

**DRAPER PLANNING AREA**

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## DRAPER PLANNING AREA

### Introduction

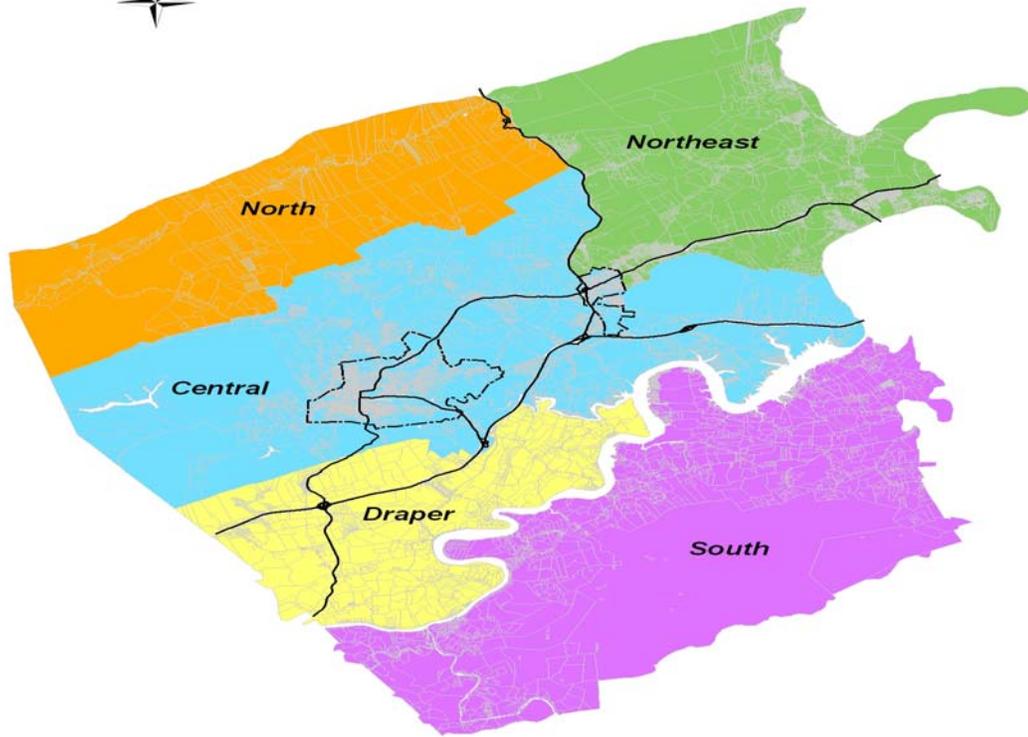
The Pulaski County Comprehensive Plan is divided into two volumes. Volume 1 covers county-wide information pertaining to history, geography, the natural environment, and demographics. Volume 2 contains planning area specific information. At the start of the Comprehensive Plan update in late 2006 the County was divided 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 location in the County, and the availability of census data to study the selected areas.

This document is the Draper 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



## **DRAPER PLANNING AREA**

### **Description**

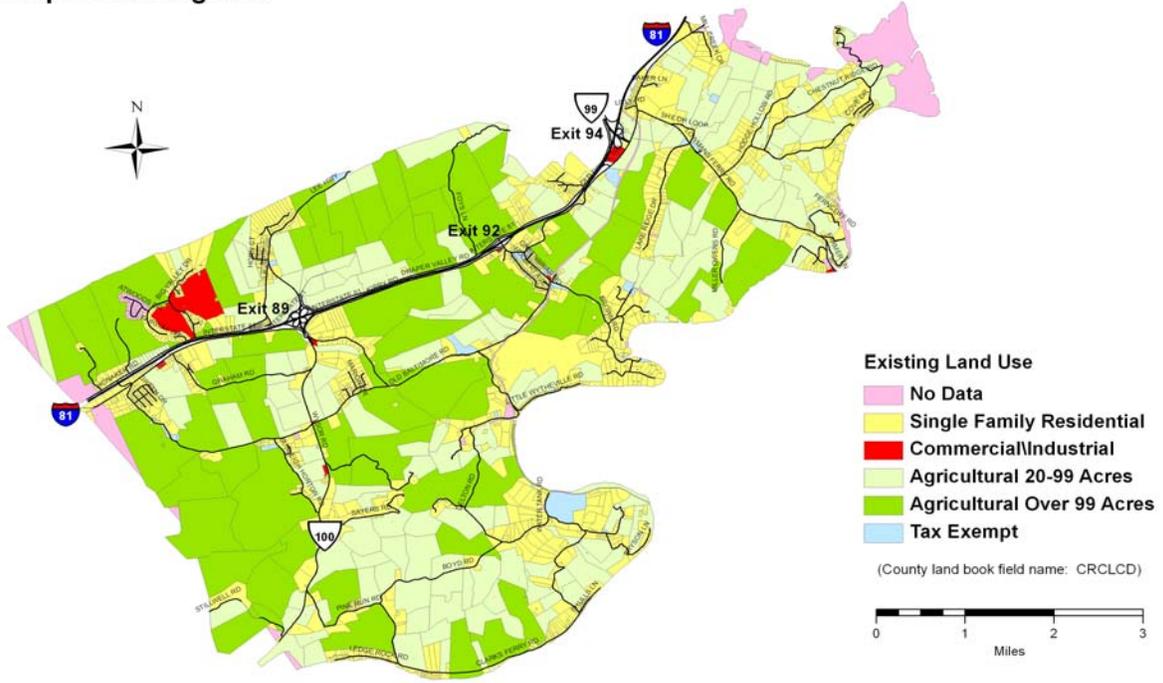
**The Draper Planning Area is bounded on the west by the Wythe/Pulaski County line and on the south by Claytor Lake. The Area is generally triangular with Interstate 81 running east-west in the northern 1/3<sup>rd</sup>, see Figure 2. While agriculture is a major land use activity in the Area, its great natural beauty and proximity to Claytor Lake has resulted in an increase in residential development. The boarder of the Area adjacent to the Lake is characterized by steep slopes and broken drainage patterns. The residents of this Area typically travel beyond their vicinity for services because there are few options for daily needs. Residents rely on the Towns of Pulaski and Dublin primarily. The general growth pattern is one of agricultural use slowly giving way to residential uses. In particular, there is more recent development along the lakefront, in the Draper Valley Golf Course area, and along Lake Ridge Drive, Brown Road and Old Baltimore Road. Residential use is the most dominate in terms of number of parcels, although several large agricultural tracts over 99 acres are throughout the Area. Most of the tax-exempt parcels in the Area are churches. For the Draper Future Land Use Map see Figure 6.**

**The Draper Planning Area also affords excellent recreation amenities through the New River Trail State Park and with public access to Claytor Lake and the New River. The lack of public water and sewer in the Area is a concern as residential development continues to increase.**

**Figure 2 – Current Land Use**



# Draper Planning Area



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



## *Existing Conditions*

### **Citizens Participation**

The Planning Commission held one public input session in the Draper Planning Area. The meeting was held in April 2008 at the New River Criminal Justice Center in Draper. The meeting was attended by approximately 40 people. The County staff advertised the meeting through post cards delivered to each property owner in the Planning Area. Attendees were briefed on the Comprehensive Planning Process by a presentation from the Pulaski County Planning Commission. Following the introduction, the attendees were provided another presentation on demographic changes in the community from 1990 to 2000 based on census data. Prior to breaking into smaller groups to discuss plan details, several questions were asked by the large group and Planning Commissioners or County staff responded.

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 two maps for comments, one Future Land Use Plan and another map for transportation improvements, or general comments. Small group comments can be found under Appendix 2.

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

### **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, 127 in 2000 to 37, 332 in 2010 and 39, 657 in the year 2020.

It is estimated that approximately 5% of the change in the county population will occur in the Draper Planning Area. Based upon this assumption, some 300 persons will locate in the Area by 2010 and an additional 325 to 350 by 2020. The projection would indicate that in evaluating change, a population increase of approximately 600 to 700 should be utilized.

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.



## **Existing Land Use**

**An evaluation of the County's land records finds that the majority of the parcels, 2,097 are devoted to residential use. There are 277 parcels of land classified as agriculture, of which 203 parcels are between 20 to 99 acres in size, while 74 parcels are larger than 99 acres. Tax exempt parcels, 66, include cemeteries, churches, and government owned land. Commercial/Industrial lands account for 35 parcels, and 62 parcels are not classified. Figure 3 illustrates this land use data.**

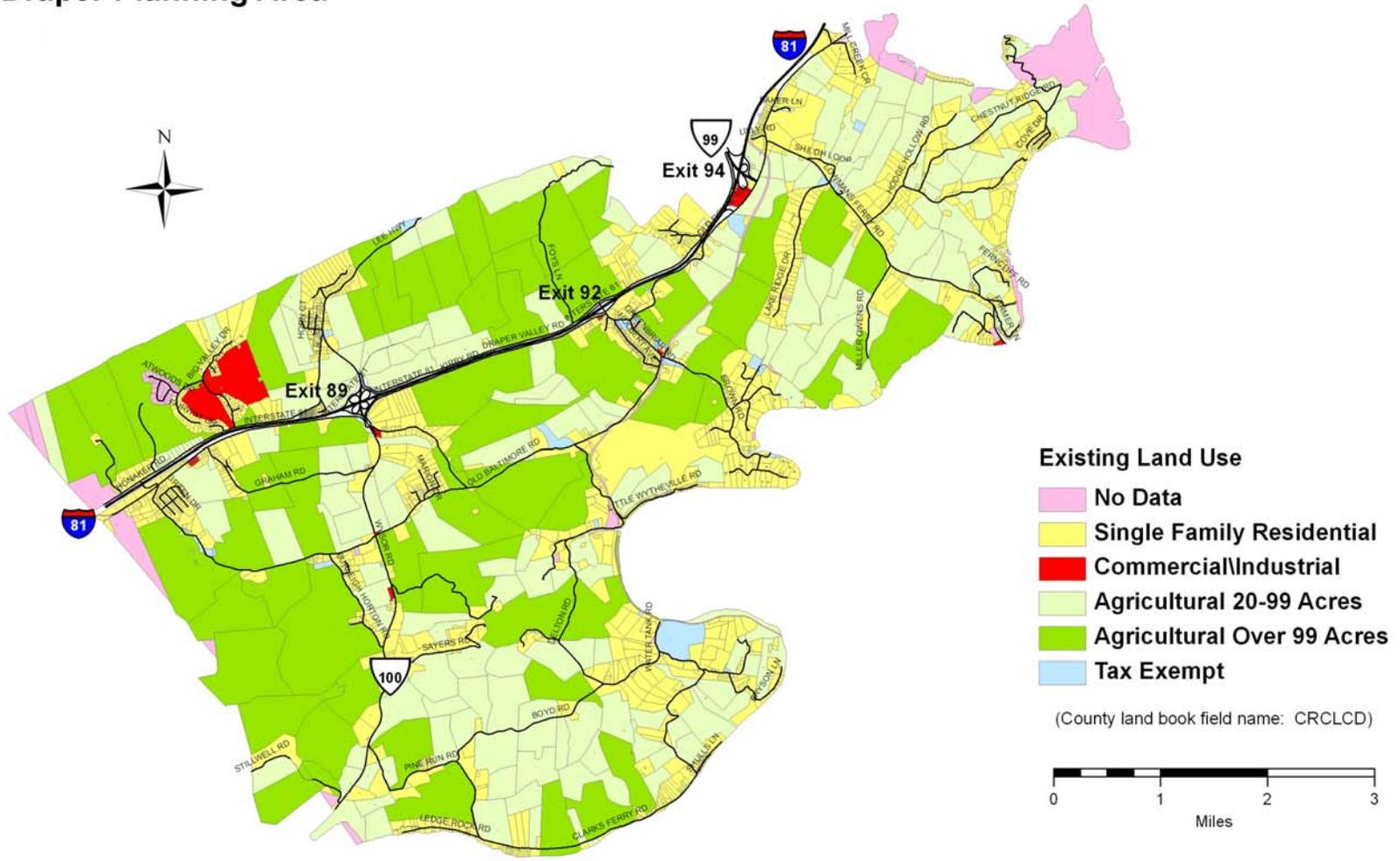
**As the County's land records indicate, residential land use is a major activity in the planning area. The US Census indicates there are 2,026 housing structures in the Area. Between 1990 and 2000 287 of those structures were built, or 14 percent. From 1970 to 2000 there were 1,062 housing structures built, or 52 percent of the housing stock. The trend from 1970 until 2000 is approximately 200 to 250 homes built every 10 years, or 20 to 25 per year.**

**The trend of 20 to 25 homes per year is expected to continue, if not increase. 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 in the consumption of 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 12).**



**Figure 3 - Current Land Use  
Draper Planning Area**

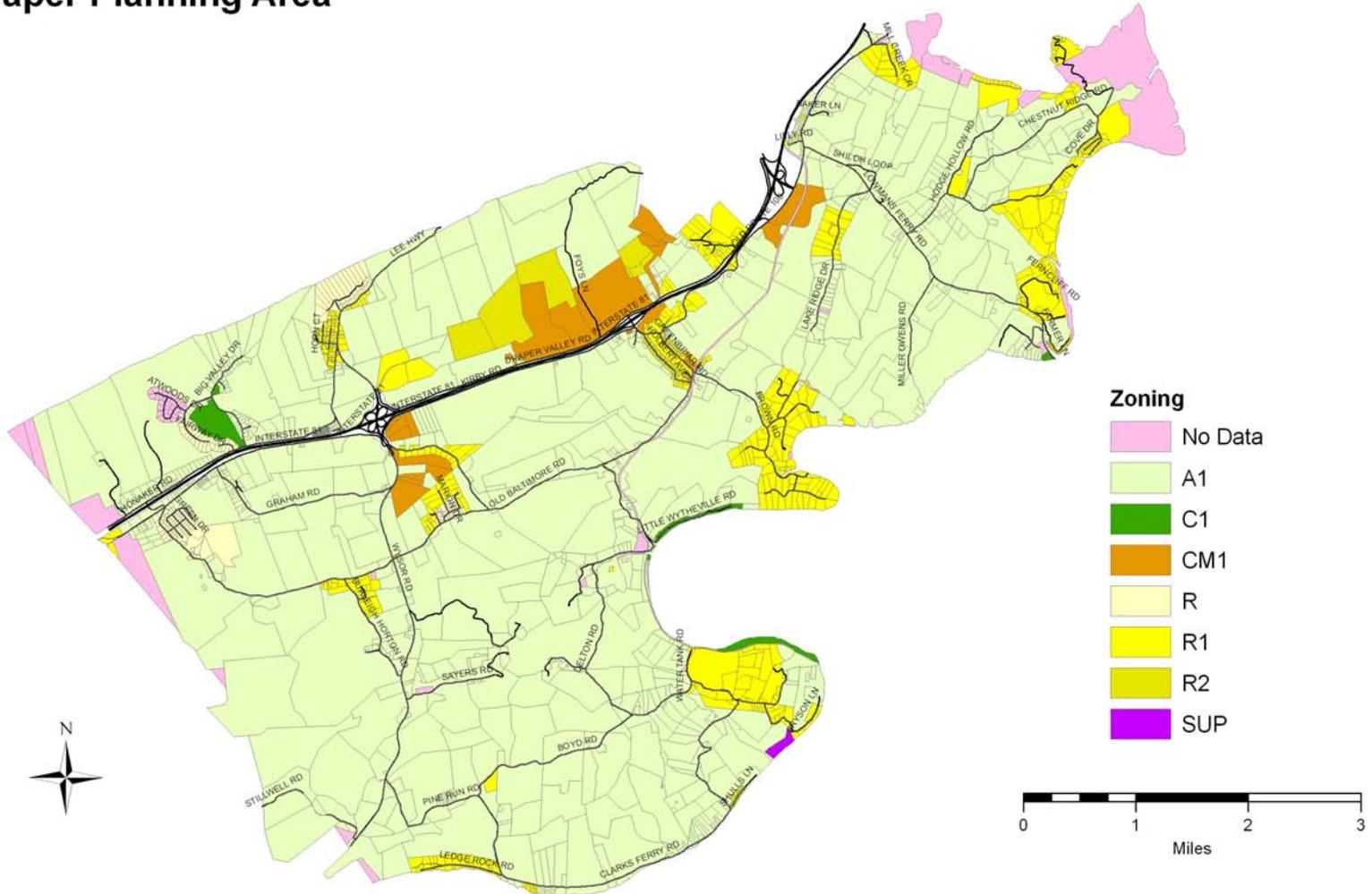


Map created by the NRVPCD, 2008, using Pulaski County data.



Figure 4 – Zoning

## Draper Planning Area



Map created by the NRVPCD, 2007 using Pulaski County data.



## **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 two zip codes were utilized, 24324 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 24301 zip code extends north into the Town of Pulaski and beyond to the Giles County boarder. 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 blue the parcels with zip codes in the Draper Planning Area. White parcels are those with zip codes other than 24324 and 24301. There are 2,537 total parcels and 1,741 parcels utilize a Draper Planning Area zip code. Therefore 68% of the parcels reflect an Area zip code. This potentially indicates that 32% of the parcels are owned by people outside the Draper Planning Area. For comparison purposes, the South Planning Area had approximately 50% 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 amount of parcels are not in close proximity to those amenities. Several of the larger parcels away from the river/lake are reflected as agricultural use in Figure 3, Current Land Use.

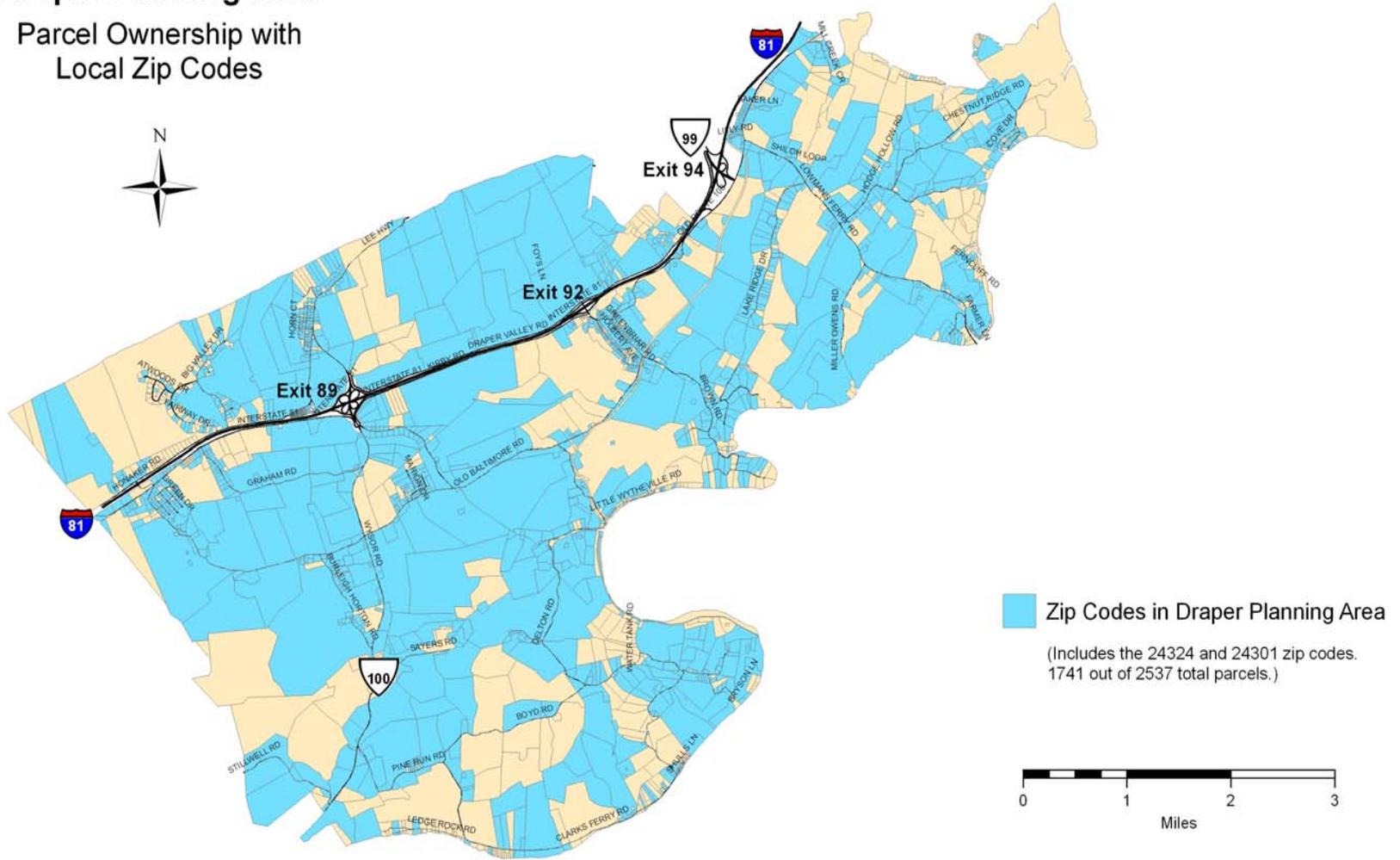
The composition of full-time and part-time residents is significant when implementing policies. For instance, during a public input session in the South Planning Area held during the summer time, numerous participants indicated a desire to have trash collection moved to Monday. This request is likely a result of part-time residents and the timing of their property use. During the winter input session this request was not as prevalent. As the Draper community moves forward, the composition is an aspect to consider when making policy decisions.



Figure 5- Zip Code Data

### Draper Planning Area

Parcel Ownership with  
Local Zip Codes



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



## *Future Land Use*

### **Assumptions**

The Planning Area is located north of Claytor Lake and the New River. The area is removed from significant retail and service centers contained in the Towns of Pulaski and Dublin, the City of Radford, and Wythe County. The Area has easy access to Interstate 81 with three interchanges, Exits 89, 92 and 94; therefore, residents are not far from market places. Water features such as the river and lake serve as major amenities and development has occurred at a rate of approximately 275 homes per decade, or 25-30 annually. Not all residential development is attributed to the lake and river. Residential development is occurring in the Draper Golf Course community and along secondary roads throughout the Area. Considering the decreasing supply of suitable land along the water features, more land in the traditional farming areas will be converted to residential uses. This conversion is particularly alarming to the residents of the Area and is well documented in the public input sessions found in Appendix 1 and 2. The property owners, dictated by the market, ultimately make the decision to convert property from agriculture to residential. The County and community should be prepared for more residential development and make available the services residents desire. Further, the community expressed a significant desire to create community that supports the New River Trail users and local residents. Considering the amount of local agriculture production and a market that arrives regularly to recreate on the Trail, community building projects such as a farmer's market, a restaurant serving local products and a boarding facility become highly desirable projects.

A population increase of 600 to 700 residents by 2020.

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

Improvement of water supply and wastewater disposal for the Draper community will be needed.

Increased access to internet bandwidth to allow telecommuting and heighten quality of life.

Community building projects will be critical for local economy.

### **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 local commerce to expand while attempting to keep land use patterns the same. This can be difficult in a dynamic market whereby 20 to 25 single family homes are built annually. 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 with limited land consumption and retain the agricultural viewshed along the major thoroughfares in the Area. The map on page 12 reflects the community input toward future land development patterns.**



## **Residential Land Use**

The Draper Planning Area has two primary land uses, residential and agriculture. There are very limited amounts of other land uses occurring in the Area. Commercially zoned land exists at all three interstate interchanges; however, actual commercial land use is not significant.

Residential subdivisions are not limited to the waterfront areas, although several do exist. Draper Valley Golf Course and a subdivision along Rt. 11 provide the majority of housing in the Area north of I-81. South of I-81 residential subdivisions are found in the “downtown” of Draper, along Old Baltimore Road, off of Lowmans Ferry Road, and Lake Ridge Drive. In many cases, residential uses are bounded by large tracts of agriculture uses.

## **Protection of Agricultural Production**

The Draper Area is one of the higher producing agricultural areas in the County. It is important that the agricultural uses in the Area remain protected from encroachment; particularly the working farms on prime soils (see Figure 6 Prime Agricultural Soils Map and Slopes greater than 15%). Major developments should be where access to the Planning Area is easily supported; at the interchanges of I-81 exits 89, 92, and 94. In order to support affordable housing and lifestyle preferences, zoning districts covering the prime agricultural areas should allow limited division of property for residential purposes, not including subdivisions on less than 2 acre lots. Further, continuing land use taxation is vital to the support of the agricultural industry.

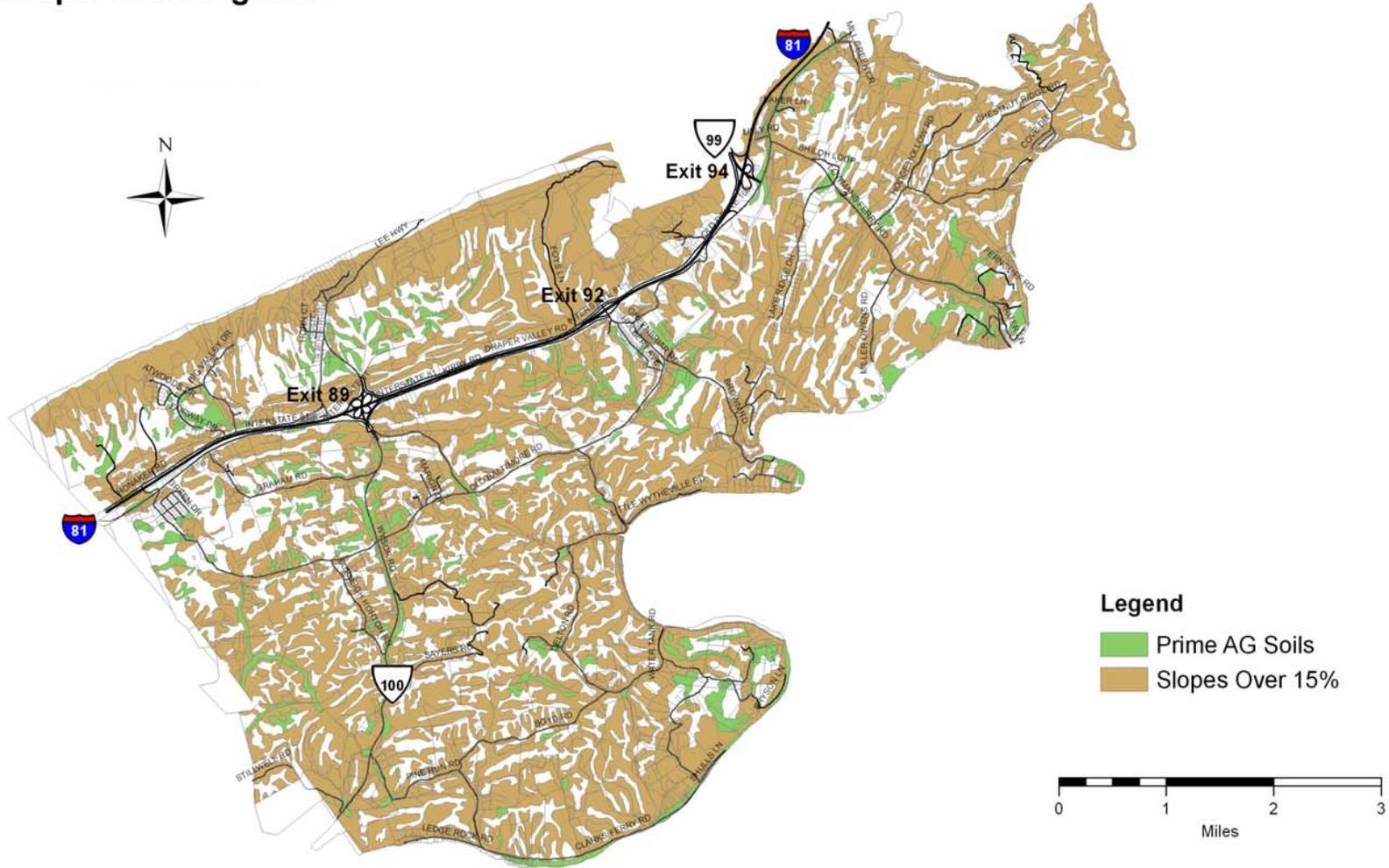
## **Agricultural Land Use Taxation**

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

Draper Planning Area



Map created 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 in the Conservation District and Agricultural Districts and Residential Districts.**

## **Draper Easement Receiving Areas**

**The South Planning Area contains numerous significant natural resources. A current concern for citizens is water quality of the New River and Claytor Lake due to human impacts in close proximity to these water features. Another concern for citizens is the loss of agricultural viewsheds along thoroughfares and from the perspective of being on the river/lake. Easements that protect viewsheds along the river/lake and provide for a decrease in human impacts to water quality are desirable. Further, in Figure 7, areas outside of the Commercial and Residential designations are likely to be suitable. Some areas within those designations may also be suitable; however, residential demand should weigh more heavily in those areas.**

**Taking into consideration the pace of residential development since 1970, not all remaining parcels with access to the water features or in agricultural viewshed should be put under easement. In the Draper Planning Area particularly, a balance must be struck between**

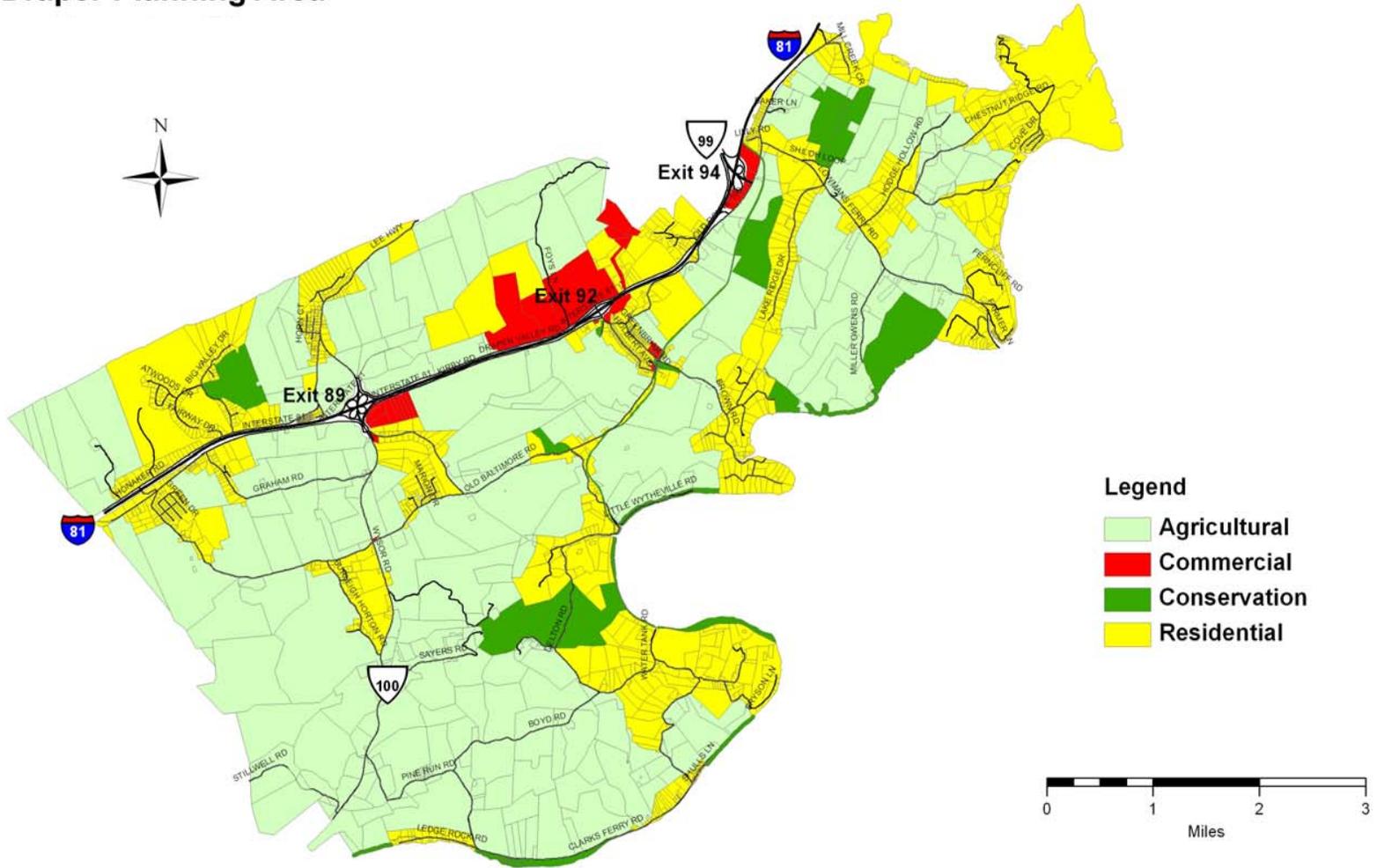


**meeting the supply of land for the residential demand, and permanently conserving significant resource lands that community members highly value.**



Figure 7 - Future Land Use Plan

Draper Planning Area



- Legend**
- Agricultural
  - Commercial
  - Conservation
  - Residential

Map created by the NRVPC, 2008, using Pulaski County data.



## **Land Use Action Plan - Draper**

### ***Short Term***

- **Amend zoning ordinance for agricultural district to restrict residential subdivision.**
- **Endorse land conservation tactics for preserving natural resources in the planning area that do not conflict with land to support expansion of commercial and residential uses.**
- **Limit residential development in agriculturally zoned areas to protect agricultural economy.**
- **Support commercial activity south of Interstate 81 at Exits 89 and 94, along with commercial uses north of the interstate at Exit 92. These commercial activities should support interstate users along with planning area residents.**
- **Review land classification database at time of next real estate assessment to ensure proper coding.**
- **Schedule identified transportation improvements in the six-year plan.**
- **Promote “community docks” to limit the impact caused by high numbers of docks serving individual lots.**
- **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.**
- **Encourage residential developers to implement Planned Unit Development to promote wise land use.**

### ***Medium Term***

- **Construct the most important water/sewer facilities.**
- **Support residential development in areas where public infrastructure exists or can be provided.**



- **Consider impact on agriculture for parcels zoned to residential.**
- **Endorse land conservation tactics for preserving natural resources in the planning area that do not conflict with land to support expansion of commercial and residential uses.**
- **Consider increasing the date of rollback period for agricultural land use taxation from 5 years to 7 years.**
- **Support recreational access to Claytor Lake via public and private facilities such as marinas.**
- **Support commercial activity south of Interstate 81 at Exits 89 and 94, along with commercial uses north of the interstate at Exit 92. These commercial activities should support interstate users along with planning area residents.**
- **Investigate water supply connection with Wythe County to provide alternative water source.**
- **Endorse low impact development techniques in proximity to County water supply.**
- **Strive to balance residential land uses along Claytor Lake with conservation uses.**
- **Investigate providing/improving internet utilities to the Area.**
- **Retain agricultural economy.**
- **Assure adequate public facilities to support development in the area.**

*Long Term*

- **Support alternative transportation/recreation along rural routes in the Planning Area.**
- **Retain large parcels of agriculture land use by utilizing land use taxation.**
- **Seek to implement transportation projects identified in the Transportation Action Plan.**
- **Encourage New River Trail access points as land adjacent to the park subdivides or becomes available otherwise.**
- **Continue to support emergency services in the Area.**



- **Promote “community docks” to limit the impact caused by high numbers of docks serving individual lots.**



## ***Transportation***

### **Transportation Policies**

The transportation network in the Draper Planning Area is critical to building a successful community development pattern. This planning area largely contains agriculture and residential uses with limited services offered in the Area. As such, the transportation network should allow for safe, reliable, and efficient access to service providing communities beyond the Draper Planning Area. Currently Rt. 11, Rt. 100, Old Rt. 100, Old Baltimore Road, and Lowman's Ferry Road serve as the main thoroughfares. During the next 10 years the County should work to reconstruct segments of these roads to better serve the community. Below is a list of policies created from public input followed by specific transportation projects for the planning area. Figure 8, Transportation Improvement Map, illustrates the proposed transportation projects.

The policies below apply to the Draper Planning Area:

- **Improve transportation network to service providing areas of Pulaski and Dublin.**
  - **Old Rt. 100**
  - **Old Baltimore Road**
  - **Lowman's Ferry Road**
  - **Rt. 100**
  - **Rt. 11**
- **Formalize a pedestrian/bike plan between the New River Trail State Park and communities within the Area.**
- **Make road improvements to increase safety in major thoroughfares.**



## Transportation Action Plan

### ***1. Replace Old Rt 100 bridge at Peak Creek.:***

***Estimated Cost: \$3,888,000***

**This bridge needs to be replaced to better accommodate large vehicle traffic and residents of the Area.**



### ***2. Improve Interchange Ramps at Exit 89:***

***Estimated Cost: \$1,588,000***

**Interchange ramps are too short and the radius is too tight for large vehicles to navigate. Increase the length of deceleration lanes and improve curve radius.**



### ***3. Improve Interchange Ramps at Exit 92:***

***Estimated Cost: \$3,168,000***

**Similar to Exit 89, add acceleration lane to northbound.**

### ***4. Provide Drain for Spring under Old Rt. 100:***

***Estimated Cost: \$108,000***

**Provide drainage for subsurface spring that seeps onto roadway and freezes during winter months.**



**5. Resurface Old Rt. 100 from Exit 94 to Exit 92:**

**Estimated Cost: \$1,300,000**

**This segment needs resurfacing to better handle the volume of traffic.**

**6. Improve Intersection at Greenbriar Rd and Old Rt. 100:**

**Estimated Cost: \$421,000**

**This intersection as it is currently oriented is dangerous and serves as the community center.**

**7. Resurface/widen/safety improvements to Rt. 658 Delton Rd:**

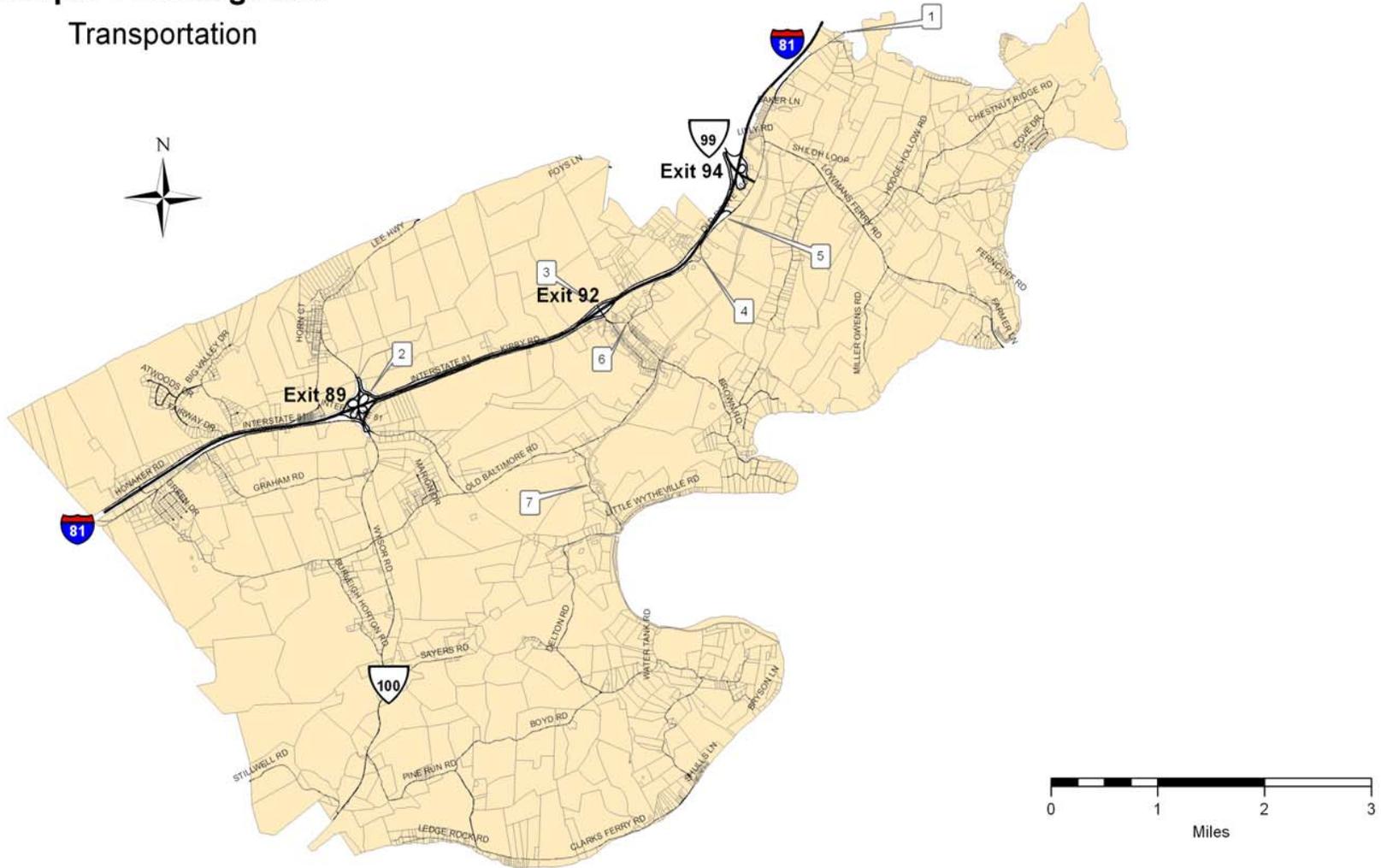
**Estimated Cost: \$9,600,000**

**Improvements to this existing gravel facility are needed for safety and response time for emergency vehicles.**



Figure 8 - Transportation Improvement Map

Draper Planning Area  
Transportation



Map created by the NRVPC, 2008, using Pulaski County data.



### **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 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/Claytor Lake passive recreation trips.**
- **Support the development of a canoe trail from North Carolina to West Virginia.**
- **Work to preserve corridors for trail development that will ultimately connect the New River Trail to the City of Radford.**
- **Encourage trail connections to the New River Trail as subdivisions are built adjacent to the park.**



## **Recreation Action Plan**

### **Short Term:**

**Market recreation opportunities/assets.**

**Preserve and protect the New River Trail State Park corridor. Encourage development of trail access facilities and user services in the Draper community. 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.**

**Work to establish a canoe trail from North Carolina to West Virginia along the River and Lake.**

### **Medium Term:**

**Continue agency/private sector coordination/cooperation efforts to develop needed facilities and market recreational opportunities.**

**Consider the establishment of a regional recreational facility authority.**

**Continue development of river/lake and New River Trail access facilities.**

### **Long Term:**

**Encourage development of lodges/hotels/bed and breakfasts/conference facilities to service recreational traffic, businesses, etc.**

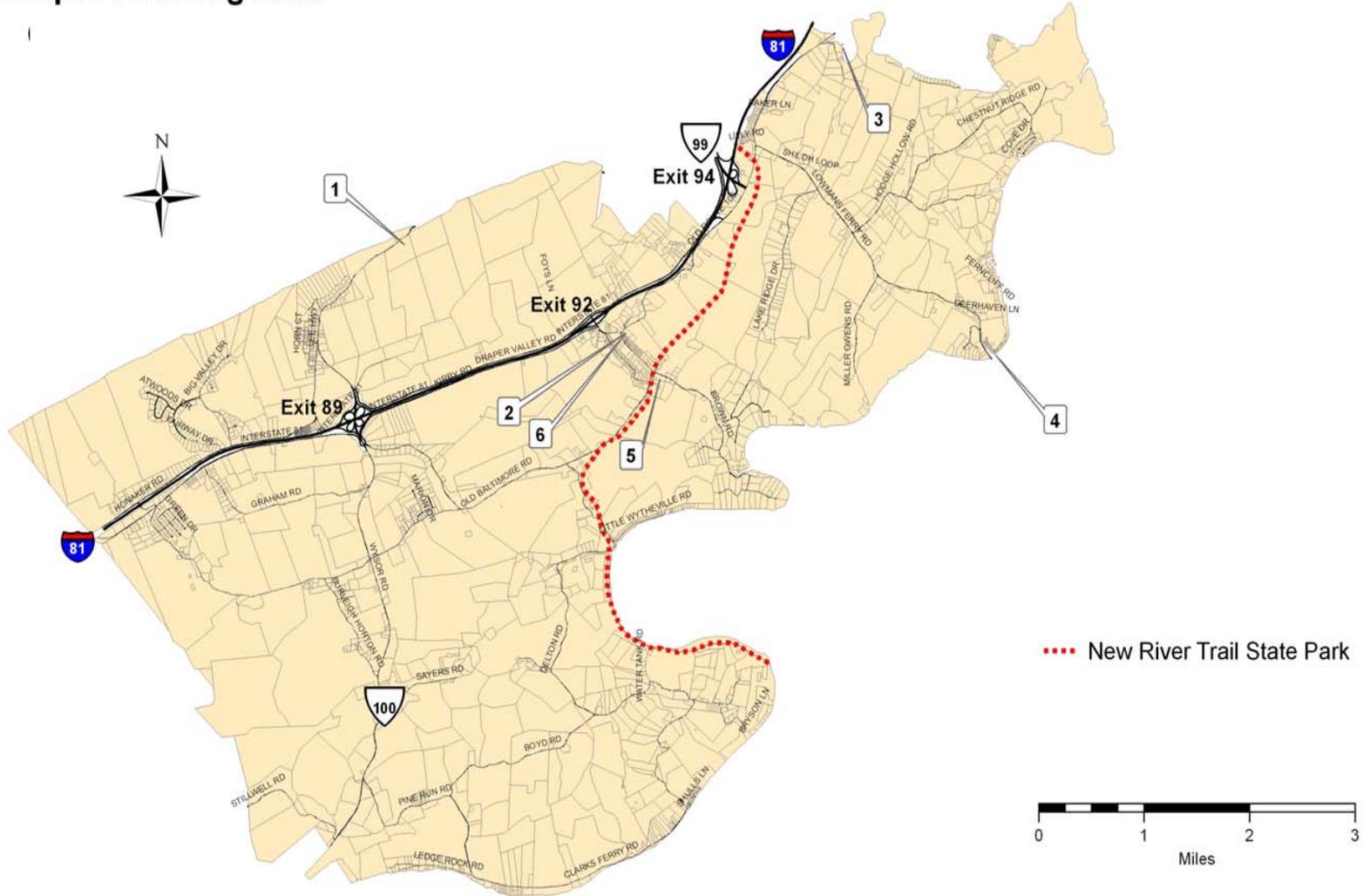
### **Community Facilities**

**The Draper Planning Area contains several significant public facilities for the County and the community. The New River Criminal Justice Training Academy is not only an educational facility to train law enforcement, but also a community gathering location. The public input session held in April for the Comprehensive Plan process was held at this location and the facility proved to be a true community asset. Also in the immediate area of the training facility is the volunteer fire department. There are two public boat launches in this Area that provide access to Claytor Lake at Peak Creek and Lowman's Ferry Bridge. The New River Trail has a trail access area in the Draper community and there is an overlook of the community at Draper Mountain off of Rt. 11.**



Figure 9 - Community Facilities Map (Locations on following page)

### Draper Planning Area

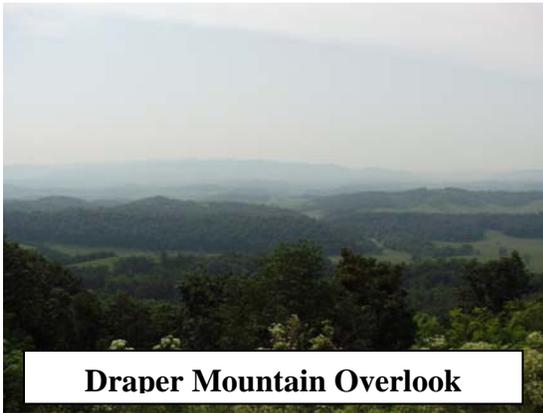


Map created by the NRVPC, 2008, using Pulaski County data.



**Table 1 – Community Facilities**

- 1. Draper Mountain Overlook**
- 2. Draper Volunteer Fire Department**
- 3. Peak Creek Boat Launch**
- 4. Lowman’s Ferry Boat Launch**
- 5. New River Trail State Park Trail Access**
- 6. New River Criminal Justice Training Center**



## Appendix 1

### **Draper Planning Area Public Input**

4/29/08

(North of New River/Claytor Lake, West of Peak Creek, South of Pulaski Town)

37 signed in to session

15 completed input form

1) What do you like about your community?

- Quiet, peaceful, lots of native flora and fauna. Access to lake and New River Trail, access to I-81.
- Quiet, nice residential area, views of country side.
- Quiet, residential.
- Rural, quiet. Lots of forest and wildlife, minimal and/or undeveloped shoreline of Claytor Lake/New River, New River Trail.
- Rural character.
- Nice place to grow old!
- The rural-agricultural way of life that adds to a greater quality of life without projected development.
- Rural lifestyle, easy access to I-81, New River Trail access, Claytor Lake (private) access.
- Clean, good neighbors, beautiful scenery.
- The fact it has a lot of farm land and the neighbors are nice people
- I like the access to nature, the old time feel, and the potential.
- Rural and neighbors
- Bike trail, rural woodlands, mountains, people, New River, easy access to I-81, people concerned with their community.

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

- High-speed internet better than satellite. Less noisy boating. Keep commercial areas compact. Less erosion into lake. Less destruction of habitat.
- Nothing
- Nothing
- Public sewer system
- Access to high-speed internet, cable TV
- Any new homes should be in small clusters close to county services (ie-water).
- Less control of my property by other people who don't pay taxes.
- A pretty good place to live now.
- Promote New River Trail (add signs on I-81) by directing motorists from Exit 92 to Draper access (improve signs).
- Clean up a couple of neighbor's yards.
- Nothing
- I would have more services associated with clean healthy living and recreational activities.
- Keep the land clean; no trash.

*Pulaski County Comprehensive Plan  
Draper Planning Area*



**-More bike trials and bike lanes along existing roads. Limit mountain top development.  
More access to mountain trails.**

**3) What do you like about Pulaski County?**

- Rural, contains New River Trail and Claytor Lake.**
- Recreation, hunting, fishing, boating, camping, climate, people.**
- The people and the rural area.**
- Less development than Montgomery or Wythe Counties**
- The pockets of rural agriculture.**
- It's my home.**
- Rural quality of life.**
- Rural atmosphere, low cost of living.**
- Having plenty of country to go to, the trail, the river, and the privacy you can have out in the country.**
- The outdoor recreation.**
- The people are friendly.**
- Location, lakes and river, state parks and national forest lands, Pulaski Town, history, live and let live attitude.**

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

- More local dining opportunities instead of chains. Focus on strength of natural resource retention. Better farmer's market. More marketing of local agricultural products.**
- The county should concern itself with working with the two towns, unless we all succeed none of us can prosper.**
- More industry, more jobs. I would like to see Pulaski County employ more of its own.**
- Re-vitalize downtown Pulaski. More restaurants, stores, etc. Restore and re-open theatre.**
- Better school system! Less crime within the Town of Pulaski. The administration should better understand that a county full of houses side by side is only going to push native residents out that do pay taxes and demand little services.**
- Less government control of property they don't own.**
- Greater shopping choices in Town of Pulaski.**
- Improve services by leveraging I-81 traffic (more businesses directly accessible to travelers).**
- More jobs.**
- Try to make people stop throwing trash out of their cars on the highway.**
- I would make communities more self-sustaining and have lots of local businesses that would offer homemade or homegrown products.**
- more bicycle lanes, paths, and parking. Encourage Radford University, New River Community College, and/or Virginia Tech to add a campus in downtown Pulaski. Add truck passing lanes to I-81 on all uphill grades.**



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

- High-speed internet. Tourist based, careful of resources, recreation opportunities, good schools, promotion of local agriculture, commercial areas compact, local dining facilities.
- The area is currently growing residential area. Possible commercial development at interstate interchanges.
- Quiet, residential
- Rural, quiet, lots of agriculture land along Claytor Lake/New River put into conservation easements to preserve scenic watershed and viewshed.
- Similar to the present, mostly agriculture. Family based, undeveloped for the most part.
- Safe, growing.
- To be kept agricultural-residential area.
- Rural with essential services (water, sewer, fire depts.)
- Industrial
- Just like it is, as it is OK for me. I would rather go out of my community for entertainment.
- One that takes care of land.
- I'd like to see more community activities like Claytor Lake Days, more tourism support for bikes, hikers, and horseback riders. Night time activities, restaurants, and Pulaski Theatre, etc.

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

- 1 year
- 40 years
- 20 years
- 51 years
- 1 year
- 48 years
- Pulaski County 60 years, Draper 50 years.
- 40 years
- 3 ½ years full time, 10 years part-time
- 53 years
- 32 years
- 25 years
- 56 years
- 33 years family, 8 years full time resident for me.
- Average responder = 33 years



- 7) Please provide any other input you feel is important to the future of your community.
- Promote conservation easements on Claytor Lake/New River agricultural lands.
  - Need a traffic light at intersection of Bryson Store and the entrance to the New River Trail, traffic is very bad.
  - Preserve the scenic viewsheds throughout the county, but especially along I-81 and New River/Claytor Lake, and New River Trail. Please do not restrict conservation easements to just conservation areas. Large A-1 parcels along the lake should be encouraged to remain in agriculture via easements. Smaller parcels too!
  - Don't just oil the squeaky hinge, take care of all.
  - Continue to improve road system.
  - Have more meetings like this!
  - To keep it farm land and none commercial. I love living in the country and the quietness you have. The more you bring in, the harder it is to get through.
  - Wish we could get some of our cemeteries cleaned up.
  - Establish a light rail system linking town centers and colleges. Protect viewshed by limiting hilltop and mountain top development. Limit intensive agriculture like feed lots and commercial chicken houses. Limit or stop duck hunting so close to residential areas. Clean-up pollution of Peak Creek and Claytor Lake so fish can be eaten. Also, get a system in place for commenting on up river development to stop polluters from developing New River upstream of Pulaski ie-Powerplant and campgrounds in Wythe County.

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



## Appendix B

### Draper Planning Area Public Input

#### Small Groups

4/29/08

- Increase fire hydrants
- Water should be extended along Old Baltimore
- Rt. 658 (Delton Rd) – Road re-build, widen, surface, safety, lower speed limit
- Address fish consumption problem, this hurts tourism and appearance of community.
- Promote fencing cattle out of streams to protect water quality
- Consider light rail connecting towns to education facilities and beyond.
- Protect viewshed from river/lake.
- A conflict exists between duck hunters and residents along with other recreational users.
- The future of Horseshoe Campground should be taken into consideration in the plan process.
- Significant support to further develop the planning area around the “trail town” concept by encouraging business creation that will attract people to the New River Trail and provide services to trail users.
- High-speed internet service is a top priority.
- Expand transit options; work with Pulaski Area Transit to provide service in the area
- A bike lane and sidewalks are needed along Rt. 99.
- Access points to the New River Trail need to be increased to provide more efficiency in local use.
- The Draper Mercantile is under utilized. This facility should serve as a major support infrastructure to the New River Trail such as, a restaurant, outdoor store, theater, etc.
- A hostel should be provided for NRT users in the Draper community.
- A laundry mat should also be provided.
- The Wilderness Trail needs to be promoted.
- Consider a traffic signal at Draper Elementary.
- Repave Old Rt. 100 from Exit 94 to Exit 92
- There is an underground spring on Old Rt. 100 in front of Jehovah’s Witness facility that ices in winter.
- Keep rural character balanced with community development
- What are we doing with interchanges, development wise...utilities?
- Need turn lanes at Exits 89 and 92 because trucks are taking out guard rail.
- Four-lane Morgan’s Cut and Rt. 100.
- Improvements to Rt. 99 to Pulaski (four-lane).

