

MONTGOMERY COUNTY PLANNING COMMISSION
February 8, 2012
SITE VISIT AGENDA

3:30 PM **Depart Government Center**

4:00 PM **5201 Tango Lane**

A request by **Montgomery County** for rezoning of approximately 8.01 acres from Agriculture (A1) to Traditional Neighborhood Design- Infill (TND-Infill), with possible proffered conditions. The property known as the old "Elliston Elementary School" is located at 5201 Tango Lane and is identified as Tax Parcel No. 60-1-A (Acct # 070690) in the Shawsville Magisterial District (District C). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Civic Use within the Elliston-Lafayette Village Plan.

4:45 PM **180 Belview Drive (Off of Peppers Ferry Road)**

Request by **Forest Hills At Belview** (Agent: Balzer & Associates) to amend a proffer statement and master plan previously approved on March 5, 2007 (ORD-FY-07-23) to remove/revise trail locations for 17.927 acres zoned Residential Multi-Family (RM-1). The property is located at 180 Belview Drive and is identified as Tax Parcel No. 64-A-42 (Acct # 017168) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Mixed Use and Medium Density Residential within the Prices Fork Village Plan.

5:45 PM **Dinner @ Amelia's, Cambria Street**

6:30 PM **Return to Government Center**

MONTGOMERY COUNTY PLANNING COMMISSION
February 8, 2012 @ 7:00 P.M.
Board Room, Government Center

AGENDA

CALL TO ORDER:

DETERMINATION OF A QUORUM:

APPROVAL OF AGENDA:

APPROVAL OF CONSENT AGENDA:

PUBLIC HEARING:

1. Request by **Ancient Free & Accepted Masons of Virginia Hunters Lodge (Agent: Altizer, Hodges, & Varney, Inc.)** for a Special Use Permit on 0.997 acres in an Agriculture (A-1) zoning district for the operation of a civic club. The property is located at 3730 Prices Fork Road and is identified as Tax Parcel No. 52-A-15 (Acct # 000558) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Low Density Residential within the Prices Fork Village Plan.
 - a. Staff Presentation (Dari Jenkins)
 - b. Applicant Presentation
 - c. Public Comment
 - d. Discussion/Action

2. An ordinance amending Chapter 10 Entitled Zoning, Section 10-37, Article II Section 2.1(a) of the Code of the County of Montgomery, Virginia by amending the language referencing the maps dated September 29, 2009, to include "and any subsequent revisions or amendments thereto".
 - a. Staff Presentation (Dari Jenkins)
 - b. Public Comment
 - c. Discussion/Action

3. Montgomery County requests an amendment to the Comprehensive Plan to incorporate the Lafayette Route 11/460 Corridor Plan into the existing Elliston & Lafayette Village Plan. The proposed amendment will revise the proposed future policy map of the area along Route 11/460 from Roanoke County line to the intersection with the NS Railroad by designating properties on the future policy map as Planned Light Industrial/Commercial, Commercial, Low Density Residential or Medium Density Residential. This plan also serves to amend the Village Transportation Links Plan (VITL) for this corridor area adopted in 2007 by adding additional pedestrian accommodation considerations.
 - a. Staff Presentation (Steven Sandy)
 - b. Public Comment
 - c. Discussion/Action

PUBLIC ADDRESS:

OLD BUSINESS:

-- OVER --

NEW BUSINESS:

WORKSESSION:

- Safe Route To Schools Projects (Jamie MacLean)
 Auburn Elementary & Middle School
 Belview Elementary
- NRV Livability Initiative (Steven Sandy)

LIAISON REPORTS:

- Board of Supervisors- Chris Tuck
- Agriculture & Forestal District- Bob Miller
- Blacksburg Planning Commission – Frank Lau
- Christiansburg Planning Commission – Bryan Rice
- Economic Development Committee- John Tuttle
- Public Service Authority – Malvin Wells
- Parks & Recreation- Ryan Thum
- Radford Planning Commission- Bob Miller
- School Board- Bill Seitz
- Transportation Safety Committee- Malvin Wells
- Planning Director’s Report- Steven Sandy

MEETING ADJOURNED:

UPCOMING MEETINGS:

- | | |
|-------------------|---|
| February 15, 2012 | Planning Commission Regular Meeting (Tentatively Cancelled) |
| March 7, 2012 | Planning Commission Public Hearing (7:00 pm) |
| March 14, 2012 | Planning Commission Site Visits (To be determined)
Planning Commission Regular Meeting (7:00 pm) |

**MONTGOMERY COUNTY PLANNING COMMISSION
CONSENT AGENDA
February 8, 2012**

A. APPROVAL OF MINUTES

- January 11, 2012

ISSUE/PURPOSE:

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

B. SCHEDULE THE FOLLOWING ITEMS FOR PUBLIC HEARINGS BEFORE THE PLANNING COMMISSION ON MARCH 14, 2012 AND BOARD OF SUPERVISORS ON MARCH 26, 2012

1. Request by **Forest Hills At Belview** (Agent: Balzer & Associates) to amend a proffer statement and master plan previously approved on March 5, 2007 (ORD-FY-07-23) to remove/revise trail locations for 17.927 acres zoned Residential Multi-Family (RM-1). The property is located at 180 Belview Drive and is identified as Tax Parcel No. 64-A-42 (Acct # 017168) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Mixed Use and Medium Density Residential within the Prices Fork Village Plan.

2. A request by **Montgomery County** for rezoning of approximately 8.01 acres from Agriculture (A1) to Traditional Neighborhood Design- Infill (TND-Infill), with possible proffered conditions. The property known as the old "Elliston Elementary School" is located at 5201 Tango Lane and is identified as Tax Parcel No. 60-1-A (Acct # 070690) in the Shawsville Magisterial District (District C). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Civic Use within the Elliston-Lafayette Village Plan.

AT A MEETING OF THE MONTGOMERY COUNTY PLANNING COMMISSION ON JANUARY 11, 2012 IN THE BOARD ROOM, SECOND FLOOR, COUNTY GOVERNMENT CENTER, CHRISTIANSBURG, VIRGINIA:

CALL TO ORDER:

Mr. Haynes, Chair called the meeting to order.

DETERMINATION OF A QUORUM:

Mr. Tuttle established the presence of a quorum.

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

Absent: Dari Jenkins, Planning & Zoning Administrator

APPROVAL OF AGENDA:

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

CONSENT AGENDA:

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

PUBLIC HEARING:

An ordinance amending Chapter 10, entitled Zoning, Section 10-45(a)(3) of Sign Regulations of the Code of the County of Montgomery, Virginia, in order to:

- Increase the allowable size of temporary contractor’s signs from no more than twelve (12) sq. ft. to no more than thirty-two (32) sq. ft. on the property on which the work is being done; and
- Amend the temporary signs section by creating a new subsection (h) specifically for political campaign signs under “Permits not required”; and
- Increase the allowable size of political campaign signs from no more than twelve (12) sq. ft to no more than thirty-two (32) sq. ft. on any privately owned lot or parcel.

Mr. Sandy stated the Planning Commission had previously discussed the proposed ordinance amendments with the exception of the temporary contractor's signs. The proposed amendment would increase the allowable area of the contractor sign to 32 sq. feet. Staff has proposed to move the political campaign signs from temporary signs and create a separate section which would allow the signs under "Permits Not Required" and would increase the allowable area to 32 square feet. The County Attorney has stated under the First Amendment the period of time for which the campaign sign could be displayed could not be regulated; however, the size of the sign could be restricted. There are provisions in the ordinance that would allow staff to enforce the location so that it is not obstructive to views and cause safety hazards.

Mr. Miller asked if there was regulation requiring the removal of dilapidated signs.

Mr. Sandy stated if language was not in the ordinance requiring the removal of dilapidated signs it could be added to address that issue.

Mr. Haynes opened the public hearing; however, there being no comments the public hearing was closed.

Mr. Thum stated he understood the position of the County Attorney in regards to regulating the time limit of the campaign signs. Once the election is over, the sign would likely not be considered a "campaign" sign and would then fall under the remaining regulations of the sign ordinance.

Mr. Sandy confirmed that there was a maintenance and removal section in the ordinance that dealt with the length of time and condition of the sign.

Mr. Miller stated he was more comfortable with the proposed amendment given that section is in the ordinance.

A motion was made by Mr. Seitz, seconded by Mr. Wells to recommend approval of the ordinance amending Chapter 10, entitled Zoning, Section 10-45(a)(3) of Sign Regulations of the Code of the County of Montgomery, Virginia, in order to:

- Increase the allowable size of temporary contractor's signs from no more than twelve (12) sq. ft. to no more than thirty-two (32) sq. ft. on the property on which the work is being done; and
- Amend the temporary signs section by creating a new subsection (h) specifically for political campaign signs under "Permits not required"; and
- Increase the allowable size of political campaign signs from no more than twelve (12) sq. ft to no more than thirty-two (32) sq. ft. on any privately owned lot or parcel.

Ayes: Rice, Haynes, Thum, Donahue, Seitz, Miller, Lau, Tutle, Wells

Nays: None

Abstain: None

An Ordinance amending the Fee Schedule for planning and zoning activities by: adding application fees for Planned Unit Development- Traditional Neighborhood Development District (PUD-TND) of \$1000 + 40/acre or portion thereof; adding application fees for Traditional Neighborhood Design- Infill (TND-I) of \$375; adding application fees for Subdivision Variance of \$500; and incorporating the existing AFD Additions & Renewal fee of \$50 (1 applicant) or \$20 (multiple applicants) as required per Section 2-145 of the Montgomery County Code. Applicants shall also pay all costs associated for publishing the required legal notices.

Mr. Sandy reviewed the proposed fee schedule. Fees have been included for the two (2) new Traditional Neighborhood zoning districts. The "Traditional Neighborhood Infill" district fee is low (comparable to the Agriculture rezoning fee) in order to encourage rezoning within the

villages and promote the appropriate development. The TND-PUD district is comparable to the other PUD Districts. A fee for the "Subdivision Variance" was not previously included in the fee schedule. Montgomery County Code outlined the AFD fees; however, they were previously not incorporated onto the fee schedule. There has been a recommendation from the AFD Committee to waive the fee if they were in a conservation easement to prevent district from eroding and ultimately disappearing. If the planning commission desires, language to address that recommendation can be added to the fee schedule. The language has been revised to allow staff with the ability to run required notices in the Roanoke Times or News Messenger.

Mr. Miller noted the language may be more appropriate if it could be revised to read "a newspaper of local circulation" and not name a private business.

Mr. Sandy noted staff could revise the language.

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

A motion was made by Mr. Miller, seconded by Mr. Rice to recommend approval of An Ordinance amending the Fee Schedule for planning and zoning activities by: adding application fees for Planned Unit Development- Traditional Neighborhood Development District (PUD-TND) of \$1000 + 40/acre or portion thereof; adding application fees for Traditional Neighborhood Design- Infill (TND-I) of \$375; adding application fees for Subdivision Variance of \$500; and incorporating the existing AFD Additions & Renewal fee of \$50 (1 applicant) or \$20 (multiple applicants) as required per Section 2-145 of the Montgomery County Code. Applicants shall also pay all costs associated for publishing the required legal notices with the following revisions:

1. Fees will be waived when owners are renewing property(ies) located within an Agricultural & Forestal District and a Conservation Easement.
2. The language for publishing of legal notices will be revised to read "a newspaper of local circulation" and will not name a private business.

Ayes: Rice, Haynes, Thum, Donahue, Seitz, Miller, Lau, Tuttle, Wells

Nays: None

Abstain: None

PUBLIC ADDRESS:

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

NEW BUSINESS:

2011 Annual Report

Mr. Sandy presented the 2011 Annual Report. The report serves as a joint report for the Planning Commission and the Board of Zoning Appeals. The code of Virginia requires the report be submitted annually. It summarizes the activities that have occurred over the previous year. The report will be presented the Board of Supervisors once acceptance is received from the Planning Commission.

On a motion by Mr. Seitz, seconded by Mr. Donahue the Planning Commission recommended the report be included in the upcoming Board of Supervisor's packets.

WORKSESSION:

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

Flood Ordinance Amendment

Mr. Sandy stated FEMA has notified the zoning administrator that an update to the flood ordinance is necessary. There is a panel update that has been made since the 2009 adoption. Our ordinance currently states that "the maps dated September 29, 2009, as amended". FEMA would like the wording changed from "as amended" to "and any subsequent revisions or amendments thereto".. If the County Attorney is in agreement the ordinance amendment will be advertised for public hearings in February.

On a motion by Mr. Wells, seconded by Mr. Donahue and unanimously carried, the planning commission exited worksession.

LIAISON REPORTS:

Mr. Haynes welcomed Mr. Tuck as the Planning Commission Liaison for the Board of Supervisors.

Board of Supervisors- No Report.

Agriculture & Forestal District- No report.

Blacksburg Planning Commission- No report.

Christiansburg Planning Commission- No report.

Economic Development Committee- Mr. Tuttle reported that the meeting was in lockdown due to the VT shooting.

Public Service Authority- Mr. Wells stated the meeting was postponed. Mr. Tuck stated the meeting consisted of discussion regarding administrative issues.

Parks & Recreation Commission- Mr. Thum stated there was no meeting due to lack of a quorum.

Radford Planning Commission- No report.

School Board- No report

Transportation Safety Committee- No report.

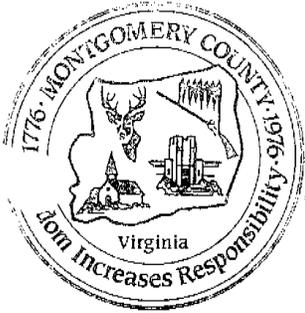
Planning Director's Report- Mr. Sandy stated a joint training session with the town planning commission members may be held. Staff would welcome any suggestions regarding topics or items for discussion.

Mr. Haynes noted if anyone has a need to change/switch their Liaison assignments to please let him or Mr. Sandy know.

Mr. Haynes stated that some discussion had been held by Commission members regarding a tour/trip to the Smart Road.

Mr. Sandy stated he would see if a "site visit" could be arranged.

There being no further business the meeting was adjourned at 7:40pm.



MONTGOMERY COUNTY DEPARTMENT OF
PLANNING & GIS SERVICES

PLANNING
GIS & MAPPING

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

MEMORANDUM

TO: Planning Commission

FROM: Planning Staff *TDK*

DATE: January 30, 2012

RE: **Staff Analysis (SU-2012-09521)**

Request by **Ancient Free & Accepted Masons of Virginia Hunters Lodge #156 (Agent: Altizer, Hodges, & Varney, Inc.)** for a Special Use Permit on 0.997 acres in an Agriculture (A-1) zoning district for the operation of a civic club. The property is located at 3730 Prices Fork Road and is identified as Tax Parcel No. 52-A-15 (Acct # 000558) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Low Density Residential within the Prices Fork Village Plan.

I. Nature of Request

The applicants, the Ancient Free & Accepted Masons of Virginia Hunters Lodge #156 (Agent: Bryant Altizer, Altizer Hodges & Varney, Inc.), are requesting a Special Use Permit (SUP) on 0.997 acre(s) in Agricultural (A-1) zoning district, with possible conditions, to allow the construction of "civic club" and associated parking.

The property is located at 3730 Prices Fork Road; identified as Tax Parcel No. 52-A-15, (Account No. 000558) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Low Density Residential within the Prices Fork Village Plan.

II. Background

The Lodge purchased the property on October 26, 2007 for the purpose of constructing a building in which to hold their meetings and conduct activities. They recently sold another building in Blacksburg and now wish to pursue construction of a new structure to meet their needs.

III. Impacts

The impacts associated with the proposed Special Use Permit (SUP) are discussed below. The proposed Special Use Permit, if granted, is to allow the property owners to construct a building for their meetings twice each month with the occasional special meeting during the year.

TRANSPORTATION

The use proposed for this site does not generate enough vehicle trips per hour to require a review under the Virginia Department of Transportation (VDOT) Chapter 527 Regulation. The applicant's agent states in the application materials that the nature of the use of the proposed building combined with the infrequent meeting will produce little impact on the adequacy of the roads or pedestrian circulation. The applicant has confirmed that adequate sight distance is available to provide a proper commercial entrance to the property.

INFRASTRUCTURE

According to a letter from Mr. Robert Fronk, PSA Director, dated October 4, 2011, public sewer is currently not available and there are no immediate plans to provide sewer to this area.

Mr. Fronk indicates that public water service can be provided for the subject property by connection to the 12" water main located along Prices Fork Road right-of-way adjacent to the property. A pressure-reducing valve will need to be installed since the water pressure at the point of connection would be approximately 110 pounds.

IV. Comprehensive Plan

The proposed site lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Low Density Residential within the Prices Fork Village Plan.

The Prices Fork Village Plan encourages infill development which is compatible with the existing rural, historic character of the architectural fabric and siting of structures, especially along Prices Fork Road. Such development should be a small-scale mix of shop fronts and civic buildings interspersed with residential properties (PFV 1.4.4). The proposed "civic club" structure is architecturally designed to blend well with the existing and anticipated residential uses of adjacent parcels. The proposed use appears to be compatible with the surrounding area and low density residential community character.

When Special Use Permit applications are considered within the Village of Prices Fork, conditions should be considered to help mitigate any potential impacts upon the residential community.

V. Analysis

The applicant is proposing the construction of a single-story brick structure of approximately 2,900 sq. ft. footprint to provide compatibility with the surrounding residential structures. The concept plan, dated January 02, 2012, presented along with the application materials provides two elevation views of the proposed Masonic Lodge building. The building will typically be used for meetings twice per month with the possibility of a few special meetings throughout the year. Meetings are normally conducted in the evening hours with about 15 people in attendance. Car pooling is common within the group.

Review of the concept plan reveals the narrow linear shape of the property with a proposed commercial entrance basically centered along the front property line of the lot. The applicant indicates that sight distance can be achieved for the proposed entrance and will pursue an application with Virginia Department of Transportation if the SUP is approved.

The concept plan depicts the location of a proposed drain field approved in 2008. The construction permit has since expired; however, the applicants will proceed with renewal of the septic permit if approval of the SUP granted. The proposal includes connection to PSA water and the *enclosed* letter dated October 4, 2011 from Robert Fronk, PSA Director, verifies the site can be served with public water.

According to the information submitted, the applicant has proposed a paved parking lot in accordance with Section 10-44(2) (e) which requires that any public off-street parking area shall be surfaced so as to provide a durable and dustless surface. At a minimum, surface treatment shall be equal to a prime and double seal.

Also, limited site lighting has been proposed. It was suggested that a porch light and possibly one other building mounted light would be installed. The application materials suggest the Lodge will generate less light than a typical residence. However, attention should be given to future exterior lighting in order to preserve nighttime skies in the Village of Prices Fork. A condition addressing lighting will be provided in the staff recommendation portion of the application. Attention will be given toward lighting when site plans are submitted for this site.

All adjoining property owners were notified in compliance with the Code of Virginia and Section 10-52(3) of the Montgomery County Code. At the time this report was issued the Planning Department had received only one comment on this request. The owners of Sterling Manor Subdivision have requested the applicants provide landscaping around the proposed building to provide a more residential appearance since there is a possibility of two homes being built on neighboring lots with a clear view of the building. Also requested was that the existing mature evergreens not be considered part of the required screening since the area may be cleaned up to remove noxious vegetation (see the *enclosed* email).

Adjacent property owners and/or other interested parties may also be present at the public hearing to present their views on this request.

VI. Staff Recommendation

After evaluation of the application materials, staff preliminarily recommends approval of this request as submitted to allow the construction of a building for the Ancient Free & Accepted Masons of Virginia Hunters Lodge #156 with associated parking in an Agricultural (A-1) district because the proposal appears to be consistent with the zoning ordinance and the Prices Fork Village Plan.

Consideration could be given to approving the request with the following conditions in an effort to balance the request of the applicant with the policies of the Comprehensive Plan and mitigate the potential negative impact of the proposed use:

1. This Special Use Permit (SUP) authorizes the construction and use of a building as a "civic club" specifically for the **Ancient Free & Accepted Masons of Virginia Hunters Lodge #156** along with associated parking and accessory structures on property located at 3730 Prices Fork Road and is identified as Tax Parcel No. 52-A-15 (Acct # 000558) in the Prices Fork Magisterial District (District E).
2. The site shall be developed in substantial conformance with the concept plan prepared by Altizer, Hodges, & Varney, Inc., dated January 02, 2012.
3. A detailed site plan in conformance with zoning ordinance requirements shall be submitted and approved by the zoning administrator and all other necessary local and state agencies prior to issuance of building permits for this development.
4. The use of the building for meetings, group activities, etc. shall be limited to the hours of 8:00 a.m. until 11:00 p.m. with no dances allowed.
5. Any lighting installed on the property shall be dusk to dawn, "full cut-off" type fixtures to avoid glare onto adjacent properties and shall comply with Montgomery County Zoning Ordinance 10-46(9) Performance Standards.
6. Landscaping shall be provided around the proposed building to provide a residential appearance.

Enclosures: Current Zoning Map
Aerial Photo Map
Site Photos
Application Materials



**Ancient Free & Accepted
Masons of Va Hunters Ldg #156
Request For
Special Use Permit**

Parcel ID(s): 000558

Legend

- State Roads
- Interstate Highway
- Private Roads (Unimproved)
- Planned Highway
- Railroad
- Hydrology
- Tax Parcels
- Subject Property (Assessed Fees & Assessed)

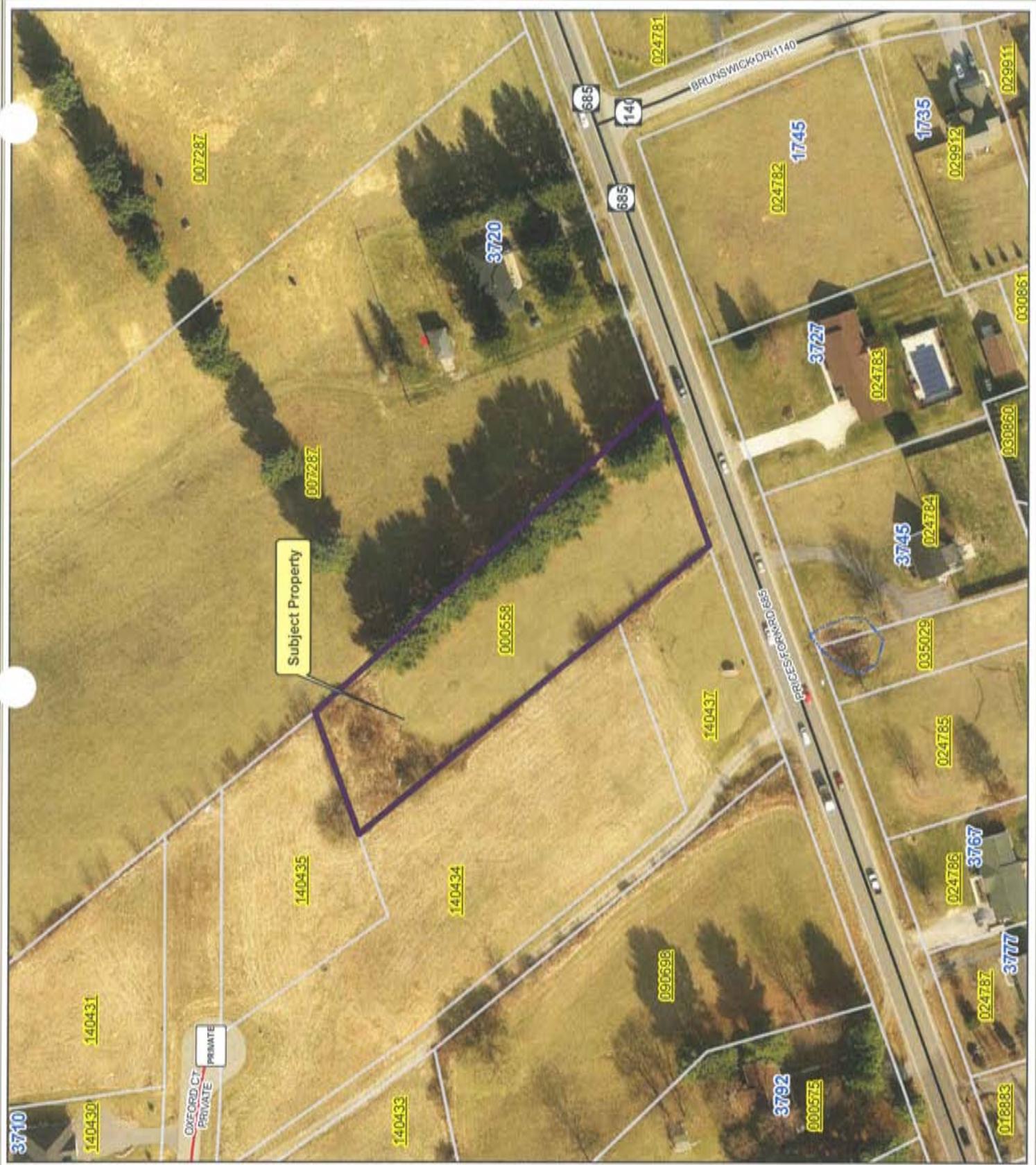


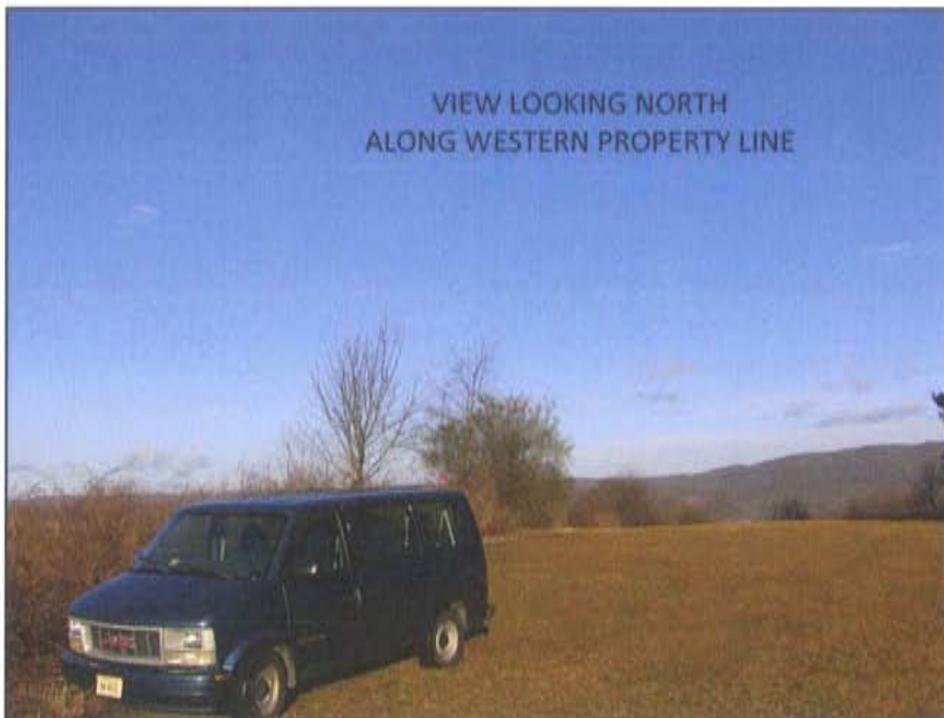
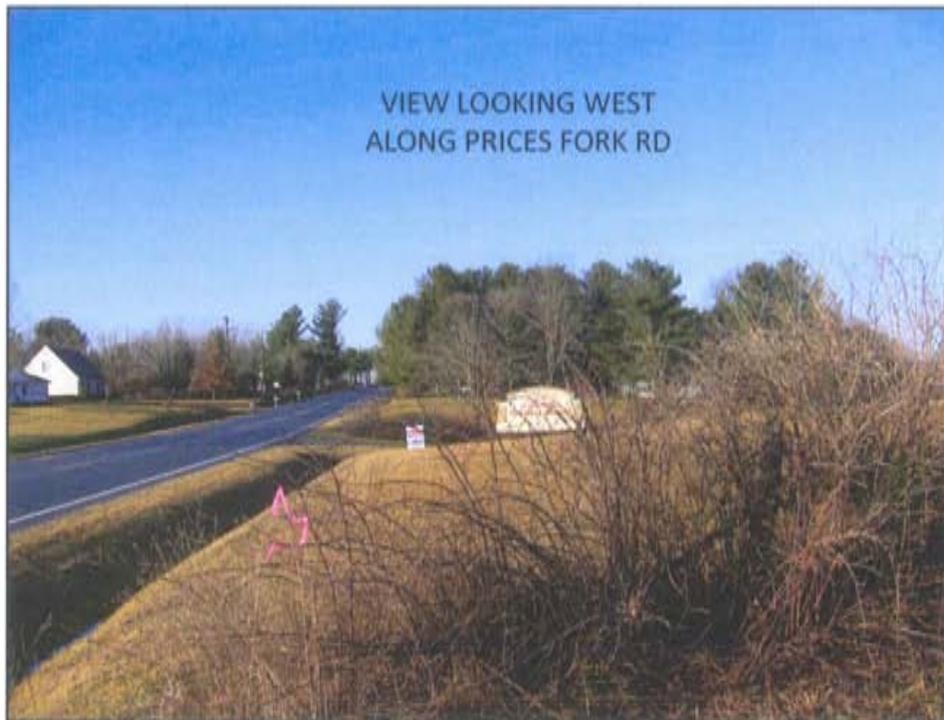
Montgomery County, Virginia
GIS & Planning Services

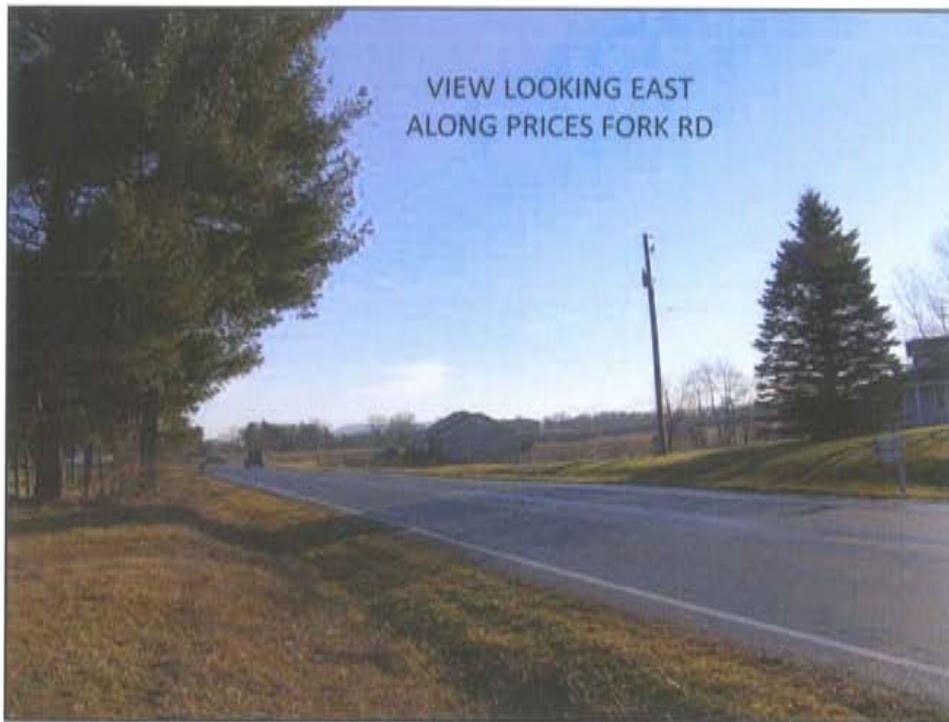
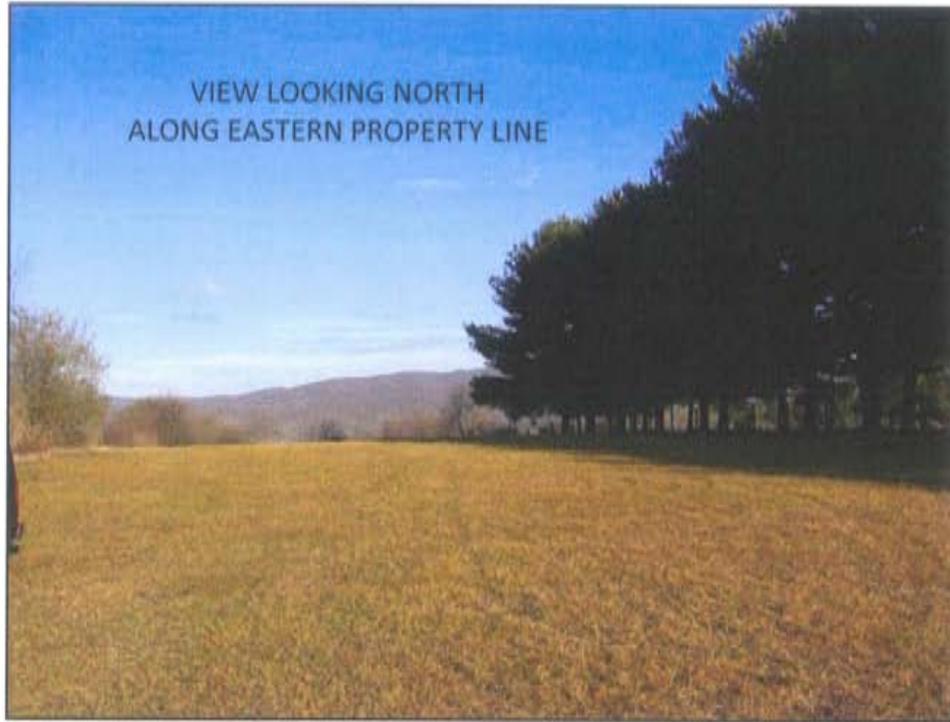
THE INFORMATION SHOWN HEREON IS FOR REFERENCE PURPOSES ONLY. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION SHOWN HEREON. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PROFESSIONAL SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY FINANCING. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LEGAL COUNSEL. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ARCHITECTURAL SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENGINEERING SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SURVEYING SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSULTING SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY DESIGN SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSTRUCTION SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MAINTENANCE SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY OPERATING SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SUPPORT SERVICES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY OTHER SERVICES.

0 12.5 25 50 75 100 Feet

Prepared by Montgomery County, Va
Planning & GIS Services, 1/14/2012









Application to Planning Commission and Board of Supervisors

Application For: (check appropriate boxes)
 Rezoning Rezoning & Special Use Permit Special Use Permit

Owner/Applicant Information: (Use current mailing/contact information for all property owners. An additional sheet may be attached for multiple owners.)

Property Owner: Ancient Free & Accepted Masons of VA-Hunters Lodge Agent: Bryant Altizer
Address: P.O. Box 727 Address: 20 Midway Plaza Drive, Suite 200
Blacksburg, VA 24063 Christiansburg, VA 24073
Phone 1: 552-7284 (h) Henry Pittard Phone 1: 382-9410
Phone 2: 449-6284 (c) Henry Pittard Phone 2: _____
Email: hspittard@hotmail.com Email: altizer@ahv-inc.com

Location of Property/ Site Address: 3730 Prices Fork Road

Legal Record of Property: Total Area: 0.997 Acres Magisterial District Prices Fork
Parcel ID: 000558 Tax Parcel Number(s): 052-A-15

Rezoning Details: Current Zoning District: _____ Requested Zoning District: _____
Desired Use(s): _____

Special Use Permit: Current Zoning District A1 Total Area/Acres: 0.997
Desired Use(s): Civic Club

Comprehensive Plan Designation: Village Expansion

Traffic Impact Analysis Required: Yes (payment enclosed) No

I certify that the information supplied on this application and on the attachments provided (maps or other information) is accurate and true to the best of my knowledge. In addition, I hereby grant permission to the agents and employees of Montgomery County and State of Virginia to enter the above property for the purposes of processing and reviewing the above application.

Henry S. Pittard for Hunters Lodge # 156 Chairman Bryant Altizer 1-3-12
Property Owner(s) Signature Agent's Signature Date
Date 1-3-2012

FOR OFFICE USE ONLY

Date Received: _____

Application Number: _____

Traffic Impact Analysis and Payment Received: Yes No

Date Submitted to VDOT: _____

STERLING MANOR, LLC
 PHASE III - LOT 52
 PARCEL ID 140435
 TAX PARCEL 052-12-52
 ZONED: R1 USE: RESIDENTIAL

STERLING MANOR, LLC
 PHASE III - LOT 51
 PARCEL ID 140434
 TAX PARCEL 052-12-51
 ZONED: R1 USE: RESIDENTIAL

STERLING MANOR, LLC
 (COMMON AREA)
 PARCEL ID 140437
 TAX PARCEL 052-12-B
 ZONED: R1 USE: OPEN SPACE

STEVE GRAHAM LIVING TRUST
 PARCEL ID 007287
 TAX PARCEL 052-A-12,13,14
 ZONED: A1 USE: RESIDENTIAL

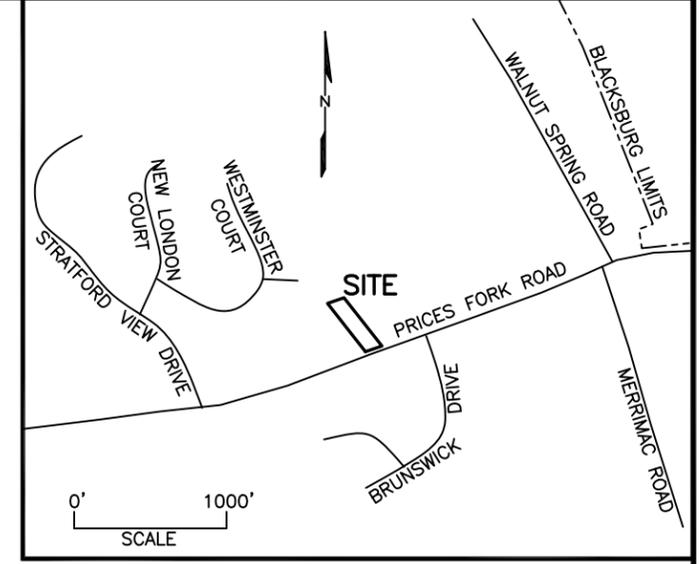
BRYAN & KATIE KATZ
 PHILLIPS ACRES - LOT 2
 PARCEL ID 024782
 TAX PARCEL 052-9-2
 ZONED: R1 USE: RESIDENTIAL

STANLEY & JANICE BURKE
 PHILLIPS ACRES - LOT 3
 PARCEL ID 024783
 TAX PARCEL 052-9-3
 ZONED: R1 USE: RESIDENTIAL

HOPE TURPIN TROUT
 PHILLIPS ACRES - LOT 4
 PARCEL ID 024784
 TAX PARCEL 052-9-4
 ZONED: R1 USE: RESIDENTIAL

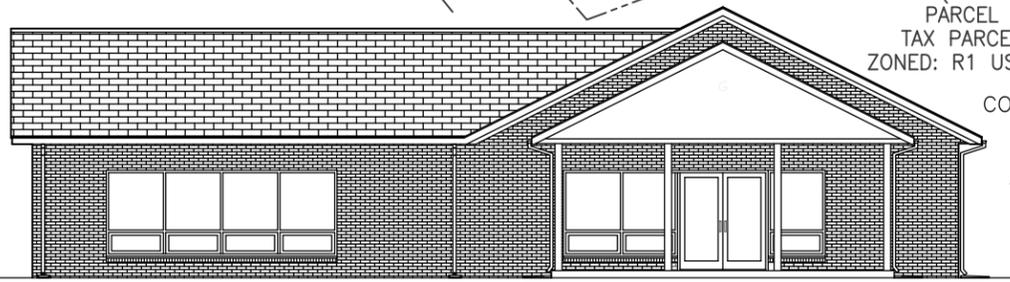
NOTES:

1. OWNER/DEVELOPER:
 ANCIENT FREE & ACCEPTED MASONS OF VA
 HUNTERS LODGE (CONTACT - HENRY PITTARD)
 P.O. BOX 727
 BLACKSBURG, VA 24063
2. PROPERTY ADDRESS:
 3730 PRICES FORK ROAD
 BLACKSBURG, VA 24060
3. ENGINEER:
 ALTIZER, HODGES, & VARNEY, INC.
 CONTACT- BRYANT H. ALTIZER, PE, LS
 20 MIDWAY PLAZA DRIVE, SUITE 200
 CHRISTIANSBURG, VA 24073
4. LOT AREA = 0.997 ACRES
5. PROPERTY IS ZONED A1; CURRENT USE IS VACANT.
6. PROPOSED IMPERVIOUS SURFACES COVER IS 24%.
7. SEWER SHALL BE ONSITE PRIVATE SYSTEM AND WATER SHALL BE PUBLIC WATER.
8. SITE LANDSCAPING SHALL CONFORM TO COUNTY STANDARDS.
9. GRADING SHALL DISTURB MORE THAN 10,000 SF AND SHALL REQUIRE APPROVAL OF THE COUNTY ENGINEER. STORMWATER MANAGEMENT DESIGN SHALL ALSO REQUIRE APPROVAL BY THE COUNTY ENGINEER.
9. THERE ARE REGULAR MEETINGS PER MONTH, WHICH OCCUR AT 7 OR 7:30 PM, WITH AN AVERAGE OF 15 PEOPLE IN ATTENDANCE, AND A MAXIMUM OF 20. PARKING REQUIRED FOR PUBLIC ASSEMBLY IS 0.25 PER PERSON, WHICH IS 5 SPACES FOR 20 PEOPLE. 14 PARKING SPACES ARE PROVIDED.

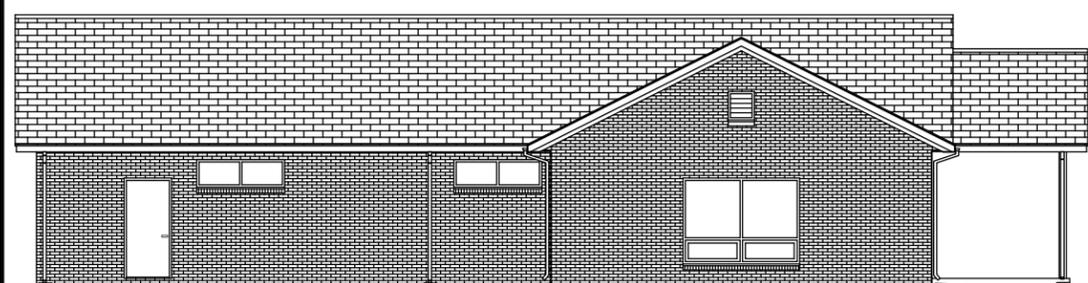


VICINITY MAP

PROPOSED SINGLE-STORY
 BRICK BUILDING (2900 SF)

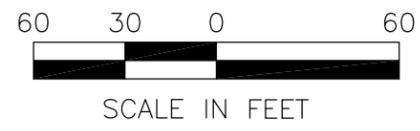


FRONT VIEW



LEFT VIEW

SPEED LIMIT=45MPH
 SITE DISTANCE EXCEEDS 700' IN BOTH DIRECTIONS
 CENTER-TO-CENTER DISTANCE WITH BRUNSWICK DRIVE =335'
 PUBLIC WATER LINE EXISTS ALONG ROAD



Altizer, Hodges, & Varney, Inc.
 Consulting Engineers & Surveyors
 20 Midway Plaza Drive, Suite 200
 Christiansburg, Virginia 24073
 Phone: 540-382-9410, Fax: 540-382-9492
 Email: ahv@ahv-inc.com Webpage: www.ahv-inc.com

DATE : 02 JAN 2012
 SCALE : AS SHOWN
 DESIGNED: BHA
 DRAWN : BHA
 CHECKED : CCH
 REVISED :

PROPOSED BUILDING
 HUNTERS MASONIC LODGE
 MONTGOMERY COUNTY, VIRGINIA

SPECIAL USE PERMIT

AHV PROJECT NUMBER
 2011042

SHEET NUMBER
 1 OF 1



Additional Special Use Permit Requirements

The applicant for special use permit shall provide a statement of justification to address the following items in the application materials to demonstrate what impact the proposed request will have on the County's resources and how the request complies with Montgomery County's comprehensive plan.

Section 10-54(3)(g), Montgomery County Zoning Ordinance

(g) Issues for Consideration. In considering a Special Use Permit application, the following factors shall be given reasonable consideration. The application shall address all the following in its statement of justification or Special Use Permit plat unless not applicable, in addition to any other standards imposed by this Ordinance:

1. Whether the proposed Special Use Permit is consistent with the Comprehensive Plan (Addressed under "3. Comprehensive Plan Justification").

The proposed use as a civic club is a compatible use for the Low-Density Residential area of the Prices Fork Village. The proposed type of structure (single-story), the size (2900 sf footprint), and the building materials (brick with shingled roof) are compatible and relate well with the surrounding residences. The building will typically be used for meetings twice per month with the possibility of a few special meetings throughout the year. Meeting times are held in the evenings. Typical meetings have about 15 people attending, and car pooling is common. Since the building will be used so infrequently and by so few people, the development will have almost no impact on traffic. The limited number of people attending the meetings and the fact that car pooling commonly occurs reduces the size of the parking lot also. The small parking lot is located over 120 feet away from Prices Fork Road, thereby making the building and parking nearly invisible to all cars passing by the site. Having the primary entrance located on Prices Fork Road keeps the impact to neighborhood streets to a minimum. By providing a Type 2 bufferyard for the perimeter, there should be very little visual impact to the existing residences or vacant lots currently for sale. Having this particular type of use within a residential area is likely to have less of an impact on surrounding residences than even a new residence would have.

2. Whether the proposed Special Use Permit will adequately provide for safety from fire hazards and have effective measures of fire control.

A public water system is located along Prices Fork Road with fire hydrants are spaced at various intervals. The proposed building will be residential-in style (brick with shingles) and size (2900 sf) and not require any additional fire protection beyond that of a normal residence.

3. The level and impact of any noise emanating from the site, including that generated by the proposed use, in relation to the uses in the immediate area.

This project will have very limited noise emanating from the site due to the infrequent use of the building. There will be even less noise than a typical residence.

4. The glare or light that may be generated by the proposed use in relation to uses in the immediate area.

Lighting from this project will be less than that generated by a typical residence. A porch light and maybe another building mounted light will be manually operated when the building is used.

5. The proposed location, lighting and type of signs in relation to the proposed use, uses in the area, and the sign requirements of this Ordinance.

No signage is planned at this time. If signage is proposed later with the site plan, it will meet the County's signage requirements and the Owner's intent would be to make the sign fit with the surrounding uses.

6. The compatibility of the proposed use with other existing or proposed uses in the neighborhood, and adjacent parcels.

The proposed use will be for normal meetings twice per month during the evening. Lodge members are also local residents with a desire to be good neighbors and good stewards of the property.

7. The location and area footprint with dimensions (all drawn to scale), nature and height of existing or proposed buildings, structures, walls, and fences on the site and in the neighborhood.

The proposed building is shown on the plan along with the footprint size and location on the property. Building elevations are shown also with brick exterior and shingled roof.

8. The nature and extent of existing or proposed landscaping, screening and buffering on the site and in the neighborhood.
The landscaping will be in compliance with the County's requirements. There is a bufferyard required around the perimeter of the property and will be planted with trees/shrubs as required. A line of large pines is located on the neighboring property to the northeast and already serves as a screen. Required plantings along this property line will be positioned to also meet County requirements as well as fill in the gaps. The engineer will work with County staff to provide the plant selection and positioning that works well for this property line.
9. The timing and phasing of the proposed development and the duration of the proposed use.
The project is expected to begin and end construction in 2012.
10. Whether the proposed Special Use Permit will result in the preservation or destruction, loss or damage of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.
The proposed project will not result in loss or damage to these features.
11. Whether the proposed Special Use Permit at the specified location will contribute to or promote the welfare or convenience of the public.
Not applicable for this request.
12. The traffic expected to be generated by the proposed use, the adequacy of access roads and the vehicular and pedestrian circulation elements (on and off-site) of the proposed use, all in relation to the public's interest in pedestrian and vehicular safety and efficient traffic movement.
The nature of the use of this building and the infrequent meetings will have little to no impact on the adequacy of the roads or pedestrian circulation.
13. Whether, in the case of existing structures proposed to be converted to uses requiring a Special Use Permit, the structures meet all code requirements of Montgomery County.
Not applicable for this request.
14. Whether the proposed Special Use Permit will be served adequately by essential public facilities and services.
This project will be adequately served.
15. The effect of the proposed Special Use Permit on groundwater supply.
This project will not impact on groundwater supply.
16. The effect of the proposed Special Use Permit on the structural capacity of the soils.
This project will not affect the structural capacity of the soils.
17. Whether the proposed use will facilitate orderly and safe road development and transportation.
This project will not affect road development and transportation. The project will provide a VDOT commercial entrance and will require review and approval of VDOT.
18. The effect of the proposed Special Use Permit on environmentally sensitive land or natural features, wildlife habitat and vegetation, water quality and air quality.
This project will not affect these items.
19. Whether the proposed Special Use Permit use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.
Not applicable for this request use.
20. Whether the proposed Special Use Permit considers the needs of agriculture, industry, and businesses in future growth.
Not applicable for this requested use.
21. The effect of the proposed Special Use Permit use in enhancing affordable shelter opportunities for residents of the County.
Not applicable for this requested use.
22. The location, character, and size of any outdoor storage.
Not applicable for this request.
23. The proposed use of open space.
Not applicable for this request.
24. The location of any major floodplain and steep slopes.
No floodplain or steep slopes are on this property.

25. The location and use of any existing non-conforming uses and structures.
Not applicable for this request.
26. The location and type of any fuel and fuel storage.
Not applicable for this request.
27. The location and use of any anticipated accessory uses and structures.
Not applicable for this request.
28. The area of each use; if appropriate.
Not applicable for this request.
29. The proposed days/hours of operation.
This use, as previously stated, will meet twice monthly in the evenings. There is a possibility of a few other special meetings during the year which would also be in the evenings.
30. The location and screening of parking and loading spaces and/or areas.
Parking is located significantly away from the right-of-way of Prices Fork Road. Type 2 bufferyards are required along the property lines. Landscaping will conform to County requirements.
31. The location and nature of any proposed security features and provisions.
No special security features are proposed.
32. The number of employees.
No employees are required for this proposed use.
33. The location of any existing and/or proposed adequate on and off-site infrastructure.
Not applicable for this request.
34. Any anticipated odors, which may be generated by the uses on site.
Not applicable for this requested use.
35. Whether the proposed Special Use Permit uses have sufficient measures to mitigate the impact of construction traffic on existing neighborhoods and school areas.
No impact expected to existing neighborhoods and school areas for construction traffic.



MONTGOMERY COUNTY DEPARTMENT
OF PLANNING & GIS SERVICES

PLANNING
GIS & MAPPING

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

MEMORANDUM

TO: Montgomery County Planning Commission

FROM: Dari Jenkins, CZA 
Planning & Zoning Administrator

DATE: January 30, 2012

SUBJ: An ordinance amending Chapter 10 Entitled Zoning, Section 10-37, Article II Section 2.1(a) of the Code of the County of Montgomery, Virginia by amending the language referencing the maps dated September 29, 2009, to include "and any subsequent revisions or amendments thereto".

Pursuant to our discussion during the January Planning Commission meeting regarding the proposed amendment Section 10-31, Flood Damage Prevention Overlay, of the Code of the County of Montgomery, Virginia, we have advertized the amendment for public hearing. The suggested change has been required by Virginia Department of Conservation and Recreation (DCR) and Federal Emergency Management Agency (FEMA). They believe the proposed change will make the regulations more enforceable if challenged in a court of law.

Please review the **enclosed** draft of revisions to the Flood Damage Prevention Overlay regulations as advertized.

DJ

Enclosure(s): Proposed Revisions of Section 10-37, Montgomery Co. Code

Sec. 10-37. - Flood damage prevention overlay.**Article I—General Provisions**

Section 1.1 *Purpose.* These provisions are created to regulate and restrict land use in areas which are subject to severe periodic inundation, in such a manner as to: (1) prevent the loss of life and property, (2) comply with federal and state laws and regulations that address the need for floodplain management and regulation, (3) qualify Montgomery County residents for the insurance and subsidies provided by the National Flood Insurance Program, (4) conserve the natural state of watercourses and watersheds, and minimize the damaging effects which development has on drainage conditions, pollution of streams, and other environmental impacts on water resources, (5) reduce the disruption of commerce and governmental services, (6) reduce the extraordinary and unnecessary expenditure of public funds for flood protection, rescue and relief, and (7) minimize the impairment of the tax base by:

- (a) Regulating uses, activities and development which, alone or in combination with other existing or future uses, activities and development, will cause unacceptable increases in flood heights, velocities and frequencies;
- (b) Restricting or prohibiting certain uses, activities and development from locating within districts subject to flooding;
- (c) Requiring all those uses, activities and developments that do occur in floodprone districts to be protected and/or floodproofed against flooding and flood damage;
- (d) Protecting individuals from buying land and structures which are unsuited for intended purposes because of flood hazards.

Section 1.2 *Authority.* Authority for these provisions includes:

- (a) Flood Damage Reduction Act, Code of Virginia, § 10.1-600 et seq.
- (b) Planning, Subdivision of Land and Zoning, Code of Virginia, Title 15.2, Chapter 22.
- (c) Soil Conservation Districts Law, Code of Virginia, § 10.1-506 et seq.
- (d) Erosion and Sediment Control Act, Code of Virginia, § 10.1-560 et seq.
- (e) National Flood Insurance Act of 1968, 42 U.S.C. 4001 et seq.

Section 1.3 *Compliance and liability.*

- (a) No land shall hereafter be developed, and no structure shall be located, relocated, constructed, reconstructed, enlarged or structurally altered except in full compliance with the terms and provisions of this article and any other applicable ordinances and regulations which apply to uses within the jurisdiction of this article.
- (b) The degree of flood protection sought by the provisions of this article is considered reasonable for regulatory purposes and is based on acceptable engineering methods of study. Larger floods may occur on rare occasions. Flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This article does not imply that districts outside the floodplain district or that land uses permitted within such district will be free from flooding or flood damages.
- (c) This article shall not create liability on the part of Montgomery County or any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

- (d) Records of actions associated with administering this ordinance shall be kept on file and maintained by the zoning administrator.

Section 1.4 *Qualifying/regulated lands.*

- (a) These provisions shall apply to all lands within the jurisdiction of Montgomery County and identified as being in the one hundred (100)-year floodplain by FEMA (Federal Emergency Management Administration), Federal Insurance Administration.

Section 1.5 *Penalty for violations.* Any person who fails to comply with any of the requirements or provisions of this section shall be subject to the enforcement and penalties contained in section 10-52(2) of this zoning chapter.

Article II—Establishment of Floodplain Districts

Section 2.1 *Description of districts.*

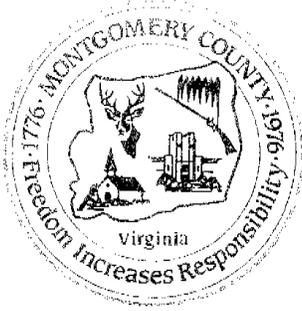
- (a) Basis of districts. The basis for the delineation of districts shall be the Flood Insurance Study and the Flood Insurance Rate Maps (FIRM) for Montgomery County, prepared by the Federal Emergency Management Agency, Federal Insurance Administration, dated September 25, 2009 as amended, *and any subsequent revisions or amendments thereto*, which said Flood Insurance Study and Flood Insurance Rate Map are hereby incorporated and made a part of the official zoning map and this chapter. The boundaries of the special flood hazard area and floodplain districts are established as shown on the Flood Insurance Rate Map (FIRM) a copy of which shall be kept on file at the Montgomery County Planning Department offices.
1. The Floodway District is delineated, for purposes of this section, using the criterion that certain areas within the floodplain must be capable of carrying the waters of the one hundred (100)-year flood without increasing the water surface elevation of that flood more than one (1) foot at any point. The areas included in this district are specifically defined in Table 2 of the above-referenced Flood Insurance Study and shown on the accompanying Flood Insurance Rate Map (FIRM).
 2. The Special Floodplain District shall be those areas identified as an AE Zone on the maps accompanying the Flood Insurance Study for which one hundred (100)-year flood elevations have been provided.
 3. The Approximated Floodplain District shall be those areas identified as an A or A99 Zone on the maps accompanying the Flood Insurance Study. In these zones, no detailed flood profiles or elevations are provided, but the one hundred (100)-year flood elevations and floodway information from federal, state, and other acceptable sources shall be used, when available. Where the specific one hundred (100)-year flood elevation cannot be determined for this area using other sources of data, such as the U.S. Army Corps of Engineers Flood Plain Information Reports, U.S. Geological Survey Floodprone Quadrangles, etc., then the applicant for the proposed use, development and/or activity shall determine this elevation in accordance with hydrologic and hydraulic engineering techniques. Hydrologic and hydraulic analyses shall be undertaken only by professional engineers or others of demonstrated qualifications, who shall certify that the technical methods used correctly reflect currently-accepted technical concepts. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the zoning administrator.

4. The Shallow Flooding District shall be those areas identified as Zone AO or AH on the Flood Insurance Rate Maps.

(b) *Overlay Concept.* The Floodplain Districts described above shall be overlays to the existing underlying districts as shown on the official zoning chapter map and as such the provisions for the floodplain districts shall serve as a supplement to the underlying district provisions. If there is any conflict between the provisions or requirements of the Floodplain Districts and those of any underlying district, the more restrictive provisions and/or those pertaining to the floodplain districts should apply.

Section 2.2 *District boundary changes.* The delineation of any of the floodplain districts may be revised where natural or manmade changes have occurred and/or where more detailed studies have been conducted or undertaken by the United States Army Corps of Engineers or other qualified agency, or an individual documents the need for such changes. However, prior to any such change, written approval must be obtained from the Federal Insurance Administration and the Montgomery County Zoning Administrator must receive official notification of any such changes. Any such changes must be formally recorded on appropriate maps approved by the Federal Insurance Administration and submitted to the zoning administrator.

Section 2.3 *Submitting technical data.* A community's base flood elevations may increase or decrease resulting from physical changes affecting flooding conditions. As soon as practicable, but not later than six (6) months after the date such information becomes available, a community shall notify the Federal Insurance Administration of the changes by submitting technical or scientific data. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and floodplain management requirements will be based upon current data.



MONTGOMERY COUNTY DEPARTMENT OF
PLANNING & GIS SERVICES

PLANNING
GIS & MAPPING

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

MEMORANDUM

February 2, 2012

TO: Planning Commission members

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

RE: Draft Lafayette Route 11/460 Corridor Plan dated February 2012

Attached please find a final draft of the Lafayette Route 11/460 Corridor Plan dated February 2012. This plan has been prepared with the assistance of the County's consultant, Renaissance Planning Group, as a part of a small area plan of the Urban Development Area grant from VDOT. This plan represents some revised and enhanced land use planning ideas and concepts from the village and VITL plans adopted in 2007.

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

The Plan has been advertised for public hearings in accordance with Code of Virginia requirements. Planning staff has also notified individuals that participated in the plan development process by direct mail to notify them of the proposed public hearings.

This plan will be an update to the County's Comprehensive Plan and Village Plan for this area that will require a recommendation from the Planning Commission and ultimately approval by the Board of Supervisors.

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

Enclosure: Lafayette Route 11/460 Corridor Plan dated February 2012

LAFAYETTE ROUTE 11/460 CORRIDOR PLAN

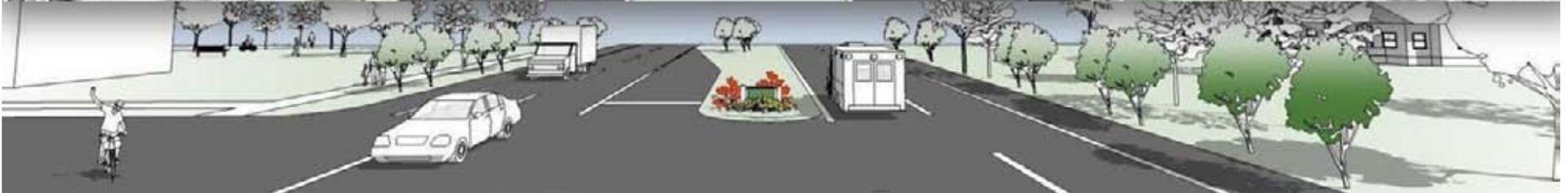
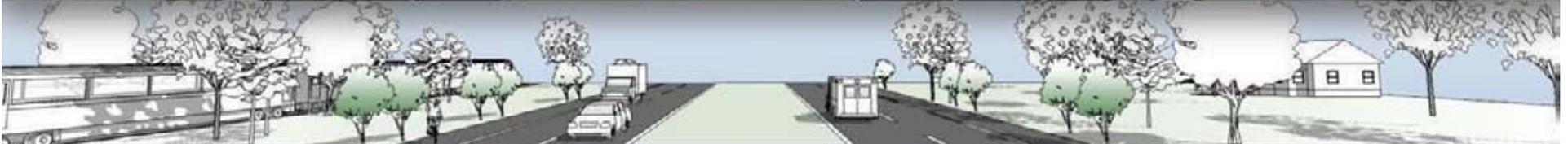
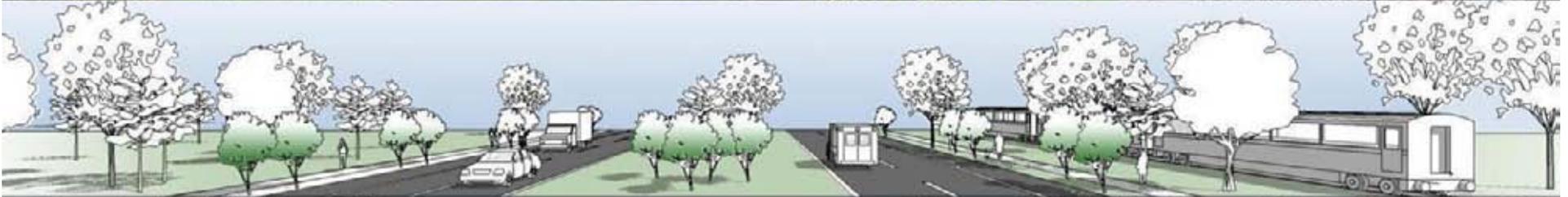


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INTRODUCTION

Background

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

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

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

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

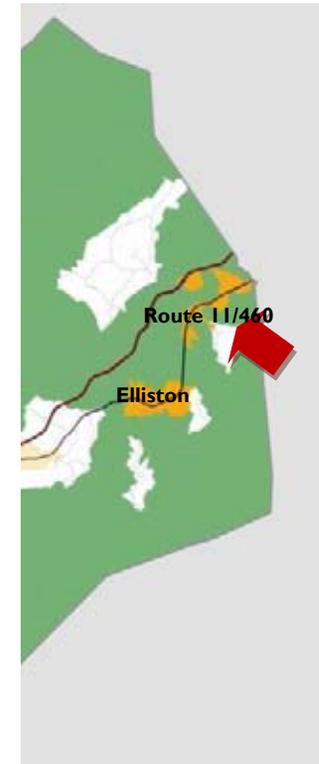


Figure 1. General location of study area within County

PLANNING CONTEXT

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

Purpose of the Route 11/460 Corridor Plan

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

Planning Process

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

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

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

What we heard

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

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

PROPERTY OWNERS:

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

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

PLANNING COMMISSION:

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

Key Issues

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

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

Key Issues

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

Follow Up Work Sessions

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

Key Issues

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

Existing Conditions Analysis

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

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

Study Area

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

Existing zoning

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

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

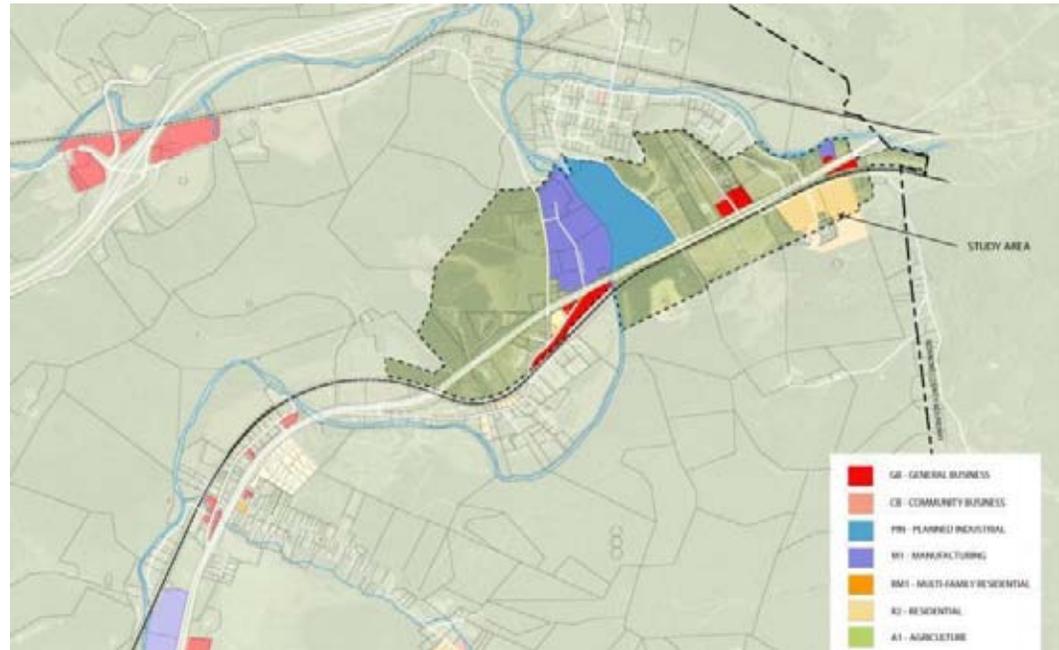


Figure 2. Map of Existing Zoning

Topography

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

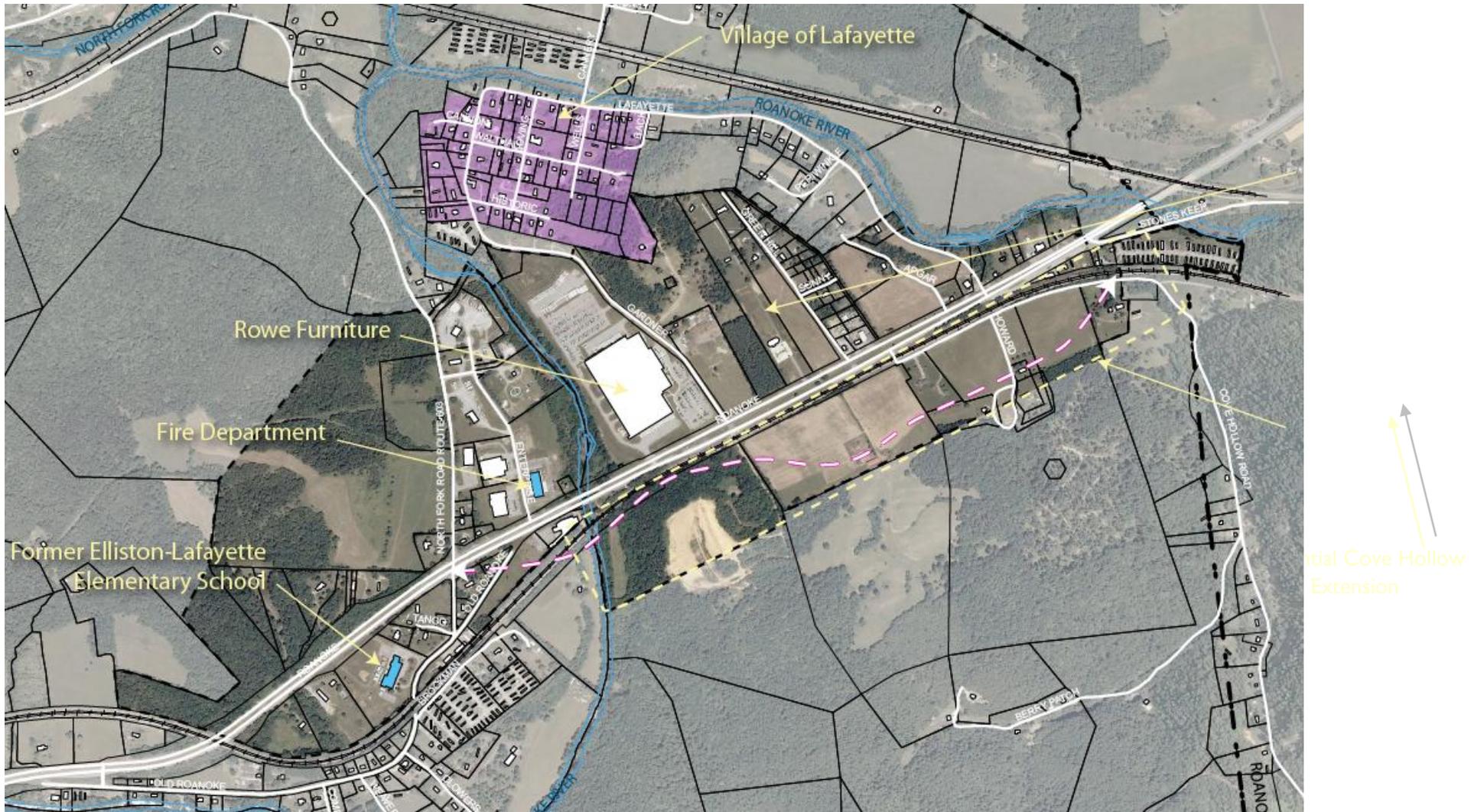


Figure 3. Map of Existing Conditions in the Study Area

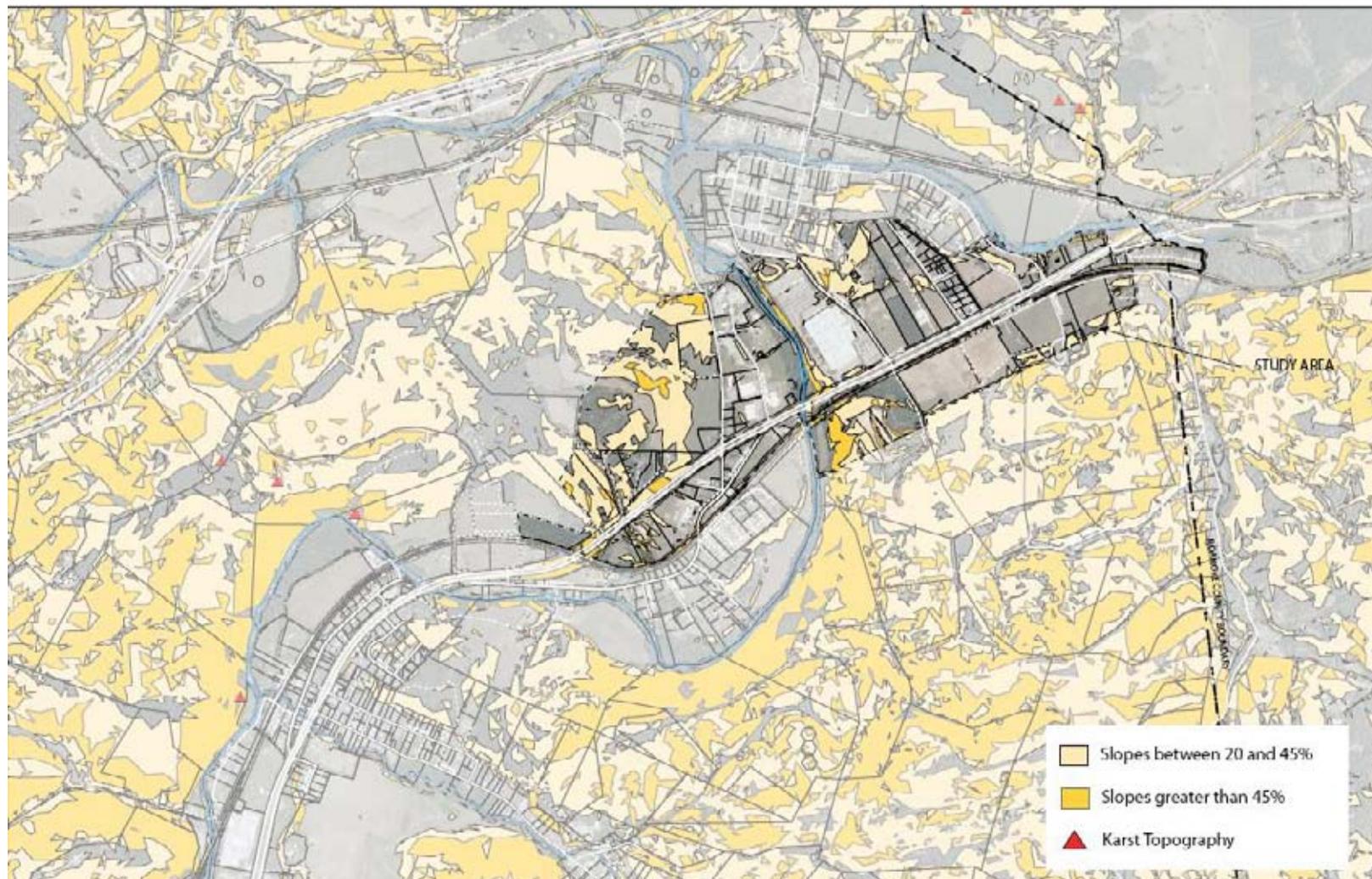


Figure 4. Existing Topography

Elliston and Lafayette Village Plan

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

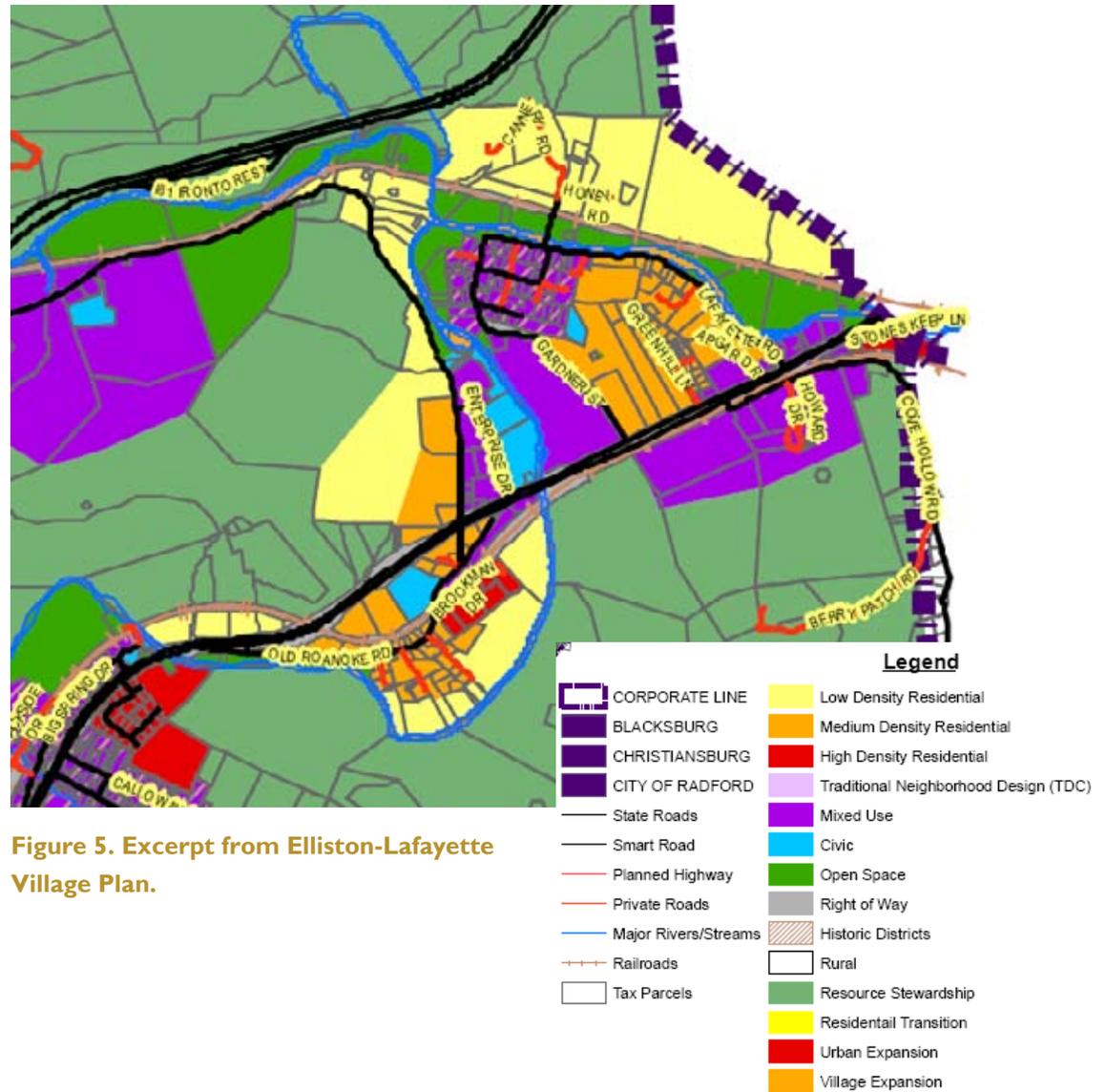


Figure 5. Excerpt from Elliston-Lafayette Village Plan.

Village Transportation Links Plan (VITL)

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

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

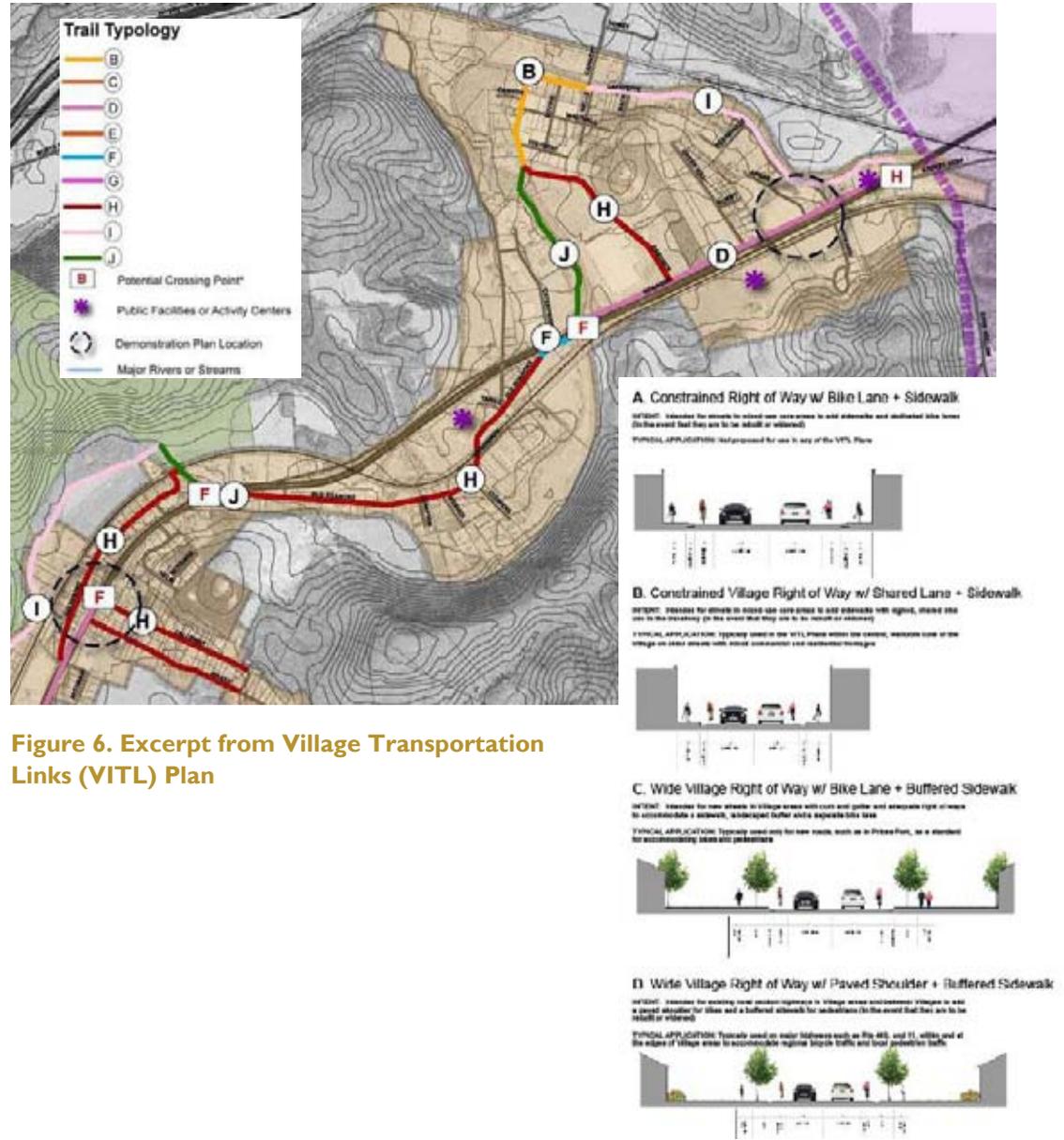


Figure 6. Excerpt from Village Transportation Links (VITL) Plan

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

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

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

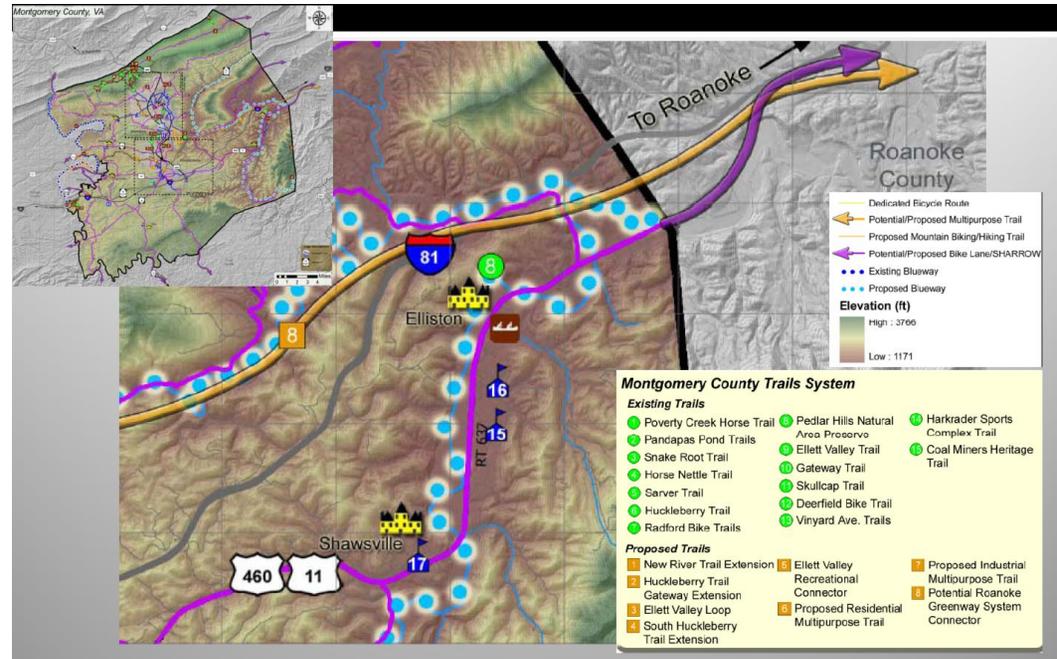


Figure 7. Excerpt from Draft New River Valley Regional Bikeway, Walkway and Blueway Plan

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

The Virginia Department of Transportation is currently in the design public hearing phase for the Elliston/Ironto Connector. The purpose of this project is to reconstruct Route 603 to current standards to improve safety and capacity. The project will provide two 12-foot travel lanes with 8-foot shoulders (5-foot paved) with retaining walls. This project would provide a better connection between Route 11/460 and Interstate 81 at exit 128. A design public hearing was held on Thursday, May 19, 2011. Construction is currently scheduled to begin in Spring of 2014 and completed by late fall of 2015

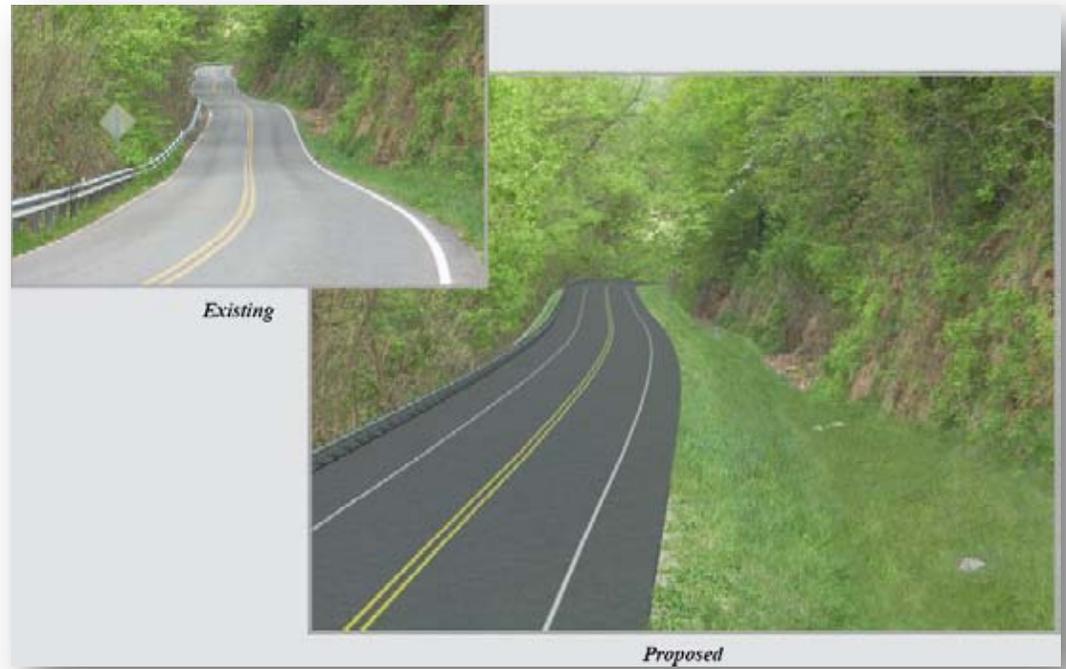


Figure 8. Photorendering of Elliston-Ironto Connector.

Proposed Roanoke Region Intermodal Facility

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



Figure 9. Proposed Intermodal Facility graphic from DRPT report.

Existing Employment

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

Existing Transportation Conditions

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

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

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

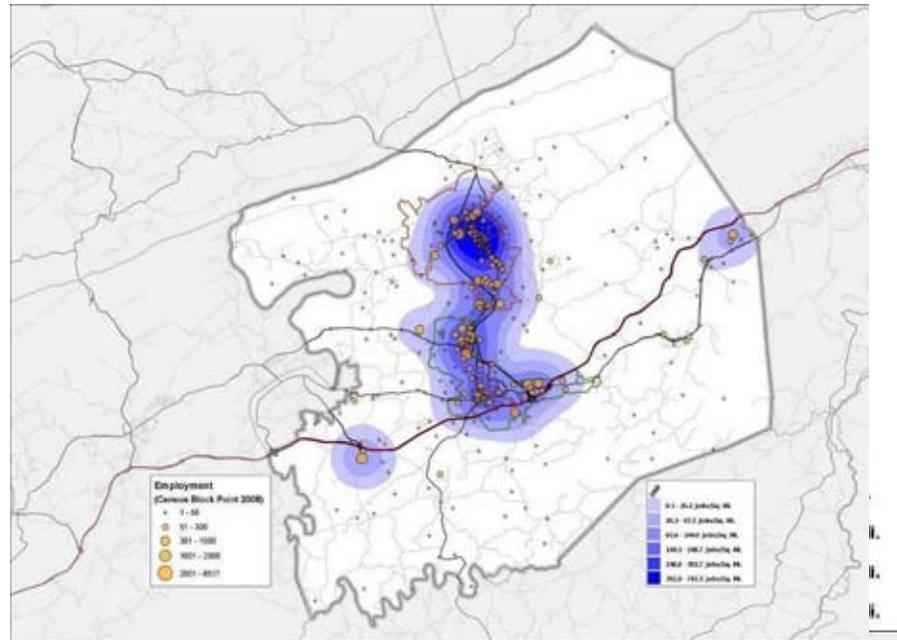


Figure 10. Montgomery County Employment Density.

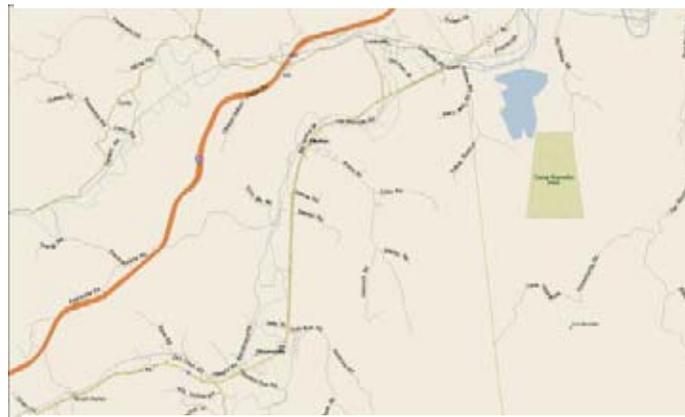


Figure 11. Route 460 parallels I-81.

ROUTE 11/460 CORRIDOR PLAN

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

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

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

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

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



Figure 12. Proposed Heartland Corridor Route.



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

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

the movements, under typical traffic conditions, suffer from excessive delay or queuing.

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

describes trail and pedestrian connections throughout eastern Montgomery County.

At present there is no regularly scheduled transit service to the villages in eastern Montgomery. However, the Smartway Bus, which provides service from the I-81/Route 419 interchange area into Blacksburg, does traverse through the study section of Route 11/460, though does not currently have a stop in the Lafayette/Elliston area.

Corridor Growth and Future Traffic

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

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

approximately 10,000 additional vehicle trips to be generated or attracted to the study area in this time frame. The graphic on the following pages illustrates the resulting traffic projections based on the combined “local” growth area traffic coupled with the growth in regional traffic volumes.

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

It should be noted that during the stakeholder meetings, public input was received regarding the desire to extend Cove Hollow Road to the west and provide grade separation between the road and railroad tracks. If extending the road were to become a reality, then there would be an opportunity to provide safer access from Route 460 and potentially eventually extend the road further west to connect to Old Route 11, thus creating a parallel roadway to accommodate local growth while providing a comfortable walkable/bikable connection. The initial plans by VA DRPT show Cove Hollow Road to connect to Route 460 across from Enterprise Drive. Public input gathered during this planning process requested that the connection be made through Old Route 11 to North Fork Road

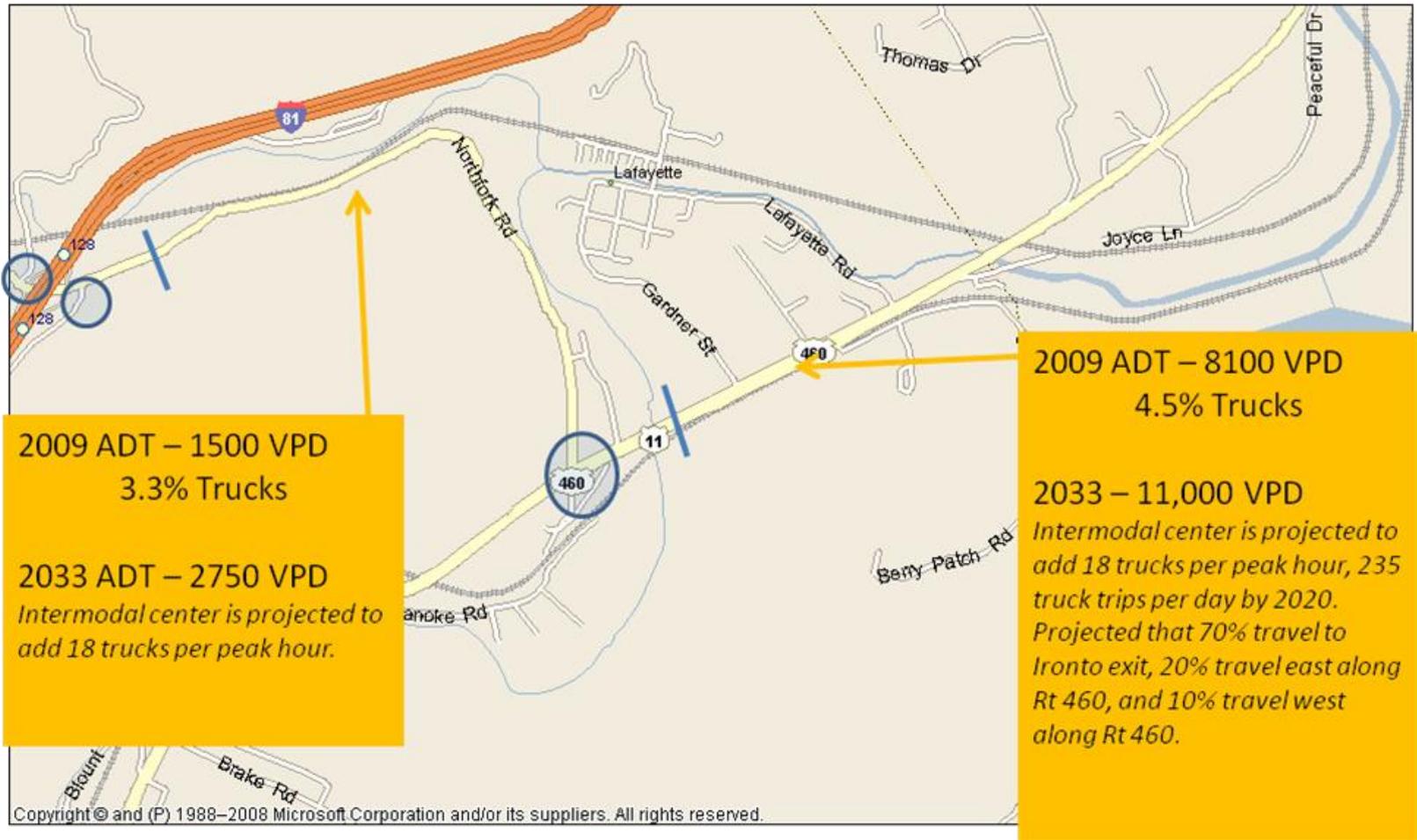


Figure 12. Projected Year 2033 Traffic Data (Regional Growth and Proposed Intermodal Center)

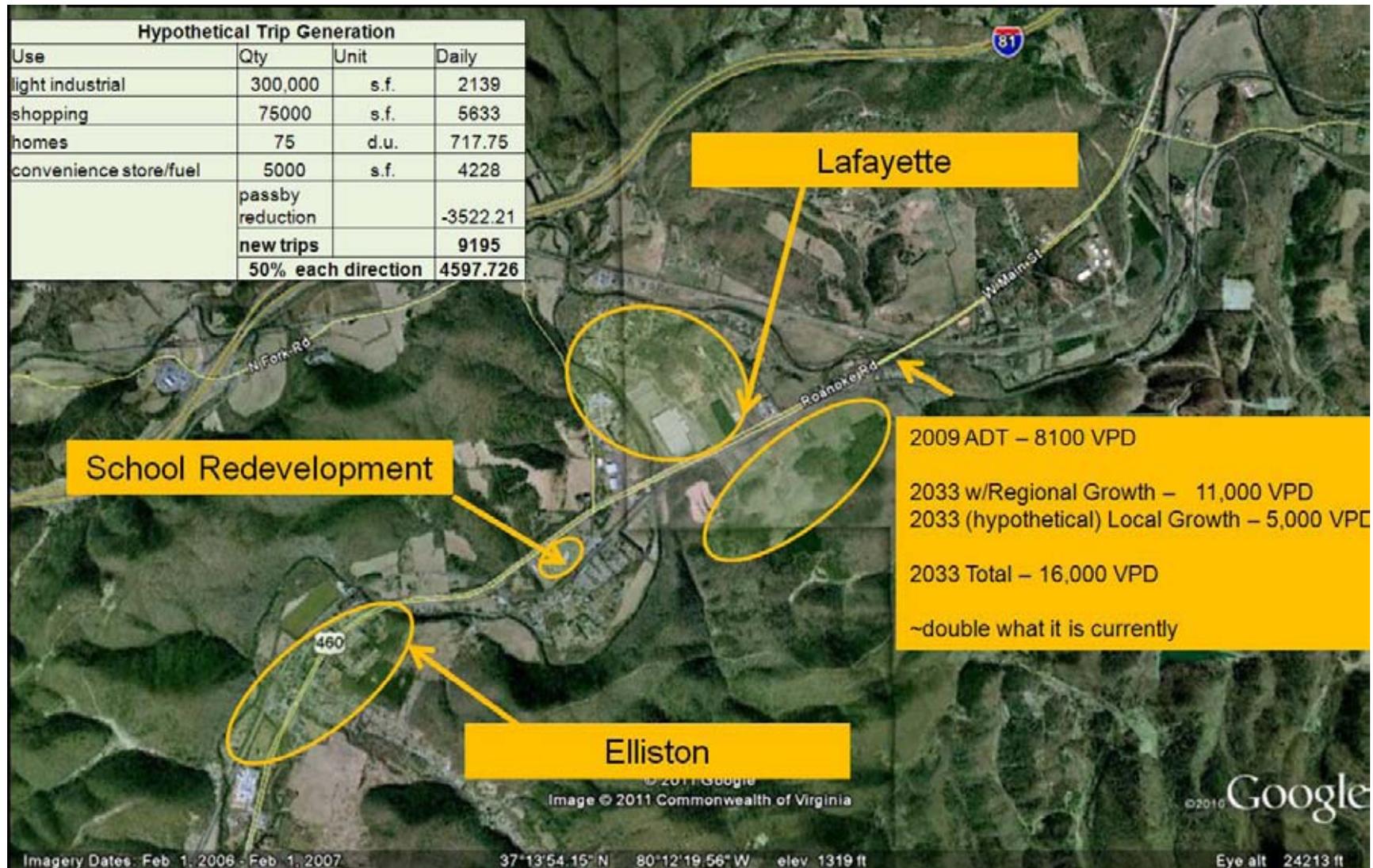


Figure 13. Regional and Potential Future “Local” Traffic Growth

CONCEPT PLAN

Overall Concept

Input from the Work Sessions

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

Planning Concepts

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

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

Land Use Concept

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

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

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

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

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

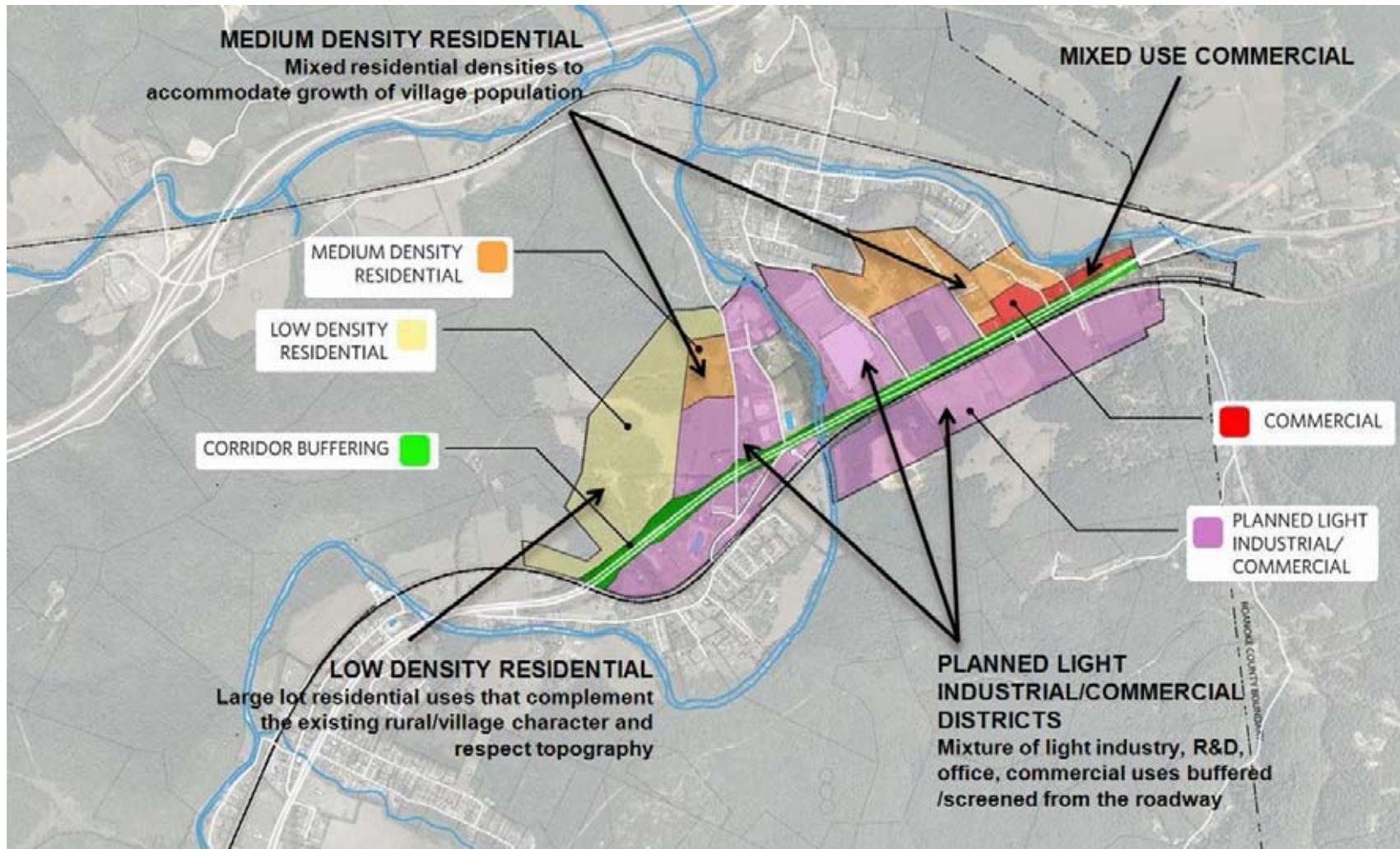


Figure 14. Diagram of land use concept for the Route 11/460 Corridor

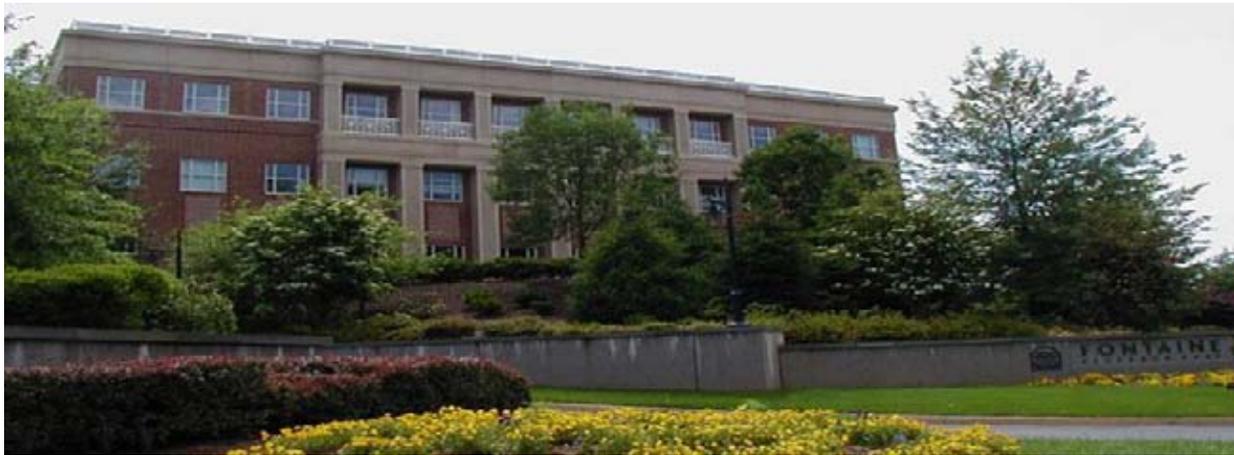
Land Use Concepts by District:

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

Planned Light Industrial/Commercial

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





Mixed Use Commercial

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



Medium Density Residential

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



Low Density Residential

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



Corridor Design

Recommended changes to ViTL Plan

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

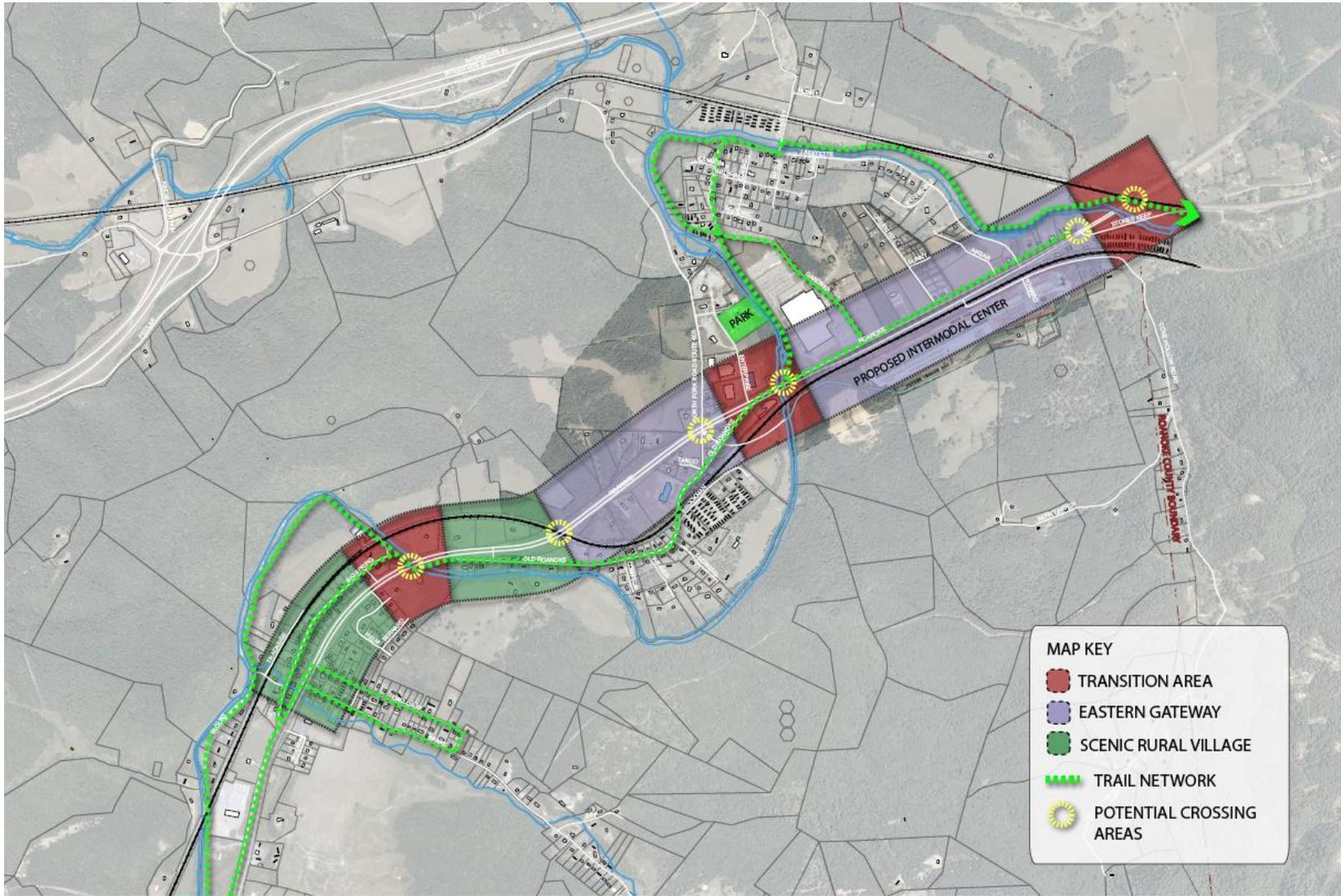
1. The trail system is extended along portions of the Roanoke River to create a continuous regional greenway into Roanoke County
2. The plan recommendation to incorporate paved shoulders and buffered sidewalks along a portion of Route 11/460 has been refined to include shared bicycle and pedestrian facilities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

Proposed Corridor Design Plan

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



Figure 15. Proposed Changes to ViTL Plan



Typical Corridor Design: Eastern Gateway

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

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

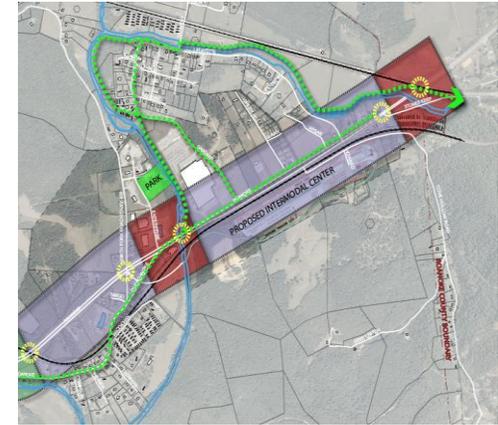


Figure 16. Key Map showing eastern gateway in purple.



Typical Corridor Design: Village/Rural Scenic

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

median or roadway edges, new landscaping should be informal and should not obscure the distant scenic perspectives that make this portion of the corridor so attractive. Biking and walking should be accommodated on local parallel roadways, such as the old Route 11 alignment, rather than directly along the 11/460 roadway edges.

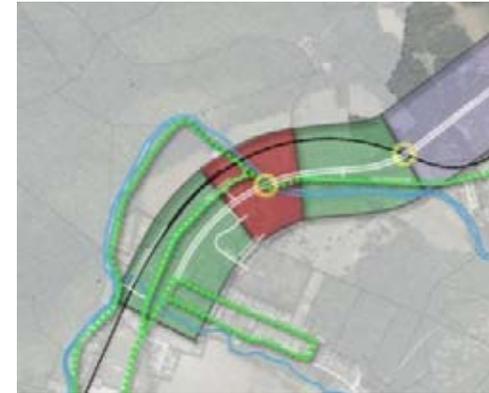
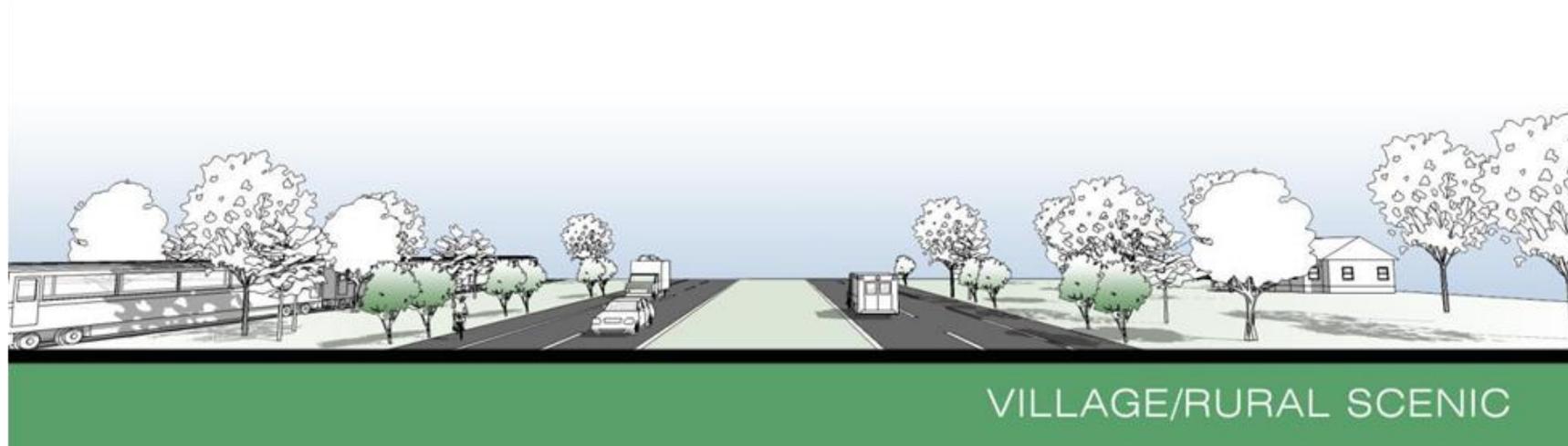


Figure 17. Key Map showing Village/Rural Scenic in green.



Typical Corridor Design: Transition Area

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

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

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

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

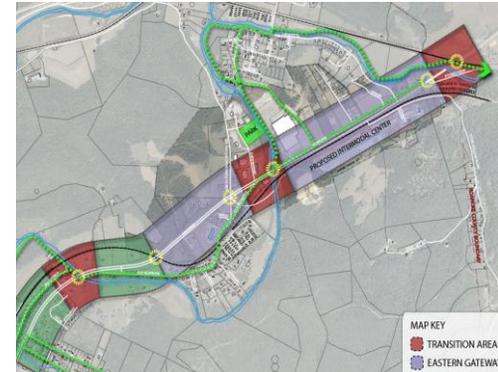


Figure 18. Key Map showing Transition Area in red.



Gateway Character

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

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



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

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

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



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

TRANSPORTATION RECOMMENDATIONS

Corridor Traffic Operations

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

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

Access Management

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

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

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

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

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

ROUTE 11/460 CORRIDOR PLAN

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

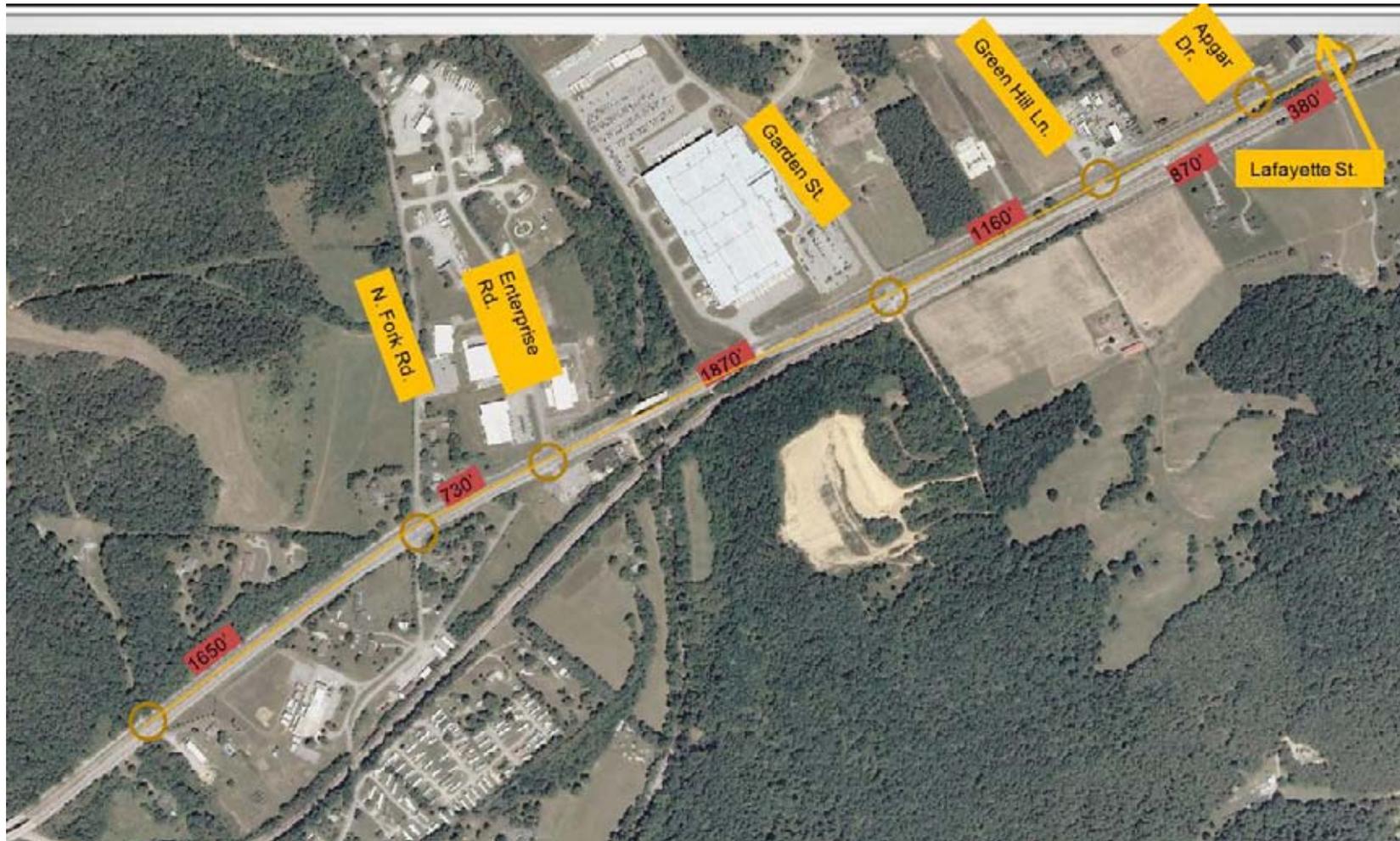


Figure 21. Diagram of existing median breaks along Route 11/460.

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



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

Minimum Spacing Standards for Commercial Entrances, Intersections, & Crossovers				
Highway Functional Classification	Legal Speed Limit (mph)	Centerline to Centerline Spacing in Feet		
		Signalized Intersection Crossovers	Unsignalized Intersection/Crossover & Full Access Entrance ①	Partial Access One or Two Way Entrance ②
Urban Minor Arterial	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	305
	≥ 50 mph	1,760 2,640③	1,050	495
Urban Collector	≤ 30 mph	660	440 660	200
	35 to 45 mph	660	440 660	250
	≥ 50 mph	1,050 1,320	660 1050	360
Rural Minor Arterial	≤ 30 mph	1,760	1,050	270
	35 to 45 mph	1,760	1,050	375
	≥ 50 mph	2,640	1,320	510
Rural Collector	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	305
	≥ 50 mph	1,760	1,320	425

① Roundabouts separated from other intersections by the unsignalized intersection standard; from other roundabouts by the partial access entrance standard

② Length of right turn lane by speed or stopping sight distance (AASHTO)

③ Spacing reduced from proposed spacing standard

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

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

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

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

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

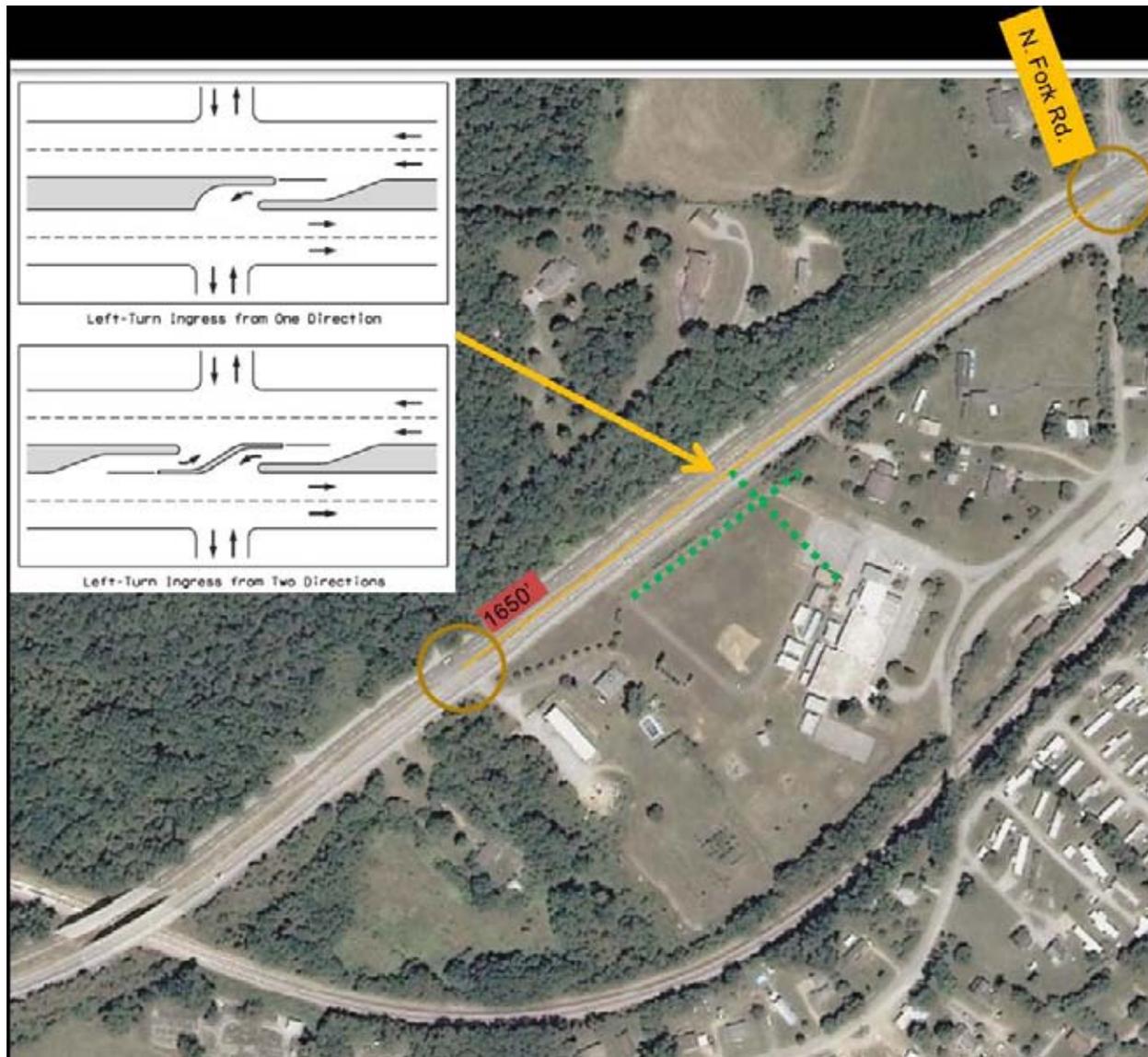


Figure 23. Future Access Strategy

MULTIMODAL CONSIDERATIONS

Trail User / Pedestrian Crossings

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

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

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

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

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

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



Figure 24. A potential trail underpass along the Roanoke River



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

Transit

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

IMPLEMENTATION

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

- County should rezone & sell school site. This could provide an effective potential catalyst for other development. Development of the school site should exemplify the design and land use recommendations contained in this plan.
- Use this plan to respond to intermodal site potential. This plan establishes an effective framework for how this portion of the corridor should look and function in the future. The county should use the principles and policies in this plan in negotiations with either DRPT or any other future potential developer of this key site to ensure that the visual and transportation impacts of the development on the area are mitigated.
- Pursue funding for trail improvements. The county should explore various grant and funding programs (such as VDOT bike/ped enhancement funding and/or CDBG funds) to implement the trail improvements recommended for the area over time. The county may also be able to work with VDOT to consider adding to the Rt. 603 improvement project for key trail enhancement projects in the area.
- Develop recreational amenities at the public park. Over time, the county should seek to enhance recreational opportunities at the park, including expanding ball fields, trailhead and put-ins and picnic facilities.
- Adopt Corridor Plan as basis for future development framework. As rezoning applications are put forth, the county should seek opportunities to solicit pro-rata share contributions for needed pedestrian or roadway improvements. This could come in the form of right-of-way dedications for future road connections.

APPENDIX

Work Session Summary Materials

LAFAYETTE ROUTE 11/460 CORRIDOR PLAN
ELLISTON FIRE DEPARTMENT
5001 Enterprise Drive, Elliston

Wednesday, June 8, 2011

4:00 – 6:00 PM

Meeting Summary

DISCUSSION (WHOLE GROUP)

- Concern that traffic signal is needed for safety with intermodal facility
- Rt. 603 intersection has seen a lot of accidents in prior years
- Concern about visual impacts from intermodal facility
- Concern that topography will make visual impacts ahrd to screen
- Need jobs to maintain economic competitiveness with other regions
- Need to encourage trucks to use most direct route to I-81
- Note that most freight here will move by rail.
- Concern over backups from I-81 incident diversions
- Would like to see ballfields at the park

GROUP 1 (MILT)

Without Intermodal Facility:

- Speed reduction on 460 to 45 mph
- Preservation – Big Spring Drive
- Greenway along river, but not on 460
- Walkway across river
- No more trailer parks
- Alternate for affordable housing
- Access to park facilities for children
- Preserve farmland; Protect ridgelines
- Add restaurant(s); Grocery store

With Intermodal Facility:

- Evergreen tree buffer and berm between highway and intermodal facility
- Reduce speed on 460; control/mitigate noise
- Bus stop in Elliston
- Control lighting impact of Intermodal Facility
- Okay for warehouses, commercial retail, affordable housing (upgrade mobile homes) – Same things if Intermodal Facility doesn't come
- Development along old road through Elliston – retail shops, etc.
- Greater access to public utilities
- Separate lane for trucks on 460
- Widen secondary roads – 631, 603, Dark Run Road
- Concerned about impact of Roanoke's Glenvar Plan for Industrial

** Side notes:

- Get feedback from DRPT before next meeting
- What is the standard for reducing speed limits

- Manufactured housing can be regulated by county and could be improved

GROUP 2 (VLAD)

No Intermodal Facility:

- Improve Route 603
- Need for high paying jobs
- Keep young people here – better jobs
- Grocery store
- Restaurants
- Close old pedestrian bridge
 - Safety concern with vandalism, etc.

With Intermodal Facility:

- Attract distribution centers
- Industrial and commercial uses
- Berm/trees to screen Intermodal facility from the road
- Not in favor of biking/walking trails; not a good use of tax dollars in a weak economy
- Increase industrial tax base in county
- Like to see/keep hayfields
- 603 safety concerns for bikers and trucks

PLANNING COMMISSION COMMENTS

- Interest in Bike/Ped along corridor?
- See people walking and biking every day along the corridor; some walking near Rowe furniture
- We need to better educate people and make the roadways safer for bikes and pedestrians
- Road speeds are a problem for bike/ped safety; the roads are currently designed for higher speeds
- Higher gas prices and lower income levels may increase future travel by bicycles or walking

LAFAYETTE ROUTE 11/460 CORRIDOR PLAN

ELLISTON FIRE DEPARTMENT

5001 Enterprise Drive, Elliston

Wednesday, August 10, 2011

4:00 – 6:00 PM

Meeting Summary

DISCUSSION (WHOLE GROUP)

- Note that this Plan doesn't change the zoning
- Concern that intermodal site development could displace existing homes because of commercial development pressures
- Question of will this plan change Board attitudes in the area towards rezoning?
- Concern that intermodal traffic will do towards Shawsville – oppose intermodal site
- Note that Route 603 will be built with federal dollars – supposed to start Sept. 2013
- Recommend changing Cove Hollow Road extension to Rt. 603 intersection and have a “no left turn” for trucks sign
- Concern that intermodal site is a “done deal” and concern over the noise from new rail traffic
- Need to incorporate standards for dark sky lighting
- Concern over forcing u-turns when median breaks are closed
- Note that there are no large, flat sites in this area that could be developed for large scale industrial development
- Need to mention that Cove Hollow should be extended as a parallel local road regardless of the intermodal site development
- Concern over crime and vandalism on trails – look at CPTED standards for trail design

PLANNING COMMISSION COMMENTS

- Note tension between slowing traffic as a local concern and keeping speeds higher as a concern for through travelers
- Support trail crossings as underpasses
- Note that we're not trying to make 460/11 a slow speed village “main street” but balance the speed for multiple users
- Concern over creating a population center along a major roadway – would be better off the road
- Concern over “temporary” backups created by I-81 backups