will supply potable water for both phases of the development. In addition, the developer plans to explore using a cistern to collect rainwater for non-potable uses (irrigation, toilet flushing) to reduce demand on the well.

Economic Development – The proposed development presents a unique opportunity to provide multiple services for Montgomery County including a gas station/convenience store and food hall for motorists entering and existing the County along Route 460. Furthermore, the campground and RV park uses will provide a symbiotic relationship with the surrounding outdoor recreation amenities such as the Pandapas Pond Day Use area and the Jefferson National Forest. These combined uses will serve to

support and encourage employment and increase the overall tax base of Montgomery County while preserving and highlighting the natural beauty of this area.

Noise – The goal of the development is to preserve as much of the existing natural landscaping and tree coverage as possible. As such, proposed grading and development will seek to preserve existing trees as much as possible while also adding native plants, gardens, and berms to both beautify the property and buffer noise from adjacent properties. In addition, quiet hour rules after 10pm will be strictly enforced for the campground and RV park areas.

Dust – The site will be developed in accordance with an approved Erosion and Sediment Control plan that will have dust control as an integral part of its design and sequence of construction. These requirements will be enforced by County Engineering staff through routine inspections. Furthermore, the use of prefabricated modular buildings greatly reduces construction site disturbance and shortens the on-site build time, resulting in less noise, dust, and disruption to the local environment.

Signage – Any signage for the site will meet the requirements of the Montgomery County Zoning Ordinance. The gas station/convenience store will likely have a pylon/pole sign for the gas station, and a monument sign will be utilized for the other proposed uses and as a welcome to the overall development. Both proposed signs are shown on the included concept plan.

Stormwater Management – The proposed site plan will be designed in compliance with state and local stormwater management regulations including review by the Montgomery County Planning Department, County Engineer, and VDOT. Each phase of the development will include its own stormwater management design. As the development is focused on outdoor recreation and highlighting the natural surrounding environment, land disturbance will be kept to a minimum. Stormwater management will focus on low-impact, sustainable design and may include best management practices such as permeable surfaces (gravel drives to cabins, permeable pavers in some parking areas) to reduce runoff, bioswales or rain gardens to naturally filter and reduce stormwater runoff, as well as the preservation of existing forested open space areas to offset the developed areas. Detention systems including potential above-ground dry extended detention ponds and/or underground detention systems will likely be employed to address water quantity requirements. Offsite nutrient credit purchase may also be employed to address water quality requirements.

Environmental Considerations – Of the total ~52 acres, a significant portion will remain green open space or forested open space. The intent is to preserve approximately 25 acres of forest on the property in its natural state. This provides habitat continuity with the adjacent Jefferson National Forest. A small network of nature trails will be developed through the wooded areas for guests, but with minimal impact in compliance with DEQ guidelines.

The proposed mirror cabins themselves are designed to “leave no trace” visually – their reflective exteriors blend into the woods. The developer is committed to ensuring that they are bird-safe (using UV decals or other methods to prevent impacts).

No hunting or harmful activities will be allowed on the property – it may even serve as a de facto wildlife refuge. It is expected that deer, birds, and other wildlife will roam freely through Hokie Hills, enhancing the guest experience of being in nature.

The operation will also implement aggressive recycling and waste-reduction programs including:

- Providing recycling bins for guests and back-of-house (glass, plastic, aluminum, paper) and contracting with local recycling services.
- Use minimal single-use plastics – for example, in the food hall use compostable or reusable serving ware; in cabins provide bulk dispensers for toiletries instead of small bottles; sell drinks in aluminum cans (which are highly recyclable) rather than plastic bottles in the C-store.
- During construction, require contractors to implement a waste management plan – separating metal, wood, etc., and avoiding dumping anything on site. Any cleared timber from site will be repurposed (used in landscaping or chipped for mulch).

Finally, the proposed site plan will include an Erosion and Sediment Control plan in accordance with state and local regulations, and the plan must ultimately be reviewed and approved by Montgomery County.

Hours of Operations – The proposed convenience store could possibly operate 24 hours a day, 7 days a week. The food hall operating hours will likely span morning through evening (for example: 7am through 10pm) in order to capture multiple meal periods. The campground hours will operate 24 hours a day, 7 days a week. However, as mentioned previously, there will be quiet hours after 10pm.

Employees – The proposed convenience store will likely require between two and five employees on a given shift. Similarly, the food hall will likely employ a similar number of people on a given shift. Finally, the proposed RV park and campground will have one to three employees for managing the site including access, amenities, and utilities.

Conclusion

The site is ideal for the proposed development as it highlights the features needed to support the proposed uses, including direct access to US Route 460 to support the proposed gas station/convenience store and food hall uses, and proximity to existing outdoor amenities and recreation areas to support the proposed campground and RV Park uses. In addition, the proposed uses should present no detriment to adjacent properties and provide additional employment opportunities and economic benefits for this area of the County.

Hokie Hills
4180 Pandapas Pond Road

COMPREHENSIVE PLAN JUSTIFICATION

Comprehensive Plan Justification

Introduction:

Any development within Montgomery County is viewed by the Board of Supervisors, Planning Commission, County Staff, and Citizens through the prism of the comprehensive plan. Montgomery County recently updated its Comp Plan by adoption of the Montgomery Matters Plan 2045. The following analysis will address points within the comprehensive plan and discuss how the proposed use aligns with the vision, goals, and objectives of the comprehensive plan. The analysis below includes some excerpts from the Comp Plan. Refer to www.montgomerymatters.com for the full plan.

The subject property is identified in the Comprehensive Plan as having a future land use of "Outdoors and Natural Preservation".

Overview:

This rezoning request proposes to rezone the 3.668 acres currently zoned GB with proffered conditions to A-1 Agricultural to allow for the request for a Special Use Permit to allow for a campground. The site is on the northern end of the County's Corporate Limits and is marked by substantial topography and being bordered by vacant agricultural land, national forest and Route 460. The site is currently zoned both GB – General Business (with proffered conditions) along the property frontage abutting Route 460 and A1 – Agriculture at the rear of the site. Stormwater management will focus on low-impact, sustainable design and may include best management practices such as permeable surfaces (gravel drives to cabins, permeable pavers in some parking areas) to reduce runoff, bioswales or rain gardens to naturally filter and reduce stormwater runoff, as well as the preservation of existing forested open space areas to offset the developed areas. Detention systems including potential above-ground dry extended detention ponds and/or underground detention systems will likely be employed to address water quantity requirements. Offsite nutrient credit purchase may also be employed to address water quality requirements.

The designation of the property as an "Outdoors and Natural Preservation Area" contains within it the Countryside, Parkland and Active Recreation land use elements. Countryside is defined as "large natural or rural lands that support ecological systems, watersheds, habitat, and the broader landscape beyond settled areas." Parkland is defined as "land reserved for public open space, conservation, passive recreation, trails, greens, gardens, or civic landscape." Active Recreation is as defined as "places designed for physical activity, sport, fitness, play, and organized recreation." The proposed development seeks to encompass the goals of all three of these land use elements including conservation of large natural lands that support ecological systems and habitats. The development is committed to the preservation and protection of approximately 25 acres of the 52.5-acre property, almost 50% of the property, to highlight the natural surroundings of the proposed campground. Low-impact walking trails are also proposed within these preservation areas to promote physical activity and enjoyment of the natural environment. Ultimately, the goal is to contribute to the enjoyment of Montgomery County's beauty as outlined in the Comprehensive Plan.

Policy Chapters:

Planning and Land Use

Economic Goals:
Goal B – Diversify the County's economy and workforce for a more resilient region that does not rely on too few industries

Strategy ED.B.4 - Developing the tourism industry to diversify Montgomery's local economy.

Discussion – The proposed campground and RV park are both outdoor recreational uses that are allowed by SUP in the County's A1 zoning district. Due to the steep, rocky topography of this site, it is not suited for agriculture. Thus, the development proposed by this rezoning request presents a unique opportunity to support the County's economic goals. Hokie Hills will serve as both a tourism magnet and trip extender. Unique lodging options—especially the ÖÖD-style microcabins—will draw visitors from beyond Blacksburg's immediate market, tapping into Virginia's growing outdoor tourism segment. A family attending a Virginia Tech game, who might otherwise make a day trip, could stay an extra night to enjoy local trails, regional attractions, and on-site amenities. The resort will also function as a hub for nearby attractions including Pandapas Pond, Poverty Creek Trail System, Mountain Lake Lodge, and the New River. These guests will spend at other local businesses, from restaurants to breweries to outfitters. This mixed-use development will serve to highlight Montgomery County's beauty and create a symbiotic relationship with the outdoor amenities in the vicinity of the site while providing a demonstrable and diverse economic benefit to the County.

Housing Goals:
Goal C – Support high-quality, safe, and well-maintained housing for all County residents through rehabilitation of existing housing, design, quality building materials, and accessible housing services.

Strategy H.C.1 – Supporting development with high-quality building materials and innovative building practices.

Discussion – While not directly related to housing in the permanent sense, the use of prefabricated modular buildings greatly reduces construction waste and site disturbance. Factory construction is highly efficient – studies show prefab methods can reduce on-site waste by up to 90%. This means far fewer leftover materials, and any excess in the factory is recycled. Additionally, building the lodging units off-site shortens the on-site build time, resulting in less noise, dust, and disruption to the local environment (important since we are adjacent to forest land).

Environmental Goals:
Goal A – Preserve, conserve, and manage natural resources and rural qualities as a sustainable asset to benefit County citizens and future generations.

Strategy E.A.2 – Prioritizing natural and cultural resources for preservation and conservation.
Strategy E.A.3 – Prioritizing, connecting, and protecting natural habitats and sensitive lands.

Discussion – As outlined previously, the development is committed to the preservation and protection of approximately 25 acres of the 52.5-acre property, almost 50% of the property, to highlight the natural surroundings of the proposed campground. Low-impact walking trails are also proposed within these preservation areas to promote physical activity and enjoyment of the natural environment.

Conclusion:

Ultimately, the proposed development is in-keeping with the goals of Montgomery County's Comprehensive Plan. Its proximity to the Jefferson National Forest and the Pandapas Pond Day Use Area makes it an ideal location for an outdoor recreational use development. It will create a symbiotic relationship that highlights the natural beauty and outdoor amenities in this area while being an economic benefit to Montgomery County as a whole.

Hokie Hills
4180 Pandapas Pond Road

EXHIBITS & APPENDICES

CAMPGROUND LODGING SUMMARY		
14	RV	(24'X45')
30	SINGLE OOD HOUSE	(22'X12')
5	2-BEDROOM OOD HOUSE	(36'X12')
5	3-BEDROOM DOUBLE OOD HOUSE	(22'X24')

NOTES:
1. THE LARGE MAJORITY OF THE SITE IS WOODED. THE PROPOSED BUFFER YARDS AS SHOWN ON THIS PLAN WILL BE A COMBINATION OF EXISTING VEGETATION AND SUPPLEMENTAL PLANTINGS AS DETERMINED BY THE MONTGOMERY COUNTY ZONING ADMINISTRATOR. A WAIVER ELIMINATING THE STRUCTURAL SCREEN ON THE REAR BUFFER YARD IS REQUESTED AS A PART OF THIS APPLICATION. A CAMPGROUND IS NOT LISTED IN THE BUFFER YARD MATRIX AND DUE TO THE LOCATION OF THE REAR YARD, A STRUCTURAL SCREEN IS IMPRACTICAL.
2. THE PROPOSED LAYOUT AS SHOWN HEREON IS CONCEPTUAL IN NATURE BUT THE PROPOSED LIMITS ON THE BUILDING SIZES AND NUMBER OF UNITS WILL NOT BE EXCEEDED BY THIS DEVELOPMENT.

TAX PARCEL 014-(A)-5
P.I.D. #076769, (PARCEL 1)
N/F CASPER deROOY & SUZANNE deROOY
INST. 2004001964; P.B. 12 PG. 158;
PLAT IN D.B. 637 PG. 543
ZONING: A-1

TAX PARCEL 014-(A)-4
P.I.D. #006770
(PARCEL 2)
N/F CASPER C. deROOY & SUZANNE J. deROOY
INST. 20040001964;
P.B. 12 PG. 158
ZONING: A-1

TAX PARCEL 14-(A)-2A; P.I.D. #[illegible]
N/F GREGORY SELZ HERRING & AMANDA CLARE McGOURTY HERRING
INST. 20240016361; PLAT INST. 2012009178
ZONING: A-1

TAX PARCEL 46-66C
N/F N. REID BROUGHTON
INST. 201200016
ZONING: A-1

TAX PARCEL 009-(A)-25, P.I.D. #070756
N/F UNITED STATES GOVERNMENT, DEPARTMENT OF AGRICULTURE
ZONING: C1
USA TRACT #527

TAX PARCEL 014-(A)-2
P.I.D. #016371
N/F W.R. ROTEN ESTATE
D.B. 246 PG. 210
ZONING: A-1

GEORGE WASHINGTON / JEFFERSON NATIONAL FOREST

GENERAL NOTES:

1. OWNER/DEVELOPER: MR. KYLE HATHAWAY
RANDOM VENTURES
1040 GAYLORD STREET, SUITE 2
DENVER, CO 80209
PROJECT LOCATION: 4180 PANDAPAS POND ROAD
BLACKSBURG, VA 24060

TAX PARCEL NUMBER: TAX PARCEL 014-(A)-2D PARCEL ID: 190148
EXISTING ZONING: GB - GENERAL BUSINESS
AREA = 11.879 AC
TAX PARCEL 014-(A)-4A PARCEL ID: 006778
EXISTING ZONING: A-1 - AGRICULTURE
AREA = 40.617 AC
* ALL WORK PROPOSED IN THESE PLANS IS TO BE DONE WITHIN THE ABOVE LISTED TAX PARCEL, EASEMENTS OBTAINED, OR PUBLIC RIGHTS-OF-WAY.

ZONING DISTRICT: GB - GENERAL BUSINESS
AREA = 8.211 AC
A-1 - AGRICULTURE
AREA = 44.285 AC

SETBACKS:
FRONT= 35'
REAR= 10'
SIDE= 10'

2. LEGAL REFERENCE: INST. 2025000283; PLAT INST. 2012009178

THE TOPOGRAPHY, AS DEPICTED HEREON, IS THE RESULT OF AN ACTUAL FIELD SURVEY CONDUCTED BY FORESIGHT DESIGN SERVICES IN MAY OF 2026.

3. NO GRAVES, STRUCTURES, OR OBJECTS MARKING A PLACE OF HUMAN BURIAL WERE FOUND AT TIME OF SURVEY.
4. THE SUBJECT PROPERTY DOES NOT LIE WITHIN A F.E.M.A. DESIGNATED 100-YEAR FLOOD HAZARD ZONE.
5. ZONING/PLANNING AREAS
TOTAL PROJECT/PARCEL AREA: 52.50 AC.
TOTAL DISTURBED AREA: ~28 AC.
TOTAL BUILDING AREA: 8,000 S.F. (FOOTPRINT)
BUILDING USE(S): CONVENIENCE STORE WITH GAS STATION, RESTAURANT, RV PARK, AND CAMPGROUND
BUILDING HEIGHT: LESS THAN 35 FEET
6. TYPE 3 LANDSCAPING BUFFER REQUIREMENTS:
FRONT
15' WIDTH
3 CANOPY TREES, 3 UNDERSTORY TREES, AND 10 SHRUBS PER 100 LF ALONG PROPERTY BOUNDARY
SIDE
15' WIDTH
2 CANOPY TREES, 5 UNDERSTORY TREES, AND 20 SHRUBS PER 100 LF ALONG PROPERTY BOUNDARY
REAR
25' WIDTH
3 CANOPY TREES, 5 UNDERSTORY TREES, AND 20 SHRUBS PER 100 LF ALONG PROPERTY BOUNDARY

GRAPHIC SCALE 100 0 100 200 FEET

GRAPHIC SCALE 50 0 50 100 FEET

FORESIGHT DESIGN SERVICES
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4180 PANDAPAS POND ROAD
REZONING & SPECIAL USE PERMIT

MONTGOMERY COUNTY, VIRGINIA

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	COMMENTS	DATE

PROJECT TEAM

PIC	JOHN T NEEL, PE
PM	MATT P TOMLINSON, PE
DESIGN	SJS, JTG

ISSUE DATE: 10/01/2026

FDS JOB NO.: 3952

SHEET TITLE: CONCEPTUAL SITE PLAN

SHEET NUMBER: C2-01

X:\Drawings\3952\ENGINEERING\Design\Plans\Sheets\3952_Sht_C2_Site_Layout_Plan-PRELIMINARY.dwg
C2-01 CONCEPTUAL SITE PLAN, 10/02/2026 2:29:16 PM, Sisomick, AutoCAD PDF (General Documentation).pc3, 1:1

TOPOGRAPHIC & BOUNDARY OF
TAX PARCELS 014-(A)-4A & 014-(A)-2D
SITUATED ALONG U.S. ROUTE 460

MOUNT TABOR MAGISTERIAL DISTRICT MONTGOMERY COUNTY, VIRGINIA &
EASTERN MAGISTERIAL DISTRICT GILES COUNTY, VIRGINIA

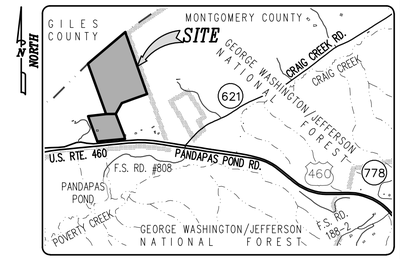
GRID NORTH
(SOUTH ZONE, NAD 83 (NA2011) EPOCH 2010.00)
GPS OBSERVATION DATE:03/19/2026

BENCH MARKS:

NAME	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM#1	3,633,892.92	10,910,518.77	2290.78	RAILROAD SPIKE SET IN U.P.
BM#2	3,633,808.89	10,910,087.16	2329.96	RAILROAD SPIKE SET IN U.P.

ABBREVIATIONS:

&=AND
(T)=TOTAL
@=AT
±=PLUS OR MINUS
AC.=ACRE(S)
AEP=AMERICAN ELECTRIC POWER
ASCE=AMERICAN SOCIETY OF CIVIL ENGINEERS
BLDG.=BUILDING
C/O=CARE OF
CI=CONSTRUCTION INSTITUTE
CMP=CORRUGATED METAL PIPE
C.O.=UTILITY CLEAN OUT
CONC.=CONCRETE
CS=CORNERSTONE
D.B.=DEED BOOK
D.F.=DRAIN FIELD
DIP=DUCTILE IRON PIPE
DR.=DRIVE
E / ELEC.=ELECTRIC
E.B.L.=EAST BOUND LANE
E=EAST
ELEV.=ELEVATION
ESMT.=EASEMENT
EX. / EXIST.=EXISTING
F.E.M.A.=FEDERAL EMERGENCY MANAGEMENT AGENCY
F.I.R.M.=FLOOD INSURANCE RATE MAP
F.O.I.P.=FIBER OPTIC INDICATOR POST
FND.=FOUND
FRM.=FRAME
FS=FOREST SERVICE
FT.=FOOT/FEET
GW=GUY WIRE
HDPE=HIGH DENSITY POLYETHYLENE PIPE
I.R.F.=IRON ROD FOUND
INC.=INCORPORATED
INST.=INSTRUMENT
INVin=INVERT IN
INVout=INVERT OUT
LLC=LIMITED LIABILITY COMPANY
L.P.=LIGHT POLE
L.S.=LAND SURVEYOR
LIC.=LICENSE
M.P.H.=MILES PER HOUR
MI.=MILE(S)
MON.=MONUMENT
MTL.=METAL
N/F=NOW OR FORMERLY
N=NORTH
NAD=NORTH AMERICAN DATUM
NAVD=NORTH AMERICAN VERTICAL DATUM
NO. / #=NUMBER
OHU=OVERHEAD UTILITY LINE(S)
P.B.=PLAT BOOK
P.I.D.=PARCEL IDENTIFICATION
P.U.E.=PUBLIC UTILITY EASEMENT
PG. / PGS.=PAGE/PAGES
R/W=RIGHT-OF-WAY
RCP=REINFORCED CONCRETE PIPE
RD.=ROAD
RTE.=ROUTE
S.W.M.F.=STORMWATER MANAGEMENT FACILITY
S=SOUTH
STD.=STANDARD
U.P.=UTILITY POLE
U.S.=UNITED STATES
VA.=VIRGINIA
VAR.=VARIABLE
VSHC=VIRGINIA STATE HIGHWAY COMMISSION
W.B.L.=WEST BOUND LANE
W/=WITH
W=WEST



VICINITY MAP: SCALE: 1" = 2000'

GRAPHIC SCALE 100 0 100 200 FEET

CONTOUR INTERVAL = 2 FT.

TAX PARCEL 014-(A)-2D
AREA=11.879 AC.
(WITHIN HEAVY SOLID LINES)
ZONED: GB

GB - GENERAL BUSINESS
AREA = 11.879 AC.

TAX PARCEL 014-(A)-4A
AREA=40.617 AC.
(WITHIN HEAVY SOLID LINES)
ZONED: A-1

A-1 AGRICULTURE
AREA = 40.617 AC.

TOTAL AREA
=52.496 AC.
(WITHIN OUTER HEAVY SOLID LINES)

TAX PARCEL 14-(A)-2A; P.I.D. #015133
N/F GREGORY SELZ HERRING &
AMANDA CLARE McGOURTY HERRING
INST. 2024001636; PLAT INST. 2012009178
ZONING: A-1

TAX PARCEL 46-66C
N/F N. REID BROUGHTON
INST. 201200016
ZONING: A-1

TAX PARCEL 014-(A)-5
P.I.D. #076769, (PARCEL 1)
N/F CASPER deROOY & SUZANNE deROOY
INST. 20040001964; P.B. 12 PG. 158;
PLAT IN D.B. 637 PG. 543
ZONING: A-1

TAX PARCEL 014-(A)-4
P.I.D. #006770
(PARCEL 2)
N/F CASPER C. deROOY &
SUZANNE J. deROOY
INST. 2004001964;
P.B. 12 PG. 158
ZONING: A-1

TAX PARCEL 014-(A)-2
P.I.D. #016371
N/F W.R. ROTEN ESTATE
D.B. 246 PG. 210
ZONING: A-1

TAX PARCEL 009-(A)-25, P.I.D. #070756
N/F UNITED STATES GOVERNMENT, DEPARTMENT OF AGRICULTURE
ZONING: C1
USA TRACT #527

NOTES:

1. THIS SURVEY WAS PREPARED FOR: RANDOM VENTURES, LLC, AND REFLECTS FIELD CONDITIONS AS OF THE DATE SHOWN AND UTILIZES RECORD RESEARCH CONDUCTED ON 03/18/26.
2. CURRENT OWNERS & LEGAL REFERENCES: TAX PARCEL NO.: 014-(A)-4A & 014-(A)-2D; P.I.D. #006778 & 190148 RESPECTIVELY
   RANDOM VENTURES, LLC; INST. 2025000283; PLAT INST. 2012009178
   SITE ADDRESS: #1480 PANDPAPAS ROAD, BLACKSBURG, VA. 24060; MAILING ADDRESS: #1040 S. GAYLORD STREET, SUITE 2, DENVER, CO. 80209
3. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE MAY NOT INDICATE ALL ENCUMBRANCES AND EASEMENTS THAT MAY AFFECT THE SUBJECT PROPERTY.
4. THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF S. CRAIG LINKOUS, L.S., LIC. NO. 3180, FROM AN ACTUAL AIRBORNE SURVEY, SUPPLEMENTED WITH GROUND DATA MADE UNDER MY SUPERVISION; THE ORIGINAL FIELD DATA WAS OBTAINED DURING 03/19/2026, AND THAT THIS PLAT, MAP OR DIGITAL GEOSPATIAL DATA USING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED. PHOTOGRAPHIC IMAGE PROVIDED AS REFERENCE ONLY, IS TAKEN FROM AVAILABLE PUBLIC SOURCES AND IS NOT PART OF THE SURVEY DATA FOR THIS PROJECT.
5. ELEVATIONS AS SHOWN HEREON, ARE BASED ON NAVD 88 VERTICAL DATUM. HORIZONTAL DATUM, AS SHOWN HEREON, IS BASED ON GRID NORTH, VIRGINIA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD83(NA2011), EPOCH 2010.00 BASED ON GPS OBSERVATIONS ON 03/19/2026. HORIZONTAL AND VERTICAL UNITS OF MEASUREMENT UTILIZED IS U.S. SURVEY FOOT.
6. CONTOUR INTERVAL=2 FT.
7. PROPERTY LINES, AS SHOWN HEREON, IS BASED ON AN ACTUAL FIELD SURVEY, USING MONUMENTS FOUND TO EXIST AND THEREFORE MAY NOT CONFORM TO PREVIOUS DEEDS OR PLATS OF RECORD.
8. TAX PARCEL 014-(A)-4A IS ZONED MONTGOMERY COUNTY A-1. TAX PARCEL 014-(A)-2D IS ZONED MONTGOMERY COUNTY "GB". SETBACK REQUIREMENTS PER MONTGOMERY COUNTY A-1: FRONT=40'; REAR=40'; SIDE=15'; ACCESSORY BUILDINGS: NO CLOSER THAN 10' TO ANY SIDE OR REAR LOT LINE. SETBACK REQUIREMENTS PER MONTGOMERY COUNTY GB: FRONT=50'; REAR=40'; SIDE=40'.
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10. 5/8" CAPPED RODS SET AT ALL PROPERTY CORNERS, UNLESS OTHERWISE SHOWN HEREON.
11. PIPE APPARENTLY CHANGES IN SIZE AND MATERIAL BETWEEN STRUCTURES.

NOTES REGARDING UTILITIES:

FORESIGHT DESIGN SERVICES AND THE LAND SURVEYOR WHOSE NAME AND SEAL IS AFFIXED HERETO, ASSUMES NO LIABILITY FOR THE LOCATION, INCLUSION, OMISSION, EXISTENCE, OPERATIONS OF, INTERRUPTIONS OF OPERATIONS OR REPAIRS TO ANY UTILITY STRUCTURE OR FACILITY, ABOVE, OR BELOW GROUND, EITHER SHOWN OR NOT SHOWN ON THESE DRAWINGS. FORESIGHT DESIGN SERVICES DID NOT CONTACT VA811'S "POSITIVE RESPONSE SYSTEM" AS A PART OF THIS PROJECT."

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PER SECTION § 56-265.19 OF THE DAMAGE PREVENTION ACT, "VA811" MUST BE NOTIFIED UP TO 12 WORKING DAYS PRIOR TO ANY EXCAVATION BEING PERFORMED. CONTACT "VA811" BY PHONE AT 1-800-552-7001, BY DIALING 811 IN VIRGINIA, OR BY THE INTERNET ADDRESS https://VA811.COM.

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STORM SEWER INVERT DATA:

[A] STORM GRATE RIM=2082.1; 20"DIP INVin=2078.7; 20"DIP INVout=2072.2
[B] 20"DIP INVin=2283.9
[C] 20"DIP INVin=2284.6; 20"DIP INVout=2284.4
[D] STORM MH (NO LID) RIM=2063.7; 18"HDPE INVin=2057.1; 24"RCP INVout=2057.0
[E] 24"RCP INVin=2057.0; 24"RCP INVin=2054.4
[F] TOP CONC. WALL=2256.5; 30"CMP INVin=2253.9; 30"CMP INVout=2250.3; TOP CONC. WALL=2253.9
[G] STORM RISER STRUCTURE RIM=2263.36; 4"ORIFICE INV.=2259.0; 4"ORIFICE INV.=2258.8; 12"HDPE INVout=2258.7
[H] STORM RISER STRUCTURE RIM=2264.8; 18"CMP INVout=2263.4
[J] TOP CONC. WALL=2260.4; 18"CMP INVout=2257.9
[K] 18"CMP INVin=2270.8; 18"CMP INVout=2264.8
[L] 20"DIP INVin=2289.9; 20"DIP INVout=2288.9
[M] 20"DIP INVin=2294.1; 20"DIP INVout=2292.2

EXISTING FEATURES LEGEND:

PROPERTY LINE; ADJOINING PROPERTY LINE; SPECIFIC DISTANCE; ROAD RIGHT-OF-WAY; EASEMENT; TRACT LINE
EDGE OF PAVEMENT; EDGE OF PAVEMENT (N.F.V.); EDGE OF GRAVEL; WALL; OVERHEAD UTILITY LINE; DRAIN FIELD; STORM SEWER; FENCE LINE; BUILDING; WATER FEATURE / FLOW
RED PIN FLAGS LOCATED; MAJOR CONTOUR LINE; MINOR CONTOUR LINE; DEPRESSED CONTOUR; CORPORATION LIMITS; SIGN; PROPERTY CORNER; ROD FOUND; PIPE FOUND; CONCRETE HIGHWAY MONUMENT FOUND; F.S. MONUMENT FOUND
LIGHT POLE; UTILITY POLE; UTILITY POLE W/ LIGHT; GUY WIRE; UTILITY CLEAN OUT; COMMUNICATION PEDESTAL; BENCH MARK; WELL; SPOT ELEVATION; TRUNCATED SPOT ELEVATION

FORESIGHT DESIGN SERVICES
ENGINEERING • LAND PLANNING • SURVEYING
1260 Radford Street
Christiansburg, Virginia 24073
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Web: www.foresightdesignservices.com

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TOPOGRAPHIC & BOUNDARY OF TAX PARCELS 014-(A)-4A & 014-(A)-2D SITUATED ALONG U.S. ROUTE 460
MOUNT TABOR MAGISTERIAL DISTRICT MONTGOMERY COUNTY, VIRGINIA &
EASTERN MAGISTERIAL DISTRICT GILES COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
S. CRAIG LINKOUS
Lic. No. 3180
05/01/2026
LAND SURVEYOR

REVISIONS

NO.	COMMENTS	DATE

PROJECT TEAM

PM	SCL
TECH	ERS, KJD
CREW	SBU

ISSUE DATE: 05/01/2026
FDS JOB NO.: 3952
EXISTING ZONING DISTRICT MAP
SHEET NUMBER: 1 OF 1

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TOPOGRAPHIC & BOUNDARY OF
TAX PARCELS 014-(A)-4A & 014-(A)-2D
SITUATED ALONG U.S. ROUTE 460

MOUNT TABOR MAGISTERIAL DISTRICT MONTGOMERY COUNTY, VIRGINIA &
EASTERN MAGISTERIAL DISTRICT GILES COUNTY, VIRGINIA

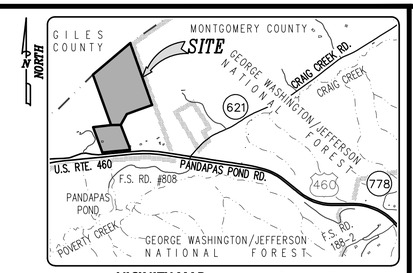
GRID NORTH
(SOUTH ZONE, NAD 83 (NA2011) EPOCH 2010.00)
GPS OBSERVATION DATE:03/19/2026

BENCH MARKS:

NAME	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM#1	3,633,892.92	10,910,518.77	2290.78	RAILROAD SPIKE SET IN U.P.
BM#2	3,633,808.89	10,910,087.16	2329.96	RAILROAD SPIKE SET IN U.P.

ABBREVIATIONS:

&=AND
(T)=TOTAL
@=AT
±=PLUS OR MINUS
AC.=ACRE(S)
AEP=AMERICAN ELECTRIC POWER
ASCE=AMERICAN SOCIETY OF CIVIL ENGINEERS
BLDG.=BUILDING
C/O=CARE OF
CI=CONSTRUCTION INSTITUTE
CMP=CORRUGATED METAL PIPE
C.O.=UTILITY CLEAN OUT
CONC.=CONCRETE
CS=CORNERSTONE
D.B.=DEED BOOK
D.F.=DRAIN FIELD
DIP=DUCTILE IRON PIPE
DR.=DRIVE
E / ELEC.=ELECTRIC
E.B.L.=EAST BOUND LANE
E=EAST
ELEV.=ELEVATION
ESMT.=EASEMENT
EX. / EXIST.=EXISTING
F.E.M.A.=FEDERAL EMERGENCY MANAGEMENT AGENCY
F.I.R.M.=FLOOD INSURANCE RATE MAP
F.O.I.P.=FIBER OPTIC INDICATOR POST
FND.=FOUND
FRM.=FRAME
FS=FOREST SERVICE
FT.=FOOT/FEET
GW=GUY WIRE
HDPE=HIGH DENSITY POLYETHYLENE PIPE
I.R.F.=IRON ROD FOUND
INC.=INCORPORATED
INST.=INSTRUMENT
INVin=INVERT IN
INVout=INVERT OUT
LLC=LIMITED LIABILITY COMPANY
L.P.=LIGHT POLE
L.S.=LAND SURVEYOR
LIC.=LICENSE
M.P.H.=MILES PER HOUR
MI.=MILE(S)
MON.=MONUMENT
MTL.=METAL
N/F=NOW OR FORMERLY
N=NORTH
NAD=NORTH AMERICAN DATUM
NAVD=NORTH AMERICAN VERTICAL DATUM
NO. #=NUMBER
OHU=OVERHEAD UTILITY LINE(S)
P.B.=PLAT BOOK
P.I.D.=PARCEL IDENTIFICATION
P.U.E.=PUBLIC UTILITY EASEMENT
PG. / PGS.=PAGE/PAGES
R/W=RIGHT-OF-WAY
RCP=REINFORCED CONCRETE PIPE
RD.=ROAD
RTE.=ROUTE
S.W.M.F.=STORMWATER MANAGEMENT FACILITY
S=SOUTH
STD.=STANDARD
U.P.=UTILITY POLE
U.S.=UNITED STATES
VA.=VIRGINIA
VAR.=VARIABLE
VSHC=VIRGINIA STATE HIGHWAY COMMISSION
W.B.L.=WEST BOUND LANE
W/=WITH
W=WEST



VICINITY MAP: SCALE: 1" = 2000'

GRAPHIC SCALE 100 0 100 200 FEET

CONTOUR INTERVAL = 2 FT.

TAX PARCEL 014-(A)-2A; P.I.D. #015133
N/F GREGORY SELZ HERRING &
AMANDA CLARE McGOURTY HERRING
INST. 2024001636; PLAT INST. 2012009178
ZONING: A-1

U.P. AEP #241-513

TAX PARCEL 14-(A)-2A; P.I.D. #015133
N/F GREGORY SELZ HERRING &
AMANDA CLARE McGOURTY HERRING
INST. 2024001636; PLAT INST. 2012009178
ZONING: A-1

(W.B.L.) U.S. ROUTE 460 (E.B.L.)

VSHC MON. FND.
N84°31'49"E
61.87' (TIE)

C.S. I.R.F. & USED

N 20°07'55" W
722.49'

N 63°32'49" E
477.13'

N 20°08'52" W
1540.88'

5/8" I.R.F.

CELL TOWER W/ WOODEN PRIVACY FENCE

U.P. AEP #241C-514 W/ DROP

F.O.I.P. & HANDHOLE

[BM#2]

EX. 20' WIDE ACCESS & U.E. FOR TCO LAND, LLC INST. 2010005413

PROP. D.F.

S 84°30'57" W
445.06'

GATE

TRACT IN

TAX PARCEL 014-(A)-2D
AREA=11.879 AC.
(WITHIN HEAVY SOLID LINES)
ZONED: GB

GB - GENERAL BUSINESS
AREA = 8.211 AC.

CURVY ROAD AHEAD 40 M.P.H. SIGN

18"CMP

18"HDPE

PERMIT #160-88-01194

FS-3 MON. FND.

S 8°30'57" W
(V.A.R. R/W)
287.69'

[BM#1]

C/L FENCE

U.P. AEP #241-515

C.O.'S (0.7' OVER LINE)

(5.1' OVER LINE)

S.W.M.F.

CROSS OVER ONE-WAY SIGN

F.O.I.P. & HANDHOLE

12"HDPE INVout=2255.8

(2)SATELLITE DISHES (11.8') OVER LINE

(E.B.L.)

S 14°08'03" E
108.66'

5/8" I.R.F.

11.1'x20.0' FRM. SHED

12.0'x12.0' SHED & ATTACHED LEAN-TO

S 21°31'15" E
606.75'

ROD CALLED FOR ON LINE
469.23'

S 28°28'15" W
321.71'

EX. 40' PRIVATE R/W & P.U.E. INST. 2012009178

TAX PARCEL 014-(A)-5
P.I.D. #076769, (PARCEL 1)
N/F CASPER deROOY & SUZANNE deROOY
INST. 20040001964; P.B. 12 PG. 158;
PLAT IN D.B. 637 PG. 543
ZONING: A-1

TAX PARCEL 014-(A)-4
P.I.D. #006770
(PARCEL 2)
N/F CASPER C. deROOY & SUZANNE J. deROOY
INST. 2004001964;
P.B. 12 PG. 158
ZONING: A-1

S 10°18'54" W
325.56'

SET STONE FND. & USED

2"I.P.F. & USED

S69°50'15"W
11.93'

TAX PARCEL 014-(A)-2
P.I.D. #016371
N/F W.R. ROTEN ESTATE
D.B. 246 PG. 210
ZONING: A-1

S 70°30'58" W
342.50'

NAIL IN SET STONE FND. & USED

REFERENCE: 2"I.P.F., S55°50'57"E 0.38' FROM NAIL IN SET STONE

TAX PARCEL 014-(A)-4A
AREA=40.617 AC.
(WITHIN HEAVY SOLID LINES)
ZONED: A-1

A-1 AGRICULTURE
AREA = 44.285 AC.

SPRING HEAD

APPROXIMATE LOCATION COUNTY BOUNDING (PER MONTGOMERY COUNTY TAX MAP)

GILES COUNTY
MONTGOMERY COUNTY

SINKING CREEK

N 47°52'38" E
1178.16'

5/8" I.R.F.

TAX PARCEL 46-66C
N/F N. REID BROUGHTON
INST. 201200016
ZONING: A-1

TOTAL AREA
=52.496 AC.
(WITHIN OUTER HEAVY SOLID LINES)

N 19°28'11" E
1691.24'

TAX PARCEL 009-(A)-25, P.I.D. #070756
N/F UNITED STATES GOVERNMENT, DEPARTMENT OF AGRICULTURE
ZONING: C1
USA TRACT #527

FS-128-1939 MON. FND. IN PILE OF ROCKS

GEORGE WASHINGTON / JEFFERSON NATIONAL FOREST

NOTES:

1. THIS SURVEY WAS PREPARED FOR: RANDOM VENTURES, LLC, AND REFLECTS FIELD CONDITIONS AS OF THE DATE SHOWN AND UTILIZES RECORD RESEARCH CONDUCTED ON 03/18/26.
2. CURRENT OWNERS & LEGAL REFERENCES: TAX PARCEL NO.: 014-(A)-4A & 014-(A)-2D; P.I.D. #006778 & 190148 RESPECTIVELY RANDOM VENTURES, LLC; INST. 2025000283; PLAT INST. 2012009178
   SITE ADDRESS: #1480 PANDPAPAS ROAD, BLACKSBURG, VA. 24060; MAILING ADDRESS: #1040 S. GAYLORD STREET, SUITE 2, DENVER, CO. 80209
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EXISTING FEATURES LEGEND:

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- SPECIFIC DISTANCE
- ROAD RIGHT-OF-WAY
- EASEMENT
- TRACT LINE
- EDGE OF PAVEMENT
- EDGE OF PAVEMENT (N.F.V.)
- EDGE OF GRAVEL
- WALL
- OVERHEAD UTILITY LINE
- DRAIN FIELD
- STORM SEWER
- FENCE LINE
- BUILDING
- WATER FEATURE / FLOW
- RED PIN FLAGS LOCATED
- MAJOR CONTOUR LINE
- MINOR CONTOUR LINE
- DEPRESSED CONTOUR
- CORPORATION LIMITS
- SIGN
- PROPERTY CORNER
- ROD FOUND
- PIPE FOUND
- CONCRETE HIGHWAY MONUMENT FOUND
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MOUNT TABOR MAGISTERIAL DISTRICT MONTGOMERY COUNTY, VIRGINIA &
EASTERN MAGISTERIAL DISTRICT GILES COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
S. CRAIG LINKOUS
Lic. No. 3180
05/01/2026
LAND SURVEYOR

REVISIONS

NO.	COMMENTS	DATE

PROJECT TEAM

PM	SCL
TECH	ERS, KJD
CREW	SBU

ISSUE DATE: 05/01/2026

FDS JOB NO.: 3952

PROPOSED ZONING DISTRICT MAP

SHEET NUMBER: 1 OF 1

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TOPOGRAPHIC & BOUNDARY OF
TAX PARCELS 014-(A)-4A & 014-(A)-2D
SITUATED ALONG U.S. ROUTE 460

MOUNT TABOR MAGISTERIAL DISTRICT MONTGOMERY COUNTY, VIRGINIA &
EASTERN MAGISTERIAL DISTRICT GILES COUNTY, VIRGINIA

GRID NORTH
(SOUTH ZONE, NAD 83 (NA2011) EPOCH 2010.00)
GPS OBSERVATION DATE: 03/19/2026

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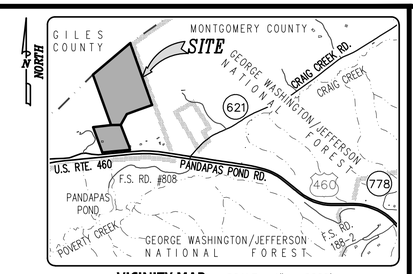
F.E.M.A.=FEDERAL EMERGENCY MANAGEMENT AGENCY
F.I.R.M.=FLOOD INSURANCE RATE MAP
F.O.U.P.=FIBER OPTIC INDICATOR POST
FND.=FOUND
FRM.=FRAME
FS=FOREST SERVICE
FT.=FOOT/FEET
GW=GUY WIRE
HDPE=HIGH DENSITY POLYETHYLENE PIPE
I.R.F.=IRON ROD FOUND
INC.=INCORPORATED
INST.=INSTRUMENT
INVin=INVERT IN
INVout=INVERT OUT
LLC=LIMITED LIABILITY COMPANY
L.P.=LIGHT POLE
L.S.=LAND SURVEYOR
LIC.=LICENSE
M.P.H.=MILES PER HOUR
MI.=MILE(S)
MON.=MONUMENT
MTL.=METAL
N/F=NOW OR FORMERLY
N=NORTH
NAD=NORTH AMERICAN DATUM
NAVD=NORTH AMERICAN VERTICAL DATUM
NO. / #=NUMBER
OHU=OVERHEAD UTILITY LINE(S)
P.B.=PLAT BOOK
P.I.D.=PARCEL IDENTIFICATION
P.U.E.=PUBLIC UTILITY EASEMENT
PG. / PGS.=PAGE/PAGES
R/W=RIGHT-OF-WAY
RCP=REINFORCED CONCRETE PIPE
RD.=ROAD
RTE.=ROUTE
S.W.M.F.=STORMWATER MANAGEMENT FACILITY
S=SOUTH
STD.=STANDARD
U.P.=UTILITY POLE
U.S.=UNITED STATES
VA.=VIRGINIA
VAR.=VARIABLE
VSHC=VIRGINIA STATE HIGHWAY COMMISSION
W.B.L.=WEST BOUND LANE
W/=WITH
W=WEST



VICINITY MAP: SCALE: 1" = 2000'

100 0 100 200
GRAPHIC SCALE FEET

CONTOUR INTERVAL = 2 FT.

TAX PARCEL 14-(A)-2A; P.I.D. #015133
N/F GREGORY SELZ HERRING &
AMANDA CLARE McCOURTY HERRING
INST. 2024001636; PLAT INST. 2012009178
ZONING: A-1

TAX PARCEL 14-(A)-2A; P.I.D. #015133
N/F GREGORY SELZ HERRING &
AMANDA CLARE McCOURTY HERRING
INST. 2024001636; PLAT INST. 2012009178
ZONING: A-1

TAX PARCEL 46-66C
N/F N. REID BROUGHTON
INST. 201200016
ZONING: A-1

TAX PARCEL 014-(A)-2D
AREA=11.879 AC.
(WITHIN HEAVY SOLID LINES)
ZONED: GB

TAX PARCEL 014-(A)-4A
AREA=40.617 AC.
(WITHIN HEAVY SOLID LINES)
ZONED: A-1

TOTAL AREA
=52.496 AC.
(WITHIN OUTER HEAVY SOLID LINES)

APPROXIMATE LOCATION COUNTY BOUNDING (PER MONTGOMERY COUNTY TAX MAP)

GILES COUNTY
MONTGOMERY COUNTY

SINKING CREEK

GEORGE WASHINGTON JEFFERSON NATIONAL FOREST

(E.B.L.) (W.B.L.) U.S. ROUTE 460

TAX PARCEL 014-(A)-5
P.I.D. #076769, (PARCEL 1)
N/F CASPER deROOY & SUZANNE deROOY
INST. 200400196 4; P.B. 12 PG. 158;
PLAT IN D.B. 637 PG. 543
ZONING: A-1

TAX PARCEL 014-(A)-4
P.I.D. #006770
(PARCEL 2)
N/F CASPER C. deROOY & SUZANNE J. deROOY
INST. 200400196 4;
P.B. 12 PG. 158
ZONING: A-1

TAX PARCEL 014-(A)-2
P.I.D. #016371
N/F W.R. ROTEN ESTATE
D.B. 246 PG. 210
ZONING: A-1

TAX PARCEL 009-(A)-25, P.I.D. #070756
N/F UNITED STATES GOVERNMENT, DEPARTMENT OF AGRICULTURE
ZONING: CI
USA TRACT #527

FS-128-1939
MON. FND.
IN PILE
OF ROCKS

REFERENCE: 2"I.P.F., S55°50'57"E 0.38' FROM NAIL IN SET STONE

NOTES:

1. THIS SURVEY WAS PREPARED FOR: RANDOM VENTURES, LLC, AND REFLECTS FIELD CONDITIONS AS OF THE DATE SHOWN AND UTILIZES RECORD RESEARCH CONDUCTED ON 03/18/26.
2. CURRENT OWNERS & LEGAL REFERENCES: TAX PARCEL NO.: 014-(A)-4A & 014-(A)-2D; P.I.D. #006778 & 190148 RESPECTIVELY
   RANDOM VENTURES, LLC; INST. 2025000283; PLAT INST. 2012009178
   SITE ADDRESS: #1480 PANDPAPAS ROAD, BLACKSBURG, VA. 24060; MAILING ADDRESS: #1040 S. GAYLORD STREET, SUITE 2, DENVER, CO. 80209
3. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE MAY NOT INDICATE ALL ENCUMBRANCES AND EASEMENTS THAT MAY AFFECT THE SUBJECT PROPERTY.
4. THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF S. CRAIG LINKOUS, L.S., LIC. NO. 3180, FROM AN ACTUAL AIRBORNE SURVEY, SUPPLEMENTED WITH GROUND DATA MADE UNDER MY SUPERVISION; THE ORIGINAL FIELD DATA WAS OBTAINED DURING 03/19/2026, AND THAT THIS PLAT, MAP OR DIGITAL GEOSPATIAL DATA USING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED. PHOTOGRAPHIC IMAGE PROVIDED AS REFERENCE ONLY, IS TAKEN FROM AVAILABLE PUBLIC SOURCES AND IS NOT PART OF THE SURVEY DATA FOR THIS PROJECT.
5. ELEVATIONS AS SHOWN HEREON, ARE BASED ON NAVD 88 VERTICAL DATUM. HORIZONTAL DATUM, AS SHOWN HEREON, IS BASED ON GRID NORTH, VIRGINIA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD83(NA2011), EPOCH 2010.00 BASED ON GPS OBSERVATIONS ON 03/19/2026. HORIZONTAL AND VERTICAL UNITS OF MEASUREMENT UTILIZED IS U.S. SURVEY FOOT.
6. CONTOUR INTERVAL=2 FT.
7. PROPERTY LINES, AS SHOWN HEREON, IS BASED ON AN ACTUAL FIELD SURVEY, USING MONUMENTS FOUND TO EXIST AND THEREFORE MAY NOT CONFORM TO PREVIOUS DEEDS OR PLATS OF RECORD.
8. TAX PARCEL 014-(A)-4A IS ZONED MONTGOMERY COUNTY A-1. TAX PARCEL 014-(A)-2D IS ZONED MONTGOMERY COUNTY "GB". SETBACK REQUIREMENTS PER MONTGOMERY COUNTY A-1: FRONT=40'; REAR=40'; SIDE=15'; ACCESSORY BUILDINGS: NO CLOSER THAN 10' TO ANY SIDE OR REAR LOT LINE. SETBACK REQUIREMENTS PER MONTGOMERY COUNTY GB: FRONT=50'; REAR=40'; SIDE=40'.
9. THE SUBJECT PROPERTY LIES IN "ZONE 'X' – OTHER AREAS", AS DEFINED BY F.E.M.A. & AS SHOWN ON F.I.R.M. MAP NO. 51121C0040C, EFFECTIVE DATE OF 09/25/2009. THIS DETERMINATION HAS BEEN MADE BY GRAPHIC METHODS ONLY. NO ELEVATION STUDY HAS BEEN PERFORMED AS A PART OF THIS PROJECT.
10. 5/8" CAPPED RODS SET AT ALL PROPERTY CORNERS, UNLESS OTHERWISE SHOWN HEREON.
11. PIPE APPARENTLY CHANGES IN SIZE AND MATERIAL BETWEEN STRUCTURES.

NOTES REGARDING UTILITIES:

FORESIGHT DESIGN SERVICES AND THE LAND SURVEYOR WHOSE NAME AND SEAL IS AFFIXED HERETO, ASSUMES NO LIABILITY FOR THE LOCATION, INCLUSION, OMISSION, EXISTENCE, OPERATIONS OF, INTERRUPTIONS OF OPERATIONS OR REPAIRS TO ANY UTILITY STRUCTURE OR FACILITY, ABOVE, OR BELOW GROUND, EITHER SHOWN OR NOT SHOWN ON THESE DRAWINGS. FORESIGHT DESIGN SERVICES DID NOT CONTACT VA811'S "POSITIVE RESPONSE SYSTEM" AS A PART OF THIS PROJECT."

LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE APPROXIMATE, BASED ON AVAILABLE SURFACE STRUCTURES, SUCH AS VALVES, MANHOLES, ETC. AND RECORD INFORMATION. VISIBLE UTILITY STRUCTURES WERE LOCATED IN ACCORDANCE WITH CI/ASCE 38-02 (CONSTRUCTION INSTITUTE OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS) QUALITY LEVEL 'C', WHICH IS DEFINED IN CI/ASCE 38-02 AS FOLLOWS:

PER SECTION § 56-265.19 OF THE DAMAGE PREVENTION ACT, "VA811" MUST BE NOTIFIED UP TO 12 WORKING DAYS PRIOR TO ANY EXCAVATION BEING PERFORMED. CONTACT "VA811" BY PHONE AT 1-800-552-7001, BY DIALING 811 IN VIRGINIA, OR BY THE INTERNET ADDRESS https://VA811.COM.

INVERT ELEVATIONS, AS SHOWN HEREON, ARE LISTED IN A CLOCKWISE DIRECTION FROM THE OUTLET PIPE. PIPE SIZES, MATERIAL, AND INVERT ELEVATIONS SHOWN ARE BASED ON OBSERVATIONS MADE FROM GROUND SURFACE, AND THEREFORE MAY BE CONSIDERED APPROXIMATE. NO CONFINED SPACE ENTRY HAS BEEN MADE TO OBTAIN STRUCTURE INTERIOR DATA SHOWN HEREON.

STORM SEWER INVERT DATA:

[A]
STORM GRATE
RIM=2082.1
20"DIP INVin=2078.7
20"DIP INVout=2072.2

[B]
20"DIP INVin=2283.9

[C]
20"DIP INVin=2284.6
20"DIP INVout=2284.4

[D]
STORM MH (NO LID)
RIM=2063.7
18"HDPE INVin=2057.1
24"RCP INVout=2057.0

[E]
24"RCP INVin=2057.0
24"RCP INVin=2054.4

[F]
TOP CONC. WALL=2256.5
30"CMP INVin=2253.9
30"CMP INVout=2250.3
TOP CONC. WALL=2253.9

[G]
STORM RISER STRUCTURE
RIM=2263.36
4"ORIFICE INV.=2259.0
4"ORIFICE INV.=2258.8
12"HDPE INVout=2258.7

[H]
STORM RISER STRUCTURE
RIM=2264.8
18"CMP INVout=2263.4

[J]
TOP CONC. WALL=2260.4
18"CMP INVout=2257.9

[K]
18"CMP INVin=2270.8
18"CMP INVout=2264.8

[L]
20"DIP INVin=2289.9
20"DIP INVout=2288.9

[M]
20"DIP INVin=2294.1
20"DIP INVout=2292.2

EXISTING FEATURES LEGEND:

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- SPECIFIC DISTANCE
- ROAD RIGHT-OF-WAY
- EASEMENT
- TRACT LINE
- EDGE OF PAVEMENT
- EDGE OF PAVEMENT (N.F.V.)
- EDGE OF GRAVEL
- WALL
- OVERHEAD UTILITY LINE
- DRAIN FIELD
- STORM SEWER
- FENCE LINE
- BUILDING
- WATER FEATURE / FLOW
- RED PIN FLAGS LOCATED
- MAJOR CONTOUR LINE
- MINOR CONTOUR LINE
- DEPRESSED CONTOUR
- CORPORATION LIMITS
- SIGN
- PROPERTY CORNER
- ROD FOUND
- PIPE FOUND
- CONCRETE HIGHWAY MONUMENT FOUND
- F.S. MONUMENT FOUND
- LIGHT POLE
- UTILITY POLE
- UTILITY POLE W/ LIGHT
- GUY WIRE
- UTILITY CLEAN OUT
- COMMUNICATION PEDESTAL
- BENCH MARK
- WELL
- SPOT ELEVATION
- TRUNCATED SPOT ELEVATION

FORESIGHT DESIGN SERVICES
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Web: www.foresightdesignservices.com

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TOPOGRAPHIC & BOUNDARY OF
TAX PARCELS
014-(A)-4A & 014-(A)-2D
SITUATED ALONG
U.S. ROUTE 460
MOUNT TABOR MAGISTERIAL DISTRICT MONTGOMERY COUNTY, VIRGINIA &
EASTERN MAGISTERIAL DISTRICT GILES COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
S. Craig Linkous
S. CRAIG LINKOUS
Lic. No. 3180
05/01/2026
LAND SURVEYOR

REVISIONS

NO.	COMMENTS	DATE

PROJECT TEAM

PM	SCL
TECH	ERS, KJD
CREW	SBU

ISSUE DATE
05/01/2026

FDS JOB NO.
3952

TOPOGRAPHIC & BOUNDARY SURVEY

SHEET NUMBER
1 OF 1

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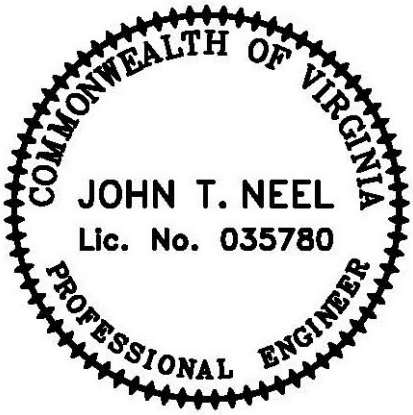
Hokie Hills
4180 Pandapas Pond Road

Trip Generation Tabulation and
Turn-Lane Warrant Analysis
Located in:
Montgomery County, Virginia

Project Number: 3952
Date: 10/1/2026



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www.foresightdesignservices.com

FORESIGHT DESIGN SERVICES

Determine Existing Traffic on Adjacent Roadway:

FDS JN: 3952

US 460 EB - Pandapas Pond Road

Data Collection from VDOT AADT Publications:

Annual Average Daily Traffic Number (AADT)=	13000	*Vehicles*
Peak Hour Factor = K Factor (K)=	0.1086	*ratio of AADT occuring during the "peak hour" period*
Directional Factor (DF)=	0.6877	*Ratio of the "peak hour" traffic volume moving in the major direction*

Calculation of "Peak Hour" Volumes and Directional Distributions:

Direction				
		AM "Peak Hour"		
Northbound	NB = AADT * K * DF	NB=	971	*VPH during "peak hour"*
Southbound	SB = AADT * K * (1-DF)	SB=	441	*VPH during "peak hour"*
		PM "Peak Hour"		
Northbound	NB=AADT*K*(1-DF)	NB=	441	*VPH during "peak hour"*
Southbound	SB = AADT * K * DF	SB=	971	*VPH during "peak hour"*
		SAT "Peak Hour"		
	Assumed Percentage=	60%	"Saturday Ratio" of weekday AM volumes	
Northbound	NB= AADT*K*DF*(Sat Ratio)	NB=	583	*VPH during "peak hour"*
Southbound	NB= AADT*K*(1-DF)*(Sat Ratio)	SB=	388	*VPH during "peak hour"*

Next step: Having determined the traffic rates during key "peak hour" periods for the adjacent / existing roadway, the next step will be to determine the traffic generated for the proposed development and the turning patterns of that traffic.

FORESIGHT DESIGN SERVICES

Determine Trip Generation and Left/Right for Proposed Development/Site:

FDS JN: 3952

Land Use: Convenience Store / Gas Station (945)

Data Collection from ITE Trip Gen Manual and Determination of Left & Right Turns into Site:

Independent Variable Entered into Table = **10 Fueling Positions**

Trip Gen Rate = Data obtained directly from ITE Trip Gen. Manual

Peak Hour Rate = Number of Ind. Variable Units X Trip Gen Rate

Entering Trips Ratio (%) = Data obtained directly from ITE Trip Gen. Manual

Vehicles Entering during Peak Hour = Rate of Vehicles Trips during Peak Hour X Entering Trip Ratio

Right Turns During Peak Hour * = Vehicles Entering during Peak Hour X (1- Directional Factor (DF) of Adjacent Street)

Left Turns During Peak Hour * = Vehicles Entering during Peak Hour X Directional Factor (DF) of Adjacent Street

** Turn Lane Note:* **Directional factors for AM and PM turn lanes are reversed to reflect the reverse-flow of the directional factor on adjacent street.*

Weekday - Peak Hour of Adjacent Street (7-9 am & 4-6 pm)

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Fueling Positions	**AM Peak Hour Calcs:**	7.6 VPH/Unit	10 Fueling Position	76 VPH	51%	39 VPH	12	27
	PM Peak Hour Calcs:	10.46 VPH/Unit	10 Fueling Position	105 VPH	51%	54 VPH	37	17

Weekday - During Peak Hour Generation (AM & PM)

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Fueling Positions	**AM Peak Hour Calcs:**	9.86 VPH/Unit	10 Fueling Position	99 VPH	51%	51 VPH	16	35
	PM Peak Hour Calcs:	11.5 VPH/Unit	10 Fueling Position	115 VPH	51%	59 VPH	41	18

Saturday - Peak Hour Generation

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Fueling Positions	**Peak Hour Calcs:**	11.6 VPH/Unit	10 Fueling Position	116 VPH	52%	61 VPH	19	42

Sunday - Peak Hour Generation

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Fueling Positions	**Peak Hour Calcs:**	VPH/Unit	10 Fueling Position	0 VPH		0 VPH	0	0

Next step: Having determined the number of left and right turn lanes projected for the proposed development, the next step is to evaluate those turning movements to see if turn lanes or tapers are required for the project.

FORESIGHT DESIGN SERVICES

Determine Trip Generation and Left/Right for Proposed Development/Site:

FDS JN: 3952

Land Use: Fast Casual Restaurant (930)

Data Collection from ITE Trip Gen Manual and Determination of Left & Right Turns into Site:

Independent Variable Entered into Table = **2 per 1,000 SF**

Trip Gen Rate = Data obtained directly from ITE Trip Gen. Manual

Peak Hour Rate = Number of Ind. Variable Units X Trip Gen Rate

Entering Trips Ratio (%) = Data obtained directly from ITE Trip Gen. Manual

Vehicles Entering during Peak Hour = Rate of Vehicles Trips during Peak Hour X Entering Trip Ratio

Right Turns During Peak Hour * = Vehicles Entering during Peak Hour X (1- Directional Factor (DF) of Adjacent Street)

Left Turns During Peak Hour * = Vehicles Entering during Peak Hour X Directional Factor (DF) of Adjacent Street

** Turn Lane Note:* **Directional factors for AM and PM turn lanes are reversed to reflect the reverse-flow of the directional factor on adjacent street.*

Weekday - Peak Hour of Adjacent Street (7-9 am & 4-6 pm)

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
per 1,000 SF	**AM Peak Hour Calcs:**	1.58 VPH/Unit	2 per 1,000 SF	3 VPH	64%	3 VPH	1	2
	PM Peak Hour Calcs:	14.38 VPH/Unit	2 per 1,000 SF	29 VPH	53%	16 VPH	11	5

Weekday - During Peak Hour Generation (AM & PM)

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
per 1,000 SF	**AM Peak Hour Calcs:**	32 VPH/Unit	2 per 1,000 SF	64 VPH	50%	32 VPH	10	22
	PM Peak Hour Calcs:	35.49 VPH/Unit	2 per 1,000 SF	71 VPH	50%	36 VPH	25	11

Saturday - Peak Hour Generation

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
per 1,000 SF	**Peak Hour Calcs:**	32.64 VPH/Unit	2 per 1,000 SF	65 VPH	55%	36 VPH	11	25

Sunday - Peak Hour Generation

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
per 1,000 SF	**Peak Hour Calcs:**	0 VPH/Unit	2 per 1,000 SF	0 VPH	53%	0 VPH	0	0

Next step: Having determined the number of left and right turn lanes projected for the proposed development, the next step is to evaluate those turning movements to see if turn lanes or tapers are required for the project.

FORESIGHT DESIGN SERVICES

Determine Trip Generation and Left/Right for Proposed Development/Site:

FDS JN: 3952

Land Use: Campground / RV Park (416)

Data Collection from ITE Trip Gen Manual and Determination of Left & Right Turns into Site:

Independent Variable Entered into Table = **54 Campsites**

Trip Gen Rate = Data obtained directly from ITE Trip Gen. Manual

Peak Hour Rate = Number of Ind. Variable Units X Trip Gen Rate

Entering Trips Ratio (%) = Data obtained directly from ITE Trip Gen. Manual

Vehicles Entering during Peak Hour = Rate of Vehicles Trips during Peak Hour X Entering Trip Ratio

Right Turns During Peak Hour * = Vehicles Entering during Peak Hour X (1- Directional Factor (DF) of Adjacent Street)

Left Turns During Peak Hour * = Vehicles Entering during Peak Hour X Directional Factor (DF) of Adjacent Street

** Turn Lane Note:* **Directional factors for AM and PM turn lanes are reversed to reflect the reverse-flow of the directional factor on adjacent street.*

Weekday - Peak Hour of Adjacent Street (7-9 am & 4-6 pm)

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Campsites	**AM Peak Hour Calcs:**	0.47 VPH/Unit	54 Campsites	25 VPH	33%	9 VPH	3	6
	PM Peak Hour Calcs:	0.76 VPH/Unit	54 Campsites	41 VPH	60%	25 VPH	17	8

Weekday - During Peak Hour Generation (AM & PM)

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Campsites	**AM Peak Hour Calcs:**	0.64 VPH/Unit	54 Campsites	35 VPH	36%	13 VPH	4	9
	PM Peak Hour Calcs:	0.79 VPH/Unit	54 Campsites	43 VPH	60%	26 VPH	18	8

Saturday - Peak Hour Generation

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Campsites	**Peak Hour Calcs:**	1.47 VPH/Unit	54 Campsites	79 VPH	57%	46 VPH	14	32

Sunday - Peak Hour Generation

Ind. Variable		Trip Gen Rate	Units of Ind. Variable	Peak Hour Rate	Entering Trips Ratio (%)	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
Campsites	**Peak Hour Calcs:**	1.51 VPH/Unit	54 Campsites	82 VPH	25%	21 VPH	7	14

Next step: Having determined the number of left and right turn lanes projected for the proposed development, the next step is to evaluate those turning movements to see if turn lanes or tapers are required for the project.

FORESIGHT DESIGN SERVICES

Determine Trip Generation and Left/Right for Proposed Development/Site:

FDS JN: 3952

Combined Results of All Land Use Generations

Data Collection from ITE Trip Gen Manual and Determination of Left & Right Turns into Site:

Weekday - Peak Hour of Adjacent Street (7-9 am & 4-6 pm)

	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
AM	51 VPH	16	35
PM	95 VPH	65	30

Weekday - During Peak Hour Generation (AM & PM)

	Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
AM	96 VPH	30	66
PM	121 VPH	83	38

Saturday - Peak Hour Generation

Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
143 VPH	45	98

Sunday - Peak Hour Generation

Vehicles Entering during Peak Hour	Right Turns During Peak Hour	Left Turns During Peak Hour
21 VPH	7	14

Next step: Having determined the number of left and right turn lanes projected for the proposed development, the next step is to evaluate those turning movements to see if turn lanes or tapers are required for the project.

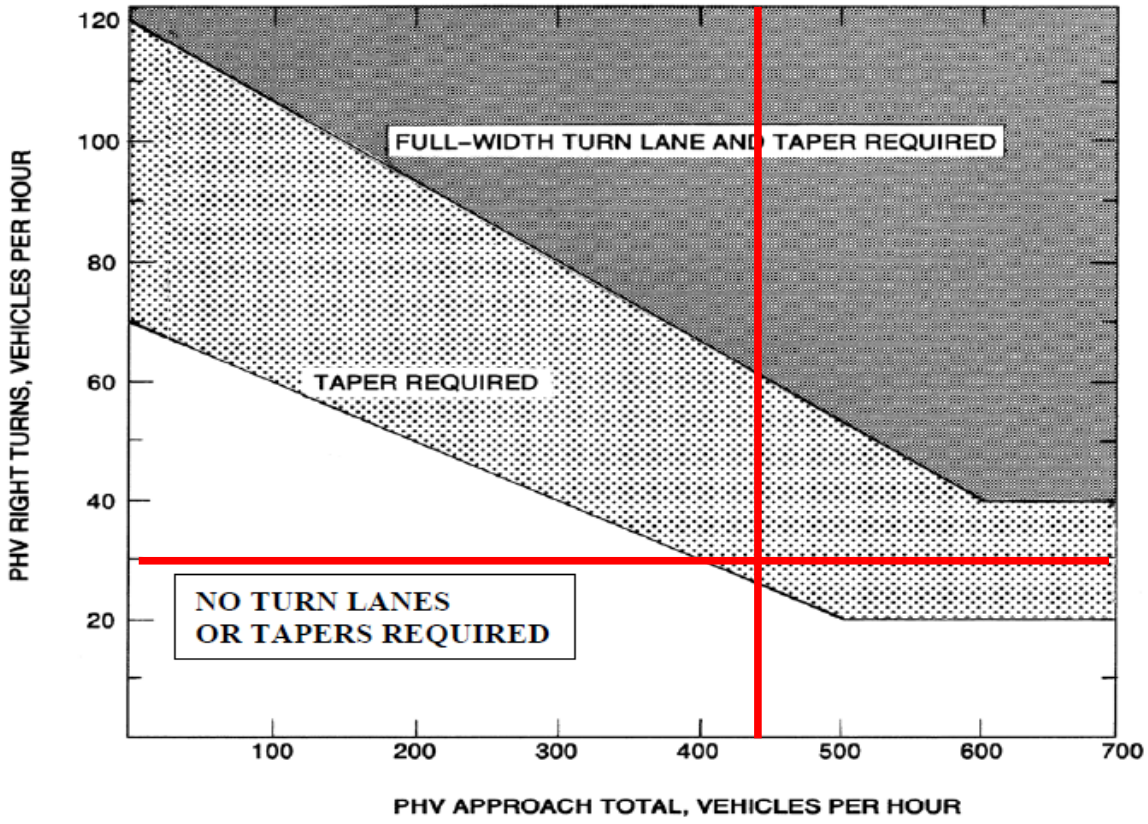
FDS JN: 3952

Right Turn Lane Warrant Evaluation

Weekday AM

Roadway Approach Volume:	441 VPH	*Pandapas Pond Road (USE 460 WB)*
Right Turn Volume (into Site):	30 VPH	

Figure 3-26: Guidelines for Right Turn Treatment (2-Lane Highway)



Right turn taper required

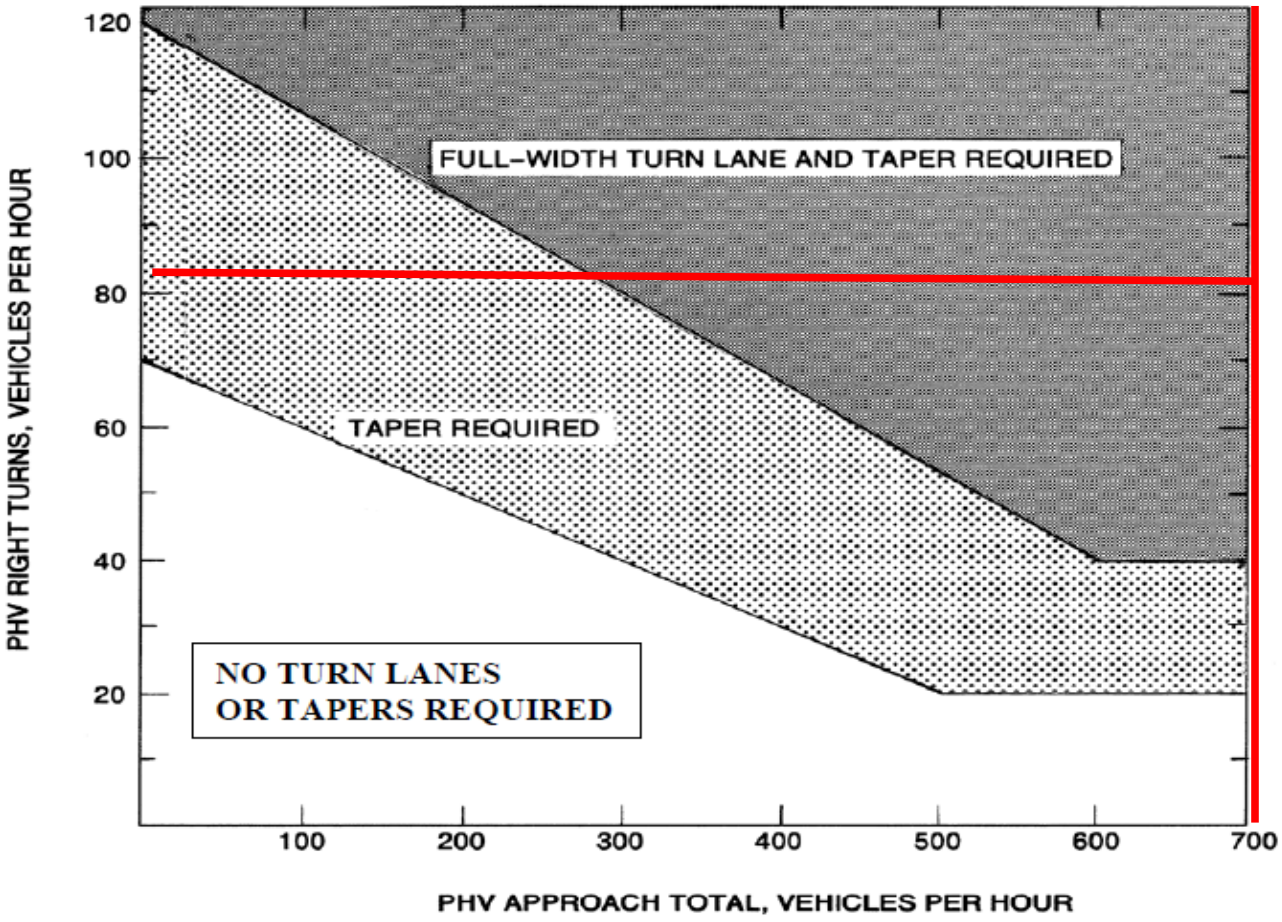
FDS JN: 3952

Right Turn Lane Warrant Evaluation

Weekday PM

Roadway Approach Volume: 971 VPH *Pandapas Pond Road (USE 460 WB)*
Right Turn Volume (into Site): 83 VPH

Figure 3-26: Guidelines for Right Turn Treatment (2-Lane Highway)



Full-width right turn lane and taper required

FDS JN: 3952

Left Turn Lane Warrant Evaluation

Weekday AM

Roadway Opposing Volume:	441 VPH	*Hatcher Road Southbound*
Roadway Advancing Volume:	971 VPH	*Hatcher Road Northbound*
Left Turn Volume (into Site):	66 VPH	
Left Turn % of Adv. Volume (L):	6.8%	

Figure 3-11 & 3-12: Warrant for Left-Turn Storage Lanes on Two-Lane Highways (V=50 mph)
Note: Hatcher Road Posted Speed Limit is 40 mph.

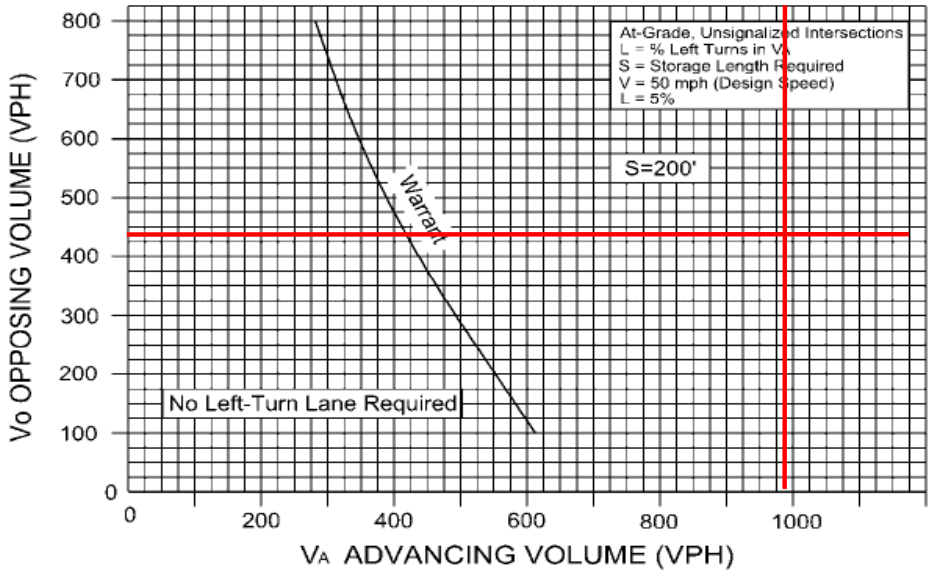


FIGURE 3-11

Left turn lane required

FDS JN: 3952

Left Turn Lane Warrant Evaluation

Weekday PM

Roadway Opposing Volume:	971 VPH	*Hatcher Road Southbound*
Roadway Advancing Volume:	441 VPH	*Hatcher Road Northbound*
Left Turn Volume (into Site):	38 VPH	
Left Turn % of Adv. Volume (L):	8.6%	

Figure 3-11 & 3-12: Warrant for Left-Turn Storage Lanes on Two-Lane Highways (V=50 mph)
Note: Hatcher Road Posted Speed Limit is 40 mph.

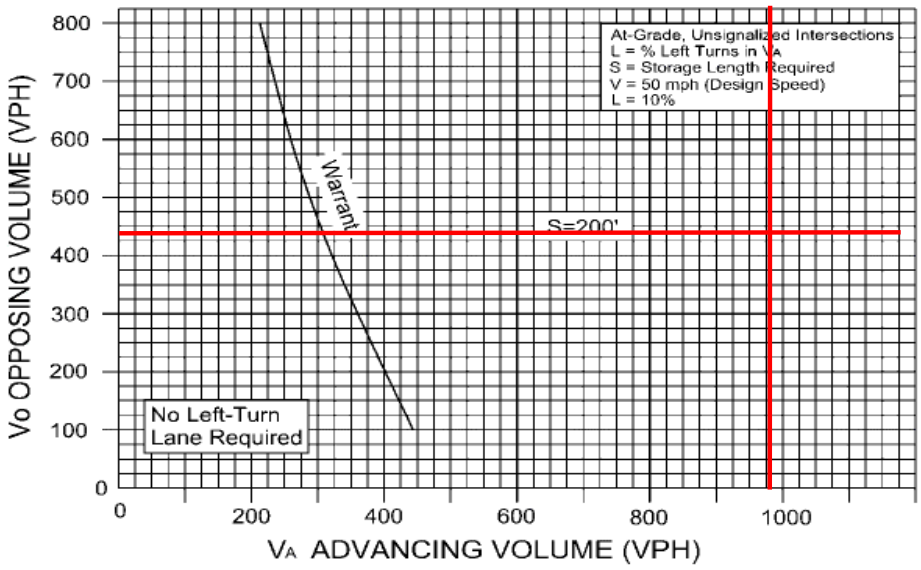


FIGURE 3-12

Left turn lane required

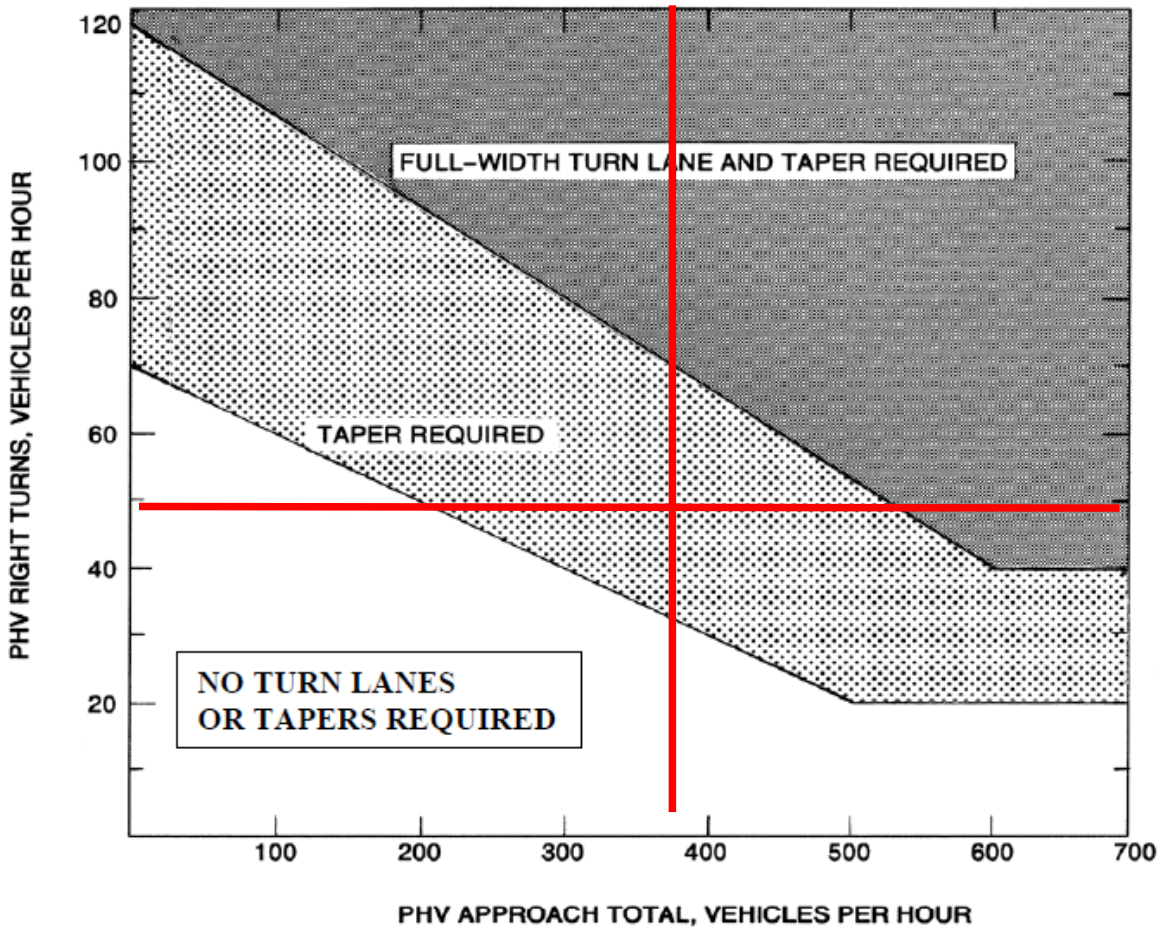
FDS JN: 3952

Right Turn Lane Warrant Evaluation

Saturday - Right Turns

Roadway Advancing Volume:	388 VPH	*Pandapas Pond Road (USE 460 WB)*
Right Turn Volume (into Site):	45 VPH	

Figure 3-26: Guidelines for Right Turn Treatment (2-Lane Highway)



Right turn taper required

FDS JN: 3952

Left Turn Lane Warrant Evaluation

Saturday

Roadway Opposing Volume:	388 VPH	*Pandapas Pond Road (USE 460 WB)*
Roadway Advancing Volume:	583 VPH	*Pandapas Pond Road (USE 460 EB)*
Left Turn Volume (into Site):	98 VPH	
Left Turn % of Adv. Volume (L):	17%	

Figure 3-13: Warrant for Left-Turn Storage Lanes on Two-Lane Highways (V=50 mph)
Note: Hatcher Road Posted Speed Limit is 40 mph.

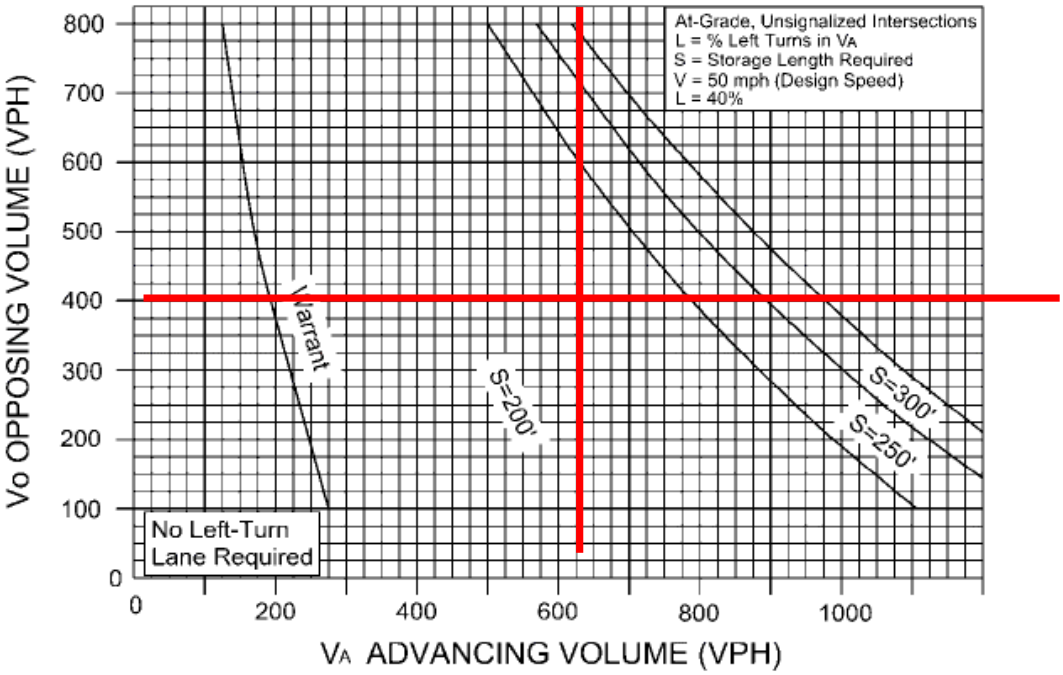


FIGURE 3-16

Left turn lane required (S=200')

PRE-FABRICATED ÖÖD HOUSE UNITS

The "Microtel" resort portion of the proposed development will be located on the forested upper tract and will feature upscale tiny-home accommodations utilizing prefabricated ÖÖD House units – mirrored-glass tiny homes that blend into the scenery – to create a high-end, secluded retreat. See below for additional information and examples of the units.











SETEC

SOIL AND ENVIRONMENTAL TECHNOLOGY, INC
111 N. Franklin Street, Christiansburg, VA 24073
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E-mail: setec@soilandenvironmentaltechnology.com

MEMORANDUM

TO: Kyle Hathaway, Random Ventures LLC

FROM: David Hall, LPSS, AOSE

DATE: 5/14/25

SUBJECT: Soil & Site Evaluation on Tax Map #'s 014-A 2D & 014-A 4A in Montgomery Co. VA

On 4/21 and 5/9/2025 we conducted a preliminary site and soil evaluation of the subject properties, 11.884 acres and 40.620 acres located off US 460 @ 4180 Pandapas Pond Road, to determine their potential suitability for on-site waste disposal systems. The property evaluated generally consists of steep upland mountain slopes and associated drainageways.

The primary focus of the study was to identify a potential drainfield area capable of supporting the anticipated flows from a mixed retail/food service establishment since that was determined to be the first and highest sewage producing phase of the proposed project. Other phases include RV and cabin style accommodations with lower projected sewage flows.

The evaluation took a two phase approach with an initial overview of the entire property followed by a more intensive evaluation of an area with high potential for a drainfield for the mixed retail/food service establishment. Attached is a topographic map showing the areas evaluated and descriptions of our soil observations.

Eight soil borings were made with a hand auger across the property in suitable landscape positions and evaluated in accordance with the VA Department of Health (VDH) and USDA-NRCS guidelines. Most borings terminated on loose or consolidated rock at shallow depths (generally less than 30"). The lower slopes adjacent to US 460 (most of the lower tract) are generally unsuitable for waste disposal due to shallow depths to rock and water table. Other limitations on the property include steep slopes, extremely rocky terrain, and unsuitable landscape positions. Small areas, generally less than 1/4 acre, appear to be present in several areas throughout the more gently sloping portions higher on the property and offer the potential for more diffuse uses such as the cabins. These are primarily in the areas on the map where the auger borings were made. The middle section of the upper tract is just too steep and rocky.

A primary focus area was identified behind the impound lot and 7 tests pits were excavated and evaluated. Soils in this area are deep and well drained, and well suited for on-site sewage disposal. Our preliminary estimates for this area (including suitable areas immediately adjacent to the delineated area) indicate it may be suitable for about 8000 GPD of TL3 effluent dispersed into conventional drainfield trenches. There is a ROW shown on the plat through this area that will need to be relocated if it is still needed.

I think your plan is generally feasible but will require careful planning. We will be happy to help you in any way we can.

This evaluation is based on a limited number of observations and is for preliminary planning purposes only. Additional analysis and documentation is required to design a septic system and gain approval for your proposed facility. Also, the final system design must be prepared by a licensed professional engineer.

If you have any questions or comments, please feel free to contact us anytime. Thank you for having us do this work for you.

PROFILE DESCRIPTIONS
SOIL EVALUATION REPORT

Dates of Evaluation: 4/21/2025 & 5/9/2025 MontgomeryCounty Health Department Identification No.

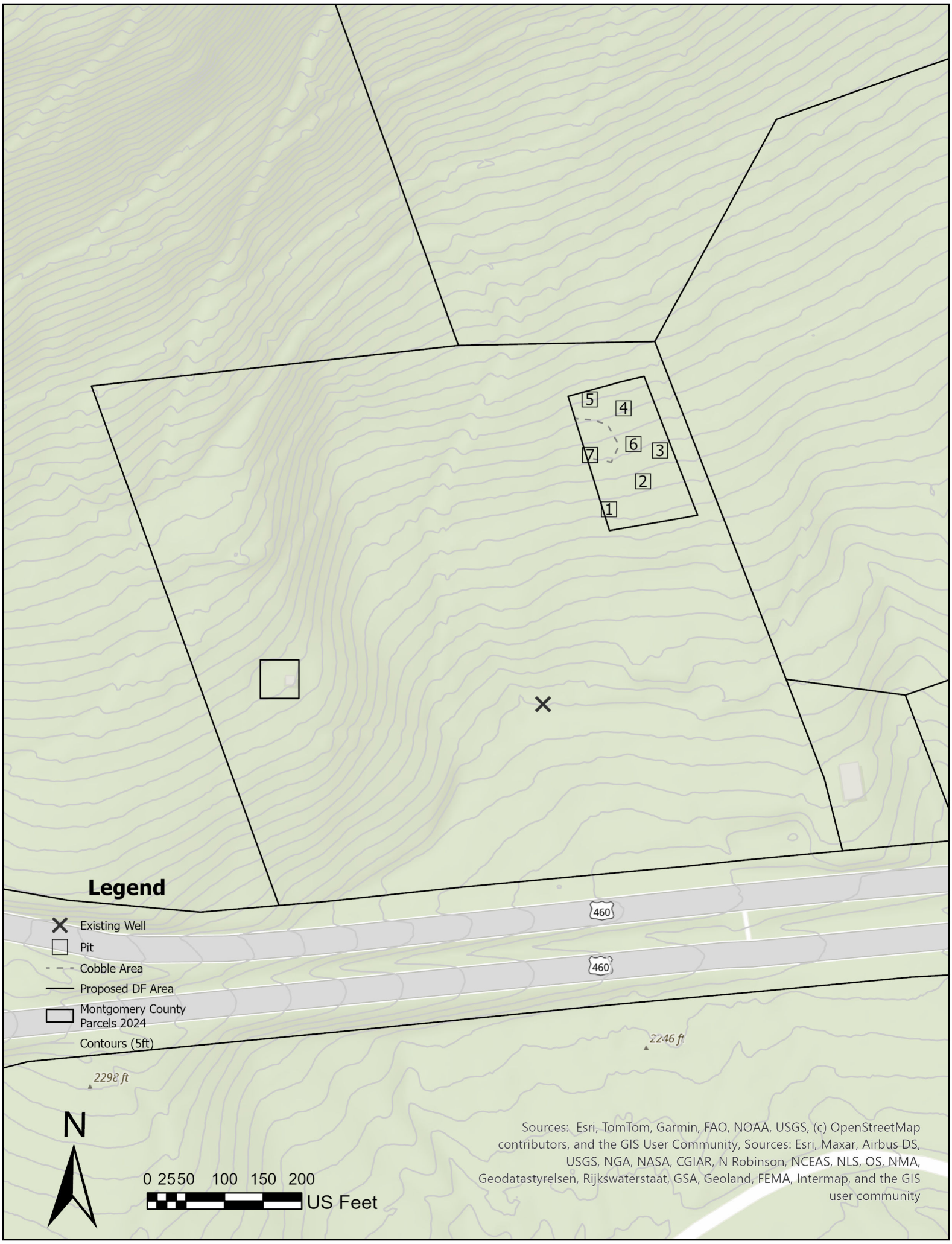
x See application sketch See construction permit

Applicant: **Parcel ID:** 190148 & 006778 **Tax Map ID:** 014-A 2D & 014-A 4A

Hole #	Horizon	Depth	Description	Texture Group
1	A	0-4	Brown (10YR 4/3) sandy loam	2
Auger	Bw	4-28	Strong Brown (7.5YR 5/6) sandy loam; 10% sandstone fragments; free water on the ped faces	2
	AR	28	Sandstone	
2	A	0-3	Brown (10YR 4/3) sandy loam	2
Auger	Bw	3-20	Yellowish Brown (10YR 5/6) sandy loam; 10% sandstone fragments;	2
	AR	20	Sandstone	
3	A	0-3	Brown (10YR 4/3) sandy loam	2
Auger	BA	3-10	Brown (7.5YR 5/4) sandy loam	2
	Bt	10-31	Strong Brown (7.5YR 5/8) sandy loam;	2
	AR	31	Sandstone	
4	A	0-4	Brown (7.5YR 4/4) sandy loam	2
Auger	BA	4-15	Reddish Brown (5YR 5/4) sandy loam	2
	Bt	15-39	Yellowish Red (5YR 5/6) sandy clay loam (light)	2
	AR	39	Purple Sandstone	
5	A	0-3	Dark Yellowish Brown (10YR 4/4) sandy loam	2
Auger	BA	3-10	Yellowish Brown (10YR 5/4) sandy loam	2
	Bw	10-22	Yellowish Brown (10YR 5/6) gravelly sandy loam; 30% sandstone fragments	2
	AR	22	Sandstone	
6	AR	<12	Several holes; Purple Sandstone	
Auger				
7	A	0-3	Dark Yellowish Brown (10YR 4/4) sandy loam	2
Auger	Bw	3-22	Brown (7.5YR 5/4) sandy loam; 10% sandstone fragments	2
	AR	22	Sandstone	
8	A	0-3	Dark Yellowish Brown (10YR 4/4) sandy loam	2
Auger	Bw	3-20	Yellowish Brown (10YR 5/4) gravelly sandy loam; 20% sandstone fragments	2
	AR	20	Sandstone	
1	A	0-4	Brown (10YR 5/3) gravelly sandy loam; 25% coarse fragments	2
Pit	BA	4-13	Brownish Yellow (10YR 6/6) gravelly sandy loam; 20% coarse fragments	2
	Bw1	13-24	Yellowish Brown (10YR 5/8) cobbly sandy loam; 20% cobbles	2
	Bw2	24-38	Strong Brown (7.5YR 5/6) very cobbly sandy loam; 35% sandstone cobbles	2
	BC	38-48	Strong Brown (7.5YR 5/6) very cobbly sandy loam; 40% sandstone cobbles; common Very Pale Brown (10YR 7/3) lithochromic mottles (weathered sandstone fragments)	2

	C	48-62	Strong Brown (7.5YR 5/6) very cobbly sandy loam; 40% sandstone cobbles; few Light Gray (10YR 7/2) redoximorphic depletions	2
2	A	0-6	Brown (10YR 5/3) very gravelly sandy loam; 35% coarse fragments	2
Pit	BA	6-13	Brownish Yellow (10YR 6/6) sandy loam	2
	Bt1	13-22	Yellowish Brown (10YR 5/8) cobbly sandy loam; 20% cobbles	2
	Bt2	22-38	Strong Brown (7.5YR 5/8) cobbly sandy clay loam; 25% cobbles	2
	BC	38-60	Strong Brown (7.5YR 5/8) very cobbly sandy clay loam; 40% cobbles	2
3	A	0-4	Brown (10YR 5/3) very gravelly sandy loam; 35% coarse fragments	2
Pit	BA	4-20	Yellowish Brown (10YR 5/6) cobbly sandy loam; 20% cobbles	2
	Bw	20-32	Strong Brown (7.5YR 5/6) cobbly sandy loam; 25% cobbles	2
	BC	32-48	Strong Brown (7.5YR 5/8) very gravelly sandy loam; 40% cobbles; common Very Pale Brown (10YR 7/3) lithochromic mottles (weathered sandstone fragments)	2
	C	48-60	Strong Brown (7.5YR 5/8) very cobbly sandy loam; 40% cobbles	2
4	A	0-6	Brown (10YR 5/3) very gravelly sandy loam; 35% coarse fragments	2
Pit	BA	6-18	Yellowish Brown (10YR 5/6) cobbly sandy loam; 15% cobbles	2
	Bt	18-42	Yellowish Red (5YR 5/6) cobbly clay loam; 20% cobbles	3
	BC	42-60	Yellowish Red (5YR 5/6) very cobbly sandy loam; 40% cobbles	2
5	A	0-3	Brown (10YR 5/3) gravelly sandy loam; 20% coarse fragments	2
Pit	BA	3-20	Brownish Yellow (10YR 6/6) gravelly sandy loam; 20% coarse fragments	2
	Bt	20-40	Yellowish Red (5YR 5/6) gravelly sandy clay loam; 25% coarse fragments	2
	BC	40-60	Yellowish Red (5YR 5/8) cobbly sandy loam; 30% cobbles; common Very Pale Brown (10YR 7/3) lithochromic mottles; few Light Gray (10YR 7/2) redoximorphic depletions	2
6	A	0-6	Brown (10YR 5/3) very gravelly sandy loam	2
Pit	BA	6-22	Brownish Yellow (10YR 6/6) gravelly sandy loam	2
	Bt	22-38	Yellowish Red (5YR 5/6) cobbly sandy loam; 25% cobbles	2
	BC	38-77	Strong Brown (7.5YR 5/6) very cobbly sandy loam; 40% cobbles	2
	C	77-84	Reddish Yellow (7.5YR 6/8) very gravelly loam; 40% coarse fragments; common Light Brownish Gray (10YR 6/2) redoximorphic depletions	2
7	A	0-6	Brown (10YR 5/3) very gravelly sandy loam; 35% coarse fragments	2
Pit	BA	6-13	Brownish Yellow (10YR 6/6) sandy loam	2
	Bt1	13-22	Yellowish Brown (10YR 5/8) cobbly sandy loam; 20% cobbles	2
	Bt2	22-38	Yellowish Red (5YR 5/8) cobbly sandy loam; 25% cobbles	2
	BC	38-60	Yellowish Red (5YR 5/8) very cobbly sandy loam; 40% cobbles	2


Sinking Creek Mountain
1
2
3
4
5
6
7
8
Boring
Existing Well
Cobble Area
Proposed DF Area
Montgomery County Parcels 2024
Contours (5ft)
N
0 55110 220 330
460
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,


5
4
6
3
7
2
1
460
460
2246 ft
2298 ft
Legend
Existing Well
Pit
Cobble Area
Proposed DF Area
Montgomery County Parcels 2024
Contours (5ft)
N
0 25 50 100 150 200
US Feet
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community