

Pulaski County Comprehensive Plan

Revised September 24, 2007



**Northeast Planning
Area**

NORTHEAST PULASKI COUNTY PLANNING AREA

Table of Contents

List of Figures.....NE-iii

Introduction.....NE-1

Description.....NE-2

EXISTING CONDITIONS.....NE-4

Citizen Participation.....NE-4

Estimated Population Change.....NE-4

Existing Land Use.....NE-4

Major Changes in Land Use.....NE 5

FUTURE LAND USE.....NE-6

Assumptions.....NE-6

Citizens Review of Plan Alternatives.....NE-6

Residential Land Use.....NE-6

Industrial Development.....NE-7

Institutional Development.....NE-7

Protection of Agricultural Production.....NE-7

Conservation Easements.....NE-10

Northeast Easement Receiving Areas.....NE-10

Agricultural Land Use Taxation.....NE-11

Land Use Action Plan.....NE-13



TRANSPORTATION.....NE-14

Transportation Policies.....NE-14

County Six-Year Highway Plan.....NE-15

Transportation Action Plan.....NE-15

Coordination of Land Use and Transportation.....NE-21

Alternative Transportation and Recreation Policies.....NE-21

RECREATION.....NE-23

Recreation Action Plan.....NE-23

COMMUNITY FACILITIES.....NE-23

Table 1: Community Facilities List.....NE-25

APPENDIX A: PUBLIC INPUT SUMMARY.....NE-26



NORTHEAST PULASKI COUNTY PLANNING AREA

List of Figures

Figure 1 – Pulaski County Planning Areas.....NE 3

Figure 2 – Current Land Use.....NE 2

Figure 3 – Current Land Use.....NE 5

Figure 4 – Prime Agricultural Soils.....NE 9

Figure 5 – Slopes 15% and Greater.....NE 10

Figure 6 – Future Land Use Plan.....NE 13

Figure 7 – Transportation Improvement Map.....NE 21

Figure 8 – Alternative Transportation.....NE 23

Figure 9 – Community Facilities Map.....NE 25



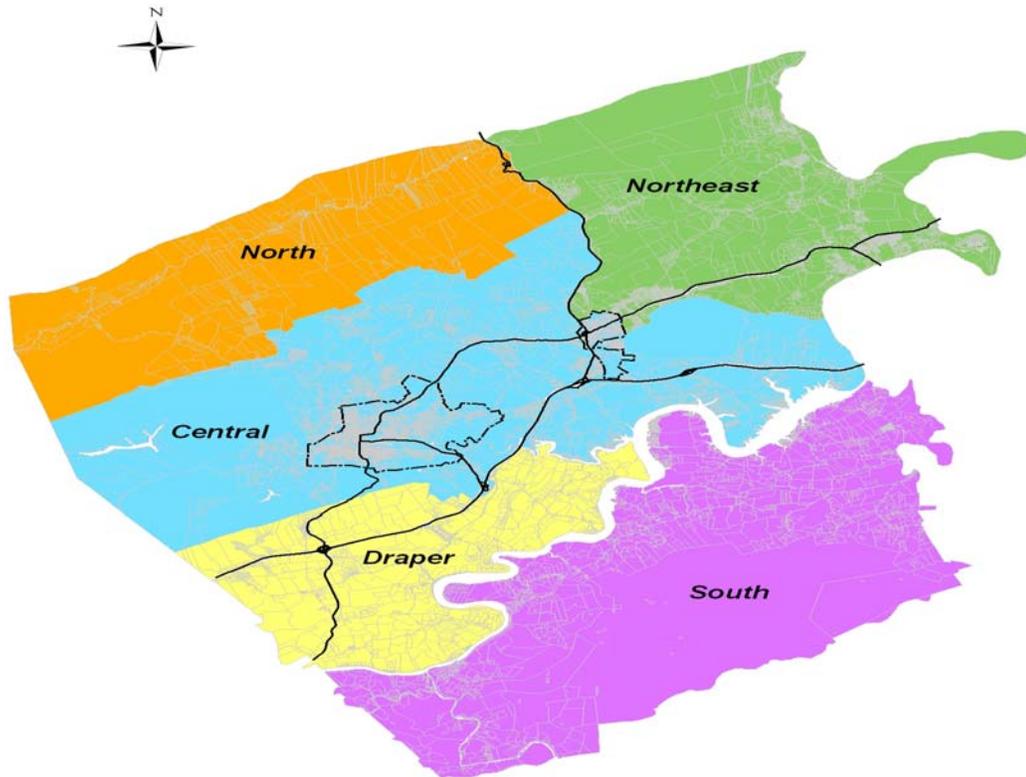
NORTHEAST PULASKI COUNTY PLANNING AREA

Introduction

The Pulaski County Comprehensive Plan is divided into two volumes. Volume 1 covers county-wide information pertaining to history, geography, the natural environment, 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 Northeast 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

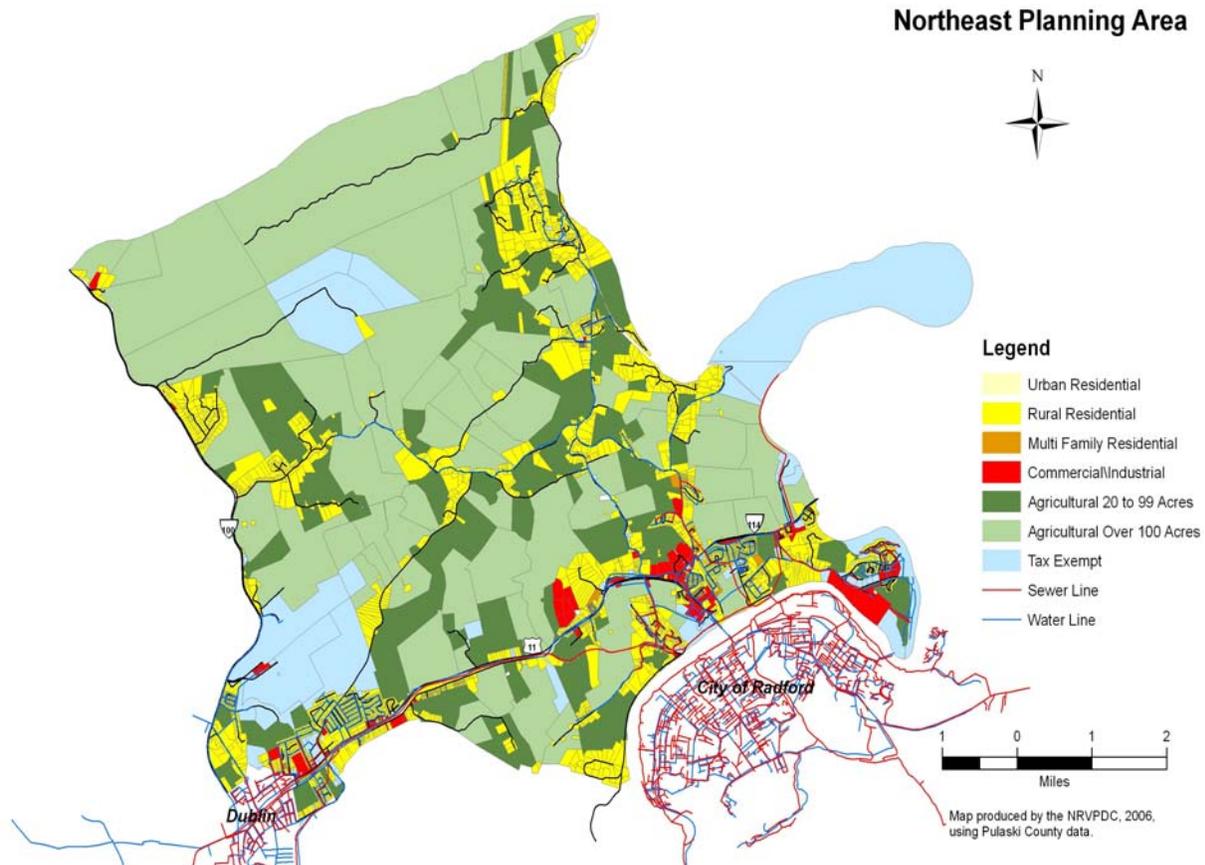


NORTHEAST PULASKI COUNTY PLANNING AREA

Description

The Northeast Planning Area is bounded on the east and south by the New River and the north by Giles/Pulaski County lines and extends west to Route 100. See map below. While agriculture is a major land use activity in the Area, its location just west of Montgomery County and north of the City of Radford has resulted in a substantial increases in residential development. Increased population density has, in turn, led to the development of numerous retail outlets. Residential uses are the most dominate in terms of the number of parcels devoted to a specific use. There are 238 parcels devoted to agriculture, 166 are parcels between 20 to 99 acres, while 72 parcels are larger than 99 acres. This planning area also includes major existing industrial uses. A significant portion of the Radford site of the Radford Army Ammunition Plant is located within the Area. During the last five years there have been considerable changes in the Planning Area; among them is the transition of the New River Industrial Park into Herron's Landing residential development and the Virginia Tech's River Course, a golf course designed by Pete Dye. Wal-Mart and Lowe's commercial activity dominates the Route 114 - Route 11 intersection and Radford University is developing the RU West Campus in the Route 11 corridor.

Figure 2 – Current Land Use



Existing Conditions

Citizens Participation

The Planning Commission elected to hold an early public input session to gather issues which residents and users of this Planning Area feel need to be taken into consideration as the plan is developed. This early input session was held on August 10th, 2006. Maps of the area were available for use by participants as well as flip charts for the recording of issue areas or specific problem areas. The Commission also held a roundtable session where participants could discuss various issues. A second public input session was held on April 3rd, 2007 to review a draft of the Northeast Area Plan. Comments and surveys from both sessions can be found in the Appendix.

Estimated Population Change

Various methods 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 40% of the change in county population will occur in the Northeast Planning Area. Based upon this assumption, some 880 persons will locate in the Area by 2010 and an additional 930 to 1, 070 by 2020. The projection would indicate that in evaluating change, a population increase of approximately 2,000 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

Major regional infrastructure is in the Planning Area including; Virginia Tech's River Course, a premiere golf course, the New River Resources Authority's, Cloyd's Mountain Landfill, the Peppers Ferry Regional Wastewater Authority's facilities, the New River Valley Competitiveness Center, Virginia's First's NRV Commerce Park and the New River Valley International Airport. The Radford component of the Radford Army Ammunition Plant is also found in this Planning Area. The Veterans Administration is in the process of establishing a 90 acre Veterans Cemetery along Bagging Plant Road on previous New River Plant grounds, adjacent to the Planning Area. These facilities represent a major share of the tax exempt property in the Planning Area; however most of the tax-exempt parcels in the Area are churches and cemeteries.



Major Changes in Land Use

Commercial development north of Rt. 114 between US Route 11 and Belspring Road has solidified the northeastern portion of Pulaski County as a retail center for a large portion of



Pulaski County, along with the City of Radford and small portions of Montgomery County. As commercial development expands, transportation alternatives should be implemented.

Recently, the New River Valley Race Track expanded to include drag racing along with the oval racing

operations. Additional facilities are being developed in association with this site and they include a campground and a residential development. The residential development largely consists of multi-family units with a target market of racing enthusiast along with students from Radford University and New River Community College.



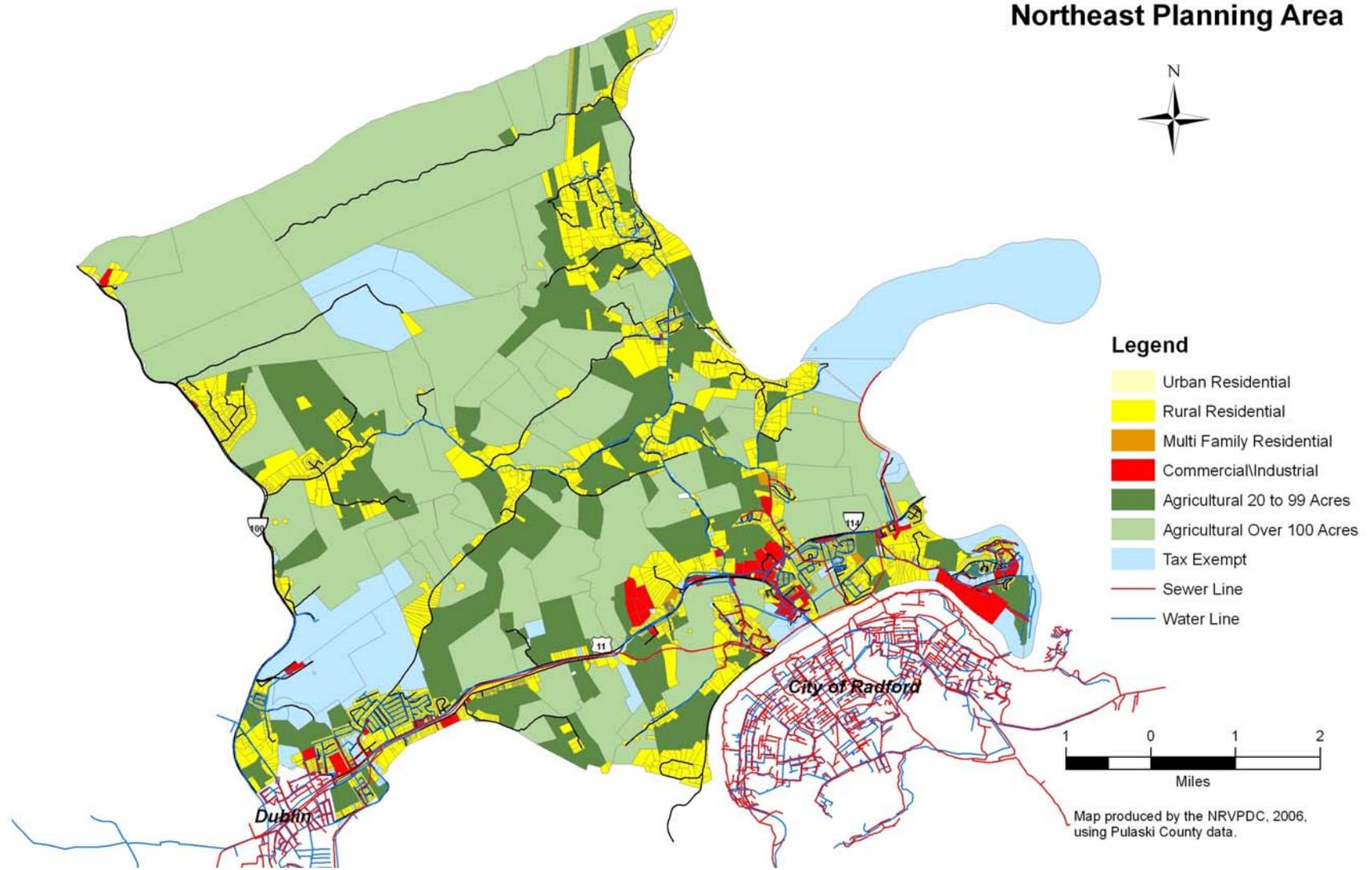
Along the west side of Rt. 11 just north of the New River, Carillon Inc. has donated the St. Albans Hospital and 77 acres to the Radford University Foundation. The University is preparing a master plan for the property. Current planning envisions the establishment of RU West, the western campus of the University on the site. Depending on the focus of RU West, there could be major impacts on the mix of uses along the Rt. 11 Corridor. The discussions for the uses of the property have included a graduate campus to a business park and a mixed use concept including educational, residential, business and commercial uses.

The acquisition of the River Course Golf Course by the Virginia Tech Foundation has the potential for significant impacts in the Northeast Planning Area. Virginia Tech made a major investment in the Course by hiring Pete Dye, a premier golf course designer, to redesign the course and prepare it for Virginia Tech's Atlantic Coast Conference (ACC) play. The River Course will be one of the premiere courses in the NCAA and could serve as a significant location for championship competitions. In order to host significant events, additional commercial development in the planning area will be needed, such as lodging and dining facilities.

The County has committed nearly all of their 640 acres adjacent to the golf course for residential development. The residential development has numerous high-end homes complimented by townhouses with few remaining lots. These investments are attracting and supporting additional, retail investments in the Planning Area. Figure 3 below is a map illustrating the current land use patterns. Agriculture is the major land use in the planning area, along with nodes of commercial and residential development.



Figure 3- Current Land Use



Future Land Use

Assumptions

The Planning Area, located in the geographic center of the New River Valley, will be attractive for the location of residential developments associated with the region.

A population increase of 2,000 residents by 2020.

Home ownership will continue to be a dominate trend. However, older housing stock in the Fairlawn area may shift toward renter occupied units. This trend will be particularly reinforced if RU West becomes a Graduate Center for the University.

A population of 2,000 multiplied by 150 gallons of water per day equals 300,000 gallon per day of additional water supply demand, assuming that there are no major water using facilities added.

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 infrastructure such as utilities and in particular, transportation, considered when land is developed. The major corridors of this planning area receive significant traffic from commercial land uses, and the traffic patterns need to be reviewed and alternative routes determined. This is of particular concern for those in the Fairlawn residential community who have no controlled access to Rt. 114 and the access to Rt. 11 was removed with the Memorial Bridge replacement. The traffic movement concerns also suffer in/around the Wal-Mart/Lowe's development. The citizens approve of the proposed connector road behind the retail center for access to Belspring Road. Lastly, curb-cut approval along Rt. 114 between Belspring Road and Rt. 11 should be granted sparingly to take advantage of internal traffic patterns.

Residential Land Use

The Northeast Planning Area is likely to be the preferred location for much of the projected housing development in the County. Four areas are identified on the Future Land Use Map (Figure 6) as areas suitable for residential development, Herons Landing, Fairlawn (infill south of Rt. 114), Falling Branch (west of the New River community), and along U.S. Rt. 11 corridor. With exception of the area west of Falling Branch, public water and sewer are available. Public utilities can be extended west of Falling Branch and the timing should be coordinated with other services. These areas were identified utilizing mapping resources to illustrate land use trends, infrastructure location, prime agriculture soils, steep slopes, and transportation infrastructure (see Figures 4 and 5). The County should also utilize programs to assist residents in the Low to Moderate Income range to acquire and maintain homes. The HOME Consortium of the New River Valley and other HUD programs can assist in meeting the needs.



Industrial Development

The Northeast Planning Area is home to a majority of the industrial property required to support future economic development in the County. A focus of the past investments can be utilized to support the County as it moves into the global market place. The New River Valley International Airport, the New River Valley Commerce Park, and the Radford Army Ammunition Plant (RFAAP) are located in the Planning Area. Several sites in the Planning Area are located in an enterprise zone and are eligible to establish Foreign Trade Zone operations.

The RFAAP site along with a privately owned industrial park are positioned to provide the region with intermodal services. The RFAAP site can achieve direct access to Interstate-81 at Exit 101. This access point could provide a link between the interstate and the Rt. 11 corridor without making transportation issues worse at Exit 98.

Institutional Development

New River Community College (NRCC) is located in the Central Planning Area; however, the College has significant relationships with the Northeast Planning Area. The College is located on the west side of Rt. 100 north of Dublin. Many students attending the Community College live in Radford and Montgomery County, and as a result utilize the commercial development and transportation infrastructure in this planning area. The NRCC was founded in 1959 with 43 students and since has grown to over 4,000 students. The College offers two divisions of academic departments, Arts and Sciences, along with Business and Technology. NRCC plays a critical role in the greater New River Valley educational offerings with the four-year programs at Virginia Tech and Radford University.

Radford University's RU West Campus is located in the Northeast Planning Area and the future use of the site will have several impacts on the Planning Area. Currently the RU West Campus is in the planning stages. Preliminary plans indicate mixed-use development to incorporate educational, residential, business, and commercial uses on the site. Future site improvements will have transportation impacts on Hazel Hollow Road and Rt. 11 which should be reviewed thoroughly. Safety, efficiency, and alternative transportation should all be considered along with the future of the RU West Campus. If planned appropriately, RU West will serve as an important economic variable in the Planning Area.

Protection of Agricultural Production

While not the most intense agricultural area in the County, this Planning Area does host significant agricultural operations. It is important that the agricultural uses in the Area remain protected from encroachment; particularly the working farms on prime soils (see Figure 4 Prime Soil Map). Major developments should be where public utilities are available or can be extended to support the proposed development. 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.



Figure 4 - Prime Agricultural Soils

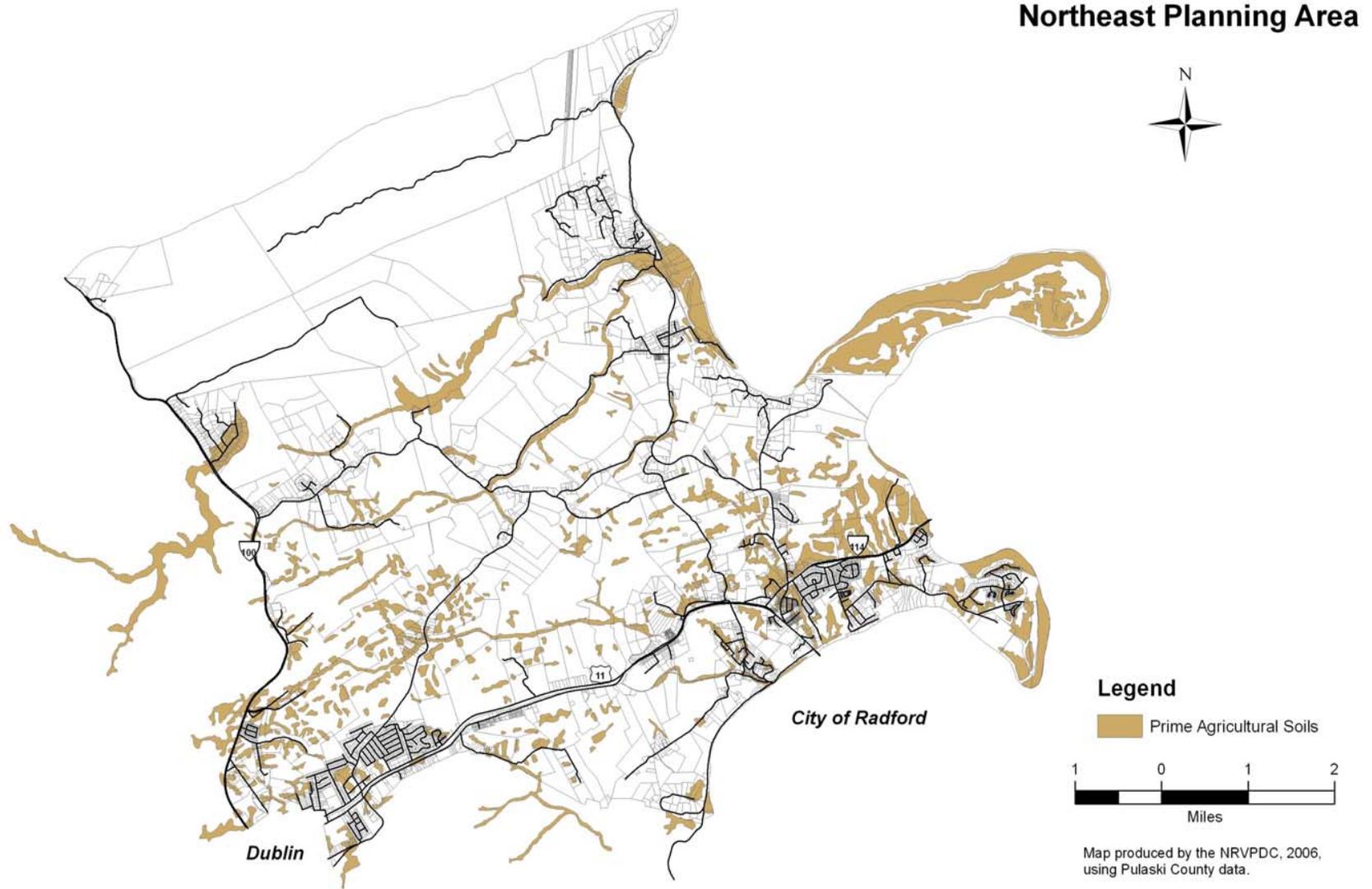
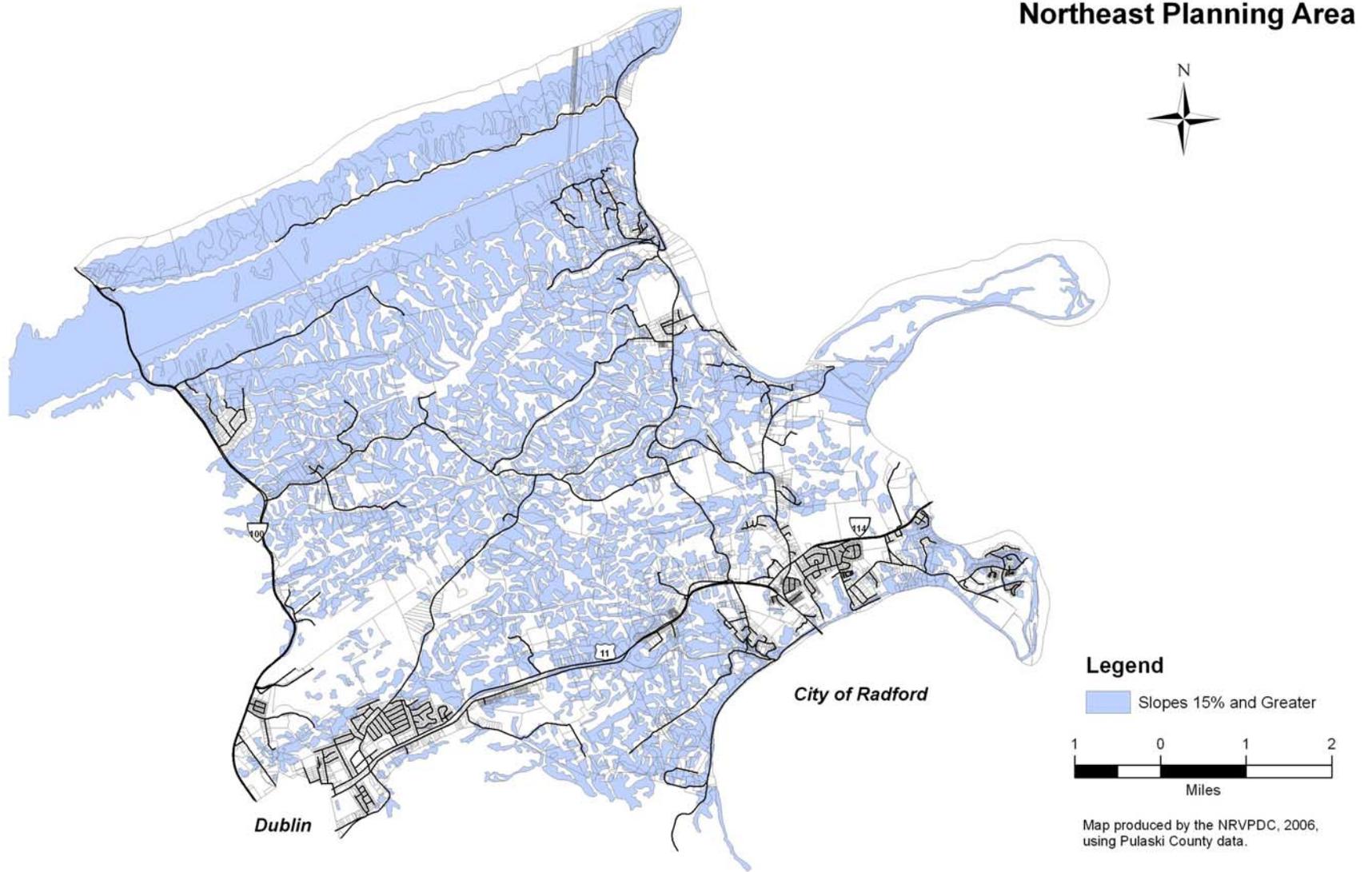


Figure 5 - Slopes 15% and Greater



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 a special exception in the Conservation and Agricultural Districts only. The approval of an easement should be granted only after the owner demonstrates in an application that the easement provides protection to "rare" and/or "unique" conservation values to the public which outweigh the costs of the donation.

Northeast Easement Receiving Areas

The Northeast Planning Area contains some of the County's most intense commercial development along the Rt. 114 and Rt.11 corridors. Accompanying the commercial development are residential land uses, both existing and projected. The Future Land Use Map indicates significant amounts of agricultural land use between Belspring Road and Rt. 100. This central area of the Northeast Planning Area represents land where conservation easements may be considered to preserve agricultural land uses, Cloyd's Mountain viewsheds, and to promote water quality. To further promote water quality, easements along the New River would benefit those who use the river for recreation, drinking water sources, and for scenic viewsheds.

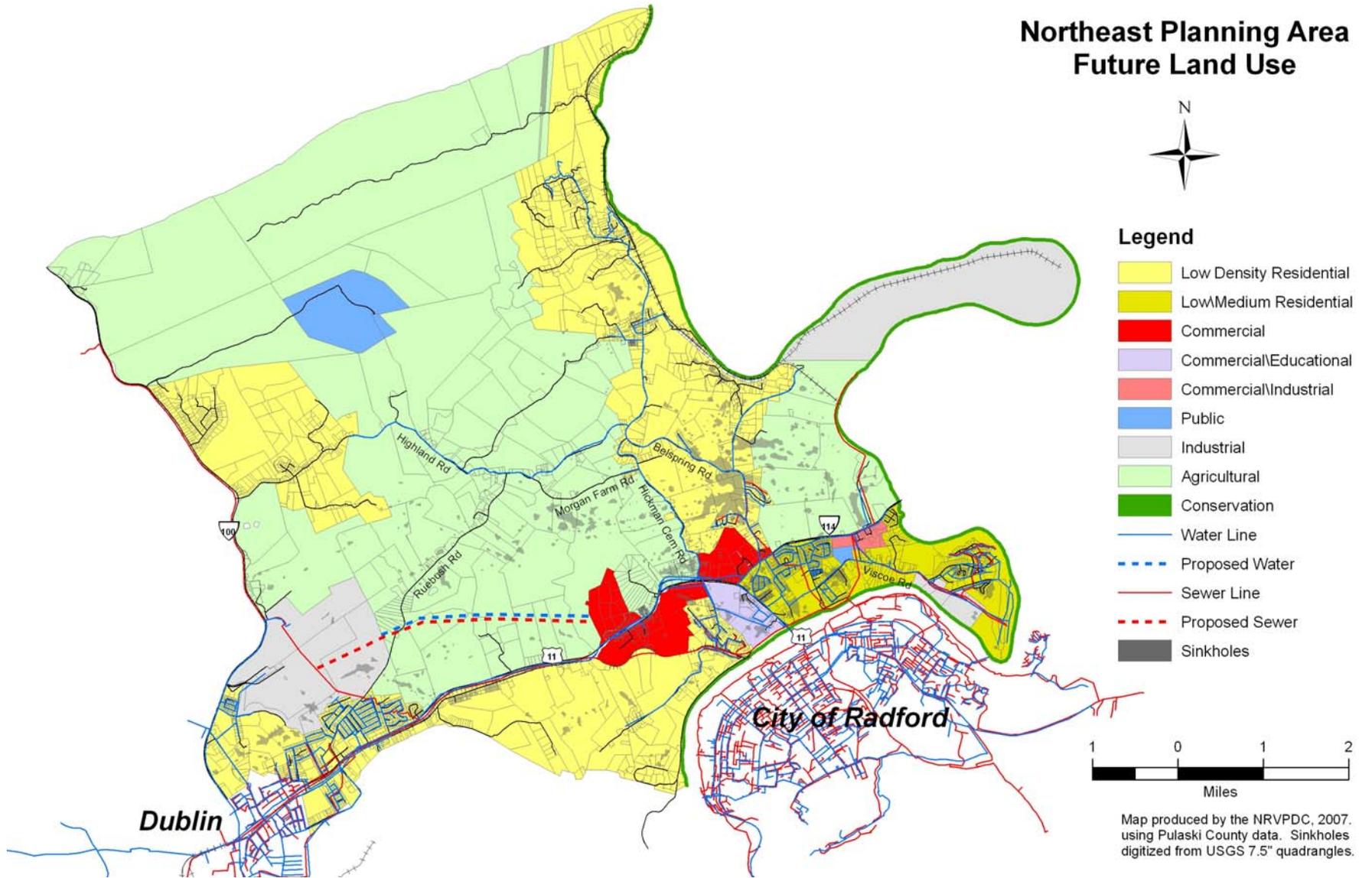


Agricultural Land Use Taxation

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 - Future Land Use Plan



Pulaski County Comprehensive Plan
Northeast Planning Area



Land Use Action Plan

Short Term

- Support infill development for Fairlawn community south of Rt 114 and east of Rt. 11.
- Determine future of old Riverlawn Elementary School site.
- Work with Radford University in establishing the future of RU West.
- Consider rezoning industrial land north of Rt. 114 to agriculture to preserve prime agricultural land and limit development in karst terrain.
- Encourage actions to improve Fairlawn's identity by obtaining a Post Office.
- Assure developers of standard subdivisions and other higher density developments with adequate water supplies and wastewater facilities.
- Continue development and international marketing of the Commerce Park.
- Maintain support of the New River Valley Airport.
- Retain agricultural economy.
- Continue the roadway improvements identified in the six-year plan.

Medium Term

- Encourage a lodging facility in the Fairlawn area to support the River Golf Course, Radford University, and surrounding developments.
- Support residential development south of Rt. 11 in the Falling Branch area.
- Assist in the implementation phase of the Back Creek TMDL.
- Allow residential infill development surrounding the town of Dublin.
- Establish a county service center in the planning area.
- Enhance the school land base to better support school and community activities.
- Retain agricultural economy.
- Allow commercial development along significant corridors (Rts. 114, 11 & 100).
- Assure adequate public facilities to support development in the area



Long Term

- Continue encouraging the development of the area as a full-service community.
- Seek to enhance the Rt. 114 entrance to the County.
- Expand residential uses north of Rt. 114 toward Belspring, along existing corridors.
- Retain agricultural economy.
- Extend utilities from the New River Valley Speedway to the Commerce Park.

Transportation

Transportation Policies

The transportation network in the Northeast Planning Area is critical to sustaining a successful community development pattern. This planning area provides significant commercial, residential, and employment options for Pulaski County, City of Radford and Montgomery County residents. As such, the transportation network should allow for safe, reliable, and efficient access to major development nodes. Currently Routes 11 and 114 serve as the major thoroughfares. During the next 10 years the County should work to increase connectivity between the thoroughfares while paying attention to safety. 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 Northeast Planning Area:

- Improve transportation network in Fairlawn commercial corridors of Rt. 11/114.
 - Determine carrying capacity of network.
- Formalize a pedestrian/bike plan between RU and RU West.
- Support public transportation between the Town of Pulaski and Christiansburg with stops in the Fairlawn community.
- Provide controlled access from Fairlawn neighborhoods to Rt. 11 near Memorial Bridge.
- Acquire controlled access for Fairlawn onto Rt. 114.
- Add signage where requested
 - Warn trucks of Parrott Mountain.
 - Speed limit signs on Gate 10 Road.
- Make road improvements that support existing and expanding commerce, industry and commuting patterns in northeast Pulaski County.



County Six Year Highway Plan

1. Rt 100 Bridge replacement over Back Creek:

\$2.47 million dollar project to be complete summer of 2007.



2. Rt. 676 Add gates to rail crossing:

\$86,000 project, completed and to be removed

Transportation Action Plan

Short Term:

1. Taper at intersection of Route 114 and Peppers Ferry Loop

Estimated Cost: \$178,000

Reopen the existing taper exit from Rt 114 to Peppers Ferry Loop to expedite traffic exiting toward the River Lawn School and the Fairlawn community.

2. Close the Sheets exit to Rt. 114:

Estimated Cost:

This exit from Sheets is most often utilized by people wishing to go north on RT 11. The crossing of the Rt. 114 exit onto Rt 11 North invites accidents. The lane adjacent to the exit is utilized by travelers heading South on Rt. 11.

3. Rebuild Roundhouse Road:

Estimated Cost: \$547,000

Roundhouse road is not sufficient to support the volume of traffic entering and exiting from Lowe's. The road needs to be widened to allow turning movements and allow two-way traffic. The intersection with RT 11 needs to be at right angles.



4. Remove the vertical curve at the Rt11 - Roundhouse Road Intersection:

Estimated Cost: \$9,234,000

The vertical curve at the intersection provides inadequate sight distance. The design of this segment needs to include an acceleration lane south of the intersection as well as a right exit lane onto Hickman Cemetery Road.

5. Replace the Bridge on Highland Road at Neck Creek:

Estimated Cost: \$472,000

This is a single lane facility with the weight limit reduced to 10 tons. Highland Road serves as a regional connector between Rt. 100, the Fairlawn area, and Gate 10 of the Radford Army Ammunition Plant. The bridge should be designed to include alternative transportation.

6. Realign the Highland Road - Morgan Farm Road intersection:

Estimated Cost: \$57,000

Traffic continuing on Highland Road is faced with hard turns at this intersection where visibility is limited. The turn is very tight, especially going west which causes traffic to enter the east bound lane.



7. "No Outlet" Signage-Belsprings Road:

Estimated Cost:

Truck traffic from retail area continues north on Belspring Road where turn-around space is inadequate. Signage is required to discourage use of Belspring Road as an outlet.



Mid-Term:

1. *Realign the intersection of Hickman Cemetery and Rt. 11:*

Estimated Cost: \$512,000

This road supports development in the northern portions of the growth area with the greater Fairlawn/Radford community. The project envisions straightening of the road to eliminate the 15 mph section and provide direct access to the intersection. Rt. 11 should have a right turn lane onto Hickman Cemetery Rd.

2. *Realign the Belspring Rd and Rt. 11 North intersection:*

Estimated Cost: \$300,000

The slight angle of this intersection is not conducive to merging onto Rt. 11 north. The south bound lane needs to have an intersection with Rt. 11 on right angles.



3. *Realign the intersection of Rt. 11 and Old Rt. 11:*

Estimated Cost: \$3,871,0000

As development in the corridor continues this intersection is becoming more dangerous. This is a complex intersection which is impacted with the expanded use of the Motor Mile Speedway, an adjacent townhouse development, and a camp ground.

4. *Rebuild Rt. 114 in the Fairlawn Community:*

Estimated Cost: \$15,569,000

The Radford Small Urban plan calls for this segment of Rt 114 to be increased to 6 travel lanes. It needs to include bikeways and walkways and provisions need to be included to support transit operations. Movement between businesses needs to be facilitated without utilizing Rt. 114 to the greatest extent possible.

5. *Construct an east-west connection between Viscoe Road and Rt. 11 across the Fairlawn Community:*

Estimated Cost: \$3,641,000

The development of a new Fairlawn School and the desire to continue infill development in the community will increase the need to replace the access to Rt. 11 from the community which was eliminated with the construction of the new Memorial Bridge. A connection designed to parallel Rt. 114 in the middle of the planning area will replace the connection and facilitate continued infill development.



6. *Construct a connection between commercial development and Belsprings Road:*

Estimated Cost: \$508,000

As commercial development continues in the Wal-Mart/Lowes area a connection to Belsprings Road will facilitate traffic utilizing controlled intersections. The only costs identified here are for existing road improvements. The facilities on-site will be constructed during development as a part of the project.



7. *Construct a Belsprings Rd. - Hickman Cemetery Rd. connection:*

Estimated Cost: \$509,000

As residential development continues, the county needs to assure that subdivision roads are arranged to ultimately create this connection. The only costs identified here are for existing road improvements. The facilities on-site will be constructed during development as a part of the project.

8. *Four Lane Rt. 11 in Morgan Cut Section:*

Estimated Cost: \$21,539,000

Rebuild the three lane section of Rt. 11 in the Morgan Cut area. The traffic volume and the variety of users of this section of Rt. 11 result in safety concerns during passing maneuvers. The section does not have a passing lane-several sections have been devoted to turn lanes.

9. *Alternative Transportation elements on Rt. 11 between Rt. 114 and Memorial Bridge*

Estimated Cost: \$253,000

Rt. 11 in the commercial/residential area from Rt. 114 intersection south toward Memorial Bridge is experiencing increased usage by pedestrians. As the University continues to develop RU West this trend will become problematic.

10. *Commerce Park Rd. East-Rt. 11 Connector*

Estimated Cost: \$7,900,000

Currently the only access to the Commerce Park is on Rt. 100 north of Dublin. This would provide an additional access to the site via Rt. 11 making local trips and those to Radford and Montgomery County more direct. Further, this project is a first phase to a connection between Rt. 11 and Bagging Plant Road.



Long-Term:

1. 4 lane Viscoe Road and construct a bridge across the New River:

Estimated Cost: \$47,665,000

As the Virginia Tech, Pete Dye River Course gains its national prominence it will become increasingly important that the area be connected to I-81. This route could also serve as a connection between Blacksburg and Southwestern Virginia and beyond. Commercial development in the City of Radford could address increasing demands from this area.

2. Construct the East-West Connector between Virginia Tech and Rt 100:

Estimated Cost: \$14,669,000

This route is needed to provide the region an additional crossing of the New River as well as to serve to reduce traffic congestion occasioned by sporting events at Virginia Tech. This route could serve as a new approach to the University. This project is considered to be in the 50 year timeframe and following the four lane project of Rt. 114 in Montgomery County.

3. Realign Hazel Hollow Road through the Radford West Campus:

Estimated Cost: \$5,246,000

Hazel Hollow road provides access into the Falling Branch community. Its intersection with Rt. 11 at Memorial Bridge will not be adequate in the future. The signal for this project is included in mid-term project #5.

4. Connection between Viscoe Road and the East - West Connector:

Estimated Cost: \$23,533,000

As development and projects are constructed, it is likely that a connection between Viscoe Road and the East - West Connector will be required to relieve traffic on Rt. 114.

5. Alternative Transportation-New River Trail Extension:

Estimated Cost: \$6,379,000

This project covers the distance from Dublin to the Pulaski/Montgomery County boarder.

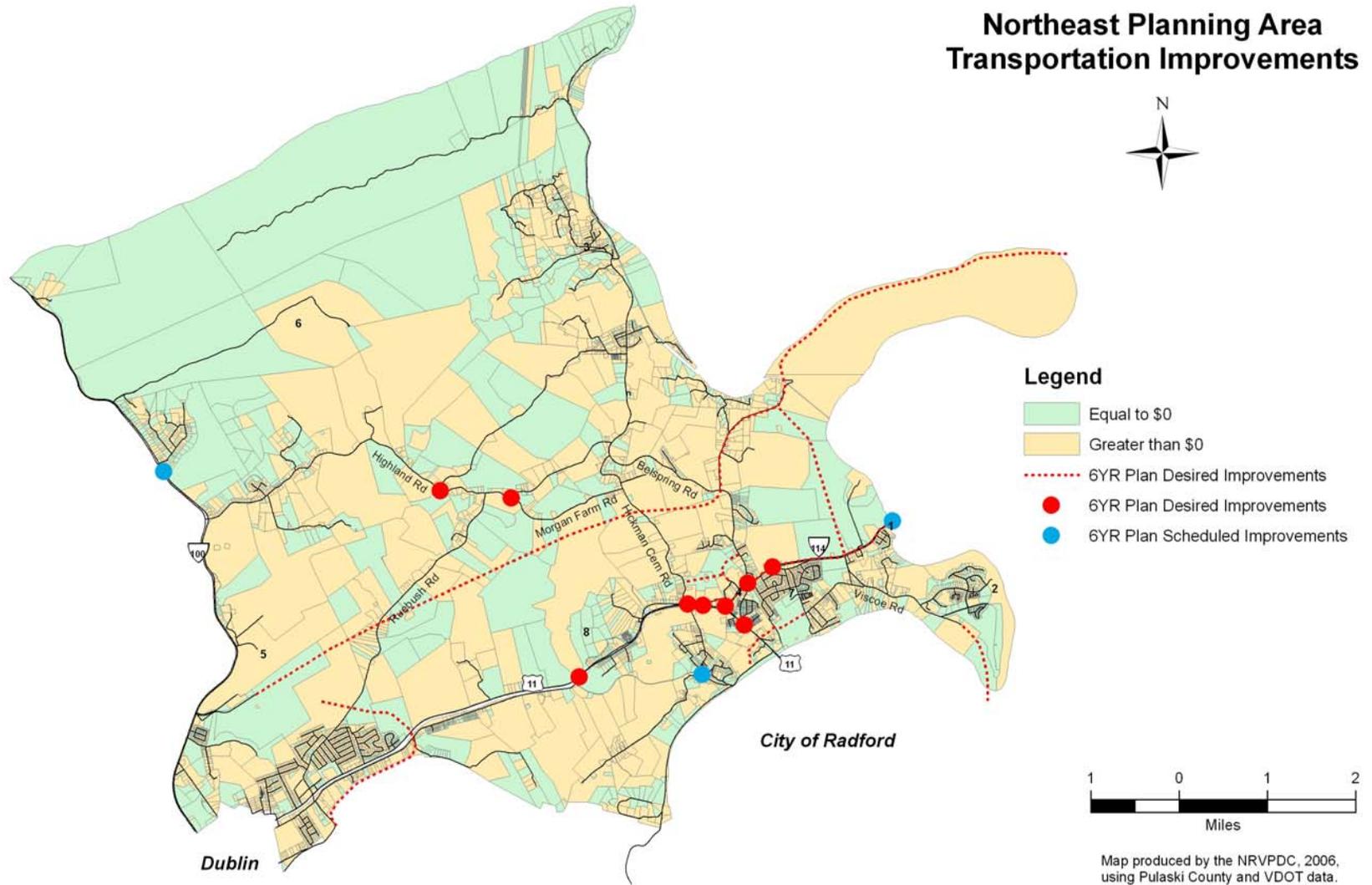
6. Commerce Park Rd East @ Rt. 11 to Bagging Plant Rd:

Estimated Cost: \$4,500,000

This project serves as the second phase to the Commerce Park Road to Rt. 11 by extending beyond Rt. 11 to Bagging Plant Road. This extension will facilitate efficient movement to the park around the Town of Dublin.



Figure 7 - 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 access facilities and user services in northeast Pulaski County 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.
- Support the development of a canoe trail from North Carolina to West Virginia.
- Work with Radford University and others to expand public transportation to serve RU West and the Planning Area.



Figure 7 – Alternative Transportation



Recreation Action Plan

Short Term:

Coordinate public and private initiatives to develop recreational facilities for the citizens of Pulaski County.

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 access facilities. Evaluate the development of a public access and recreational facility at New River Industrial Park or alternative sites.

Long Term:

Develop bike trail/lane along the Norfolk Southern Railway trestle.

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

Community Facilities

The Northeast Planning Area contains several significant public facilities for the County and the Region. Three regional projects, with partnerships between local governments, are in the planning area, Pepper's Ferry Wastewater Treatment Plant, New River Resource Authority's Cloyd's Mountain Landfill and the New River Valley Airport. The planning area also hosts two school sites, Riverlawn Elementary in Fairlawn, and the Gresham School in New River. The Riverlawn Elementary School is being moved to a new site about 1 mile from its current location, and construction began in the summer of 2007. Recreation opportunities are also found in the planning area to include a public boat access to the New River adjacent to the Rt. 114 Bridge, and the Virginia Tech's Pete Dye Rivercourse in Herron's Landing neighborhood. See Figure 9 for an illustration of the facilities and Table 1 for listing of the major facilities.



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

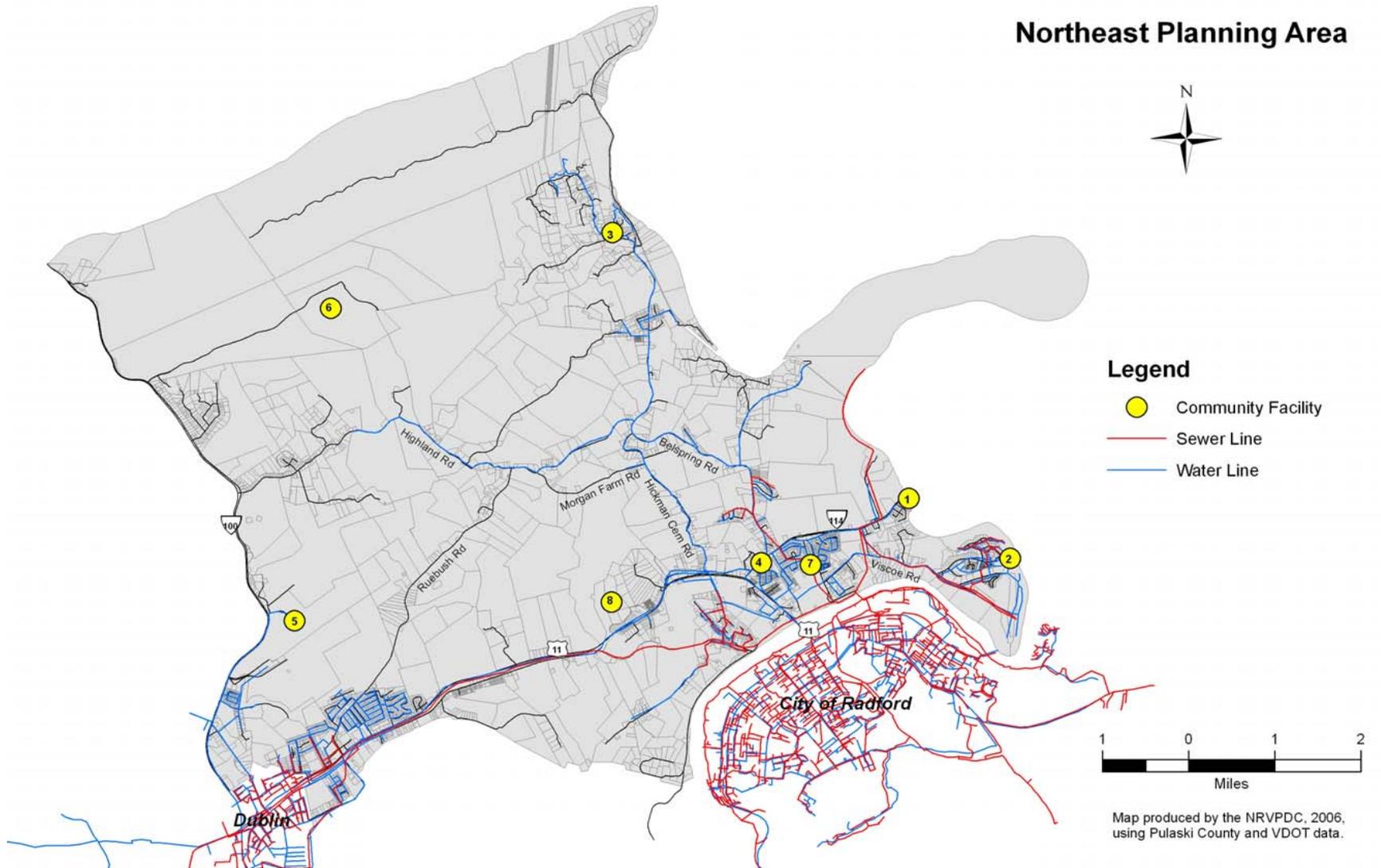


Table 1 – Community Facilities

1. Public Boat Landing-New River
2. The Virginia Tech River Course
3. Twin Community Volunteer Fire Department
4. Fairlawn Volunteer Fire Department/REMSI
5. NRV Airport
6. New River Resource Authority (landfill)
7. Riverlawn Elementary School
8. Motor Mile Speedway
9. Belspring Park
10. Peppers Ferry Wastewater Treatment Plant
11. RU West Campus
12. Virginia State Prison
13. Gresham School in New River Community



Appendix A

Public Input Summary

August 10th, 2006

Issues:

- Motels-need more lodging
- Roundhouse Road needs to be improved to handle retail traffic
- RU West-Academic Village Concept
 - Retail upgrade
 - Pharmacy school
 - Graduate/Adult Education programs
- Pedestrian/Bike Plan for Route 11 between main campus and RU West
- No high density residential at Gate 10 Road and Belspring Road
- Student housing near RU West or on campus
- Retail ingress/egress for Sheetz, Lowes, Wal-mart, etc.
- Fairlawn Post Office is needed with new zip code
- Determine community identity
- Water lines in Belspring need to be replaced, several breaks occur regularly
- Density should follow water and sewer lines, keep density off septic
- Residential should be near RU West
- Need signage to keep trucks off of Parrott Mountain
- Zoning announcement language needs to improve
- Determine carrying capacity for road network

Survey:

1) What do you like about your neighborhood?

- Quiet, rural
- The excitement of a growing and advancing community-“Bright Future”
- Easy access via 11, central to City of Radford, Dublin, Pulaski Town, and Christiansburg/Blacksburg

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

- Post speed limit on Gate 10 Rd, especially since Bimmer World has tractor trailers that use it
- Post Office with our own zip code
- Code Enforcement
- Try to clean up focusing on commercial development along 11 and 114

3) What do you like about Pulaski County?

- Affordable housing
- Beautiful sights-at same time plenty of room for growth
- Slow pace with less traffic
- Attitude toward Economic Development



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

- More restaurants and shopping
- Loose “Radford Shadow” attitude
- Publicize and promote the area
- Post Office in Fairlawn
- Workforce housing, both for owners and renters
- Connection to Public Transit in Christiansburg (use RU’s plan to offer shuttle between Main and West campuses).

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

- Don’t mind growth, but let’s be smart. What will bring the best value for the County and taxpayers?
- New school (Riverlawn) and perhaps a middle school in Fairlawn
- To still be around and provided for, if needed
- More upscale residential and retail
- Community identity-reflected in addresses

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

- Life-long resident
- 29 years
- 17 years
- Don’t live here, helping RU in real estate development
- 1 month, previously employed in area for 1 year.

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

- Need a Post Office
- Separate identity for Fairlawn, we are not Radford
- Transportation and Roads
- Infrastructure
- Thanks for the upcoming Ruby Tuesdays, wish we could get more restaurants in the next 5 years
- Eating Places

April 3rd, 2007

Survey:

1) What do you like about your community?

- Rural, no industrial plants.
- Quite, country feel.
- Close proximity to Radford, the river, and commercial establishments



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

- Sidewalks along Viscoe Road. The best thing to enhance the area is connect a bike trail from along Viscoe Road, to behind the old ATT Plant, use the old railroad bridge as a bike trail to connect to Radford bike trails.
- Sidewalks along Viscoe Road so people can walk. Turn the old railroad bridge behind old ATT Plant into a bike trail to connect to Radford bike trails
- Develop more homes (new) in the \$200,000 range. Recruit more “sit down” restaurants.

3) What do you like about Pulaski County?

- Small town country feel, agriculture is very important. You should not let it all be developed.
- That the country tries to keep a mix of community feel but also allow businesses for convenience.
- Topography, rural lifestyle with some suburban amenities.

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

- Change the area zoned around the wastewater treatment plant and the recycling center, maybe a green area or nature conservancy area. It is karst area, so it should not be developed.
- Think about renovating buildings instead of just building new.
- Update the housing stock, but make it more affordable. Most new homes are almost \$300,000 which is too expensive for middle class families. Limit mobile home parks.

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

- No more development, small community feel but convenient to Radford. Let them build stores and townhouses in Radford. You don't want to over develop like Christiansburg.
- Have a close knit community feel but with modern conveniences. You can't lose the country feel by taking away all the land.
- Continue working towards balance/mix of commercial, industrial, residential and recreation. Limit mobile home parks. Permit only double-wide trailers.

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

- 10 years
- 10 years Fairlawn; this area all my life
- <5 years

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

- How about putting Deer Crossing signs along Viscoe Road.
- Warning lights should be installed at the race track.



