

Comprehensive Plan

2007-2008



Central Planning Area

CENTRAL PULASKI COUNTY PLANNING AREA

Table of Contents

List of Figures.....C-iii

Introduction.....C-1

Description.....C-2

EXISTING CONDITIONS.....C-3

Estimated Population Change.....C-3

Existing Land Use.....C-3

Zip Code Analysis.....C-7

FUTURE LAND USE.....C-9

Assumptions.....C-9

Citizens Review of Plan Alternatives.....C-9

Citizen Participation.....C-9

Residential Land Use.....C-10

Protection of Agricultural Production.....C-10

Agricultural Land Use Taxation.....C-10

Conservation Easements.....C-12

Central Easement Receiving Areas.....C-12

Industrial and Commercial Land Use.....C-10

Land Use Action Plan.....C-14

Housing.....C-16



Existing Housing.....C-16

Future Housing Demand.....C-16

Affordable Housing.....C-16

TRANSPORTATION.....C-17

Central Pulaski Transportation Master Plan.....C-17

Transportation Policies.....C-17

County Six Year Highway Plan.....C-20

Transportation Action Plan.....C-20

Coordination of Land Use and Transportation.....C-23

Alternative Transportation and Recreation Policies.....C-23

COMMUNITY FACILITIES AND RECREATION.....C-24

Community Facilities.....C-24

Recreation Action Plan.....C-24

Table 1: Community Facilities List.....C-27

APPENDIX A: PUBLIC INPUT SUMMARY.....C-28



CENTRAL PULASKI COUNTY PLANNING AREA

List of Figures

Figure 1 – Pulaski County Planning Areas.....C-1

Figure 2 – Current Land Use.....C-2

Figure 3 – Current Land Use.....C-5

Figure 4 – Zoning.....C-6

Figure 5 – Zip Code Data.....C-8

Figure 6 – Prime Agriculture and Slopes 15% and Greater.....C-11

Figure 7 – Future Land Use Plan.....C-13

Figure 8 – Central Pulaski Transportation Master Plan Map.....C-18

Figure 9 – Central Pulaski Alternative Transportation Master Plan Map.....C-19

Figure 10 – Transportation Improvement Map.....C-22

Figure 11 – Community Facilities Map.....C-25



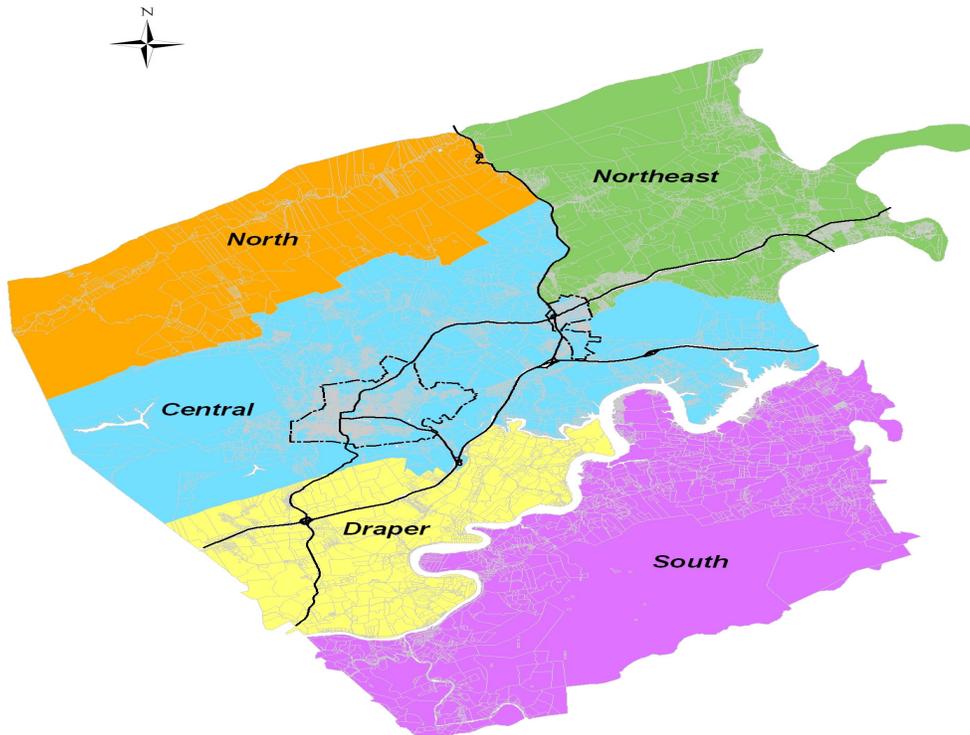
CENTRAL PULASKI COUNTY PLANNING AREA

Introduction

The Pulaski County Comprehensive Plan is divided into two volumes. Volume 1 covers county-wide information pertaining to history, geography, the natural environment, demographics, and with Goals and Objectives. Volume 2 contains more specific plans for the five planning areas. At the start of the Comprehensive Plan update in late 2006 The Pulaski County Planning Commission divided the County into five (5) planning areas (Northeast, North, Central, Draper and South). The division of planning areas was based primarily on two factors, community relationships, in terms of how residents perceive their relationships in the County, and the availability of census data to study the selected areas.

This document is the Central Planning Area chapter of Volume 2. Each planning area chapter is drafted to stand independent of the others; however, the relationships between planning areas is significant and should be considered when making planning decisions.

Figure 1
PULASKI COUNTY
Planning Areas



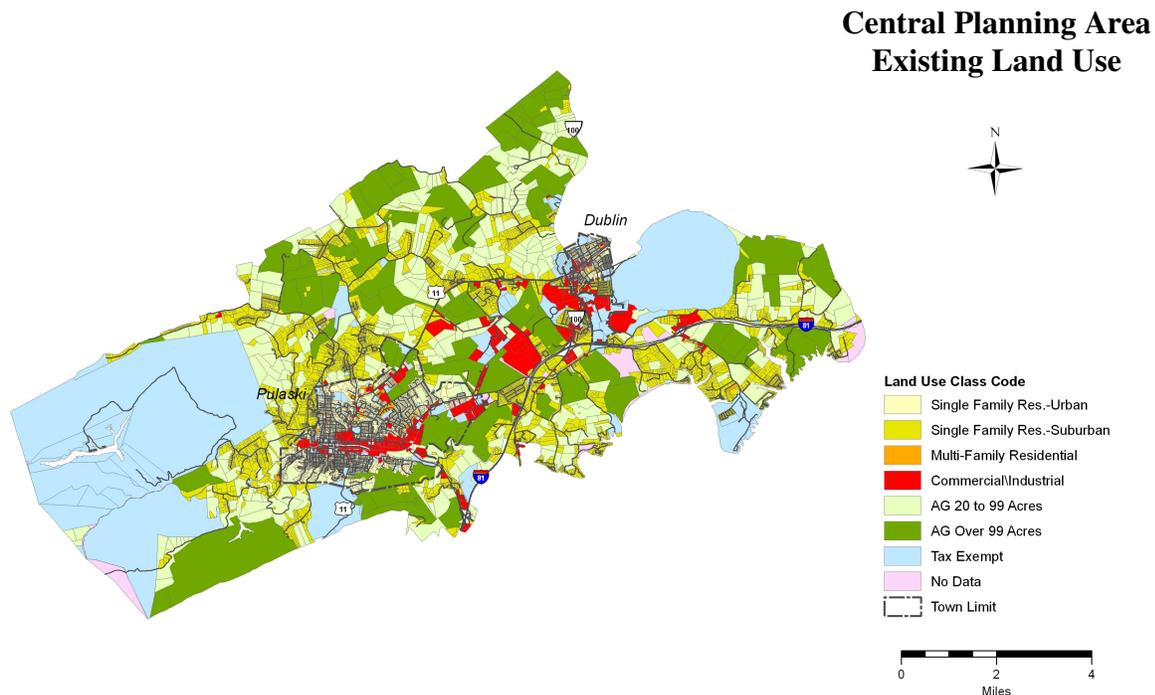
CENTRAL PULASKI COUNTY PLANNING AREA

Description

The Central Planning Area includes both the Town of Dublin and the Town of Pulaski which are the only municipalities in Pulaski County. The Central Planning Area abuts Wythe County to the west, the City of Radford to the east, Claytor Lake in the southeast, and the North Planning Area. This Planning Area is extremely diverse including portions of the Jefferson National Forest, the municipalities with residential, commercial and industrial land uses, and the Radford Army Ammunition Plant. The Southern portion of the Planning Area is generally characterized as having steep slopes, and a mix of Agricultural and Residential land uses. The border of the Area adjacent to the Lake is characterized by prime Agricultural Areas. This Planning Area includes both of the County's Municipalities. In addition, U.S. Interstate 81 provides citizens easy access to services offered in the broader region and U.S. Interstate 81 provides additional transportation outlets for mobility and service demands.

The Central Planning Area contains the majority of schools in the County. These schools include Four Elementary Schools, both Middle Schools, The Pulaski County High School, the Southwest Virginia Governors School, and the New River Valley Community College. The Central Planning Area also affords excellent recreation amenities through public access to Claytor Lake, the New River, Jefferson National Forest and a wide variety of facilities owned by the Towns of Dublin and Pulaski and Pulaski County.

Figure 2 – Current Land Use



Map produced by the NRVFDC, 2008, using Pulaski County data.



Existing Conditions

The Central Planning Area includes the majority of the County's population centers (focused in the Towns of Dublin and Pulaski). In addition, the Central Planning Area houses Community Facilities which are vital for the County and Towns including The Pulaski County Public Service Authority (PSA) Water Treatment Plant, and the Town of Pulaski. The PSA's Water Treatment Plant is a Three Million Gallon Per Day Facility. Wastewater is handled for the municipalities via the Pulaski County Public Service Authority; Areas outside of the Town Limits in the Central Planning Area primarily utilize septic systems.

Estimated Population Change

Various methods of population projections yield drastically different results, from declining population levels to a 25% increase. For discussion, the mid-ground seems to be a population adjustment from 35,217 in 2000 to 37,322 in 2010 and 39,657 in 2020.

It is estimated that approximately 39.5% of the change in the county population will occur in the Central Planning Area. Based upon this assumption, some 850 persons will locate in the Area by 2010, and an additional 900 to 925 in 2020. The projection should indicate that in evaluating change, a population increase of approximately 1,700 to 1,800 should be utilized or 755 to 800 new Housing Units.

As a result of the 2000 Census, the Blacksburg Urban Area was identified. The Area included the Towns of Blacksburg and Christiansburg and a portion of Montgomery County. The Urban Area was evaluated to define the Metropolitan Statistical Area associated with the Urban Area. Pulaski County was identified as a part of the MSA. This designation is one of the data sources utilized by many business location specialists to recommend new locations for a wide variety of retailers.

In evaluating the MSA, the Central Planning Area will be the prime location for business activities and location decisions. The Area also serves as a transportation corridor between U.S. Interstate 81, and the rest of the MSA. The Corridor will require transportation investments to meet future projected demands.

Existing Land Use

An evaluation of the County's land records finds that the majority of the parcels, 12,134 are devoted to single family use. There are 476 parcels of land classified as agriculture, of which 353 parcels are between 20 to 99 acres in size, while 123 parcels are larger than 99 acres. Tax exempt parcels, 628, include cemeteries, churches, governmental land and the Boy Scout reservation. Commercial/Industrial lands account for 1,049 parcels, and 241 parcels are not classified. Figure 3 illustrates this land use data.

As the County's land records indicate, residential land use is a major activity in the planning area. The US Census indicates there are almost 12,000 housing structures in the Area. Between



1990 and 2000 approximately 1,502 of those structures were built, or 12.5 percent. From 1970 to 2000 there were approximately 5,600 housing structures built, or 47 percent of the housing stock.

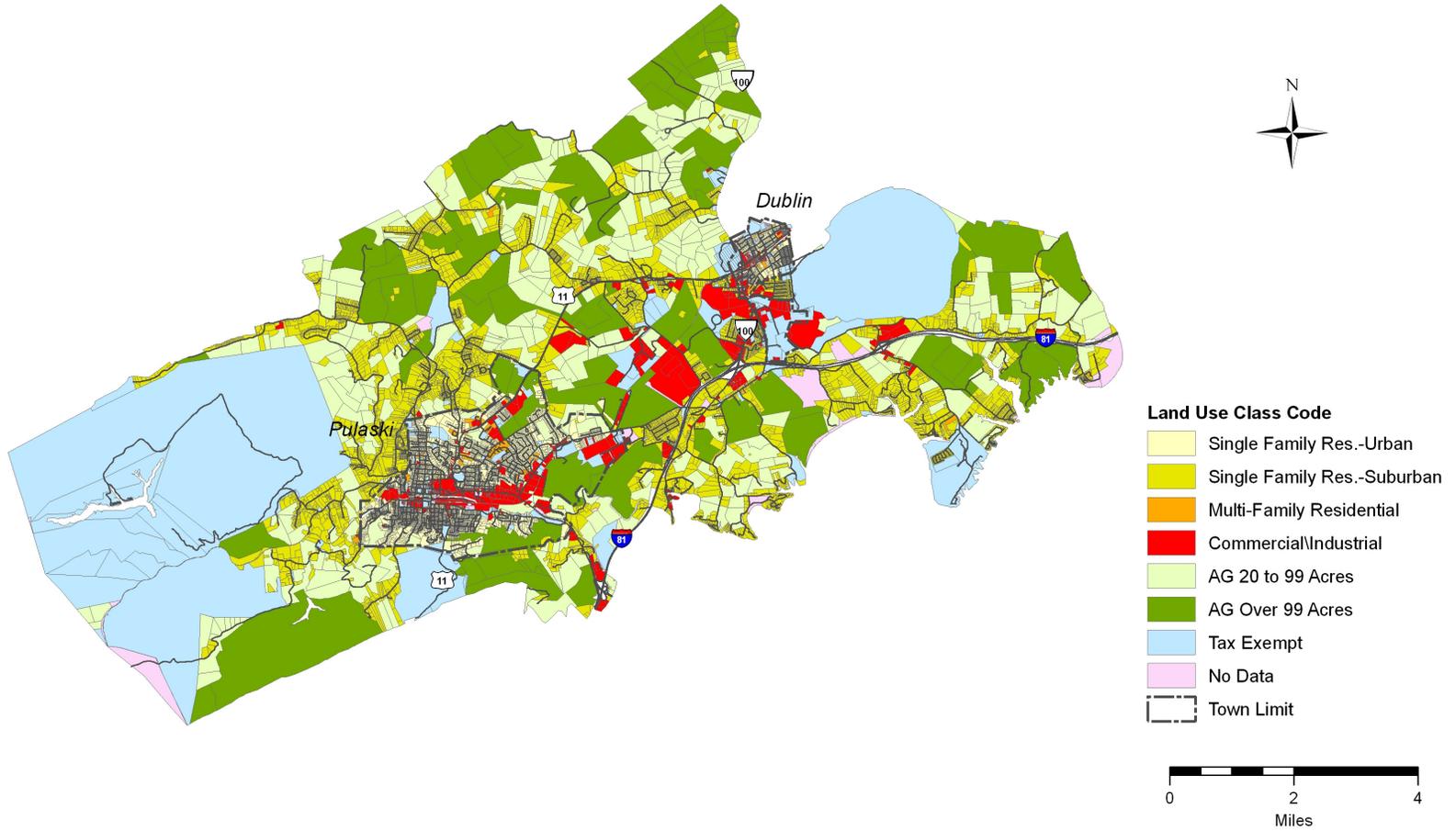
The trend of housing is not expected to increase at the same rate as seen previously, however housing stock is expected to rise at a nominal rate. How the community decides to develop will drastically impact the landscape. For instance, if large lot residential development of 5 acre lots is encouraged at a rate of 30 homes annually that will result the consumption 150 acres, or 1,500 acres in a decade. If moderate size lots of 1 acre are encouraged at 30 homes per year, then only 30 acres is consumed, or 300 acres per decade. Simply selecting large lot opposed to medium lot development is more than likely not the answer, rather a mix of large, medium and small lots will be needed to maintain community character.

As future residential demand increases, changes to the zoning map (Figure 4) may be necessary. When considering adjustments to zoning districts, consideration should be given to the Future Land Use Plan (Figure 7).



Figure 3 - Current Land Use

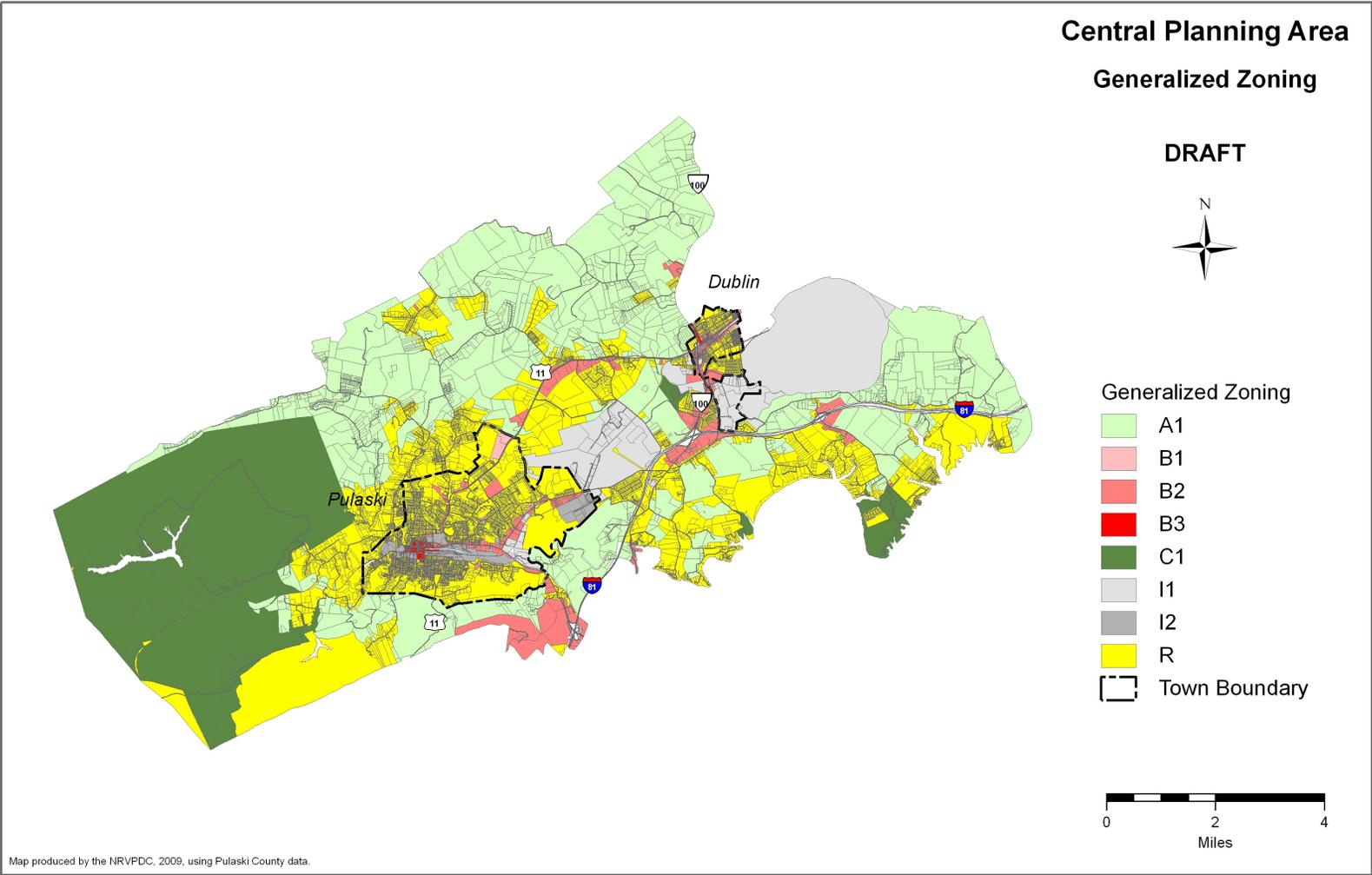
Central Planning Area



Map produced by the NRVPCD, 2008, using Pulaski County data.



Figure 4 – Zoning



Zip Code Analysis

Utilizing the County land records, an analysis was performed to identify how many property owners listed their land in the Planning Area as their principle address. To perform this analysis three zip codes were utilized, 24141, 24084 and 24301. The purpose of the zip code review is to determine how many property owners are “part-time” residents, those who do not reside at the property year-round. There are several considerations that must be taken into account during this exercise. First, the zip codes that are utilized for this analysis are not limited to the planning area and extend into other parts of the New River Valley Region. Therefore some land owners may live outside the Planning Area, but have a zip code that corresponds to the Area. Further, some land owners may elect to utilize a Post Office box and pick-up their mail when they are in the Area. Both of these considerations may result in an increase of the percentage of land owners who are part-time residents.

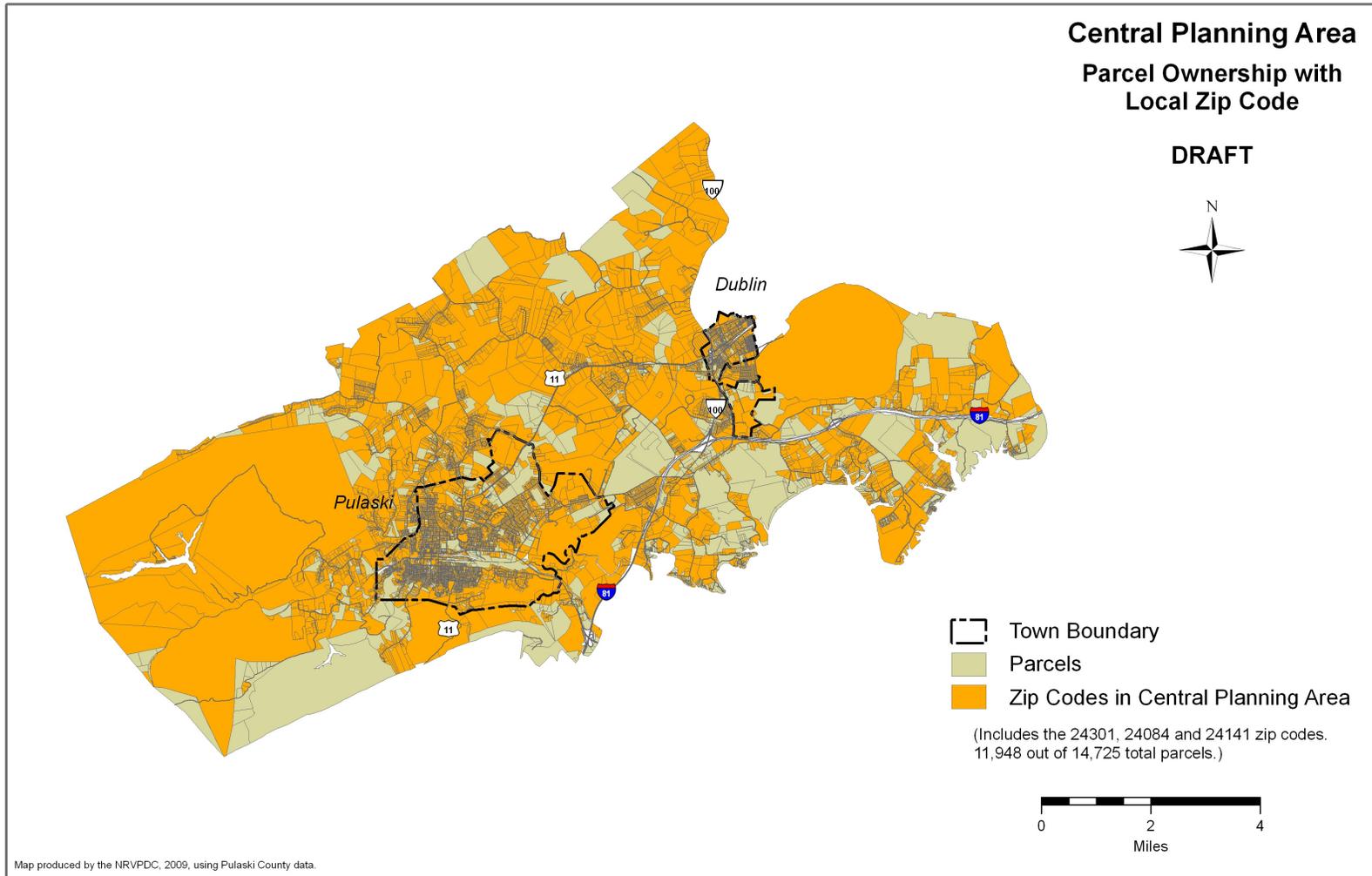
Figure 5, Zip Code Data, illustrates in orange the parcels with zip codes in the Central Planning Area. Tan parcels are those with zip codes other than 24141, 24084 and 24301. There are 14,725 total parcels and 11,948 parcels utilize a Central Planning Area zip code. Therefore 81% of the parcels reflect an Area zip code. This potentially indicates that 29% of the parcels are owned by people outside the Central Planning Area. For comparison purposes, the South Planning Area had approximately 50% of the parcels with a local zip code and the Draper Planning Area had approximately 68% of the parcels with a local zip code.

By reviewing the parcels location and size, several of the parcels may be utilized for recreation purposes along the New River and Claytor Lake. However, a considerable number of parcels are not in close proximity to those amenities. Several of the larger parcels away from the river/lake are reflected as agricultural and residential use in Figure 3, Current Land Use.

The composition of full-time and part-time residents is significant when implementing policies. For instance, during a public input session in the South Planning Area held during the summer time, numerous participants indicated a desire to have trash collection moved to Monday. This request is likely a result of part-time residents and the timing of their property use. During the winter input session this request was not as prevalent. In the Central Area services for facilities are largely directed toward full time residents and local business owners.



Figure 5 – Zip Code Data



Future Land Use

Assumptions

The Planning Area is located North of Claytor Lake and the New River and West of the Northeast Area encompassing the Towns of Dublin and Pulaski. The area consists of a mix of uses as a result of the Municipalities and County in general. While the populations of the towns has decreased as per census results, increases in Residential, Commercial and Industrial uses have created additional demand. Residential growth that has occurred in the Central Planning Area has been North of the U.S. Route 11 Corridor, between Dublin and Pulaski. It appears that the area between U.S. Route 11 and VA Route 611 will be the location for expansion of increases in commuter traffic between the two municipalities it is envisioned that the distance between the two will, over time, decrease as commercial and residential uses expand on the U.S. Route 11 Highway. Other portions of the Central Planning Area are expected to either remain in their current forms or become more residential in nature.

Single family residential development will continue to be an upward trend.

Improvement of water supply and wastewater disposal for Southwestern portion of the Central Planning Area is necessary.

While public water and sewer may not be feasible currently in all locations of the Central Planning area, the PSA should consider the possibility in the future as more customers are available.

Citizens Review of Plan Alternatives

The Planning Commission provided the citizens of the Planning Area an opportunity to comment on the draft development alternatives. The resulting discussion found that citizens want the land use pattern to remain the same with increases in Commercial and Industrial uses. In order to address the citizen concern the future land use plan provides for development nodes and agriculture corridors. This strategy will provide for the housing demand while preserving Agricultural uses.

Citizens Participation

The Planning Commission held two public input sessions in the Central Planning Area. The first meeting was held on January 6, 2009 at the Dublin Lions Club in Dublin. The second meeting was held January 20, 2009 at Pulaski Elementary School. The meetings were attended by approximately 20 people combined. Attendees were briefed on the Comprehensive Planning Process by a presentation from the Pulaski County Staff. Following the introduction, the attendees were invited to and recommend changes to the proposed land use and transportation plans. Once the participants were broken into smaller groups to discuss plan details, several questions were fielded by the County Planning Commission and staff.



The participants were offered two means of providing input toward the plan development process. One option was to complete a written survey that is administered to all the Planning Areas uniformly and comments can be found under Appendix 1. Another option is to provide verbal feedback in small groups. The small group portion of the meeting consisted of maps present in this document for comments.

Participants of the public session provided extensive input and their efforts are reflected in this document.

Residential Land Use

The Central Planning Area has the largest mix of primary land uses, with residential, commercial, industrial, and agriculture uses. Census data has shown that growth has occurred to the North of the Town of Pulaski. With additional road networks it is expected that parcels which are currently Agricultural will be developed into Residential uses. This development is anticipated to occur along U.S. Route 11 and between the two Municipalities. When planning for Residential growth it is important to preserve open spaces and plan for necessary infrastructure. Transportation plans for highway and alternative modes of transportation will need to be addressed. Water and Sewer distribution and collection facilities will also be required. Developer funding will be necessary for the ultimate build out of infrastructure identified in the plan.

Protection of Agricultural Production

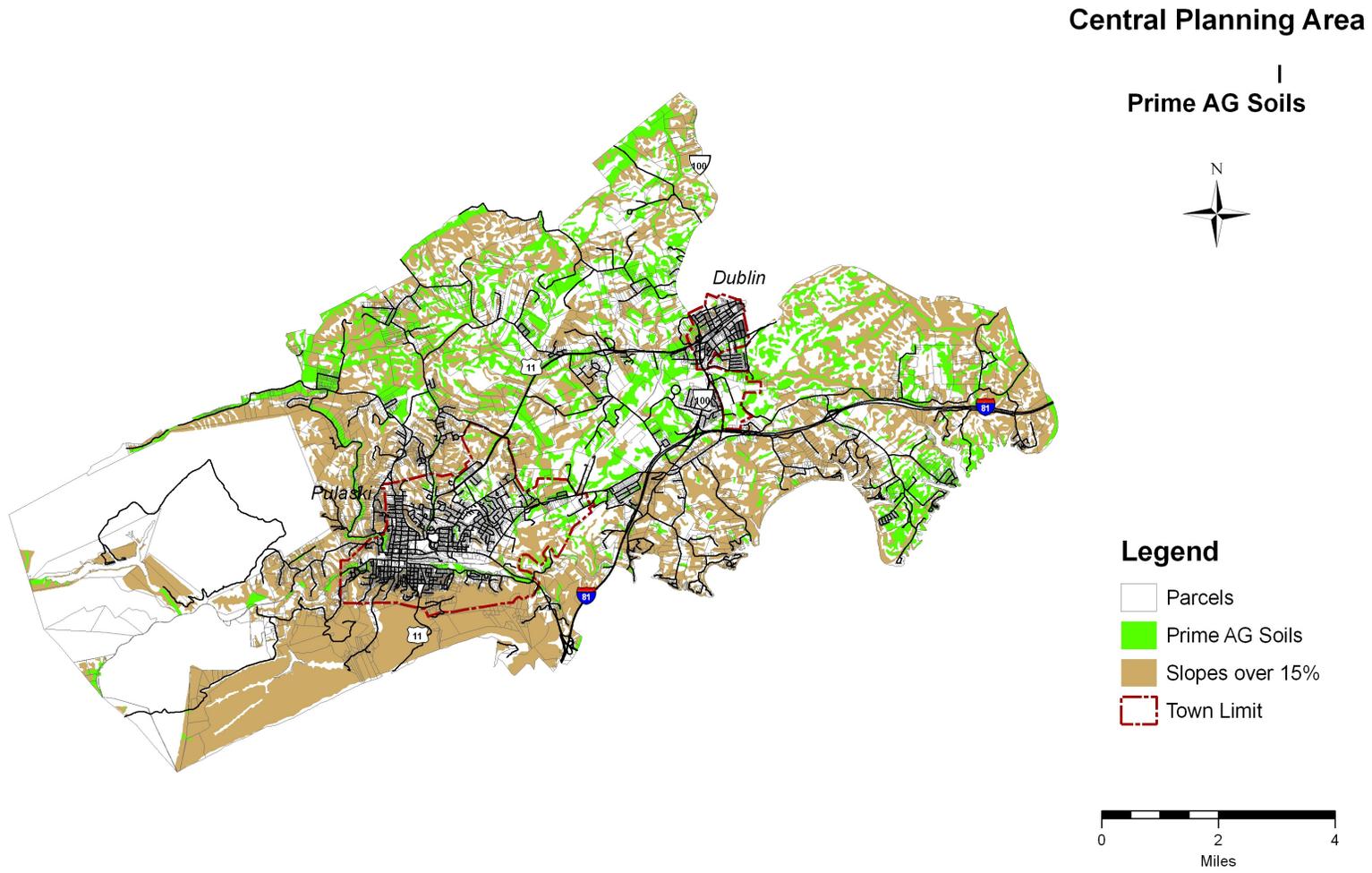
In terms of Agricultural production It is important that the agricultural uses in the Area remain protected from encroachment; particularly the working farms on prime soils (see Figure 5 Prime Agricultural Soils Map and Slopes greater than 15%). In order to support affordable housing and lifestyle preferences, zoning districts covering the prime agricultural areas should be modified to limit the division of property for residential purposes. Cluster Development under Planned Unit Development Districts should be available, in addition to other zoning districts, which encourage higher density residential development adjacent to the municipalities and in the U.S. Route 11 – VA Route 611 corridor.

Agricultural Land Use Taxation

Most of the lands in the Conservation and Agricultural Districts which are devoted to agricultural production are currently being taxed at the agricultural land use rate. It is this rate which would serve as the floor rate for lands with conservation easements. However, forest lands and other non-agricultural qualifying uses would have pre-easement tax rates higher than the agricultural land use rate. In order to preserve agricultural land use activities it is important for the County to correctly assess properties during land valuation periods. It is also important to establish the agricultural tax rate at a level where production can still occur and profits from production can be realized.



Figure 6 - Prime Agricultural Soils and Slopes 15% and Greater



Map produced by the NRVPCD, 2008, using Pulaski County data.



Conservation Easements

Conservation easements are legal agreements that property owners make to limit the type and amount of development that may occur on a property (see VA State Code §10.1-1009, 1010, et al). The easements are often a landowner's decision to affirm land use decisions in perpetuity as well as a response to federal and state tax incentives. To qualify for the tax benefits of a donation, the easement must be in perpetuity, rather than a predetermined term limit.

The easement prevents development of a parcel and protects the conservation value of the property. The result is seen as a public value of protecting "rare" and/or "unique" conservation values associated with a particular parcel of land. Both "rare" and "unique" are terms used in the federal tax code. The measure of "cost" of an easement is determined by a qualified appraiser calculating the value of the easement by assessing the market value (development potential value) of the property before the easement is given and subtracting the value of the land after the easement is donated. There is not a value of "public benefit" calculated for the parcel in terms of protecting "rare" and/or "unique" conservation assets.

The reduced value of the property becomes a perpetual cost to the locality in terms of the reduced property value. In the absence of protecting "rare" and/or "unique" conservation values for the community, this cost can become very high.

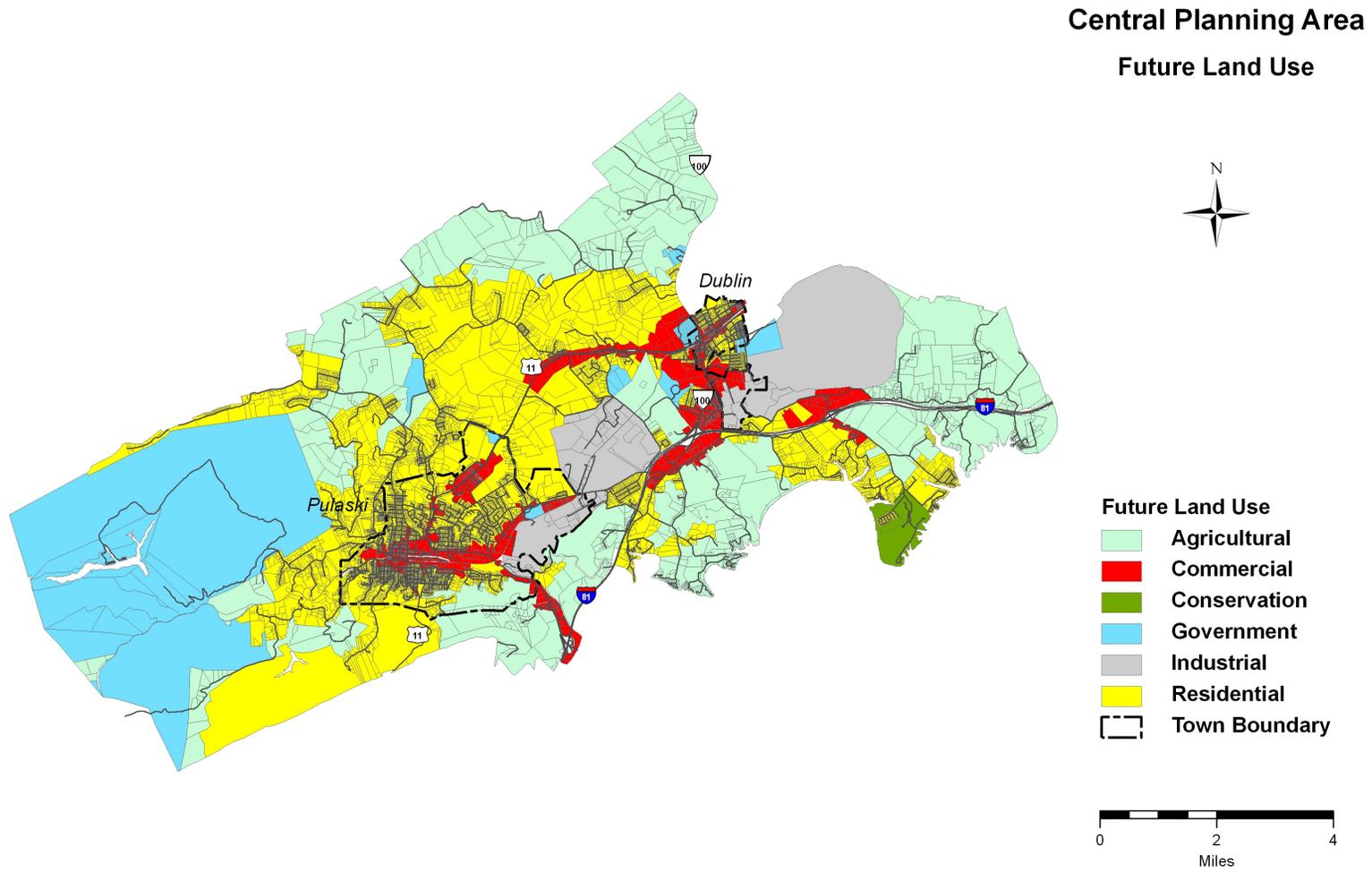
As a result, the acceptance of the land use implications of any conservation easement should be based upon the net value to the public including the perpetual control of land use decisions being made by a current land owner in a dynamic economy and community. Based upon the considerations in the County's Comprehensive Plan, Conservation Easements should be determined to be a use of land. As such the zoning ordinance should be amended to include conservation easements as such in the Conservation District and Agricultural Districts and Residential Districts.

Central Easement Receiving Areas

The Central Planning Area contains mixes of all types of land uses. With the ability of the Towns in the Planning Area to grow and utilize infill development techniques additional areas for Residential Growth are anticipated to be in the Northern section of the Planning Area. Census Data shows that Growth has occurred in this area and with this development additional avenues for Commercial and Industrial Growth are planned for existing Highway Corridors. As a result of this projected growth Conservations Easements may be better suited for areas adjacent to Claytor Lake to protect the quality of water and the associated veiwsheds, as well as active farms.



Figure 7 - Future Land Use Plan



Map produced by the NRVPCD, 2008, using Pulaski County data.



Industrial and Commercial Land Uses

Industrial land uses in the Central Planning Area consist primarily in the Industrial parks in the Area. These Industrial Parks include: Cougar Industrial Park, Dublin Industrial Park, Mar-Bal Industrial Park, Pulaski County Corporate Center, and the future New River Valley Commerce Park. In addition to those Industrial Parks the Radford Army Ammunition Plant located to the Southeast of Dublin is the largest industrial site in the County. Other Industrial employment areas are located in the municipalities in the Central Planning Area.

Commercial uses in the Central Planning Area are primarily in the municipalities with large scale Commercial development closer to U.S. Interstate 81. Additional Commercial uses are found between the municipalities on U.S. Route 11. It is envisioned that this corridor will have increased commercial development with proposed transportation upgrades, and to offset additional Residential Development.

Land Use Action Plan

Short Term

- Consider adopting standards allowing alternative wastewater treatment systems as technology develops to encourage environmental stewardship and maintaining resources.
- Update zoning ordinance and map.
- When updating zoning map, review A-1 district for correct identification of residential land uses opposed to agricultural.
- Retain land that supports the County's agricultural economy.
- Continue the highway improvements identified in the six-year plan.
- Encourage alternative development practices including Cluster Development and Planned Unit Development.
- Encourage Industrial and Commercial Uses near areas with adequate infrastructure resources.

Medium Term

- Construct the most important water/sewer facilities.
- Implement alternatives and connectable transportation elements.
- Amend the County's Zoning Ordinance to Retain agricultural economy.
- Support industrial and commercial development to provide additional employment and services to residents of the County and larger region.



- Assure adequate public facilities to support development in the area.
- Continue land use taxation.

Long Term

- Seek to implement transportation projects identified in the Central Pulaski Transportation Master Plan.
- Encourage trail development to provide connectivity to the New River Trail and the other areas of the County.
- Continue to support emergency services in the Area.
- Retain agricultural economy.
- Continue land use taxation.



Housing

Existing Housing

Existing housing stock in the Central Planning Area is predominantly located in the two municipalities. In the 2000 Census the Town of Dublin had approximately 969 Housing units with an occupancy rate of 911 units or 94%. Of those units 429 units (47.1%) were owner occupied, and 482 units (52.9%) were renter occupied.

The Town of Pulaski had approximately 4,517 housing units with an occupancy rate of 4,173 units or 92.4%. Of those units 2,465 units (59.1%) were owner occupied, and 1,708 units (40.9%) were renter occupied. In addition from 2001 to 2007 126 of Residential Building Permits were issued resulting in a potential 4,643 housing units.

In addition to the municipalities in the Central Planning Area the area along the U.S. Route 11 Corridor is currently zoned in a manner to allow for low density residential dwellings. Areas surrounding Claytor Lake and the New River include low density residential. Also, additional residential parcels are located to the North of the Town of Pulaski.

Future Housing Demand

The Future Land Use Plan indicates nearly four thousand additional acres of Residential Land in the Central Planning Area. With the additional acreage the County will be positioned to increase housing stock while still providing active farmland and increasing industrial and commercial uses. The total number of units that will be achieved by this increase will be determined by the types of Subdivisions that are created. In addition Zoning Classifications permitting different housing yields per acre will have to be evaluated to provide affordable housing in the Central Planning Area.

Affordable Housing

The Town of Pulaski and other Agencies have actively engaged in the rejuvenation and creation of affordable housing with the Dora Highway Revitalization Project. The houses will be available to persons with earnings less than or equal to 80% of the median adjusted gross income for the area. The project will include fifteen to twenty rehabilitated dwellings and six new construction units. Additionally a number of condemned units will be demolished allowing for new construction. Pulaski County is slated to apply for a similar rehabilitation program in 2010.



Transportation

Central Pulaski Transportation Master Plan

During the preliminary planning process for the Pulaski County Comprehensive Plan, the New River Valley Planning District Commission utilized grant funding to prepare a Central Pulaski Transportation Master Plan. Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Virginia Department of Transportation this plan encompasses the transportation resources and needs for the Central Planning Area and adjacent areas.

A series of meetings were held with various stakeholders including Pulaski County, the Towns of Dublin and Pulaski, representatives from VDOT, and Engineering and Planning Consultants to identify areas that would be suited to handle higher traffic volumes and increase mobility. When making these determinations the various stakeholders used previous Comprehensive Plans, the Proposed Future Land Use Plan of the Central Pulaski Area, and other observations with regards to development patterns and possible infrastructure improvement areas. The Central Pulaski Transportation Master Plan represents a detailed Analysis of Transportation needs for the Planning Area in concert with the demands present and proposed for Pulaski County

Transportation Policies

The transportation network in the Central Planning Area is critical to building a successful community development pattern. This planning area contains a mix of uses including residential, agricultural, commercial and industrial uses. As such, the transportation network should allow for safe, reliable, and efficient access to service provided by communities beyond the Central Planning Area. Currently U.S. Interstate 81, U.S. Route 11, and Virginia Route 100 serve as the main thoroughfares. During the next 10 years the County should work to increase mobility to these roads and their respective connector roads. Below is a list of policies created from public input followed by specific transportation projects for the planning area. Figure 7, Transportation Improvement Map, illustrates the proposed transportation projects.

The policies below apply to the Central Planning Area:

- Improve transportation network to service providing areas of Radford, Pulaski and Dublin with existing roadway upgrades and new roadway construction.
 - Exit 101 Connector
 - Exit 98 Interchange Improvement Project
 - U.S. Route 11 upgrades
- Include alternative transportation systems identified and illustrated in the Central Pulaski Transportation Master Plan with road design.



Figure 8 - Central Pulaski Transportation Master Plan Map

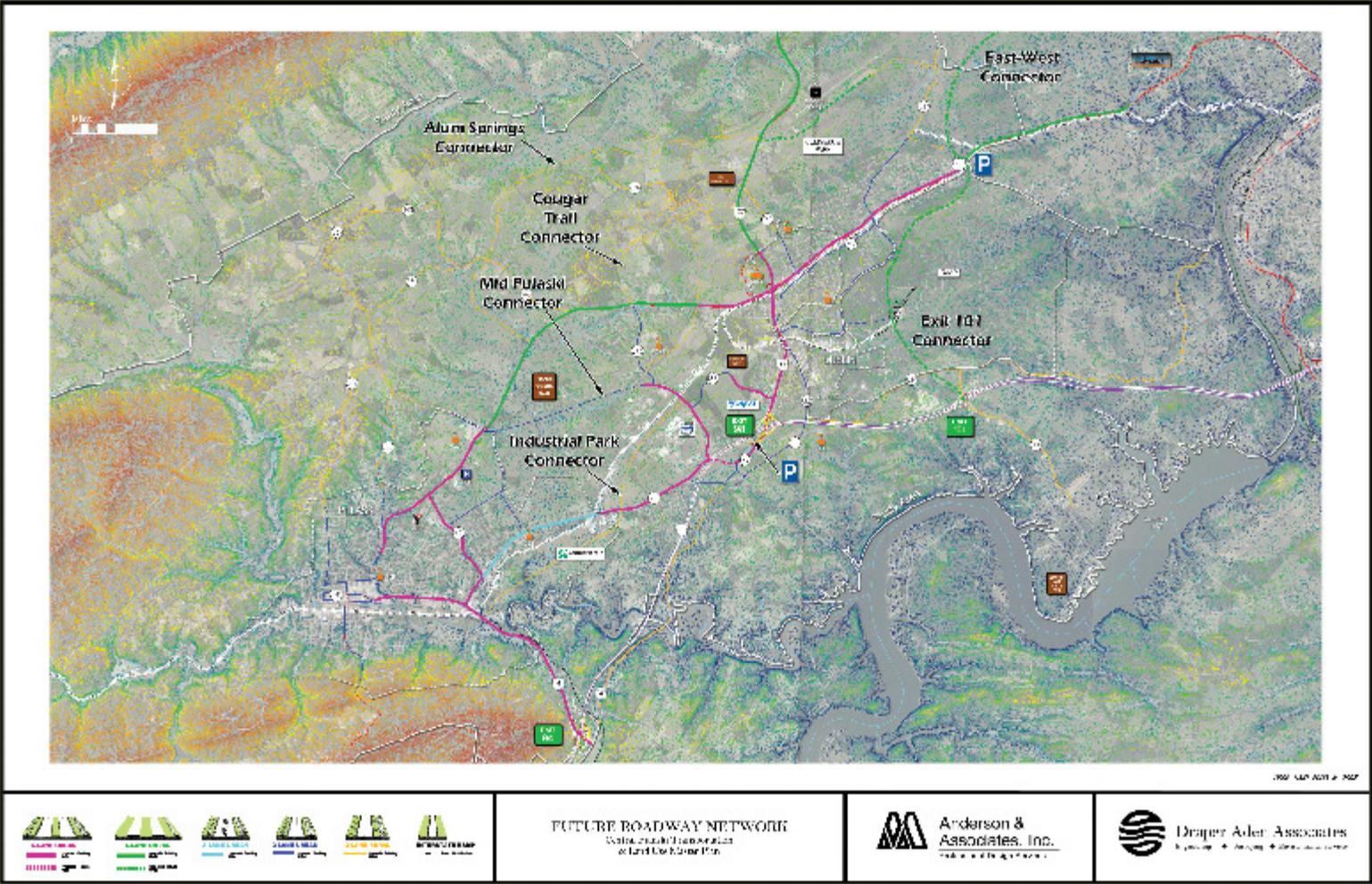
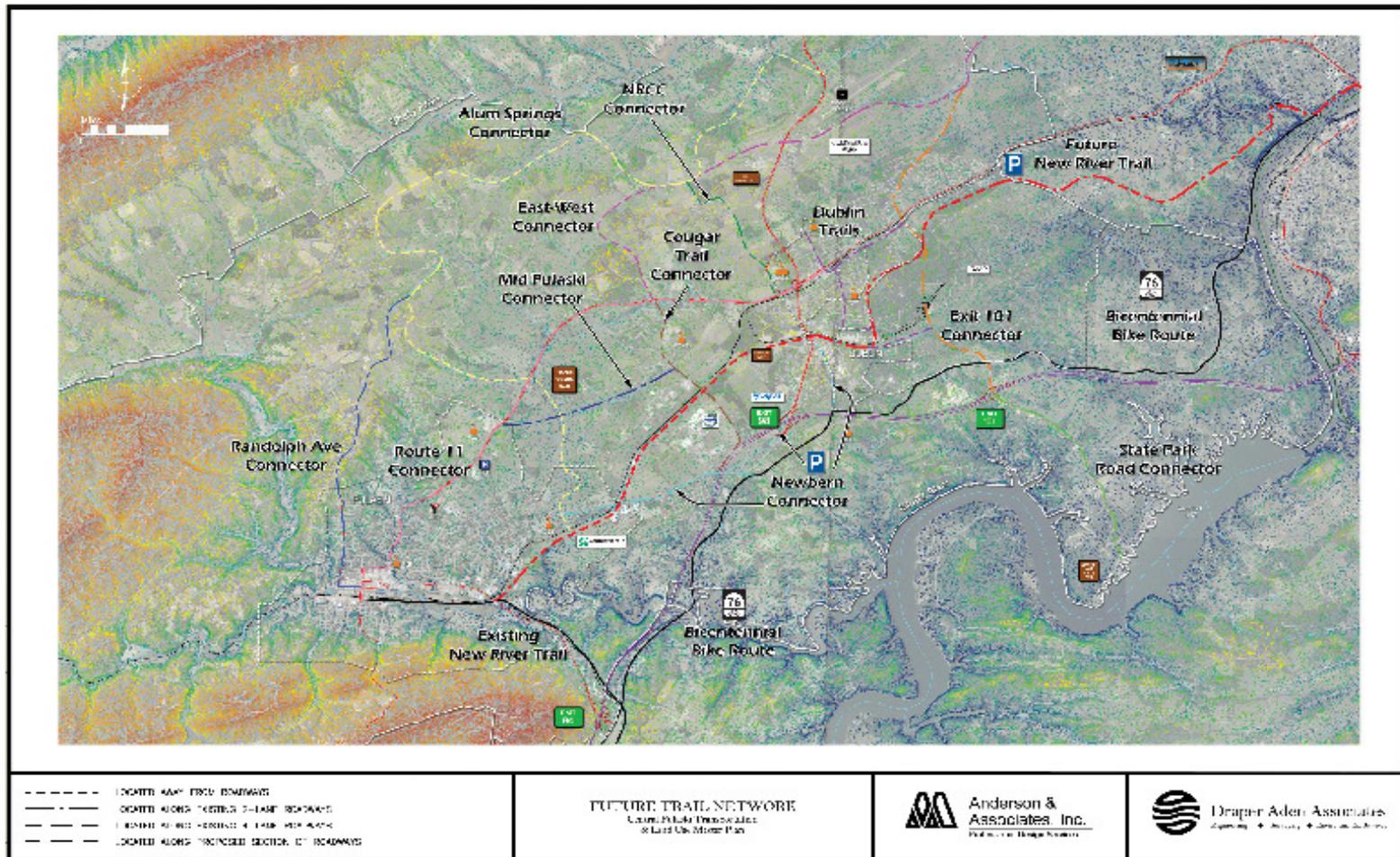


Figure 9 - Central Pulaski Alternative Transportation Master Plan Map



County Six Year Highway Plan

1. Hatcher Road re-pavement:
\$700,000 project completed.
2. Robinson Tract Road Pave .05 Miles East of 601:
\$2.06 Million Dollar project to be completed in 2009.
3. Robinson Tract Road Spot Widening
\$1.3 Million Dollar project to be completed in 2009.

Transportation Action Plan

Short Term:

1. Interchange 101 Route 11 Connector:

Estimated Cost: \$56,500,000

The Project is planned to be completed in three phases:

Construction of roadway connections from Exit 101 to Bagging Plant Road

Bagging Plant Road Upgrade to the four lanes

Construction of four lane section of connector parallel to U.S. Route 11

This project would provide a 4-lane rural roadway that incorporates a sidewalk or multi-purpose trail along one side of the roadway connecting from Interstate 81 traveling north to Route 611, and continuing north to intersect with Route 11. The proposed improvement would include an at-grade railroad crossing west of the Radford Armory Ammunition Plant. Once complete the proposed improvements would allow direct access from the interstate to the Radford Armory and provide as a future connection of the proposed East-West Connector which is proposed to provide a direct link between the localities of Pulaski and Montgomery Counties..

2. Construction of the Exit 98 Interchange

Estimated Cost: \$4,000,000

This project would convert the existing Diamond Interchange to a Diverging Diamond Interchange. Roadway improvements would consist of ramp re-alignments, crossover construction, re-paving and re-striping through the interchange, the addition of 2 traffic signals, and other signing and lighting improvements required. Additionally, a Park n Ride lot would be provided in the southwest quadrant of the interchange, across from the Pulaski Visitors Center.

3. F47 Connector Upgrade

Estimated Cost: \$8,500,000

This project would provide a 4-lane urban roadway incorporating a sidewalk and multi-purpose trail connecting to the newly re-aligned Route 611 south of Exit 98 off Interstate 81. Once the improvements west of exit 98 are completed on Route 611 this connector would allow traffic to



exit the interstate and travel into downtown Pulaski on a mixed 3-lane and 4-lane urban roadway collector, hence providing safe and efficient traffic flow to and from the interstate.

Mid-Term:

4. Route 11 (Pulaski-Dublin) Upgrade

Estimated Cost: \$7,500,000

This project would widen the existing Route 11 to a 4-lane rural roadway that incorporated a sidewalk or multi-purpose trail along one side of the roadway from the northeastern town limits of Pulaski to approximately 1 mile outside the west town limits of Dublin.

5. Mid Pulaski Connector

Estimated Cost: \$7,300,000

This project would provide a new 2-lane urban roadway with a multi-purpose trail as well as a sidewalk on the opposite side connecting from near the intersection of Peppers Ferry Rd & Route 11 to Cougar Trail near Pulaski County High School. This would be constructed on a new alignment within a 2-lane right-of-way to provide an additional connection between the towns of Dublin and Pulaski, and serve the anticipated residential growth between the two towns.

Long-Term:

6. Exit 94 Improvements

Estimated Cost: \$6,500,000

This project would enhance the existing partial clover interchange by modifying existing ramps and loops to bring them to current design standards. Route 99 would also be re-graded at the interchange to develop proper height clearances from the I-81 bridges. Once completed it is envisioned that future infrastructure in the area will provide for additional commercial activities.

7. Route 617 to Proposed East-West Connector

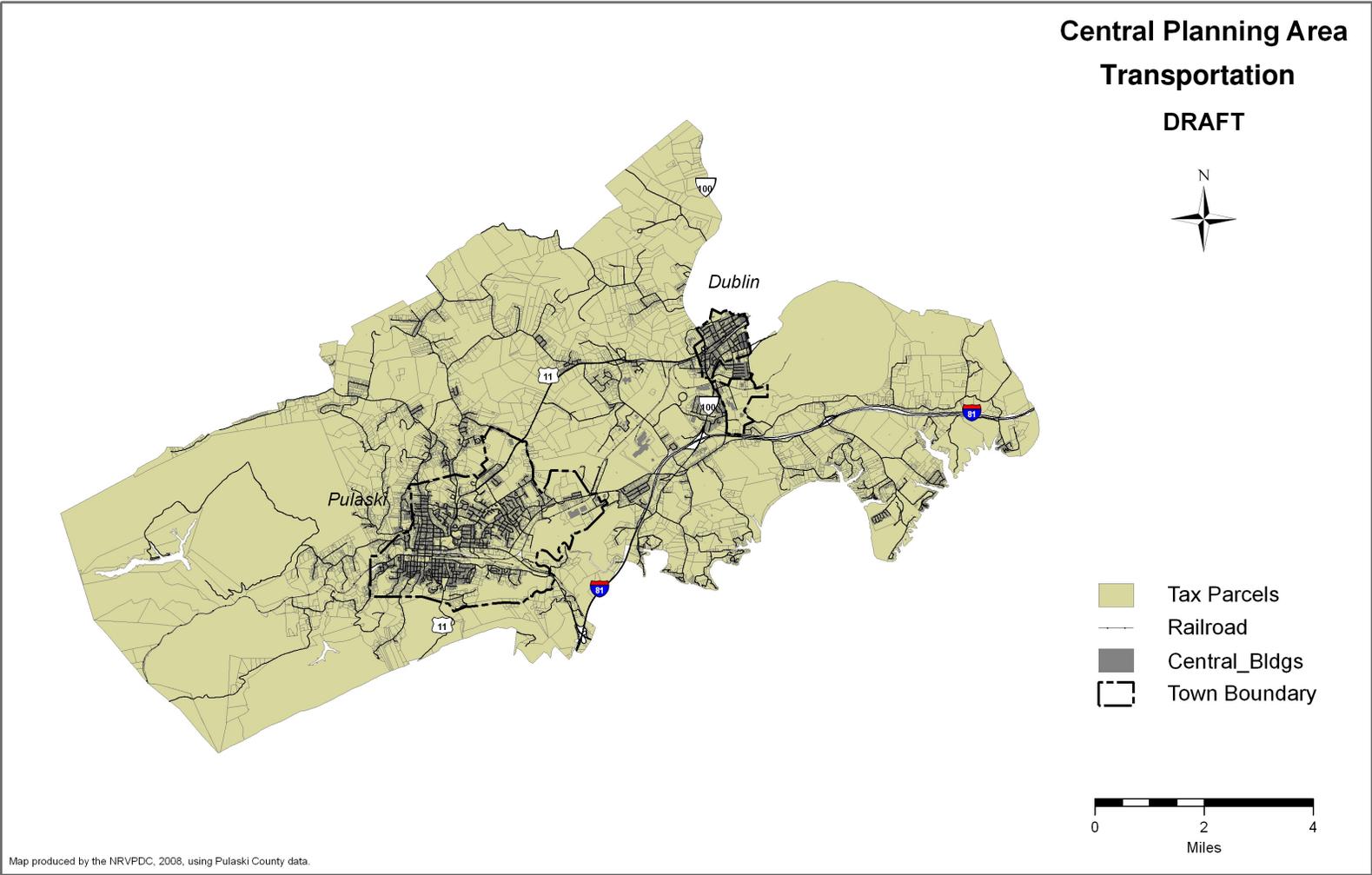
This project would provide a new 2-lane urban roadway with a multi-purpose trail connecting from the proposed Exit 101 Connector to Route 617 providing direct access to Dublin Elementary School from Interstate 81 and exit 101. The urban typical was selected to provide pedestrian modes of transportation for residents and businesses located along the new proposed route.

8. Alum Springs Connector

This project would involve the construction of a 2-lane rural roadway to incorporate a sidewalk or multi-purpose trail along one side of the roadway starting north west of the NRV Fairgrounds traveling west, intersecting with Route 636, continuing south west intersecting with Route 643, and looping back south east into Route 11 north of the Pulaski Country Club. Once the project is complete it will provide residential areas in the western part of Pulaski County to have direct access to Route 100 relieving congestion on Route 11.



Figure 10 - Transportation Improvement Map



Coordination of Land Use and Transportation

Effective as of July 1, 2007, §15.2-222.1 Coordination of State and Local Transportation Planning. Localities that receive a rezoning, site plan or subdivision request that substantially affects transportation on state-controlled highways must submit a Traffic Impact Analysis to the Department of Transportation for review. Comprehensive Plan amendments that substantially affect state-controlled highways must also be submitted to the Department of Transportation for review.

Alternative Transportation and Recreation Policies:

- Preserve and protect New River corridor. Encourage development of river/lake access facilities and user services in the Area.
- Foster cooperative relationships with State and Federal agencies and outdoor guide services/private sector to market these assets and promote Pulaski County as an origin/destination for New River/New River Trail passive recreation trips.
- Coordinate with the City of Radford to develop river access recreational facilities for the citizens of both jurisdictions.
- Complete the construction of the New River Trail from Pulaski to the eastern County boundary. Seek to have the segment added to the New River Trail State Park for operation and maintenance.
- Coordinate alternative transportation facilities among developments to provide an interconnected alternative transportation system in the County.
- Support the development of the Trail systems outlined in the Central Pulaski Transportation Master Plan.



Community Facilities and Recreation

Community Facilities

The Central Planning Area contains several significant public facilities for the County and the community. The majority of the County's educational system is located in the Central Planning Area including four Elementary schools, both County Middle schools, and the Pulaski High School serving the entire County. In addition the Southwest Virginia Governor's School is located in Pulaski providing additional educational resources to gifted High School Students in the region. In addition to the K-12 education services provided, the New River Community College is located in the Central Planning Area and provides an affordable two-year collegiate educational service for the New River Valley Region. Branches of the County Library are also located in the Towns of Dublin and Pulaski providing an additional educational resource.

In addition to Educational Facilities the Central Planning Area includes numerous Emergency Facilities including three Police Departments, three Fire Departments, and two Rescue Stations. Many of the Emergency services are provided by volunteers with coverage areas that fall outside of the Municipal and Central Planning Area boundaries.

Recreation Action Plan

Short Term:

- Implement the County's Tourism and Recreation Plan
- Market recreation opportunities/assets.
- Preserve and protect the New River Trail State Park corridor. Encourage expansion of trail facilities to be managed as part of the State Park.
- Support the development of user services in the Towns of Dublin and Pulaski as well as along the trail corridor.
- Foster cooperative relationships with Local, State and Federal agencies and Public and Private organizations to develop recreational facilities for the citizens of Pulaski County.
- Construct a County and/or regional recreational center with aquatic facility.
- Actively participate in the Round the Mountain Artisan network of trails.

Medium Term:

- Continue agency/private sector coordination/cooperation efforts to develop needed facilities and market recreational opportunities.
- Consider the benefits and establishment of a regional recreational facility authority to



serve the County and Town, as well as other locations.

- Continue development of river/lake access facilities.

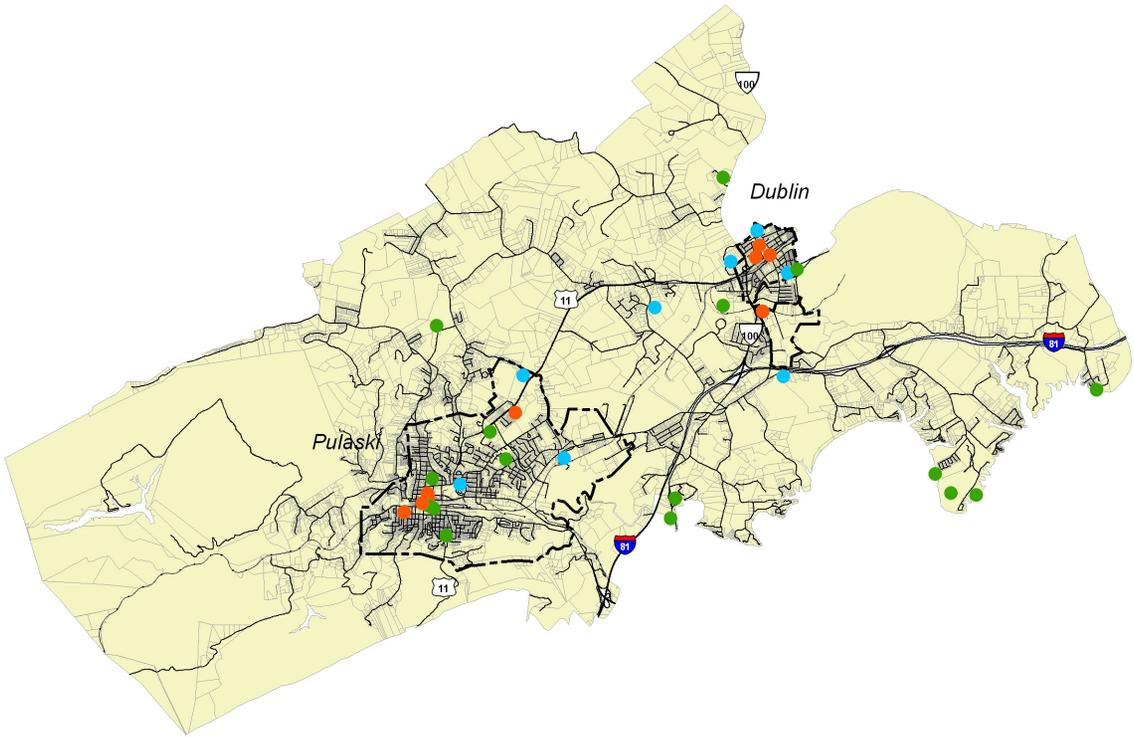
Long Term:

- Encourage development of lodges/hotels/bed and breakfasts/conference facilities to service recreational traffic, businesses, etc.
- Develop trail systems outlined in the Central Pulaski Transportation Master Plan.



Figure 11 - Community Facilities Map (Locations on following page)

**Central Planning Area
Community Facilities
DRAFT**



- Community Facility Category
- Education
 - Recreation
 - Services
 - Railroad
 - ▭ Town Boundary



Map produced by the NRVPCD, 2008, using Pulaski County data.



Table 1 – Community Facilities

1. Education
 - a. Critzer Elementary School
 - b. Dublin Elementary School
 - c. Pulaski Elementary School
 - d. Newbern Elementary School
 - e. Dublin Middle School
 - f. Pulaski Middle School
 - g. Pulaski High School
 - h. Southwest Virginia Governor’s School
 - i. New River Community College
2. Pulaski County Library
3. Fire Departments
 - a. Dublin Vol. Fire Department
 - b. Pulaski Fire Department
 - c. Newbern Vol. Fire Department
4. Ambulance-Rescue Stations
 - a. Dublin Station (Ambulance – Rescue)
 - b. Pulaski Station (Ambulance – Rescue)
5. Police Department
 - a. Dublin Police Department
 - b. Pulaski Police Department
 - c. Pulaski County Sheriff’s Department
6. Recreational Facilities
 - a. Central Youth Center
 - b. Calfee Park
 - c. Cool Springs
 - d. Dora Highway
 - e. Gatewood Reservoir
 - f. Jackson Park
 - g. Lion’s Club
 - h. Loving Field
 - i. MacGill Village
 - j. Randolph Park
 - k. Sixth Street Park
 - l. Valley Road Park
7. Economic Development
 - a. Cougar Industrial Park
 - b. Dublin Industrial Park
 - c. Mar-Bal Industrial Park
 - d. Pulaski County Corporate Center
 - e. New River Valley Airport
 - f. New River Valley Commerce Park



Appendix A

Central Planning Area Public Input

January 6th, 2008 and January 20th, 2008

(Towns of Dublin and Pulaski North of Claytor Lake West of Fairlawn)

1) What do you like about your community?

- Small, rural with great people
- Peaceful, quite, pretty, good access to the interstate
- Small rural feel, Claytor Lake, Scenery
- Open space

2) What would you change in your community, if you could?

- More employment
- More entertainment opportunities, addition of a recreation center, mutual activity aid with NRCC
- Fewer mandatory restrictions for property owners, clean up the environment, encourage recycling
- There is a need for more industry in the County.

3) What do you like about Pulaski County?

- Not many people, scenic
- Open space and ruralness, Claytor Lake
- Beautiful place, quite
- Educated people

4) What would you change about Pulaski County, if you could?

- Keep tax rates low, keep number of government employees low
- More jobs to increase government services through business taxes
- Place a ban on wood burning and waste burning
- Revitalize downtown Pulaski, reduce property taxes, encourage more recycling, add more business development

5) What kind of community do you want the area to be in 20 years?

- Safe, clean, environmentally conscious, better educated
- More amenities with the same rural and scenic nature
- Good industry while staying the same

6) How long have you lived in this part of the county?

- 67 years on and off
- 6 years
- Life
- 5+ years

7) Please provide any other input you feel is important to the future of your community.

- Keep pollution down, recruit more industry
- Keep business, keep good water and sewer services

Thank you for your participation. Your contributions will help shape the future of your community

