

X. Summary of Planning Factors, Land Use Plan, Transportation Plan, and Utilities and Services Plan

SUMMARY OF PLANNING FACTORS

The future land use pattern in the Town of Christiansburg will be influenced by several physical and economic factors. Floodplains, steep slopes, and sinkholes are among the major natural factors that guide land use decisions. The following is a summary review of these and other planning factors and a brief overview of the related background data by which the plan goals and objectives for the Town have been established.

1. Regional Setting

The Town of Christiansburg, located in the center of Montgomery County, serves as the Montgomery County Seat and is the New River Valley's regional retail center. Christiansburg's rapid growth in recent years can be attributed to factors such as expansion of public water and sewer facilities, its geographic location with respect to major road systems, proximity to nearby localities, and expansions of area universities. The Town has three interchanges on I-81 and Routes 460, 11, and 114, serve as major routes to Radford and Blacksburg. Nearby Virginia Tech and Radford Universities have undergone expansions in recent years that have regional implications. Radford University has committed itself to becoming a cultural center for Southwest Virginia. With Virginia Tech's ability to attract research funds as the top research institution in the state, the vitality of Christiansburg's business and industry is undeniably linked.

2. Physiographic Characteristics

Christiansburg's topography is typical of the New River and Roanoke River drainage basins; the divide separating these basin runs roughly north south through the center of Town. Slopes exceeding 25% are typical of the Roanoke River basin and fringe the Town to the east. The New River basin, to the west, is characterized by gently rolling land surfaces. As shown by the Future Land Use Map, slopes to the west of the Town are not as severe as those to the east; at approximately 16-25%, these slopes have proven to be manageable for low-intensity development.

3. Economy

The Town of Christiansburg's economy is centered on the government, manufacturing, and services sectors. Government is Montgomery County's largest industry sector with over 30% of all jobs. Virginia Tech is the largest employer in the New River Valley, with over 6,000 full-time employees and over 10,000 total employees. Manufacturing is the

County's second largest employment sector and the Town is actively seeking to expand its industrial employment base. Retail trade represents the third largest employment sector in Montgomery County. With the New River Valley Mall, Market Place Shopping Plaza, and the Spradlin Farms Shopping Center located in Christiansburg, the Town is the regional retail center within the New River Valley.

4. Population

The Town of Christiansburg has undergone phenomenal growth since 1980, experiencing a population increase of 45.0% from 1980 to 1990. While the Town's 1988 annexation of land was responsible for much of that growth, data indicates that Christiansburg's population grew at approximately 22% discounting the annexation population. This increase represents the largest rate of growth in the New River Valley and is nearly twice the rate of the state's population growth for the same period.

Growth trends continued in the 1990's, with a 12.9% population increase for Christiansburg to a total of 16,947 persons in 2000. With its proximity to Radford and Blacksburg, approximately 60 percent of Montgomery County's entire population resides within a 12-mile radius of the Town of Christiansburg.

5. Land Use

The Town's land use pattern reflects the significance of its geographic location. The Town's primary growth centers capitalize on their proximity to major road intersections: at Routes 460 and 114, and along Route 460, between the Bypass and the I-81 interchange. New residential growth has been most significant in the Town's northwest annexation area due to the extension of sewer and water services. A moderate amount of infill has occurred elsewhere and growth can be expected as services are extended eastward. Light industrial uses are scattered throughout the Town with concentrations on the western side of N. Franklin Street, near the Depot/Roanoke Street intersection, north of Roanoke Street in eastern Christiansburg, and in the Falling Branch Corporate Park. Significant amounts of vacant industrial land will accommodate future demands.

The downtown is comprised of a solid mix of commercial/retail and professional services anchored by government offices. Demand for downtown growth can be accommodated to the east along Roanoke Street and the relocation of County offices to the new County Government Center should help spur activity. Retail, office, and service demands resulting from industrial expansion in the Falling Branch area would be well served by downtown growth in this direction.

6. Transportation, Roads, and Streets

Concentrated commercial/retail uses and the convergence of major highways within the Town contributes to the strain on Christiansburg's roadway system. The completion of the

Route 460 Bypass extension provides a direct route from the Blacksburg Bypass southward to I-81, and has helped relieve bottlenecks at Routes 460/114 and west of the Route 460/I-81 interchange. Circulation in the downtown area has been aided by the extension and widening of Depot Street on the western side of N. Franklin Street. The planned widening of Peppers Ferry Road, which has been necessitated by westward residential growth, will facilitate western travel.

Until proposed road projects are completed, however, existing traffic flow will continue to be severely congested. Due to the completion of the Route 460 Bypass extension, the Town should consider a future boundary line adjustment to take advantage of the potential for eastward growth afforded by the realigned road.

7. Housing

Christiansburg's housing needs are currently being met by residential growth in the northwest annexation area. Future needs will be accommodated by eastern residential development as services continue to be provided.

As the Town's population ages, though, there is a concern that the housing needs of the elderly may not be provided for by the existing housing stock. Such factors as the restricted mobility and limited incomes of this population sector should be taken into account and multi-family housing should be provided in close proximity to existing (northern and downtown areas) and developing (Falling Branch area) service centers.

8. Utilities and Community Services

The extension of public sewer and water service following the Town's 1988 annexation was the most potent contributor to Christiansburg's western and northern growth. By contrast, development east of the I-81/460 interchange has not been significant since public sewer installation by the Town has been an on-going project. While the capacity of existing sewer and water systems can accommodate projected residential and commercial growth in the north and west, industrial development east of I-81 may not easily be accommodated. The completion of the new interchange on I-81 will catalyze growth in the Falling Branch area. Future developments in Montgomery County's Falling Branch Corporate Park will assist this area's potential for future growth.

In summary, the Town of Christiansburg will continue to see expansion of its commercial/retail areas, primarily in the Route 460/114 and 460/I-81 areas. Although its public facilities are adequate for current needs, the potential for expanded water and sewer capacity should be identified in Capital Improvements Programs as development increases. New road improvements will reduce the strain on the existing transportation system and provide better access to new commercial and industrial growth, which will insure the Town's economic viability in the future.

Summary

Christiansburg's role as a regional growth center will continue to evolve and solidify in future years. The currently vacant lands in the northwest and southeast quadrants of town will take on increased importance for long-range growth as proposed road improvements are undertaken and adjacent commercial and industrial expansion occurs. Pressure for new residential growth will continue in the Peppers Ferry Road area and west of North Franklin Street. The North Franklin Street/Peppers Ferry Road area will remain the primary center of commercial growth. The recently completed U.S. Route 460 Bypass project in this area (see Chapter 7 "Transportation") will create a logical zone for commercial expansion.

As businesses are attracted to the New River Valley Area through the efforts of area economic development organizations and Virginia Tech's Corporate Research Center programs, vacant lands in the Town's industrial parks will be developed. Various road improvements will also further new and infill commercial and professional services development, especially in the Falling Branch area as Montgomery County's commitment to development of an industrial park here is realized. Concentrating high-density growth within the Town limits will provide significant savings on utility extensions for potential development. The 1988 annexation agreement restricts the Town from future annexation until 2003 and incorporation as an independent city until 2013. While the year 2013 is not within the Town's short-term planning range, long range planning should not lose sight of the potential opportunities for the future as development pressures in surrounding areas escalate.

LAND USE PLAN

Future Land Use Priorities

Residential

The residential designation generally reflects the existing residential land use patterns. Eastward expansion of sewer service lines will facilitate new residential development east of the 460/I-81 interchange. Low-density residential would be appropriate in these areas. Lands designated for residential development in the more urbanizing areas of Town (near the Peppers Ferry Road/North Franklin Street commercial district; near the Cambria downtown area; south of the Central Business District; and near the eastern industrial/commercial areas) might develop as higher density residential uses such as apartments, townhouses, or condominiums. Promotion of the location of nursing homes and eldercare facilities in these areas would be appropriate due in part to accessibility to services. Higher density residential development should maintain a closer proximity to commercial/industrial functions for both services and employment. Such developments must locate in proximity to major arterials and collector streets to minimize traffic impacts on lower density residential environments.

The protection and support of existing neighborhoods and infill development are priorities for the Town. Promotion of the Town's three historic districts is part of the strategy to maintain the integrity and character of the Town communities. Creating walkway links to neighborhoods and commercial districts is also part of the plan for community cohesion in the Town. Additionally, the Town recognizes the need for a variety of residential types.

Commercial

Commercial development has been the most rapidly growing land use category in Christiansburg. As dictated by the current road network, commercial uses at the entrances to the Town from major highways are generally automobile oriented, capitalizing on the large volumes of traffic.

Currently the most rapidly expanding commercial area is the Peppers Ferry Road-N. Franklin Street corridor. Continued growth is encouraged in this area with designation of significant amounts of vacant land to general commercial use in this area. The completion of the Route 460 Bypass will solidify the focus on this region as a retail consumer "destination" for the New River Valley. Development plan review for this commercial district should place particular emphasis on excellence of design for stormwater management, circulation, buffering, landscaping and signage.

The extension of the Route 460 Bypass and new I-81 interchange will increase demand for general commercial development in the Falling Branch area. This demand may be accommodated by vacant land on the eastern side of Falling Branch Road and along Roanoke Street between the existing I-81 interchange and Falling Branch Road. Conversion of existing residential areas in this vicinity to commercial use is not likely to occur within the planning period and this is reflected on the Future Land Use Plan.

Potential industrial growth east of Falling Branch Road may increase pressure for expanded strip commercial development along Roanoke Street. General commercial uses west of Depot Street NE should be limited to lots fronting Roanoke Street in an effort to preserve existing residential neighborhoods. Re-use of existing residential dwellings for offices and professional services where possible would serve as a transition between residential uses and the Downtown. The visual appearance of this entrance into downtown would be enhanced by a focus on streetscaping during the development plan review phase for new construction.

The targeted commercial development districts in Town are defined largely by retail and small service industry, as it exists today. In the future, these areas will be the focus for continued commercial developments. These areas will merit close evaluation for pedestrian walkways and opportunities for public transportation. Creating easier and safer pedestrian access to these commercial districts is important to their continued growth and development. Christiansburg has allowances for increased building heights in conjunction with increased setbacks from all property lines. This allowance is intended to encourage maximization of activity and optimization of useful open space.

In addition to the support of the retail and service industry, the Town wants to encourage more high technology business development. The Town's intention to encourage the desired diversification in the commercial areas of the Town is emphasized by allowances for high technology businesses as by right development in the commercial zoning districts.

There has also been discussion of the feasibility of development of a regional civic and/or convention center. This discussion has been general in nature and no specifics as to where such a facility would be located, funded or managed, but the use would be in fitting with the commercial areas of Town and would no doubt bolster commercial activity.

Central Business

The downtown area's commercial uses are characterized by professional services, retail, and restaurants, which serve the concentration of government offices. Sidewalks, parking and overall curb appeal will be highlighted for investment by the Town in the areas of publicly owned property in order to create more opportunities for pedestrian traffic in the downtown.

It is important to view the downtown in a broader sense of uses and greater emphasis will be put on encouraging the variety of by right uses for downtown property as well as allowances for residential development. Private property owners should be encouraged to enhance storefronts and create more downtown destinations for citizens. The Town will continue to seek state and federal funding for downtown revitalization projects and encourage private property owners to partner in these efforts.

The Christiansburg CBD Revitalization Plan contains many examples of desirable downtown redevelopment. Of particular importance are the potentials for tourism, landscaping/streetscaping, signage for the downtown area, appearance of gateways to the downtown area, encouragement of pedestrian traffic, adaptive re-use of old structures, and allowances for residential opportunities.

Industrial

Industrial development is encouraged within the Christiansburg Industrial Park and Montgomery County's Falling Branch Corporate Park. Road development around the Falling Branch Corporate Park and improvements to Route 114 and the Route 460 Bypass will create greater opportunities for locating industrial uses. In this way, traffic can be supported within and around the Town, causing limited impacts on residential areas. Care must be taken to ensure appropriate utilization of the limited industrial land available within the Town. Town cooperative support of County and regional initiatives is critical to attracting large-scale industrial and specialized developments for the benefit of the Town and its citizens.

Attention should be focused on high quality development and excellence in design to insure competitiveness with industrial sites in surrounding localities. Special emphasis should be placed on circulation since this area has the potential for significantly dense development.

While the area at the east end of Park Street to Roanoke Street, including the Kiwanis Lane area, is zoned Industrial and the present uses are stable, expansion of this industrial area should not be encouraged. Available industrial land in eastern Christiansburg and along Route 460 north of the downtown is more suitable for industrial development both in terms of topography and impacts upon adjacent uses. Office/Professional service uses would be less intense and more compatible with surrounding residential uses. Access to major highways and close proximity to the Downtown makes this area ideal for such development.

Mixed Use - Residential/Limited Business

The Mixed Use - Residential/Limited Business designation envisions combinations of residential and commercial planned unit developments. This designation, like the other

mixed-use classification, is targeted at transitional development areas between existing commercial and residential areas. A crucial development area is along Route 114. This road will continue to be a major thoroughfare and is scheduled to become a four-lane facility in the near future. In order to protect the functionality of this facility, limiting the access points must be part of the development along this route. By offering the opportunity to mix commercial and residential development in appropriate and creative ways, access issues can be part of overall development designs instead of promoting the usual single access for single businesses or homes along the road.

Walkways and the preservation of the rural residential character of these areas are also key components of this development designation. By encouraging appropriate and linked design elements in the development of these areas, existing residential areas will be protected and the targeted high technology and residential service businesses can be developed in harmony and cooperation with each other.

The proposed N. Franklin Street-Peppers Ferry Road Connector Route would affect both mixed use designations due to its location through large undeveloped areas as well as its anticipated traffic load.

Mixed Use - Residential/Limited Business/Limited Industrial

The Mixed Use - Residential/Limited Business/Limited Industrial designation is targeted for transitional areas between existing industrial and residential developments. The goal of this new land use designation is to allow more flexible, creative, and comprehensive use of these transitional areas and encourage an appropriate mix of light industrial, commercial and residential development. It is designed to protect existing single-family areas and guide appropriate relationships between transportation links and intensities of compatible mixed uses.

Transitions from heavy industry to commercial and a variety of residential opportunities are critical to meet the development needs of the Town. With the focus on planned development in these areas, the Town can guide a broader vision of appropriate mixed uses rather than the segregated development that traditional zoning would encourage. To implement this land use classification will require amendment of the Town's Zoning Ordinance.

Parks and Recreation

The Town has a commitment to the creation and maintenance of parkland and recreation facilities in the Town. The Christiansburg Recreation Center is a modern facility that should help accommodate the recreational needs of Town citizens for decades to come. The planned aquatic center to be located between N. Franklin Street and Depot Street, NE will provide another valuable recreational asset. Through

development guidelines and strategic investment, the Town seeks to link green spaces in the Town and create neighborhood parks throughout the community.

The Harkrader Sports Complex adjacent to the new Christiansburg Middle School on Buffalo Drive is a compliment to the other outdoor facilities both public and private. Montgomery County remains active in providing recreation facilities as evidenced by the Montgomery County Pool and Water Park (the Frog Pond) as well as the recently developed Coal Mining Heritage Park. The Kiwanis have traditionally provided assistance with the development of recreational facilities such as Kiwanis Park and will no doubt continue to play a large role.

Conservation - Limited Development

Slopes of 25 percent and greater are not suitable for high-density development. The Future Land Use Map illustrates approximate locations of severe slope. These areas are located generally on the southern side of U.S. Route 460/11 east of Interstate 81, near the southwestern Town limits south of Interstate 81, and at the Town's northwestern corner south of the Norfolk Southern rail line. Karst terrain exists in the region and results in sinkholes. Sinkholes within Town are concentrated in the area east of Interstate 81 on the northern side of U.S. 460/11 and the area south of Virginia Route 114 west of the Norfolk Southern rail line (though sinkholes are scattered throughout Town).

Though higher density development may not be practical in areas of steep slope or Karst terrain, lower density, less intensive uses such as larger lot residential development may be appropriate. Regulatory controls such as clustering and PUD residential development can be utilized in Conservation areas and others where innovative subdivision design will preserve open space areas and minimize development's impact on the environment.

Conservation - Floodplain

The 100-Year Floodplain and the 500-Year Floodplain within the Town are designated by the Federal Emergency Management Association (FEMA). The Town restricts development within the 100-Year Floodplain, which is depicted on the Future Land Use Map (though official FEMA maps should be consulted for development). The 100-Year Floodplain is not considered suitable for development and will be targeted for green space protection and recreational uses.

Future Land Use Map

The *Future Land Use Map* illustrates the proposed generalized land use pattern for the Town of Christiansburg and surrounding area for the year 2023. This plan is not intended to be site specific but rather general in nature, showing predominant land use patterns and their general location. Mostly, the pattern reflects an expansion of the current land use and growth trends but also delineates the extent and appropriateness of such development in the foreseeable future, and highest and best land use for key areas within the community as envisioned by the Town. The plan depicts the general direction the Town wishes to follow in its future land use development pattern. The major land use features for the community at large are summarized as follows:

Peppers Ferry Road Area

- * New development and expansion of low-density larger lot residential use in the northwestern area.
- * Continuation of general commercial uses flanking North Franklin Street and abutting the Route 460 Bypass.
- * Minor expansion/enhancement of general industrial uses near the Corning facility.
- * Mixed use corridor centered on Rt. 114.

Downtown and Western Area

- * Continuation of retail, service, and office uses within the Downtown Commercial district.
- * Consolidation of strip commercial development along Routes 8 and 11 and at Route 8/I-81 intersection.
- * Encourage residential development in and near the Downtown area.

South of I-81

- * New low-density residential development.

Bypass/I-81 Area

- * Principal auto-oriented strip commercial use accommodated along Roanoke Street with some growth restriction. Requires corridor design and controls.
- * Industrial uses north of the strip commercial development and extending to the northern corporate limits.

Eastern Area

- * Low-density residential development facilitated by extension of sewer service.

Areas of the Land Use Plan which reflect a departure from existing uses are most evident in the Depot Street and Falling Branch Road areas:

Depot Street Area

- * Continued industrial near Roanoke Street but restricted to lands adjacent to railway on north side of Roanoke Street.
- * Conversion of existing industrial land on south side of Roanoke Street for future general commercial development.

Falling Branch Road Area

- * Additional general commercial uses on the east side of Falling Branch Road.
- * Continued development of Montgomery County' Falling Branch Corporate Park.

TOWN OF CHRISTIANSBURG FUTURE LAND USE

NOTE: The floodplain depicted on this map should only be used as a visual aid, official FEMA, Flood Insurance Rate Maps should be consulted for any other purpose.

NOTE: The proposed road improvements/extensions shown on this future land use map are for graphical purposes only. These are not definite locations, but shown for planning purposes only.

LEGEND

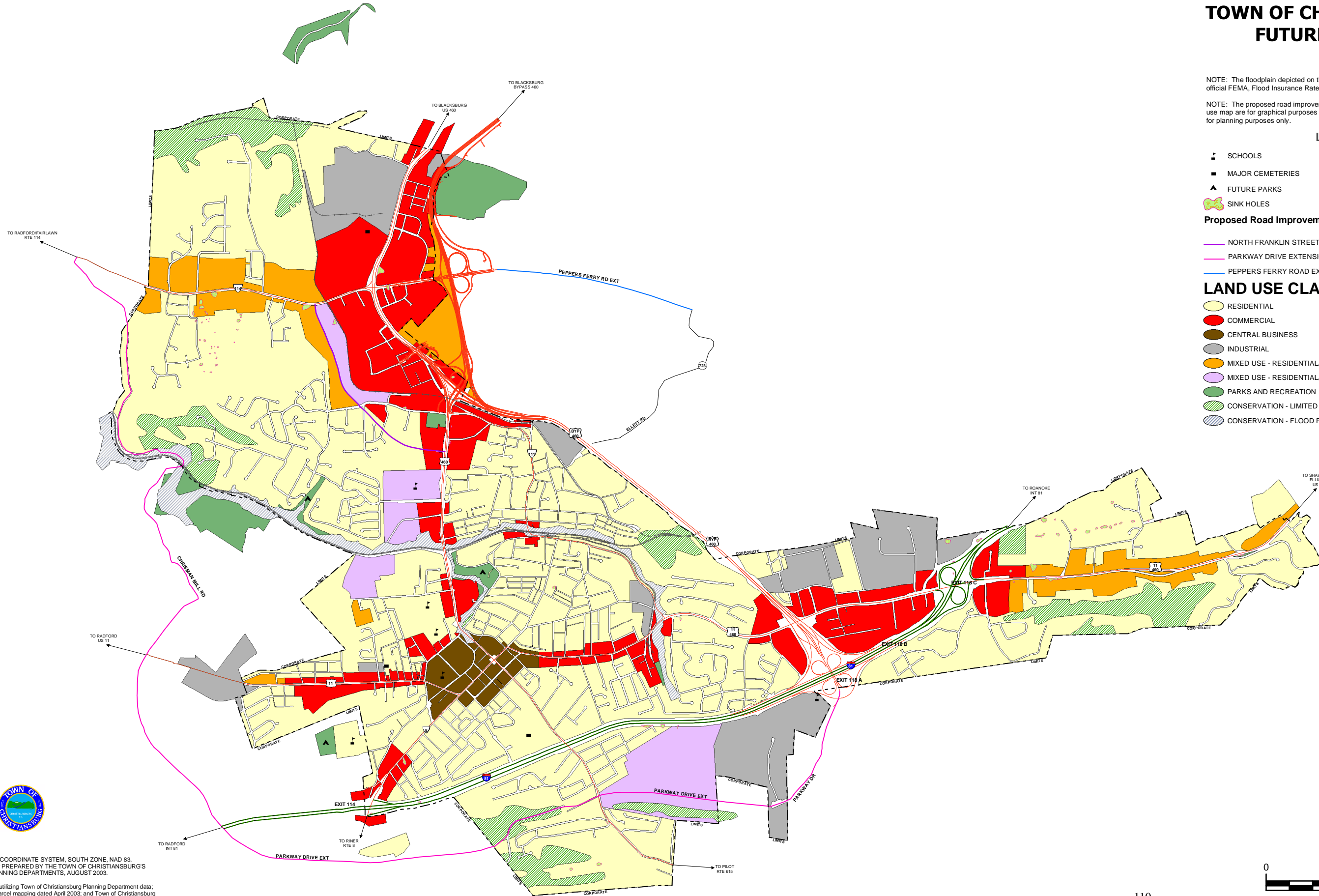
- ▣ SCHOOLS
- ▣ MAJOR CEMETERIES
- ▲ FUTURE PARKS
- 🌳 SINK HOLES

Proposed Road Improvements/Extensions

- NORTH FRANKLIN STREET/PEPPERS FERRY ROAD CONNECTOR ROUTE
- PARKWAY DRIVE EXTENSION/CHRISMAN MILL ROAD IMPROVEMENTS
- PEPPERS FERRY ROAD EXTENSION

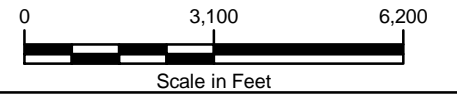
LAND USE CLASSIFICATION

- RESIDENTIAL
- COMMERCIAL
- CENTRAL BUSINESS
- INDUSTRIAL
- MIXED USE - RESIDENTIAL/LIMITED BUSINESS
- MIXED USE - RESIDENTIAL/LIMITED BUSINESS/LIMITED INDUSTRIAL
- PARKS AND RECREATION
- CONSERVATION - LIMITED DEVELOPMENT
- CONSERVATION - FLOOD PLAIN



VIRGINIA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 83.
FUTURE LAND USE MAP PREPARED BY THE TOWN OF CHRISTIANSBURG'S
ENGINEERING AND PLANNING DEPARTMENTS, AUGUST 2003.

SOURCE: Map prepared utilizing Town of Christiansburg Planning Department data;
Montgomery County tax parcel mapping dated April 2003; and Town of Christiansburg
base mapping dated 2003.



The following table summarizes the proposed acreage for each general land use category as shown on the Future Land Use Plan. The accompanying narrative discussions describe the Land Use Plan's recommended land use designations by major functional category.

Both the Future Land Use Plan and the amount of acreage allotted for the various land use classifications indicates the role the Town foresees for that use in the future: as a commercial center for the New River Valley and as a governmental center for Montgomery County.

Future Land Use Map Classification Area and Percentage of Town's Total Area

Future Land Use Map Classification	Land Area (acres)	Percentage of Total Land Area
Residential	4,663.0	56.5%
Commercial	1,025.4	12.4%
Central Business	119.6	1.4%
Industrial	671.0	8.1%
Mixed Use - Residential/Limited Business	481.6	5.8%
Mixed Use - Residential/Limited Business/Limited Industrial	350.5	4.2%
Parks and Recreation	245.2	3.0%
Conservation - Limited Development	488.1	5.9%
Conservation - Flood Plain	213.4	2.6%
Total	8,257.6	100.0%

Note: The total area would exclude areas of street rights-of-way.

Source: Town of Christiansburg, 2003.

TRANSPORTATION PLAN

Major Thoroughfare Plan

Existing Conditions

U.S. Route 460 Business through Christiansburg is the most heavily traveled road in Montgomery County. Congestion is greatest near the Peppers Ferry Road/North Franklin Street commercial district and along the eastern stretch from the existing I-81 intersection to the Bypass. The Downtown is currently experiencing circulation problems stemming from commuters traveling to and from Radford and Floyd via Routes 8 and 11. The convergence of these two roads in the center of the Downtown district represents one of the Town's most pressing traffic problems. Peppers Ferry Road also serves as a major Route to Radford. Development along this route in both the Town and Montgomery County has contributed to the increased use of this road and resulting curtailment of traffic flow at peak hours.

Description of the Thoroughfare Plan

The Comprehensive Plan highlights roads falling into four categories: interstate roads, major arterial (4 lanes or more), minor arterial (two lanes), and collector streets. Arterial roads carry high volumes of traffic for both local and through destinations. Collector streets are intended to distribute traffic from local neighborhood roads onto arterial streets. Rights-of-way for arterial streets are 80 feet or more depending upon the physical design demands of a location. Collector streets are generally two lanes with parking on both sides. Right-of-way widths are typically from 60 to 80 feet. All other roads should reserve a 50 foot right-of-way and intended primarily to serve individual properties rather than through traffic.

Two types of improvements are considered in the development of the Future Land Use Plan: Planned Improvements and Identified Needs. Planned Improvements have been designated as priorities by VDOT for funding and construction in its Six-Year Improvement Program (see Chapter 7 "Transportation"). Identified Needs are those transportation improvements that will be realized either through Town and County recommendations to VDOT or through the efforts of private development.

Interstate 73 and the "Smart Road"

The location of the planned Interstate 73 as well as the "Smart Road" will impact Christiansburg. Interstate 73 (I-73) is proposed to run from Detroit, Michigan to Charleston, South Carolina. Another Interstate class highway will no doubt increase

traffic through the area. The result may be accompanying development and both direct and indirect increased demand on other transportation systems. The “Smart Road” may be utilized as a portion of the proposed Interstate 73 corridor.

Virginia Route 114/Peppers Ferry Road Project

Scheduled to begin in 2007, the Virginia Route 114/Peppers Ferry Road project will four-lane the entire portion in Town and continue outside the corporate limits to Dominion Drive. The project will provide sidewalks, landscaped medians, turn lanes, two storm water management facilities, crosswalks, and roadside landscaping. Implications of these road improvements include improved circulation within the Town limits as well as opportunities for further growth. The Peppers Ferry Road widening will accommodate existing and future volumes of traffic in the northern part of Town.

The widening of Peppers Ferry Road will accommodate future residential development designated in the western part of the Town. It will also ease access to nearby commercial growth. New residential development on both sides of Peppers Ferry Road should be encouraged, where possible, to connect with existing road networks. These interconnections will provide opportunity for residents to access major roadways by more direct routes as well as provide multiple access roads for emergency service purposes.

N. Franklin Street/ Peppers Ferry Road Western Connector Route Project

The Christiansburg Town Council adopted a resolution requesting the Virginia Department of Transportation to include a N. Franklin Street/Peppers Ferry Road NW western connector road in its Six-Year Plan. Though not funded at this time, the connector is a priority locally and will assist in the alleviation of traffic congestion both heavily traveled commercial corridors. The four-lane new alignment connector would provide bicycle lanes and sidewalks. Preliminary engineering for the project has previously been conducted.

Radford Street Improvements

The Town has indicated that improvements to Radford Street are a long-term objective including widening and the addition of bicycle lanes and sidewalks. The project should encourage investment by private property owners and spur redevelopment as well as new construction on the western side of Town.

Parkway Drive Extension-Chrisman Mill Road Connector

The proposed Parkway Drive Extension-Chrisman Mill Road Connector has been included in the Town’s long-range planning efforts. Parkway Drive is a recently constructed two-lane industrial access road for the Falling Branch Industrial Park. Additional right-of-way was incorporated in the Parkway Drive project to accommodate

the widening to four-lanes with plans for the eventually need for a southwestern bypass. Chrisman Mill Road will be the western corridor of the connector.

Interstate 81 Improvements

There are plans to add four truck lanes to I-81 over the course of the next 15 years. The project is aimed at safety and congestion problems on the heavily traveled corridor. Plans potentially include dedicated truck lanes as well as truck rest stops and weigh stations in the median.

Identified Needs

Identified needs are those that the Town and County are considering for submission to VDOT for future funding. The Potential Future Growth Area Map and Future Transportation Plan on the following page identifies projects such as the previously mentioned N. Franklin Street-Peppers Ferry Road Connector Route as well as the previously mentioned Parkway Drive Extension-Chrisman Mill Road Connector. The map also includes the Peppers Ferry Road Extension, which is currently in long-term planning phases.

Montgomery County's designation of the Falling Branch area as an Urban Expansion Zone sets the stage for potentially intense development in both Christiansburg and the County. Due to this potential, future transportation plans must consider the ability of Falling Branch Road to accommodate increased traffic levels. The Town and Montgomery County should seek full funding of this project through VDOT standard procedures. As development in this area intensifies, additional road improvements will become a long-range necessity to be considered by both Town and County governments.

Growth Areas

The Town has identified potential future growth areas based on past development trends, location of prohibitive factors such as Floodplain and topography, and potential for facilities to support growth such as water, sewer, and streets. The result is the map on the following page, which also illustrates the planned future transportation improvements.

As can be seen, the Town has specifically identified undeveloped areas on the eastern and southern areas for growth potential. The map identifies several areas within Montgomery County as potential growth areas. Future extension of Town services to these areas should be accompanied by boundary adjustment or annexation.

UTILITIES AND SERVICES PLAN

The availability of public services is a primary determinant of the timing, location, and quantity of growth. This section of the plan presents broad recommendations for accommodating and defining growth through the provision of public services.

Water and Sewer

Water and sewer are presently available to nearly all residents of the Town as well as to a limited number of users outside the corporate limits. There are no plans currently for significant expansion of water service within the Town limits. Eastern end residents will be provided with sewer service upon completion of the Public Works Department's sewer extension in the eastern part of Town. This project is in progress and will be completed in the near future. Ongoing sewer repairs consist primarily of correcting infiltration and inflow problems. In terms of future growth, current sewer capacity is able to meet the needs of approximately 18,000 new residential users or an equivalent commercial/industrial demand. Recognizing the potential for urbanization in the Falling Branch area of Montgomery County, the Town should maintain close contact with Montgomery County officials and thoroughly analyze the potential impacts of extending the Town's services.

The Town has water and sewer service agreements with the County, which provide guidelines for extension of services outside the Town limits. The Town should explore potential boundary adjustments and/or annexation for areas which it provides services.

According to the Town of Christiansburg 1993 Annual Report, the Town had 6,629 in Town water services and 297 out of Town water services for a total of 6,926 water services. The Town had a Town system water consumption of 473,827,620 gallons and a Water Authority Main consumption of 79,872,940 gallons, for a total of 553,700,560 gallons consumed in 1993.

The Town had 8,510 in Town water services and 400 out of Town water services for a total of 8,910 water services according to the Town of Christiansburg 2003 Annual Report. In 2003, Christiansburg had a Town system water consumption of 459,853,840 gallons and a Water Authority Main consumption of 108,968,860 gallons, for a total of 568,822,700 gallons consumed. The Blacksburg-Christiansburg-VPI Water Authority has a capacity of 12.5 million gallons per day (MGD) - well above the current demand of approximately 7 million gallons per day.

There were 5,757 in Town sewer services and 9 out of Town sewer services for a total of 5,766 sewer services according to the Town of Christiansburg 1993 Annual Report. There were 7,621 in Town sewer services and 35 out of Town sewer services for a total of 7,656 sewer services according to the 2003 Annual Report.

The Christiansburg Wastewater Treatment Plant currently has a capacity of 4.0 million gallons per day (MGD). With a present average daily flow (fiscal year 2001-2002) of 2.06 MGD, the plant's excess reserve capacity is 1.94 MGD. The reserve capacity is sufficient for an approximate increase of 18,000 persons or an equivalent flow from non-residential users. This reserve will insure ample treatment capacity for the anticipated needs of the Town within the reasonably near future. When needed, the plant can be expanded to 8.0 MGD.

Parks and Recreation

As indicated by the Census data for the Town, Christiansburg's population appears to be growing in both the elderly and school age brackets. As the Town designs new recreational facilities such as ballfields, community parks, and the planned aquatic center, consideration should be given to the needs of all age groups. Based upon the popularity of organized sports teams, additional ballfields should be planned. With continuing residential development in the western annexation area and new development in the eastern annexation area, developers may be required to provide recreational facilities to support their developments.

Public Buildings

As Christiansburg is the County Seat, Roanoke Street and the downtown area are home to a large number of Montgomery County's administrative offices. In 2002, Montgomery County relocated its administrative functions from the Courthouse to 755 Roanoke Street, giving the County needed space and a new home with high visibility. With the County government offices relocated, there are now plans to renovate the Courthouse. The Town Municipal Building reconstruction project at 100 E. Main Street is scheduled for completion in 2003, which should provide the Town's administrative offices with opportunity for growth for decades to come.

With 12 vehicle bays, the Town's existing Fire Station at 110 Depot Street, NW should be adequate for Town vehicles through the planning period. The Town currently has an agreement with Montgomery County to utilize County equipment stored at the Town Station on an as-needed basis. Future urbanization in Christiansburg and the County may require reassessment of this arrangement in light of additional equipment and space needs. The Town will continue to acquire additional equipment to insure adequate response in the future. A new Rescue Squad building at 190 Depot Street, NW was constructed in 1997 and the vehicle maintenance shop was relocated to the Public Works Complex at 300 Scattergood Drive, NW.

The new construction projects should insure that the Roanoke Street and downtown areas of Christiansburg will continue to be the governmental hub of the area well into the future. Federal and State agencies should be encouraged to locate in this area as well. This in turn will help business retention and bolster the downtown's economic viability.

Schools

The Montgomery County School Board is responsible for operating all public schools in Christiansburg including site decisions. While development can influence the need for schools and their location, schools themselves help create development due to citizen desires to live in close proximity to “community schools,” particularly for younger children. The development of schools themselves as well as secondary accompanying private development will continue to create need for Town services.

The Town should consider existing school facilities as well as potential future sites when developing utility plans as well as provision of other Town services. The location of the Harkrader Sports Complex is an example of this consideration, as the new Christiansburg Middle School on adjoining property will serve to compliment each other.