



# Town of Christiansburg Planning Commission Monday, February 2, 2026 Agenda

## Planning Commission

### Chairperson

Jeananne Knees

### Vice-Chairperson

Felix Clarke

### Other Members

Mark Curtis

Larry Day Jr.

Hil Johnson

Helen Lyman

Mike Scarry

Jennifer Sowers

## Planning Commission Meeting

### Next Meeting:

Tuesday, February 17,  
2026 at 7:00 p.m.

## Town Council Meeting

### Public Hearing:

Tuesday, February 10,  
2026 at 7:00 p.m.

### Action:

Tuesday, February 24,  
2026 at 7:00 p.m.

## ***REGULAR MEETING***

Planning Commission will meet in the Town Council Chambers on the 3<sup>rd</sup> floor of Christiansburg Town Hall located at 100 E. Main Street on **Monday, February 2, 2026 at 7:00 p.m.**

- 1) Pledge of Allegiance
- 2) Public Comments – 5-minute limit per citizen
- 3) Approval of Planning Commission Minutes for January 20, 2026.
- 4) Action
  - a) Rezoning request by Roger Woody, Registered Agent for RWJW Properties, LLC, Applicant and Property Owner, to rezone property located at 300 Kimball Lane SW, identified as Tax Parcel 557-((A))-20; (Parcel ID 016002), and consisting of approximately of 37.987 acres, from Agricultural District (A) to Single-Family Residential District (R-1). The applicant has proffered new conditions after the initial public hearing for this request. Current proffered conditions are related to density, construction of a public road connection, warranted road improvements, preservation of an existing vegetated area, and phasing. The property is designated as Residential on the Future Land Use Map of the 2013 Christiansburg Comprehensive Plan.
- 5) Other Business

A copy of the applications, the Town's Zoning Map, Zoning Ordinance, and Future Land Use Map may be viewed in the Planning Department Office, 100 E. Main Street, Christiansburg, VA 24073 during normal office hours of 8:00 a.m. – 5:00 p.m. Monday through Friday. Contact the Planning Department, by phone at (540) 382-6120, ext. 1902, or by email at [planning@christiansburg.org](mailto:planning@christiansburg.org) with any questions or if you require reasonable accommodations.

**Christiansburg Planning Commission  
Minutes of January 20, 2026  
Christiansburg Town Hall Council Chambers  
100 E. Main Street  
Christiansburg VA 24073**

Present: Jeananne Knies, Chairperson  
Mark Curtis  
Larry Day Jr.  
Hil Johnson  
Helen Lyman  
Mike Scarry  
Jennifer Sowers

Absent: Felix Clarke Jr., Vice-Chairperson

Staff/Visitors: Retta Jackson, Planning Director  
Devon Shields, Community Development Planner  
Daria Chicosky, Property Maintenance/Zoning Supervisor  
Jillian Layton, Planning Services Coordinator  
Steve Semones, Westwood Professional Services, 80 College Street,  
Christiansburg VA 24073  
Bruce Jennings, 365 Summitridge Road, Christiansburg VA 24073  
Tyler Graham, 205 Overland Drive, Christiansburg VA 24073  
Sue Speed, 110 Kimball Lane, Christiansburg VA 24073  
Mark Perdue, 290 Ellett Drive, Christiansburg VA 24073

Chairperson Knies called the meeting to order at 7:00 p.m. in the Christiansburg Town Hall Council Chambers at 100 E. Main Street, Christiansburg, Virginia.

**Pledge of Allegiance**

Commissioner Lyman led the Pledge of Allegiance.

**Election of Officers – Chairperson, Vice-Chairperson, and Secretary**

Commissioner Johnson made a motion to nominate Jeananne Knies to serve as Chairperson of the Planning Commission for 2026. Commissioner Scarry seconded the motion.

Commission voted as follows: Curtis – Aye; Day – Aye; Johnson – Aye; Lyman – Aye; Scarry – Aye; Knies – Aye.

Commissioner Curtis made a motion to nominate Felix Clarke Jr. to serve as Vice Chairperson of the Planning Commission for 2026. Commissioner Johnson seconded the motion.

Commission voted as follows: Curtis – Aye; Day – Aye; Johnson – Aye; Lyman – Aye;

Scarry – Aye; Knies – Aye.

Commissioner Day made a motion to nominate Jillian Layton, Planning Services Coordinator, to serve as non-voting Secretary of the Planning Commission for 2026. Commissioner Johnson seconded the motion.

Commission voted as follows: Curtis – Aye; Day – Aye; Johnson – Aye; Lyman – Aye; Scarry – Aye; Knies – Aye.

### **Public Comments**

Chairperson Knies opened the floor for public comment.

Seeing no public comments, Chairperson Knies closed this portion of the meeting.

### **Approval of Planning Commission Minutes for December 15, 2025, Meeting**

Upon a motion by Commissioner Curtis, seconded by Commissioner Johnson, the December 15, 2025, Planning Commission meeting minutes were approved.

Commission voted as follows: Curtis - Aye; Day – Aye; Johnson – Aye; Lyman – Aye; Scarry – Aye; Knies – Aye.

**A. Public Hearing for Rezoning request by Roger Woody, Registered Agent for RWJW Properties, LLC, Applicant and Property Owner, to rezone property located at 300 Kimball Lane SW, identified as Tax Parcel 557-((A))-20; (Parcel ID 016002), and consisting of approximately of 37.987 acres, from Agricultural District (A) to Single-Family Residential District (R-1). The applicant has proffered new conditions after the initial public hearing for this request. Current proffered conditions are related to density, construction of a public road connection, warranted road improvements, preservation of an existing vegetated area, and phasing. The property is designated as Residential on the Future Land Use Map of the 2013 Christiansburg Comprehensive Plan.**

Chairperson Knies asked staff for an overview and update of the request.

Devon Shields detailed the purpose of this request. She reminded the Commission that the Public Hearing had previously been held and that the Commission had voted 5-3 in favor of recommending approval to Town Council with the 3 applicant provided proffers. She stated Town Council held their public hearing after which the applicant provided a revised statement with 5 proffers. She informed the Commission that per Town Code, the submission of additional proffers required another public hearing to be held by both the Planning Commission and Town Council. Mrs. Shields then detailed the proffers and provided answers to Commission's requested information regarding concerns about bridge access, emergency services contact information, and the use of the existing storage structure on the parcel in question.

Chairperson Knies opened the floor for public comment.

Steve Semones, Westwood Professional Services, 80 College Street, Christiansburg VA 24073 spoke about the reasoning behind the request. He detailed proposed turn lane improvements, access points, and the intent behind the newly provided proffer.

Bruce Jennings, 365 Summitridge Road, Christiansburg VA 24073 spoke in opposition to the request. He questioned why there wasn't a requirement for a year to pass before the proposal was brought back to the Commission.

Chairperson Knies clarified that Town Council had not acted on this request and had incorrectly stated at their meeting that the applicant would have a one year waiting period before it could be brought back to the Commission and Council. She stated that due to the 2 new proffers that had been added, the applicant was required to repeat the public hearing process.

Tyler Graham, 205 Overland Drive, Christiansburg VA 24073 spoke in opposition to the request. He questioned the lack of an additional access point on Lubna Drive.

Sue Speed, 110 Kimball Lane, Christiansburg VA 24073 spoke in opposition to the request. She mentioned concerns with pedestrian safety, traffic, and the overall negative impact she believed this would have on the surrounding neighborhoods.

Mark Perdue, 290 Ellett Drive, Christiansburg VA 24073 spoke in opposition of the request. He questioned the Future Land Use Map as well as the reasoning behind not using Lubna Drive as an additional access point.

Chairperson Knies asked Mr. Semones to address the questions that had been raised before closing the public hearing.

Mr. Semones stated that Lubna Drive was not considered as an additional access point due to the topography of the area and inability to get a road to the required grade.

Seeing no further comments, Chairperson Knies closed the public hearing.

Chairperson Knies asked the Commission if they had any questions, comments, or thoughts regarding the rezoning request.

Commissioner Johnson asked staff to look into the citizen concern over this property currently being used for commercial purposes.

Chairperson Knies asked the Commission for thoughts regarding the newly added proffers.

Commissioner Scarry stated "Pursuant to VA Code Section 2.2-3112 section B1 and 2.2-3115 section H, I am declaring that I am a member of one of three or more businesses that may be affected by the Agenda Item as an owner of an electrical and electronic security contractor. I am able to participate in the discussion and voting on this matter fairly, objectively, and in the public interest". He asked staff to pull up Town Code 42-32 and then read the statement of intent regarding the Agriculture District (A).

He questioned whether he was correct in his understanding of this Code and whether it was the Town's intent not to preserve agricultural districts. He stated that he believed this was an appropriate rezoning.

Commissioner Johnson questioned whether single family homes were allowed on the property if the zoning remained agriculture. He then asked staff what the differences are regarding building homes on A and R-1 zoned properties.

Mrs. Shields stated there were differences in the minimum lot area requirements as well as setback and frontage requirements between A and R-1 zoning. She clarified that R-1 also allows for denser development.

There was further discussion regarding specifics of the newly provided proffer and the proposed phasing.

Chairperson Knies mentioned citizen concerns that had been brought up regarding the lack of a submitted site plan of the proposed development. She clarified that they were strictly looking at a zoning change of the property. She stated she believed the rezoning made sense but was concerned with the access points and the surrounding neighborhoods that would be directly impacted.

Commissioner Lyman voiced her concern about the neighboring streets that would also be impacted by this proposal.

Commissioner Curtis voiced his desire to protect the current neighborhoods. He stated he was opposed to this rezoning due to the potential negative impact on the roads that would be caused by this development.

Chairperson Knies spoke about the difficulty in deciding whether infrastructure should be updated prior to new developments or after.

The Commission further discussed the infrastructure as well as the Commission's role in acting on these requests.

Commissioner Day spoke about how the Town has grown and been developed since he's resided here as well as the increased demand for housing.

Commissioner Curtis stated that this proposal was different than others they've seen due to the age of the surrounding neighborhoods and streets.

Chairperson Knies asked the Commission if they felt comfortable taking action at this meeting.

Commissioner Lyman stated she would like to wait to act until the next scheduled meeting.

Chairperson Knies then asked Commission if there was any information they would like staff to provide that would be helpful prior to taking action.

Commissioner Lyman requested information regarding developments in a 3-mile radius that have been approved but not developed yet.

**Other Business**

The Commission was given information on upcoming Planning Commission and Subcommittee meetings.

Chairperson Knies voiced her appreciation to the Town Council members that were in attendance.

With no further business, Chairperson Knies adjourned the meeting at 7:54 pm.

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Jeananne Knies, Chairperson

Jillian Layton, Secretary Non-Voting

\* Written comments received on public hearing items are included in the staff report to Planning Commission in the Planning Commission agenda packet.



## Planning Department Staff Report

TO: Planning Commission  
DATE: January 29, 2026  
PC PUBLIC HEARING: Tuesday, January 20, 2026 at 7 PM  
PC RECOMMENDATION: Monday, February 2, 2026 at 7 PM\*  
\*Scheduled recommendation  
AGENDA ITEM: Rezoning Request RZN-2025-03  
Roger Woody, Registered Agent for RWJW Properties, LLC, Property Owner and Applicant, request to rezone property located at 300 Kimball Lane SW.

### Site Characteristics:

Address: 300 Kimball Lane SW  
Tax Parcel No. 557-((A))-20  
Current Zoning: Agriculture (A)  
Future Land Use: Residential  
Proposed Zoning: Single-Family Residential (R-1)

### Background (*corrections italicized*)

The property is located at 300 Kimball Lane SW, identified as Tax Parcel 557-((A))-20; (Parcel ID 016002), and consisting of approximately of 37.987 acres. The surrounding zoning designations are Single-Family Residential (R-1) to the north, east, and south and Agriculture (A) to the west, southwest, and southeast. The surrounding uses are residential. The subject property is currently used as a single-family home. An adjoining property to the northwest with the same owner (Tax Parcel 557-((A))-22) was rezoned from Agriculture (A) to Single-Family Residential (R-1) March 11, 2025.

A public hearing for this request was held with the Planning Commission on September 29, 2025. On October 20, 2025, Planning Commission voted 5 – 3 to recommend approval of the request with three proffers. *Proffer #4 was discussed with Planning Commission and added to a revised proffer statement.* Town Council held a public hearing for the request on October 28, 2025, after which time the applicant provided a revised proffer statement adding a *fourth* *fifth* proffered condition. Per *Town Code Sec. 42-12(c)(3)*, this additional condition necessitates a second public hearing before both the Planning Commission and the Town Council.

## **Summary of Request**

The purpose of this request is to rezone the parcel from Agriculture (A) to Single-Family Residential (R-1).

The applicant has proffered the following (update since the 10/20/25 meeting marked with \*):

1. The property shall be developed at a maximum density of 2.5 single family detached residential units per acre.
2. Any residential subdivision development on the subject parcel shall include the construction of a public road connection from Tax Parcel 557-A-22 to Rogers Drive SW to facilitate interparcel connectivity for residential and emergency service vehicles.
3. Any road improvements warranted that are directly attributable to the proposed project based on final engineered site plans will be the owner's responsibility, unless otherwise directed by the Town of Christiansburg Engineering Department.
4. The existing vegetated area located adjacent to the Walnut Grove subdivision shall be preserved above the existing grade elevation of 2190' as determined by a topographic survey.
5. No more than fifty-three (53) R-1 single family detached residential units shall be constructed on the subject parcel within three years of the requested R-1 rezoning approval. An updated traffic impact analysis will be provided by a Virginia licensed Professional Engineer and submitted to the Town of Christiansburg Engineering Department after a certificate of occupancy is issued on the 53rd unit and prior to the issuance of any additional building permits for the remaining R-1 single family detached residential units. Should new road improvements, not previously identified, be warranted based on the new analysis, the owner shall be responsible for providing those improvements prior to receiving any additional certificates of occupancy permits for the remaining R-1 single family lots.\*

## **Considerations**

*Traffic:* A Traffic Impact Study is required that takes into account the future background site generated traffic at each expected phase and at build-out or six years after start, whichever is greater. This study includes traffic generated by the subject parcel and future development, such as that on the owner's neighboring parcel. (see update)

*Interconnectivity:* The applicant has proffered a public road connection from their neighboring parcel to Rogers Drive SW.

*Utilities:* The cost of utility extension (water, sewer) would be borne by the developer. The property will need water and sewer infrastructure extensions to support R-1 residential development. While water service is readily available, sewer connection options may include either gravity sewer mains or installing a dedicated public lift station with force main. The location of connection to the Town's system will be determined during engineering plan development. If it is determined that a gravity connection is appropriate, then a comprehensive

capacity analysis of the downstream Walnut Grove lift station would be required as part of the engineering plan development to assess whether upgrades or improvements are needed to accommodate the projected wastewater flows from the proposed development. (see updates)

**Density:** The applicant has proffered a maximum density of 2.5 single-family detached residential units per acre. This would be interpreted as gross density.

The Town's R-1 regulations do not specify a density maximum based on gross area. Gross density includes roads, stormwater ponds, common areas, and other amenities outside of residential lots in the calculation. Net density does not include these areas in the calculation, just the area of the residential lots.

The minimum lot size in R-1 is 10,000 sf, which means the maximum net density is approximately 4 units per acre. Based on the common approximation of 30% of the land being unavailable for developed lots, this would be approximately 2.8 units per acre gross density. This is an approximation, and specific developments may vary.

	Maximum Gross Density	Total Number of Possible Units
Based on Proffer	2.5 units per acre	94 units
Based on R-1 Regulation	~ 2.8 units per acre*	~ 106 units**

\*\* assumes 30% of gross area used for roads, stormwater ponds, common areas, and other amenities outside of residential lots

#### **Updates for Commission (provided at 10/25/25 meeting)**

##### **Traffic Study**

A Traffic Impact Statement was received September 26, 2025, and reviewed by staff. There appear to be turn lane and taper warrants on S Franklin Street. The applicant has proffered to build any road improvements warranted that are directly attributable to the proposed project. These improvements would be determined during site plan review.

##### **Existing Drainage Concerns**

The drainage concerns on Mulberry Drive voiced to Planning Commission regarding this neighborhood have been brought to the attention of the Engineering Department. Any substantial work to address drainage concerns would require a capital project, which would compete for funding with other needs within the Town. At this time, there is no capital drainage project planned in this area. As explained by the applicant at the September 29, 2025, Planning Commission meeting, the Mulberry Drive area appears to be in a separate drainage basin from the subject parcel. Stormwater runoff resulting from development on this parcel will be required to meet state and local stormwater management regulations in place at the time of development and is unlikely to negatively impact the Mulberry Drive area. These regulations are written to protect downstream properties from the effects of development on stormwater runoff.

### Water System

Development of the subject parcel would allow opportunity to loop the waterline into the Mulberry Subdivision, which would most likely solve existing intermittent pressure problems in that neighborhood. There are existing Public Utility Easements that would allow this connection without additional need for easements or encumbrances.

### Sewer System

There are no existing downstream capacity issues during daily use. While there are existing downstream overflows during rain events, the Town has been working to increase downstream capacity in this sewer shed.

### AEP (Electric) Grid

The Town does not have direct responsibility over the electric grid. Concerns regarding electric service can be directed to Reece Edwards with the Appalachian Power Company. The Appalachian Power Company's Midway – South Christiansburg Transmission Line Rebuild Project is in the planning stages and is likely to improve customers' experience with electric service.

### School System

The Town has always viewed the school system as the responsibility of Montgomery County and subject to their taxation. The school system is welcome to attend and comment on all Town rezonings and conditional use permits. Questions or concerns relating to schools can be addressed to the Superintendent of Montgomery County Public Schools.

### Emergency Services Access – I-81 Bridge

In the event that the existing bridge on S Franklin Street over I-81 were to become impassable, emergency services would respond from a different direction, such as from the south. This response may rely on mutual aid agreements with Montgomery County and surrounding localities.

### Housing Demand

In the 2021 NRV Housing Study prepared by The NRV Regional Commission in conjunction with the Virginia Center for Housing Research at Virginia Tech and Housing Forward Virginia, Christiansburg is identified as one of the locations within Montgomery County with the most intense housing demand. The study identified many strategies for Christiansburg specifically to preserve existing housing stock and encourage further diverse development. This study is available on the NRV Regional Commission website.

## Update for Commission (01/29/26)

### Agricultural Uses

At the 01/20/26 Commission meeting, staff was asked to discuss differences in restrictions between Agricultural and R-1 zoning. At the time, staff mentioned differences in requirements for area and setbacks, but there are significant differences in permitted uses, as well.

Should the property zoning designation remain agricultural, allowable uses for the property would include those listed in *Town Code Chapter 42 “Zoning,” Article II. Agricultural District A, Sec. 42-33 Permitted Uses*. A copy of this section has been attached. By-right uses permitted in Agricultural zoning that are not allowable in R-1 zoning include:

- (2) Agriculture and forestry.
- (3) ~~Pens for animals or poultry or those intensive agricultural operations commonly known as confinement operations where large numbers of animals or fowl are confined to a relatively small space, such as veal or poultry pens or houses, feedlots and dairying operations, with a conditional use permit.~~ An enclosure for less than 100 fowl and enclosed pasture or range with an area in excess of 100 square feet for each small animal or 4,000 square feet for each larger animal, such as horses, ponies, cattle or sheep, shall not require a conditional use permit.

A copy of Sec. 42-93 showing the permitted uses in Single-Family District R-1 has also been attached for your reference.

### Existing Structure

A storage structure currently exists on the property at 300 Kimball Ln. While Town records list the structure as an “agricultural barn,” we believe they may be operating a commercial business from this location. We will continue to monitor and will address any noncompliance.

Should the property be rezoned to residential, any existing agricultural or commercial uses would be required to cease. The structure, itself, could remain, pending building inspection, but the use of the structure would have to be compatible with residential zoning.

### **Attachments Provided with the Staff Report:**

- Aerial Map
- Zoning Map
- Future Land Use Map
- Application
- Agricultural District A Permitted Uses
- Single-Family Residential District R-1 Permitted Uses

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### **Sec. 42-33. Permitted uses.**

In the A Agricultural District, structures to be erected, or land to be used, shall be for one or more of the following uses:

- (1) Single-family dwellings, including a family and one unrelated individual per unit.
- (2) Agriculture and forestry.
- (3) Pens for animals or poultry or those intensive agricultural operations commonly known as confinement operations where large numbers of animals or fowl are confined to a relatively small space, such as veal or poultry pens or houses, feedlots and dairying operations, with a conditional use permit. An enclosure for less than 100 fowl and enclosed pasture or range with an area in excess of 100 square feet for each small animal or 4,000 square feet for each larger animal, such as horses, ponies, cattle or sheep, shall not require a conditional use permit.
- (4) Public buildings to consist of fire, police and rescue squad stations, schools and recreational facilities. Private buildings to consist of schools and recreational facilities, with a conditional use permit.
- (5) Parks and playgrounds.
- (6) Churches and other places of worship.
- (7) Sawmills, temporary, with a conditional use permit.
- (8) Planing mills, temporary, with a conditional use permit.
- (9) Airports and heliports, with a conditional use permit.
- (10) Preserves and conservation areas.
- (11) Clubs and lodges, with a conditional use permit.
- (12) Cemeteries, with conditional use permit.
- (13) Minor home occupations. Major home occupations with a conditional use permit.
- (14) Facilities and structures necessary for rendering utility service, including poles, wires, transformers, transmission lines, telephone booths and the like for normal electrical power distribution or communication service; communications antennas; amateur radio towers; meters and pipelines or conduits for electrical, gas, sewer or water service; pumping and regulatory stations; substations. Public utility generating, booster or relay stations; major transmission lines and towers; communications monopolies; railroad yards and terminals; and treatment facilities are permitted with a conditional use permit.
- (15) Off-street parking and loading.
- (16) Signs in accordance with the sign ordinance in article XXIV, signs.
- (17) Accessory buildings and uses, including temporary wayside stands for seasonal sales of products raised or made on the premises; provided, that garages or other accessory structures, such as carports, porches and stoops attached to the main building, shall be considered part of the main building; provided further, that no accessory building shall be closer than three feet to any property line or located within any easement or right-of-way.
- (18) Industrialized building units for agricultural, institutional, security or construction purposes, with a conditional use permit. A conditional use permit shall not be required for construction trailers on active construction sites.
- (19) Fraternity and sorority houses, with a conditional use permit.

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- (20) Campground, overnight, with a conditional use permit. Except for campground record keeping, commercial or other business activities shall be limited to the campground and its occupants and conducted only when authorized by conditional use permit which shall specify the parameters of the commercial activities.
- (21) Adult day care center as an accessory use, but not accessory structure, to an existing and permitted institutional use with a conditional use permit.
- (22) Family day homes serving one through five children.
- (23) Child day care centers as an accessory use, but not accessory structure, to an existing and permitted institutional use with a conditional use permit.
- (24) Kennels, with a conditional use permit.
- (25) Rehabilitation centers, with a conditional use permit.
- (26) Portable storage containers, in accordance with section 42-662.
- (27) Assisted living facilities and group homes of eight or fewer individuals as exempted by Code of Virginia, § 15.2-2291.
- (28) Loudspeaker/sound amplification/outdoor sound system to be used in excess of the town's noise ordinance, with a conditional use permit.

(Code 1972, § 30-15; Code 1992, § 30-15; Ord. of 6-20-1989; Ord. of 10-24-1989; Ord. of 10-16-1990; Ord. of 12-17-1991(1); Ord. of 12-17-1996, Art. II; Ord. of 6-2-1998; Ord. of 12-7-1999; Ord. No. 2000-2, 4-18-2000; Ord. No. 2001-1, 4-17-2001; Ord. No. 2001-2, 5-15-2001; Ord. No. 2004-4, 9-7-2004; Ord. No. 2007-1, 4-3-2007; Ord. No. 2008-6, 12-2-2008; Ord. No. 2012-6, § 30-15, 6-19-2012; Ord. No. 2012-10, § 30-15, 11-20-2012; Ord. No. 2017-7, 9-12-2017; Ord. No. 2018-4, 4-24-2018)

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### **Sec. 42-93. Permitted uses.**

In the R-1 Single-Family Residential District, structures to be erected or land to be used shall be for one or more of the following uses:

- (1) Single-family dwellings, including a family and one unrelated individual per unit.
- (2) Public buildings to consist of fire, police and rescue squad stations, schools and recreational facilities. Private buildings to consist of schools and recreational facilities, with a conditional use permit.
- (3) Churches and other places of worship.
- (4) Parks and playgrounds.
- (5) Minor home occupations. Major home occupations with a conditional use permit.
- (6) Off-street parking and loading.
- (7) Signs in accordance with the sign ordinance in article XXIV, signs.
- (8) Public utilities, such as poles, lines, distribution transformers, pipes, meters and other facilities necessary for provision and maintenance, including water and sewerage facilities; pumping and regulatory stations; substations; communications antennas; amateur radio towers. Communications monopolies with a conditional use permit.
- (9) Accessory buildings, such as separate garages or carports, workshops, toolsheds and greenhouses; provided, that garages or other accessory buildings such as carports, porches and stoops attached to the main building shall be considered part of the main building; provided further, that no accessory building shall be closer than three feet to any property line or located within any easement or right-of-way.
- (10) Construction trailers on active construction sites.
- (11) Family day homes serving one through five children. Family day homes serving six through 12 children, with a conditional use permit.
- (12) Child day care centers, with a conditional use permit.
- (13) Planned housing developments consisting of detached single-family residences, including a family and up to one unrelated individual per unit, subject to special regulation of section 42-227, with a conditional use permit.
- (14) Portable storage containers, in accordance with section 42-662.
- (15) Assisted living facilities and group homes of eight or fewer individuals, as exempted by Code of Virginia, § 15.2-2291.
- (16) Urban agriculture in accordance with section 42-663.

(Code 1972, § 30-31; Code 1992, § 30-31; Ord. of 6-20-1989; Ord. of 12-17-1991(1); Ord. of 6-2-1998; Ord. of 4-20-1999; Ord. of 12-7-1999; Ord. No. 2016-1, 2-23-2016; Ord. No. 2017-7, 9-12-2017)



THE PLACE TO BE.  
**CHRISTIANSBURG VA**  
DEPARTMENT OF PLANNING

100 East Main Street  
Christiansburg, VA 24073  
p: (540) 382-6120  
f: (540) 381-7238

## Rezoning Application

Landowner: RWJW PROPERTIES, LLC

Address: 144 OAK TREE BLVD  
CHRISTIANSBURG, VA 24073

Phone: 540-382-5885

Applicant: RWJW PROPERTIES, LLC

Address: 144 OAK TREE BLVD  
CHRISTIANSBURG, VA 24073

Phone: 540-382-5885

I am requesting a rezoning of my property from zoning classification A to zoning classification R-1 under Chapter 42: Zoning of the Christiansburg Town Code.

My property is located at 300 KIMBALL LANE SW

Tax Parcel(s): 557-A 20 \*as adjusted per Instrument #2025002842 on 5/19/2025

Parcel Number(s): 016002

I understand that proffers may be made in conjunction with the request. Proffers are voluntary offers by the property owner(s) regarding the request which must be made in writing prior to the Public Hearing. Proffers are legally binding. Any proffer(s) should be attached on a separate sheet of paper and signed and dated by the property owner(s) with the statement: "I (we) hereby proffer that the development of the subject property of this application shall be in strict accordance with the conditions set forth in this submission."

Fee: 1,250.00

I certify that the information supplied on this application and any attachments is accurate and true to the best of my knowledge.

Signature of Landowner(s):

Date: 8/8/2025

Date: \_\_\_\_\_

Signature of Applicant(s):

Date: \_\_\_\_\_

Date: \_\_\_\_\_

This request was approved/disapproved by a vote of the Christiansburg Town Council on \_\_\_\_\_.

Town Manager

Date

\*Please complete attached sheet

Rezoning 11/22/2022



Please complete the following section:

Per Section 42-11(A) of the Christiansburg Town Code:

*Rezoning application submissions shall include a traffic impact statement whenever a proposed zoning map amendment substantially affects transportation on town streets through traffic generation of either:*

- (1) 100 vehicles trips per peak hour by residential development;
- (2) 250 vehicles trips per peak hour by non-residential development; or
- (3) 2,500 vehicle trips per day by non-residential development.

*The data and analysis contained in the traffic impact statement shall comply with Virginia Department of Transportation Traffic Impact Analysis Regulations 24 VAC 30-155-60 and all applicable town ordinances.*

**A traffic impact analysis  is  not required for the proposed project:**

1.  Yes or  No, the proposed residential development generates 89 vph which is greater than the requirement of 100 vehicles per hour, or
2.  Yes or  No, the proposed non-residential project generates \_\_\_\_\_ vph which is greater than the requirement of 250 vehicles per hour
3.  Yes or  No, the proposed non-residential project generates \_\_\_\_\_ vpd which is greater than the requirement of 2,500 vehicles per day.
4.  Yes or  No, a new TIS study is not required because a previously submitted TIS is still applicable for the project site. (Note: the appropriate documentation must be attached)

**\*Trip generation shall be measured based on the current edition of the Institute for Transportation Engineers (ITE) Trip Generation Manual**

SHOWCASE HOME BUILDERS  
144 OAK TREE BLVD  
CHRISTIANSBURG, VA 24073  
540-382-5885  
schb@swva.net

December 4, 2025

Christiansburg Town Council  
100 E. Main Street  
Christiansburg, VA 24073

RE: RWJW LLC Kimball Lane Rezoning

Dear Mayor Barber and Members of Town Council,

I have continued to look for ways to address the concerns of neighbors regarding the rezoning request at the end of Kimball Lane. It had been noted at the public hearing that the property can be developed by right under the Agricultural zoning district for single family homes. Based on the minimum lot size of  $\frac{1}{2}$  acre in the A district and using the Town's estimate of 30% of the land being undevelopable, that would allow a total of 53 single family lots. RWJW LLC would like to commit to a compromise that we feel would address the concerns, still allow the property to be ultimately developed at the R-1 density proposed and to account for any unforeseen transportation impacts. I realize that additional proffers cannot be added to the application at this point since the public hearing has already been held. As such, I am committing in writing with this letter on record to the following:

**No more than 53 R-1 single family detached residential units shall be constructed on the subject parcel within three years of the requested R-1 rezoning approval. An updated traffic impact analysis will be provided by a Virginia licensed Professional Engineer and submitted to the Town of Christiansburg Engineering Department after a certificate of occupancy is issued on the 53<sup>rd</sup> unit and prior to the issuance of any additional building permits for the remaining R-1 single family detached residential units.**

This commitment limits the number of homes that can be built on the property for a minimum three year period. The updated traffic impact analysis would reflect actual traffic conditions and road infrastructure conditions at the time of the 53<sup>rd</sup> home occupancy to determine if additional improvements would be necessary beyond those which have already been proffered as part of this application. Should additional improvements be warranted, they would be constructed along with the remaining R-1 single family homes. Should no additional improvements be warranted, construction could commence on the remaining R-1 single family homes.

I believe this is an equitable compromise for all parties, and I thank you for your consideration.

Sincerely,

RWJW LLC

  
Roger Woody, Managing Member

SHOWCASE HOME BUILDERS  
144 OAK TREE BLVD  
CHRISTIANSBURG, VA 24073  
540-382-5885  
schb@swva.net

Commonwealth of Virginia

County of Montgomery

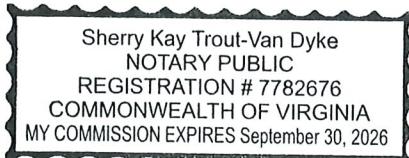
The foregoing instrument was acknowledged before me this 5<sup>th</sup> day of December 2025 by:

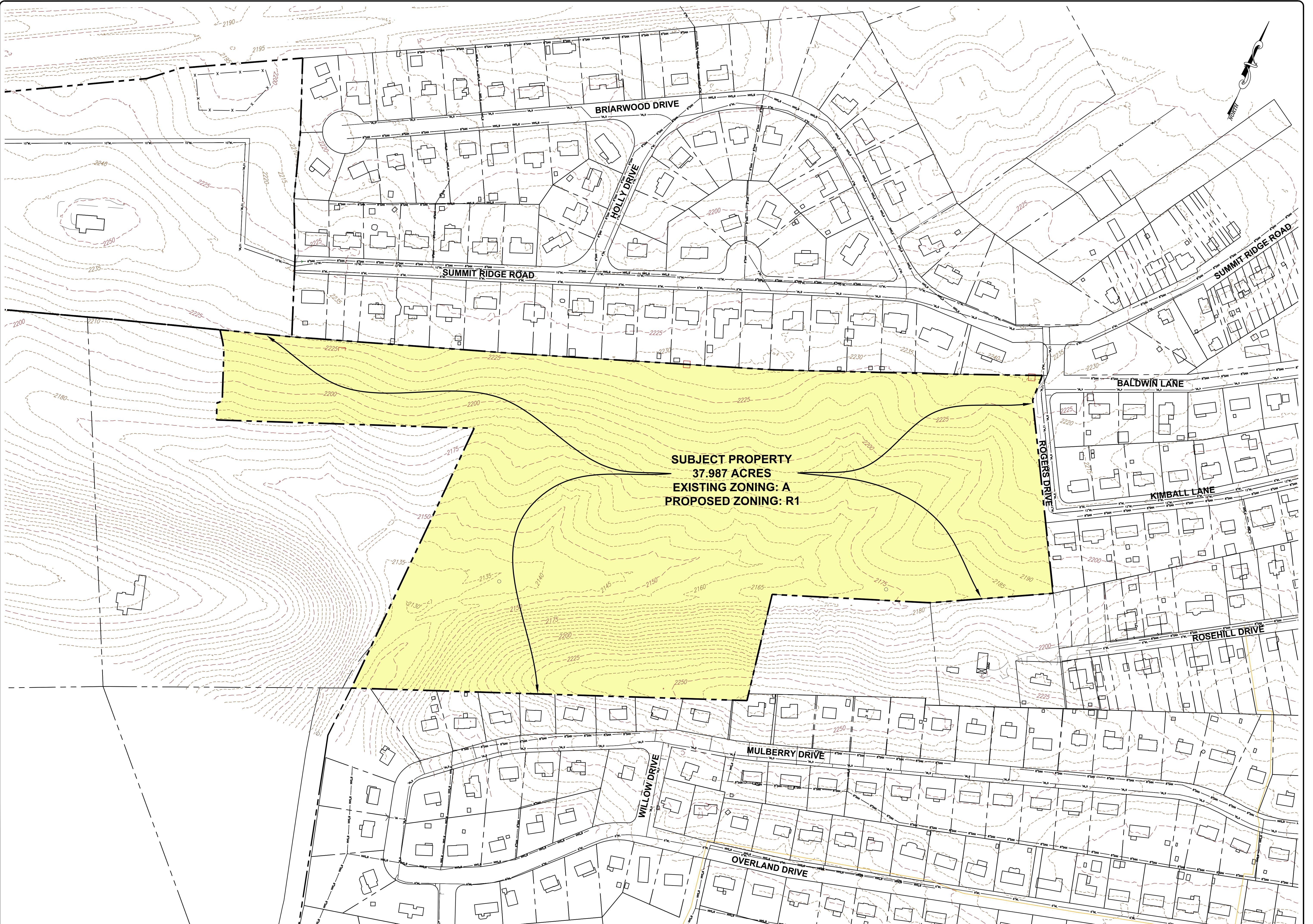
Roger Wayne Woody of Montgomery County.

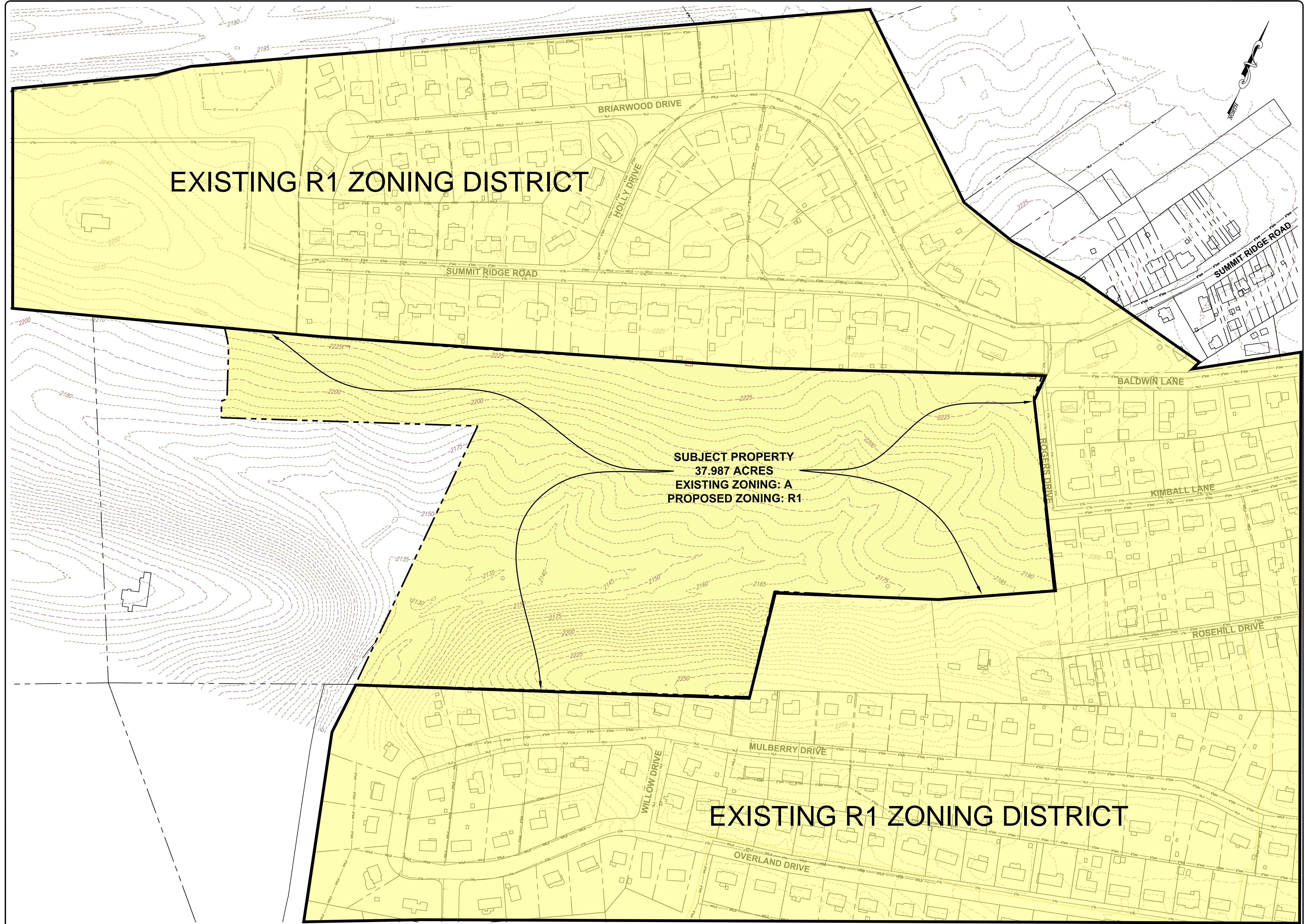
Sherry Kay Trout-Van Dyke

Notary Public

My commission expires 09/30/2024









September 26, 2025

Mike Kelley, PE  
Director of Engineering  
100 East Main Street  
Christiansburg, VA 24073

Re: Kimball Lane Rezoning – Traffic Impact Statement

Dear Mike:

Included in this letter is the analysis of the increased trip generation from our proposed development rezoning at the terminus of Kimball Lane. The criteria used within this analysis is below.

- We have used the 2024 Published VDOT Traffic data for South Franklin Street and Summitridge Road.
- We used the ITE Manual, 11<sup>th</sup> Edition to generate trips from the existing homes on Kimball Lane, Baldwin Lane and Rogers Drive as well as our proposed subdivisions at the terminus of Summitridge Road and Kimball Lane. Regression method was used as instructed.
- We used a 2% growth factor as shown in the 2024 VDOT Traffic data to determine current 2025 rates on South Franklin Street.
- We used a 4 year build-out date of 2029 and included our proposed traffic and an annual 2% background growth rate annually to South Franklin Street.
- The previously approved Summitridge Road rezoning was included in the proposed development traffic generation and not part of background growth.
- No phasing is currently proposed with the development.

Upon review of the data, there are two improvements that appear to be warranted at the 2029 Build-Out Traffic Conditions. Improvement #1 would be a full width right turn lane and taper at the intersection of South Franklin Street and Summitridge Road. Improvement #2 would be a right turn taper at the intersection of South Franklin Street and Kimball Lane. The calculations for the trip generation, directional traffic flows, and turn lane analysis are included in this letter. Additional or updated analysis may be provided as final engineering plans are developed and if any phasing is desired by the developer at that time.

Thank you for reviewing this information and if you have any additional questions or comments, please feel free to contact me.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES



Steven M. Semones  
Senior Director

## **2025 BASELINE EXISTING TRAFFIC CONDITIONS**

### **TRIP GENERATION**

#### South Franklin Street: Alleghany Street to ECL Christiansburg

2024 Published VDOT Traffic

AADT = 5,400

K Factor = 0.1026

Directional Factor = 0.6990

Growth Factor = 2% for 2025 AADT\*

$5,508^* \times 0.1026 = 565$  Peak Hour Trips

$565 \times 0.6990 = 395$  Peak Hour Directional Trips

AM Peak Hour Trips:

395 Trips Northbound

170 Trips Southbound

PM Peak Hour Trips:

170 Trips Northbound

395 Trips Southbound

#### Summitridge Road: South Franklin Street to Briarwood Drive

2024 Published VDOT Traffic

AADT = 510

K Factor = 0.1149

Directional Factor = 0.6379

$510 \times 0.1149 = 59$  Peak Hour Trips

$59 \times 0.6379 = 38$  Peak Hour Directional Trips

AM Peak Hour Trips:

38 Trips Eastbound (Exiting)

21 Trips Westbound (Entering)

PM Peak Hour Trips:

21 Trips Eastbound (Exiting)

38 Trips Westbound (Entering)

#### Kimball Lane: South Franklin Street to Baldwin Lane

Estimated with Institute of Transportation Engineers Trip Generation, 11<sup>th</sup> Edition

ITE Land Use: 210 Single Family Detached Housing

Number of Existing Homes: 29

AM Peak Hour Directional Distribution: 26% Entering, 74% Exiting

PM Peak Hour Directional Distribution: 63% Entering, 37% Exiting

Growth Factor = n/a

ADT:  $\ln(T) = 0.92 \ln(X) + 2.68$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.92 \ln(29) + 2.68$   
 $\ln(T) = 323$  Trips

AM Peak Hour:  $\ln(T) = 0.91 \ln(X) + 0.12$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.91 \ln(29) + 0.12$   
 $\ln(T) = 24$  Trips  
18 Trips Eastbound (Exiting)  
6 Trips Westbound (Entering)

PM Peak Hour:  $\ln(T) = 0.94 \ln(X) + 0.27$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.94 \ln(29) + 0.27$   
 $\ln(T) = 31$  Trips  
11 Trips Eastbound (Exiting)  
20 Trips Westbound (Entering)

## SOUTH FRANKLIN STREET TURN LANE ANALYSIS

- 1) Intersection of South Franklin Street and Summitridge Road
  - a. Left Turn Lane Analysis

### **AM Proposed Traffic**

Per VDOT Data, Total AM Peak Trips generated = 59 Trips (38 exiting and 21 entering)

AM Peak Hour Analysis:

- 14 (3%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 395 VPH
- Opposing Volume = 170 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*: **None Warranted** (please see Attachments).

### **PM Proposed Traffic**

Per ITE Manual, Total PM Peak Trips generated = 59 trips (21 exiting and 38 entering)

PM Peak Hour Analysis:

- 11 (6.4%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 170 VPH
- Opposing Volume = 395 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*: **None Warranted** (please see Attachments).

- b. Right Turn Lane Analysis

### **AM Proposed Traffic**

Per VDOT Data, Total AM Peak Trips generated = 59 Trips (38 exiting and 21 entering)

AM Peak Hour Analysis:

- 7 Vehicles per Hour Turning Right from Franklin Street onto Summitridge Road
- Approach Volume = 170 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:  
**None Warranted** (please see Attachments).

### **PM Proposed Traffic**

Per VDOT Data, Total PM Peak Trips generated = 59 trips (21 exiting and 38 entering)

PM Peak Hour Analysis:

- 27 Vehicles per Hour Turning Right from Franklin Street onto Summitridge Road
- Approach Volume = 395 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:  
**None Warranted** (please see Attachments).

## 2) Intersection of South Franklin Street and Kimball Lane

### a. Left Turn Lane Analysis

### **AM Proposed Traffic**

Per ITE Manual, Total AM Peak Trips generated = 24 Trips (18 exiting and 6 entering)

AM Peak Hour Analysis:

- 4 (1%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 395 VPH
- Opposing Volume = 170 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*:  
**None Warranted** (please see Attachments).

### **PM Proposed Traffic**

Per ITE Manual, Total PM Peak Trips generated = 31 trips (11 exiting and 20 entering)

PM Peak Hour Analysis:

- 6 (3.5%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 170 VPH
- Opposing Volume = 395 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*:  
**None Warranted** (please see Attachments).

### b. Right Turn Lane Analysis

### **AM Proposed Traffic**

Per ITE Manual, Total AM Peak Trips generated = 24 Trips (18 exiting and 6 entering)

AM Peak Hour Analysis:

- 2 Vehicles per Hour Turning Right from Franklin Street onto Kimball Lane
- Approach Volume = 170 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:  
**None Warranted** (please see Attachments).

## PM Proposed Traffic

Per VDOT Data, Total PM Peak Trips generated = 31 trips (11 exiting and 20 entering)

### PM Peak Hour Analysis:

- 14 Vehicles per Hour Turning Right from Franklin Street onto Kimball Lane
- Approach Volume = 395 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:  
**None Warranted** (please see Attachments).

## **2029 NO-BUILD TRAFFIC CONDITIONS**

### **TRIP GENERATION**

#### South Franklin Street: Alleghany Street to ECL Christiansburg

2024 Published VDOT Traffic

AADT = 5,400

K Factor = 0.1026

Directional Factor = 0.6990

Growth Factor = 2% annually to Build out year of 2029

5,858 x 0.1026 = 601 Peak Hour Trips

601 x 0.6990 = 420 Peak Hour Directional Trips

AM Peak Hour Trips:

420 Trips Northbound

181 Trips Southbound

PM Peak Hour Trips:

181 Trips Northbound

420 Trips Southbound

#### Summitridge Road: South Franklin Street to Briarwood Drive

2024 Published VDOT Traffic

AADT = 510

K Factor = 0.1149

Directional Factor = 0.6379

Growth Factor = \*\*N/A – No additional growth area expected other than proposed Project area\*\*

510 x 0.1149 = 59 Peak Hour Trips

59 x 0.6379 = 38 Peak Hour Directional Trips

AM Peak Hour Trips:

38 Trips Eastbound (Exiting)

21 Trips Westbound (Entering)

PM Peak Hour Trips:

21 Trips Eastbound (Exiting)

38 Trips Westbound (Entering)

#### Kimball Lane: South Franklin Street to Baldwin Lane

Estimated with Institute of Transportation Engineers Trip Generation, 11<sup>th</sup> Edition

ITE Land Use: 210 Single Family Detached Housing

Number of Existing Homes: 29

AM Peak Hour Directional Distribution: 26% Entering, 74% Exiting

PM Peak Hour Directional Distribution: 63% Entering, 37% Exiting

Growth Factor = \*\*N/A – No additional growth area expected other than proposed Project area\*\*

ADT:  $\ln(T) = 0.92 \ln(X) + 2.68$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.92 \ln(29) + 2.68$   
 $\ln(T) = 323$  Trips

AM Peak Hour:  $\ln(T) = 0.91 \ln(X) + 0.12$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.91 \ln(29) + 0.12$   
 $\ln(T) = 24$  Trips  
6 Trips Eastbound (Exiting)  
18 Trips Westbound (Entering)

PM Peak Hour:  $\ln(T) = 0.94 \ln(X) + 0.27$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.94 \ln(29) + 0.27$   
 $\ln(T) = 31$  Trips  
11 Trips Eastbound (Exiting)  
20 Trips Westbound (Entering)

## SOUTH FRANKLIN STREET TURN LANE ANALYSIS

- 1) Intersection of South Franklin Street and Summitridge Road
  - a. Left Turn Lane Analysis

### AM Proposed Traffic

Per VDOT Data, Total AM Peak Trips generated = 59 Trips (38 exiting and 21 entering)

AM Peak Hour Analysis:

- 14 (3%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 420 VPH
- Opposing Volume = 181 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*:  
**None Warranted** (please see Attachments).

### PM Proposed Traffic

Per ITE Manual, Total PM Peak Trips generated = 59 trips (21 exiting and 38 entering)

PM Peak Hour Analysis:

- 11 (6%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 181 VPH
- Opposing Volume = 420 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*:  
**None Warranted** (please see Attachments).

- b. Right Turn Lane Analysis

### AM Proposed Traffic

Per VDOT Data, Total AM Peak Trips generated = 59 Trips (38 exiting and 21 entering)

AM Peak Hour Analysis:

- 7 Vehicles per Hour Turning Right from Franklin Street onto Summitridge Road
- Approach Volume = 181 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: None Warranted* (please see Attachments).

### **PM Proposed Traffic**

Per VDOT Data, Total PM Peak Trips generated = 59 trips (21 exiting and 38 entering)

PM Peak Hour Analysis:

- 27 Vehicles per Hour Turning Right from Franklin Street onto Summitridge Road
- Approach Volume = 420 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: Right Taper may be Warranted* (please see Attachments).

2) Intersection of South Franklin Street and Kimball Lane

a. Left Turn Lane Analysis

### **AM Proposed Traffic**

Per ITE Manual, Total AM Peak Trips generated = 24 Trips (18 exiting and 6 entering)

AM Peak Hour Analysis:

- 4 (1%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 420 VPH
- Opposing Volume = 181 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E: None Warranted* (please see Attachments).

### **PM Proposed Traffic**

Per ITE Manual, Total PM Peak Trips generated = 31 trips (11 exiting and 20 entering)

PM Peak Hour Analysis:

- 6 (3.3%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 181 VPH
- Opposing Volume = 420 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E: None Warranted* (please see Attachments).

b. Right Turn Lane Analysis

### **AM Proposed Traffic**

Per ITE Manual, Total AM Peak Trips generated = 24 Trips (18 exiting and 6 entering)

AM Peak Hour Analysis:

- 2 Vehicles per Hour Turning Right from Franklin Street onto Kimball Lane

- Approach Volume = 181 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:  
***None Warranted*** (please see Attachments).

### **PM Proposed Traffic**

Per VDOT Data, Total PM Peak Trips generated = 31 trips (11 exiting and 20 entering)

#### PM Peak Hour Analysis:

- 14 Vehicles per Hour Turning Right from Franklin Street onto Kimball Lane
- Approach Volume = 420 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:  
***None Warranted*** (please see Attachments).

## **2029 BUILD TRAFFIC CONDITIONS**

### **TRIP GENERATION**

#### South Franklin Street: Alleghany Street to ECL Christiansburg

2024 Published VDOT Traffic

AADT = 5,400

K Factor = 0.1026

Directional Factor = 0.6990

Growth Factor = 2% annually to Build out year of 2029

5,858 x 0.1026 = 601 Peak Hour Trips

601 x 0.6990 = 420 Peak Hour Directional Trips

AM Peak Hour Trips:

420 Trips Northbound

181 Trips Southbound

PM Peak Hour Trips:

181 Trips Northbound

420 Trips Southbound

#### Existing - Summitridge Road: South Franklin Street to Briarwood Drive

2024 Published VDOT Traffic

AADT = 510

K Factor = 0.1149

Directional Factor = 0.6379

Growth Factor = \*\*N/A – No additional growth area expected other than proposed Project area\*\*

510 x 0.1149 = 59 Peak Hour Trips

59 x 0.6379 = 38 Peak Hour Directional Trips

AM Peak Hour Trips:

38 Trips Eastbound (Exiting)

21 Trips Westbound (Entering)

PM Peak Hour Trips:

21 Trips Eastbound (Exiting)

38 Trips Westbound (Entering)

#### Existing - Kimball Lane: South Franklin Street to Baldwin Lane

Estimated with Institute of Transportation Engineers Trip Generation, 11<sup>th</sup> Edition

ITE Land Use: 210 Single Family Detached Housing

Number of Existing Homes: 29

AM Peak Hour Directional Distribution: 26% Entering, 74% Exiting

PM Peak Hour Directional Distribution: 63% Entering, 37% Exiting

Growth Factor = \*\*N/A – No additional growth area expected other than proposed Project area\*\*

ADT:  $\ln(T) = 0.92 \ln(X) + 2.68$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.92 \ln(29) + 2.68$   
 $\ln(T) = 323$  Trips

AM Peak Hour:  $\ln(T) = 0.91 \ln(X) + 0.12$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.91 \ln(29) + 0.12$   
 $\ln(T) = 24$  Trips  
 6 Trips Eastbound (Exiting)  
 18 Trips Westbound (Entering)

PM Peak Hour:  $\ln(T) = 0.94 \ln(X) + 0.27$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.94 \ln(29) + 0.27$   
 $\ln(T) = 31$  Trips  
 11 Trips Eastbound (Exiting)  
 20 Trips Westbound (Entering)

### Proposed Developments

Estimated with Institute of Transportation Engineers Trip Generation, 11<sup>th</sup> Edition

ITE Land Use: 210 Single Family Detached Housing

Number of Proposed Homes: 144 Total (94 Kimball Lane Rezoning + 50 Summitridge Rezoning)

AM Peak Hour Directional Distribution: 26% Entering, 74% Exiting

PM Peak Hour Directional Distribution: 63% Entering, 37% Exiting

ADT:  $\ln(T) = 0.92 \ln(X) + 2.68$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.92 \ln(144) + 2.68$   
 $\ln(T) = 1411$  Trips

AM Peak Hour:  $\ln(T) = 0.91 \ln(X) + 0.12$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.91 \ln(144) + 0.12$   
 $\ln(T) = 103$  Trips  
 76 Trips Eastbound (Exiting)  
 27 Trips Westbound (Entering)

PM Peak Hour:  $\ln(T) = 0.94 \ln(X) + 0.27$  where T=Trips Ends and X=Number of Dwelling Units  
 $\ln(T) = 0.94 \ln(144) + 0.27$   
 $\ln(T) = 140$  Trips  
 52 Trips Eastbound (Exiting)  
 88 Trips Westbound (Entering)

Assumptions for Traffic Distribution of AM and PM Peak Hour Trips:

68% Trips utilizing Summitridge Road

AM: 70 Trips = 52 Trips Eastbound (Exiting), 18 Trips Westbound (Entering)

PM: 95 Trips = 35 Trips Eastbound (Exiting), 60 Trips Westbound (Entering)

32% Trips utilizing Kimball Lane

AM: 33 Trips = 24 Eastbound (Exiting), 9 Trips Westbound (Entering)

PM: 45 Trips = 17 Eastbound (Exiting), 28 Trips Westbound (Entering)

## **SOUTH FRANKLIN STREET TURN LANE ANALYSIS**

- 1) Intersection of South Franklin Street and Summitridge Road
  - a. Left Turn Lane Analysis

### **AM Proposed Traffic**

Per VDOT Data & ITE Manual, Total AM Peak Trips generated = 129 Trips (90 exiting and 39 entering)

AM Peak Hour Analysis:

- 27 (6%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 420 VPH + 13 VPH + 17 VPH = 450 VPH
- Opposing Volume = 181 VPH + 5 VPH + 3 VPH = 189 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*: **None Warranted** (please see Attachments).

### **PM Proposed Traffic**

Per VDOT & ITE Manual, Total PM Peak Trips generated = 154 trips (56 exiting and 98 entering)

PM Peak Hour Analysis:

- 29 (13.7%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 181 VPH + 18 VPH + 12 VPH = 211 VPH
- Opposing Volume = 420 VPH + 42 VPH + 20 VPH = 482 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*: **None Warranted** (please see Attachments).

- b. Right Turn Lane Analysis

### **AM Proposed Traffic**

Per VDOT Data & ITE Manual, Total AM Peak Trips generated = 129 Trips (90 exiting and 39 entering)

AM Peak Hour Analysis:

- 12 Vehicles per Hour Turning Right from Franklin Street onto Summitridge Road
- Approach Volume = 181 VPH + 5 VPH + 3 VPH = 189 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*: **None Warranted** (please see Attachments).

### **PM Proposed Traffic**

Per VDOT & ITE Manual, Total PM Peak Trips generated = 154 trips (56 exiting and 98 entering)

PM Peak Hour Analysis:

- 69 Vehicles per Hour Turning Right from Franklin Street onto Summitridge Road
- Approach Volume = 420 VPH + 42 VPH + 20 VPH = 482 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*: **Full-Width Turn Lane and Taper Required** (please see Attachments).

2) Intersection of South Franklin Street and Kimball Lane  
a. Left Turn Lane Analysis

### **AM Proposed Traffic**

Per VDOT Data & ITE Manual, Total AM Peak Trips generated = 57 Trips (42 exiting and 15 entering)

AM Peak Hour Analysis:

- 10 (2.3%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 420 VPH + 13 VPH + 6 VPH = 439 VPH
- Opposing Volume = 181 VPH + 2 VPH = 183 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*: **None Warranted** (please see Attachments).

### **PM Proposed Traffic**

Per VDOT Data & ITE Manual, Total PM Peak Trips generated = 76 trips (28 exiting and 48 entering)

PM Peak Hour Analysis:

- 14 (6.7%) Vehicles per Hour Turning Left from South Franklin Street
- Advancing Volume = 181 VPH + 18 VPH + 8 VPH = 207 VPH
- Opposing Volume = 420 VPH + 20 VPH = 440 VPH
- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix E*: **None Warranted** (please see Attachments).

b. Right Turn Lane Analysis

### **AM Proposed Traffic**

Per VDOT Data & ITE Manual, Total AM Peak Trips generated = 57 Trips (42 exiting and 15 entering)

AM Peak Hour Analysis:

- 5 Vehicles per Hour Turning Right from Franklin Street onto Kimball Lane
- Approach Volume = 181 VPH + 3 VPH = 184 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*: **None Warranted** (please see Attachments).

### **PM Proposed Traffic**

Per VDOT Data & ITE Manual, Total PM Peak Trips generated = 76 trips (28 exiting and 48 entering)

PM Peak Hour Analysis:

- 34 Vehicles per Hour Turning Right from Franklin Street onto Kimball Lane
- Approach Volume = 420 VPH + 20 VPH = 440 VPH
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*: **Right Taper Warranted** (please see Attachments).

# EXISTING FRANKIP + SUMMIT RIDGE

## WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

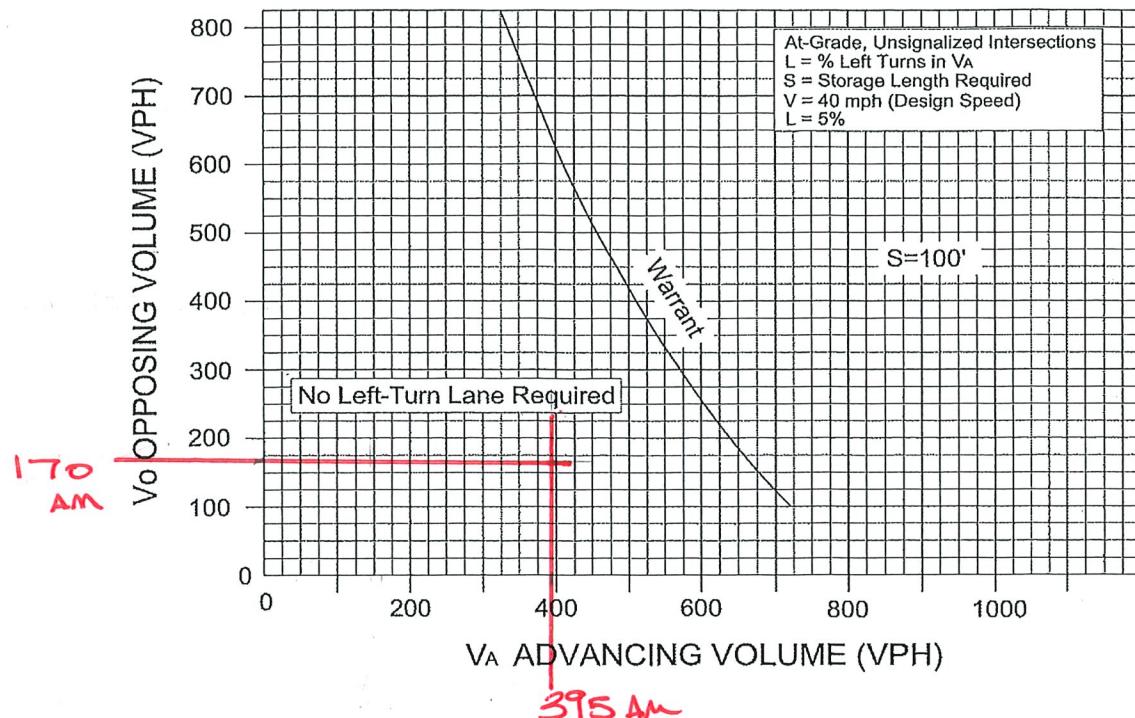


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

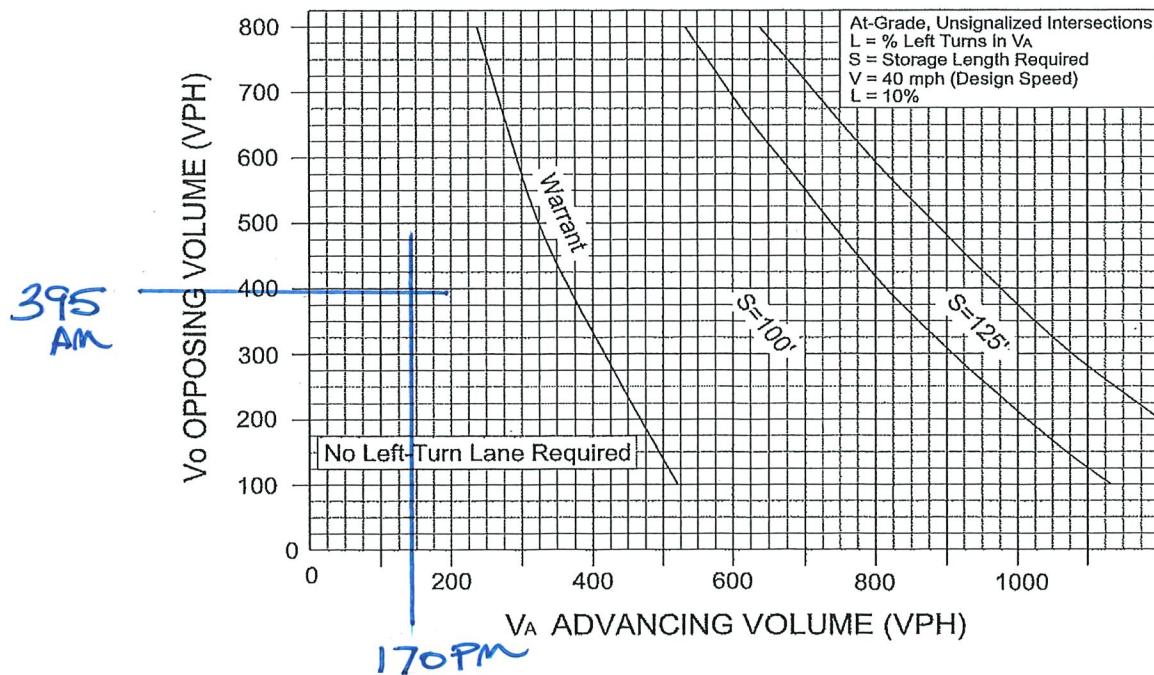
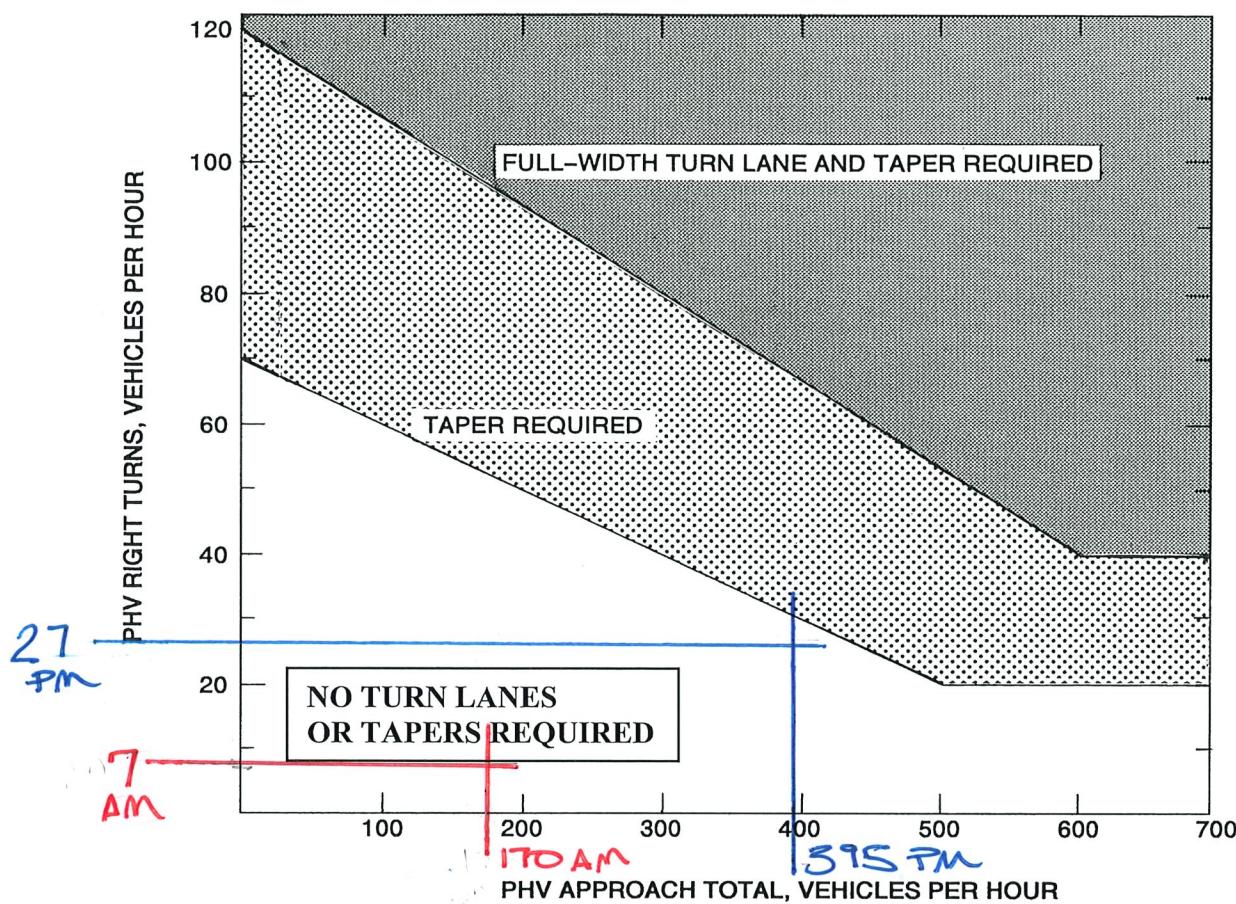


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY



**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

**LEGEND**

**PHV** - Peak Hour Volume (also Design Hourly Volume equivalent)

**Adjustment for Right Turns**

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula:  $PHV = ADT \times K \times D$

$K$  = the percent of AADT occurring in the peak hour

$D$  = the percent of traffic in the peak direction of flow

Note: An average of 11% for  $K \times D$  will suffice.

When right turn facilities are warranted, see Figure 3-1 for design criteria.\*

## WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

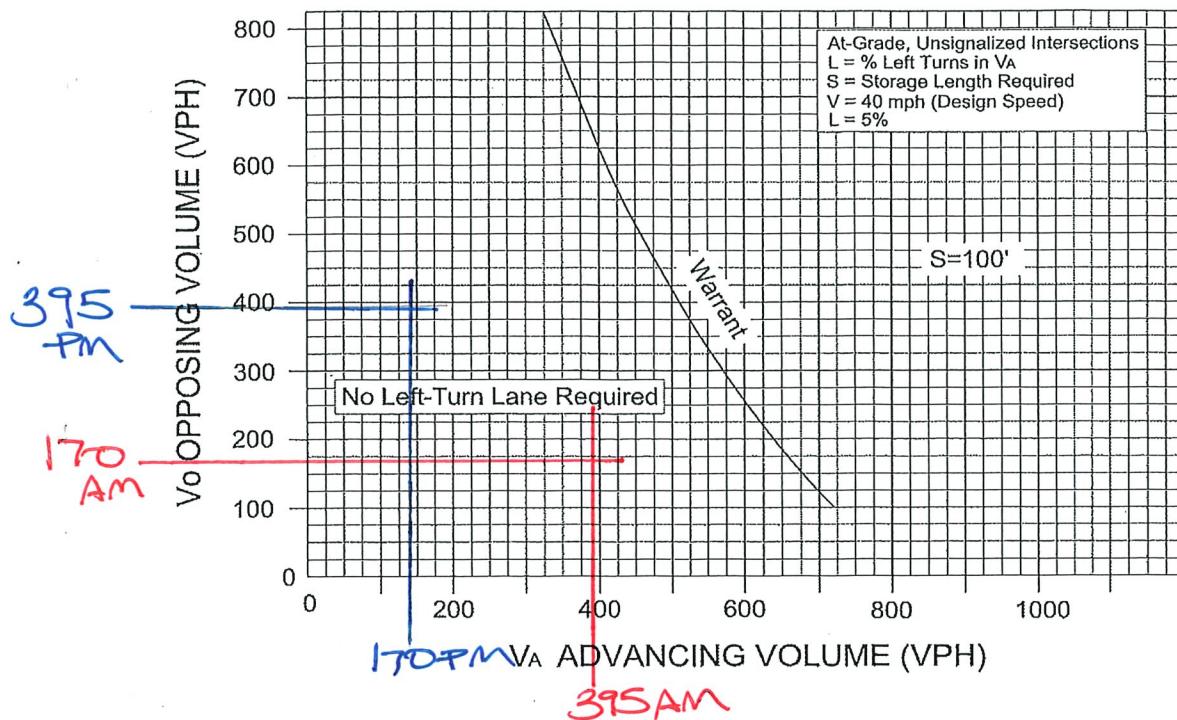


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

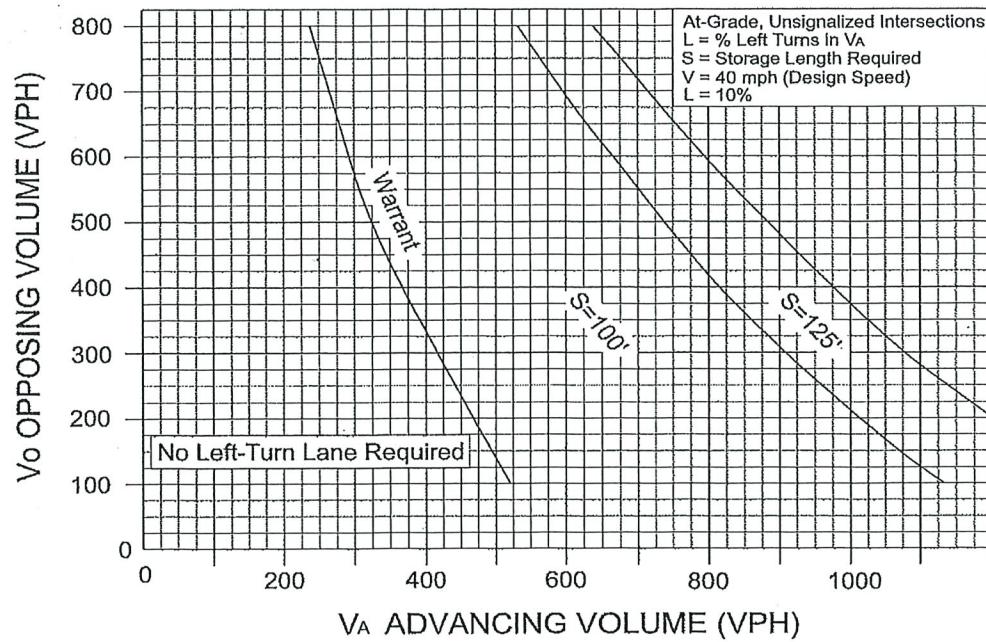
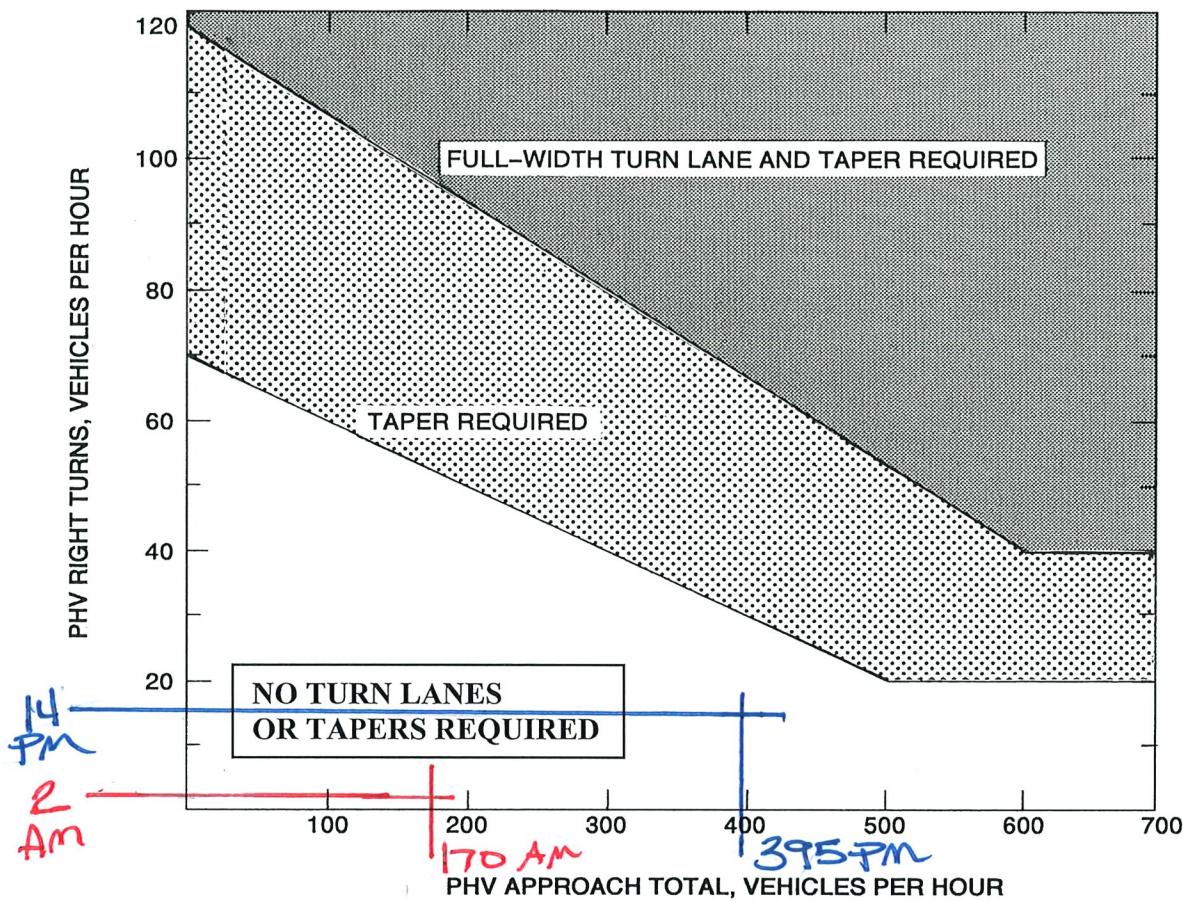


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY



**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

**LEGEND**

**PHV** - Peak Hour Volume (also Design Hourly Volume equivalent)

**Adjustment for Right Turns**

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula:  $PHV = ADT \times K \times D$

$K$  = the percent of AADT occurring in the peak hour

$D$  = the percent of traffic in the peak direction of flow

Note: An average of 11% for  $K \times D$  will suffice.

When right turn facilities are warranted, see Figure 3-1 for design criteria.\*

## WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

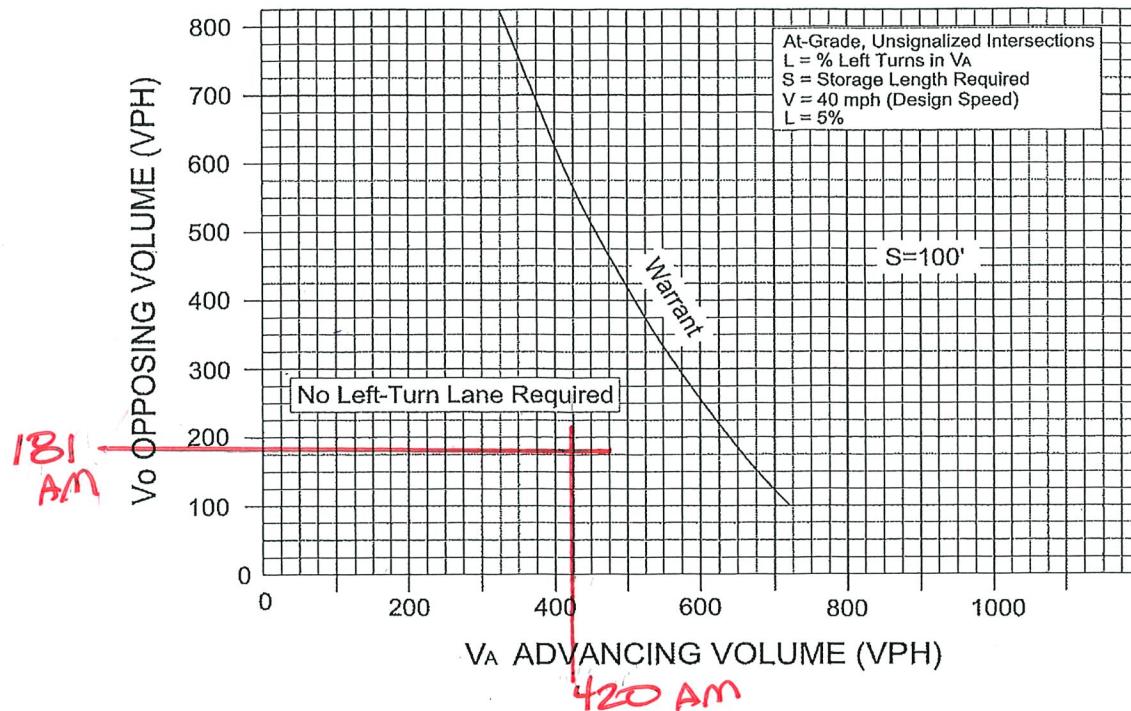


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

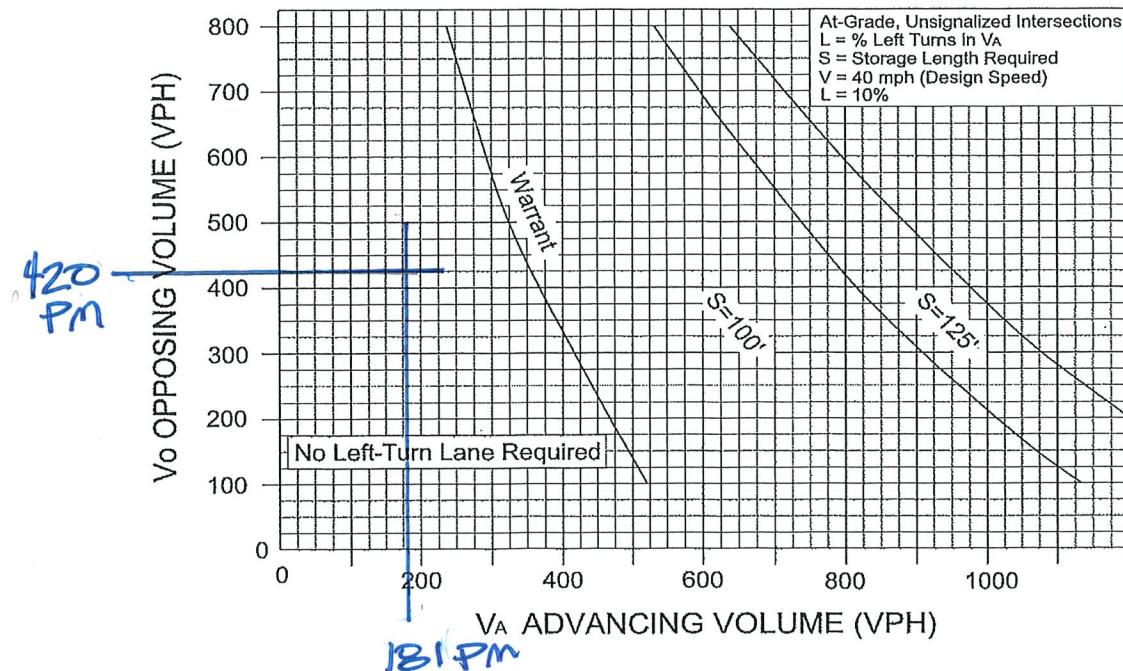
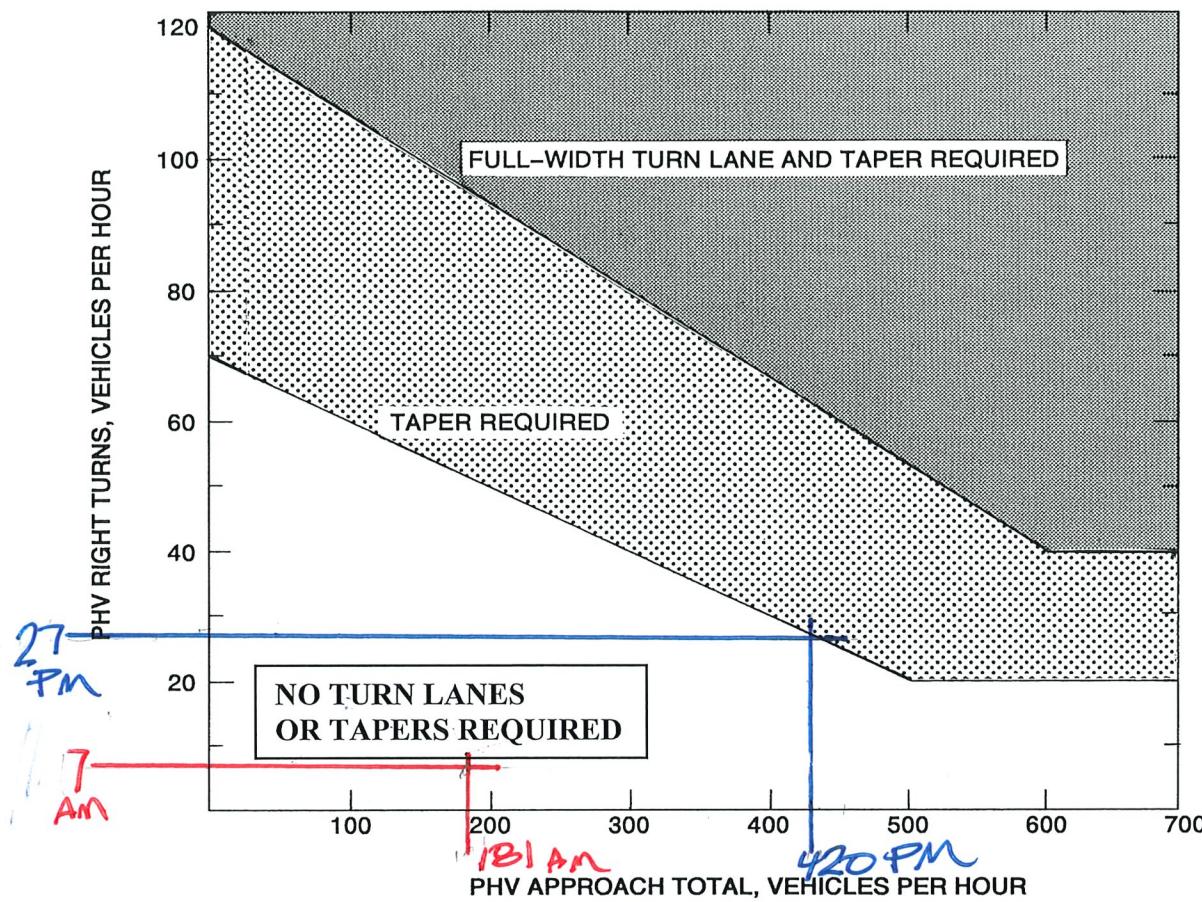


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY



**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

**LEGEND**

**PHV** - Peak Hour Volume (also Design Hourly Volume equivalent)

**Adjustment for Right Turns**

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula:  $PHV = ADT \times K \times D$

$K$  = the percent of AADT occurring in the peak hour

$D$  = the percent of traffic in the peak direction of flow

Note: An average of 11% for  $K \times D$  will suffice.

When right turn facilities are warranted, see [Figure 3-1](#) for design criteria.\*

## WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

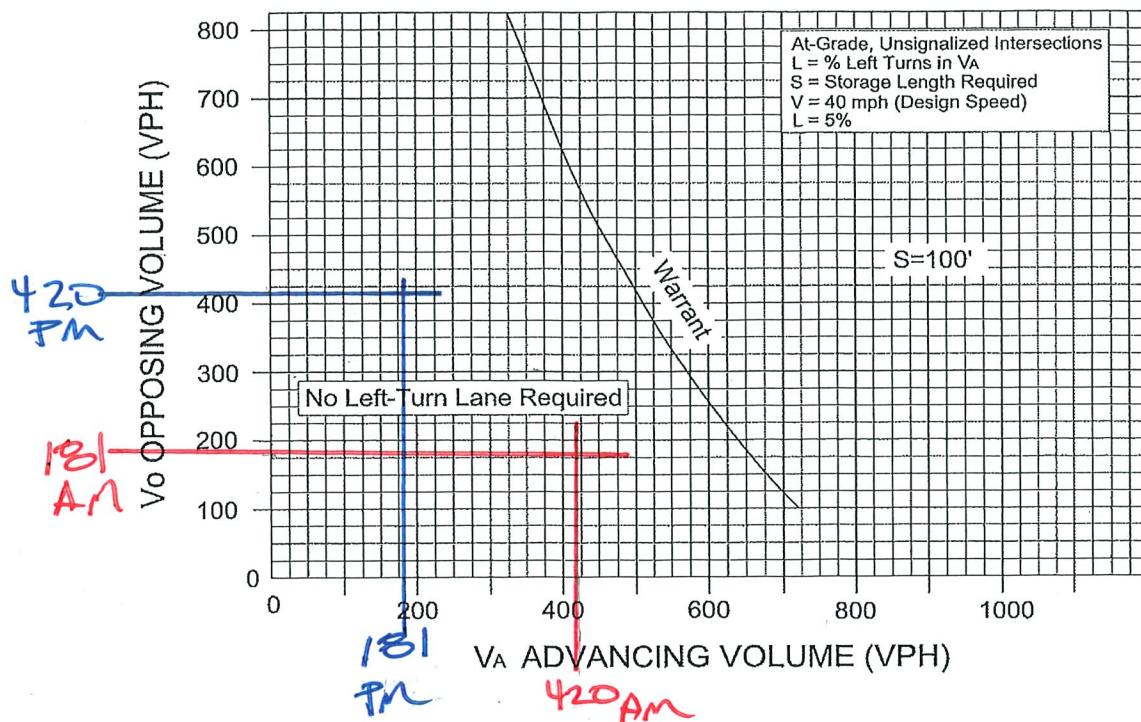


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

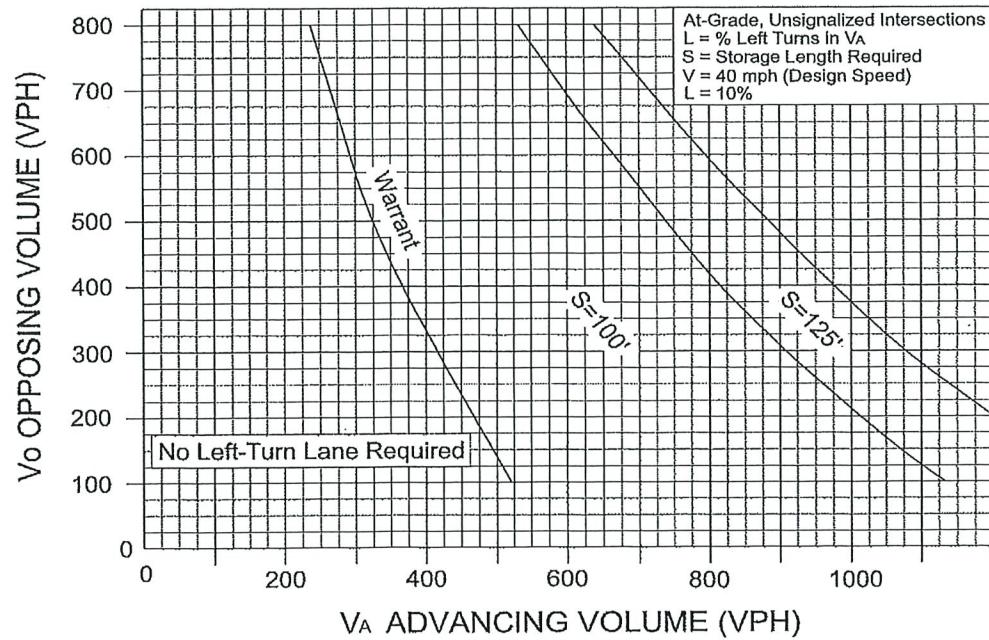
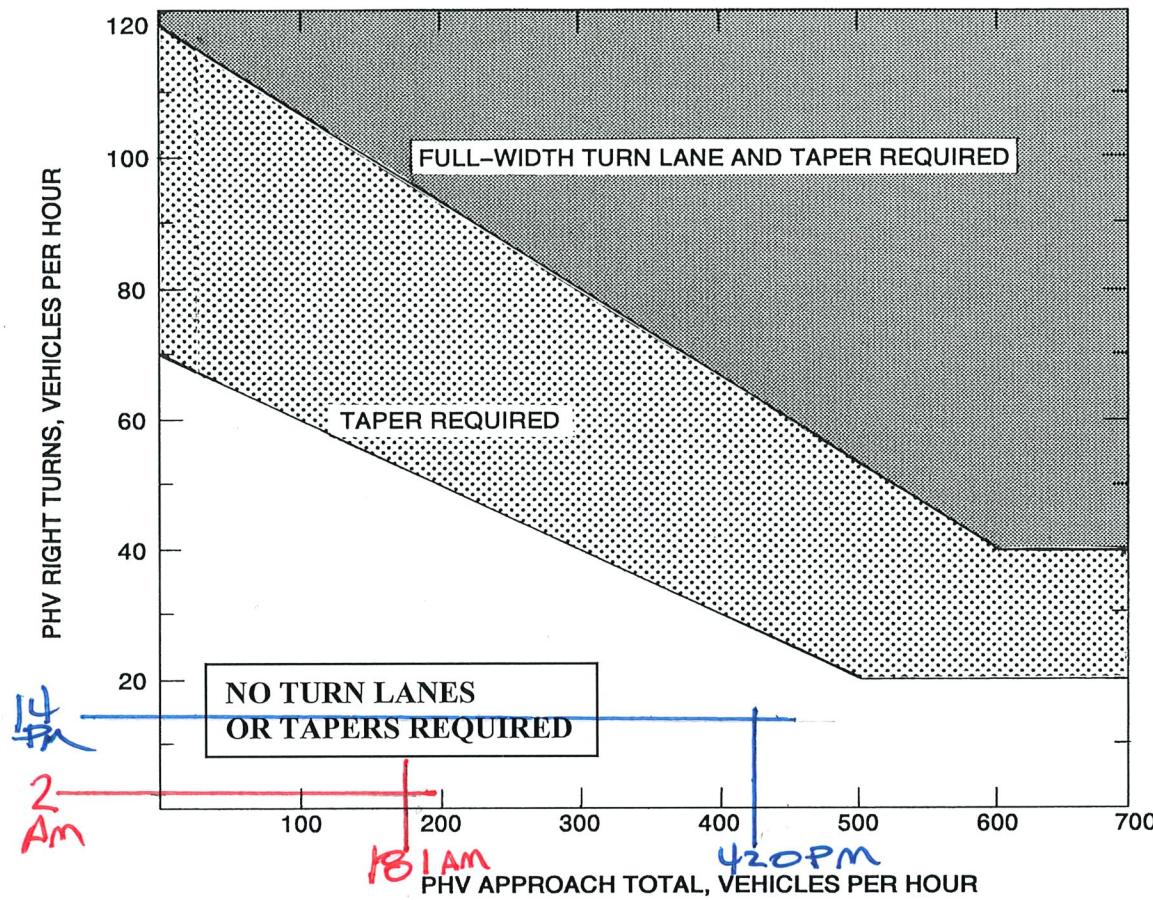


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY



**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

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## WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

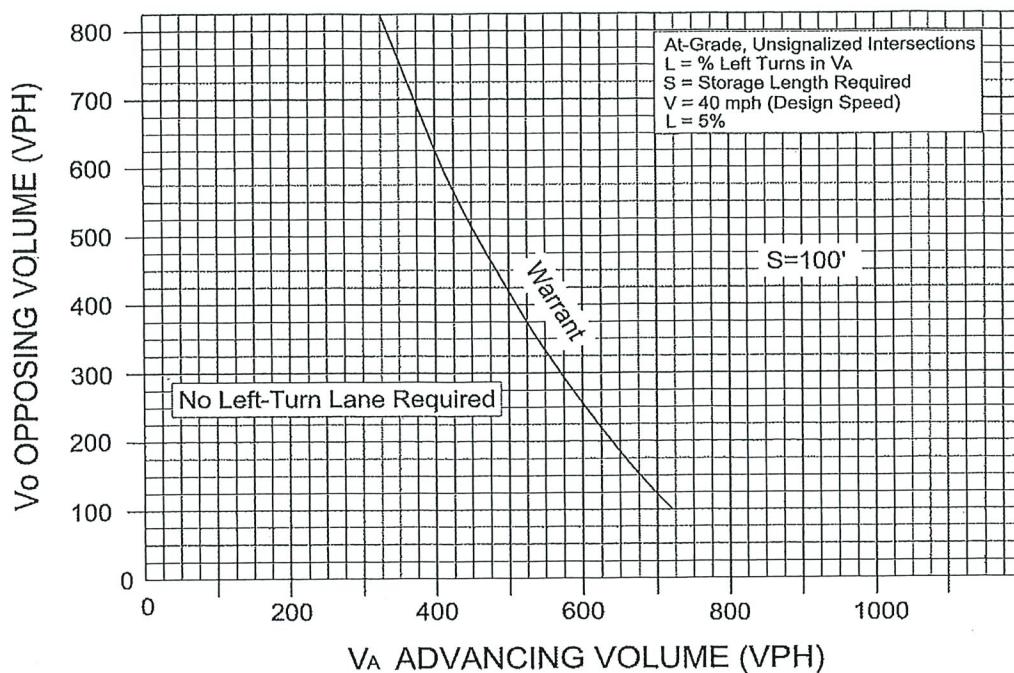


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

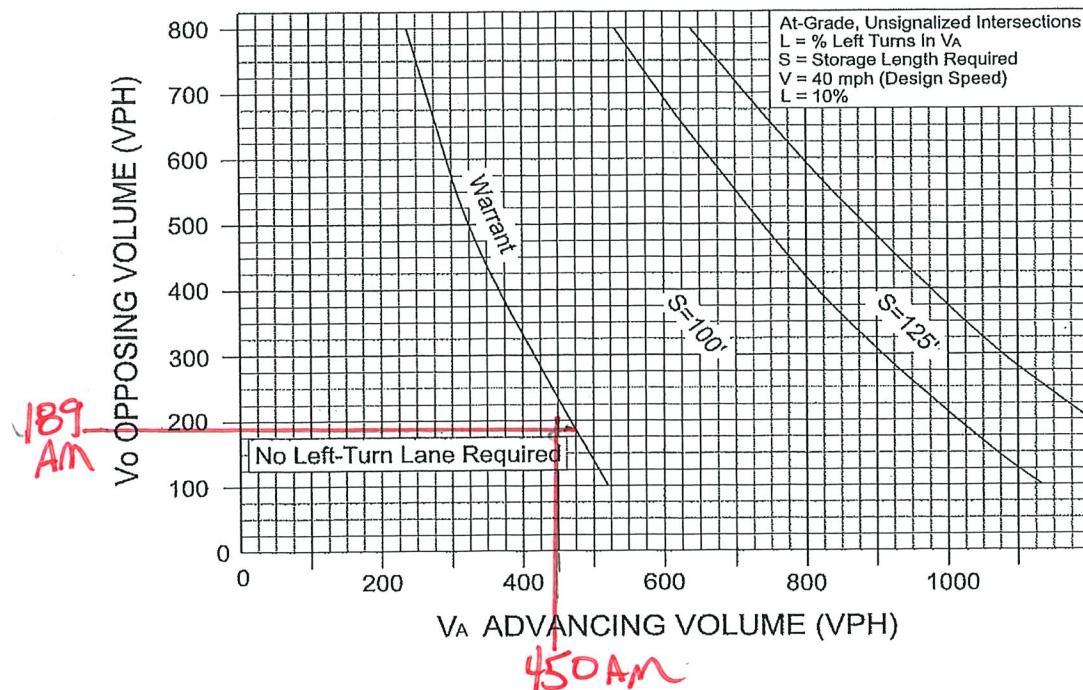


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

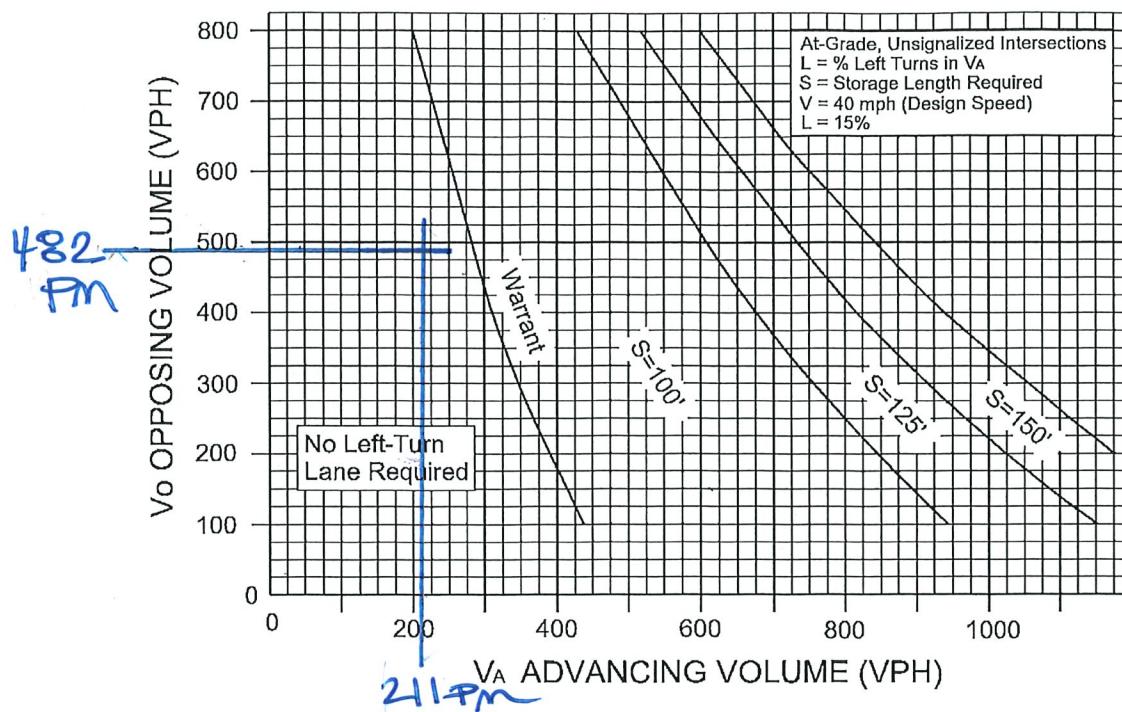


FIGURE 3-6 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

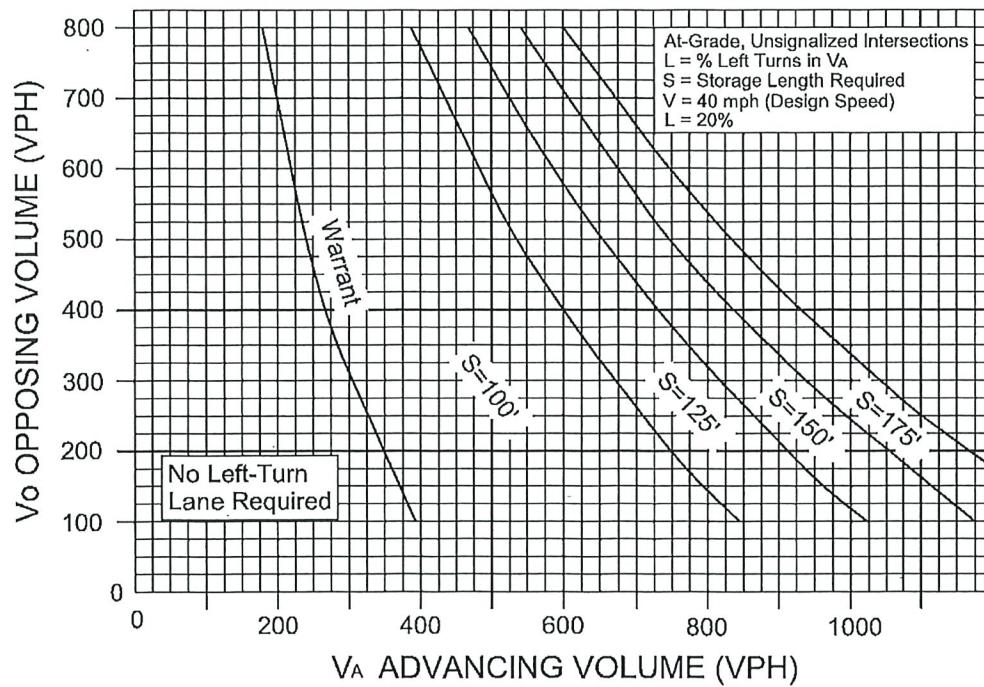
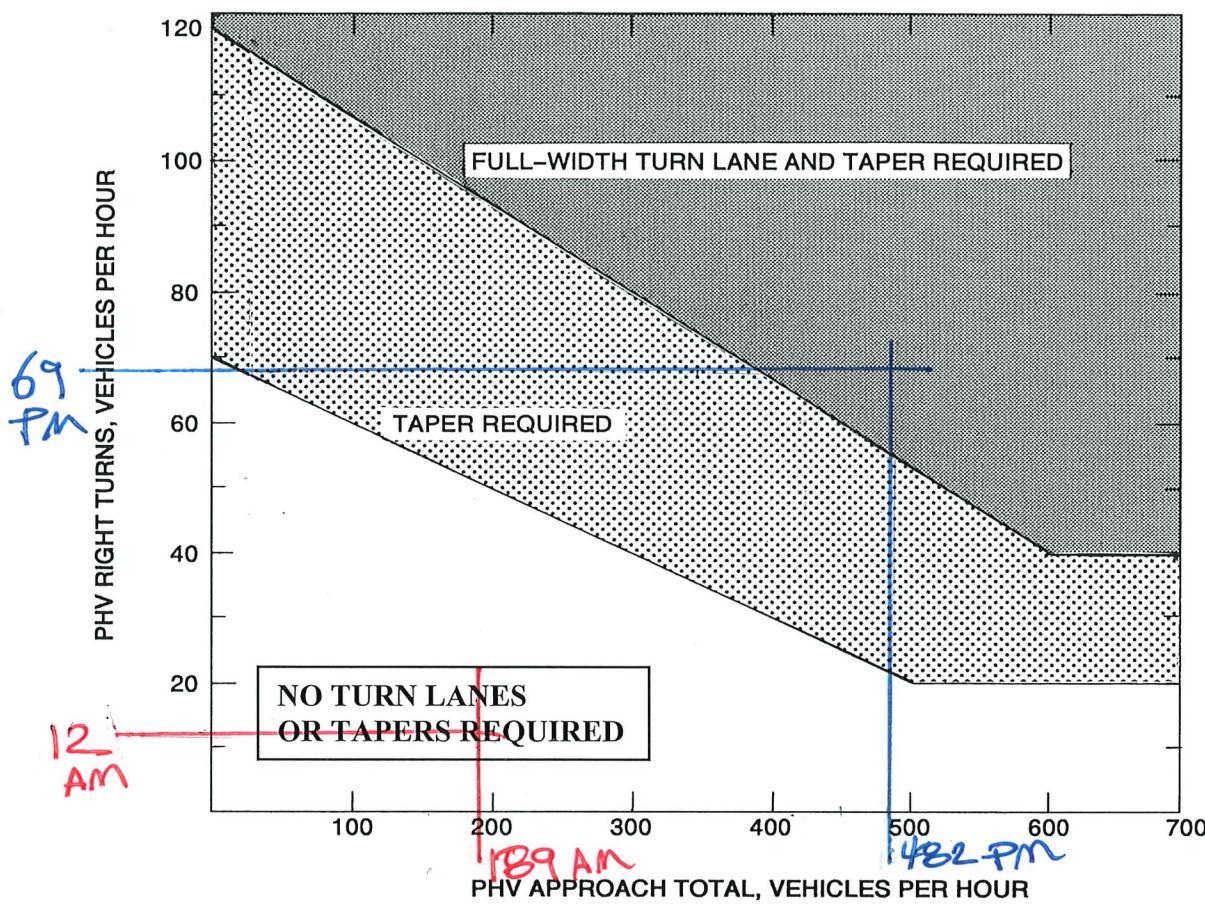


FIGURE 3-7 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY



**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

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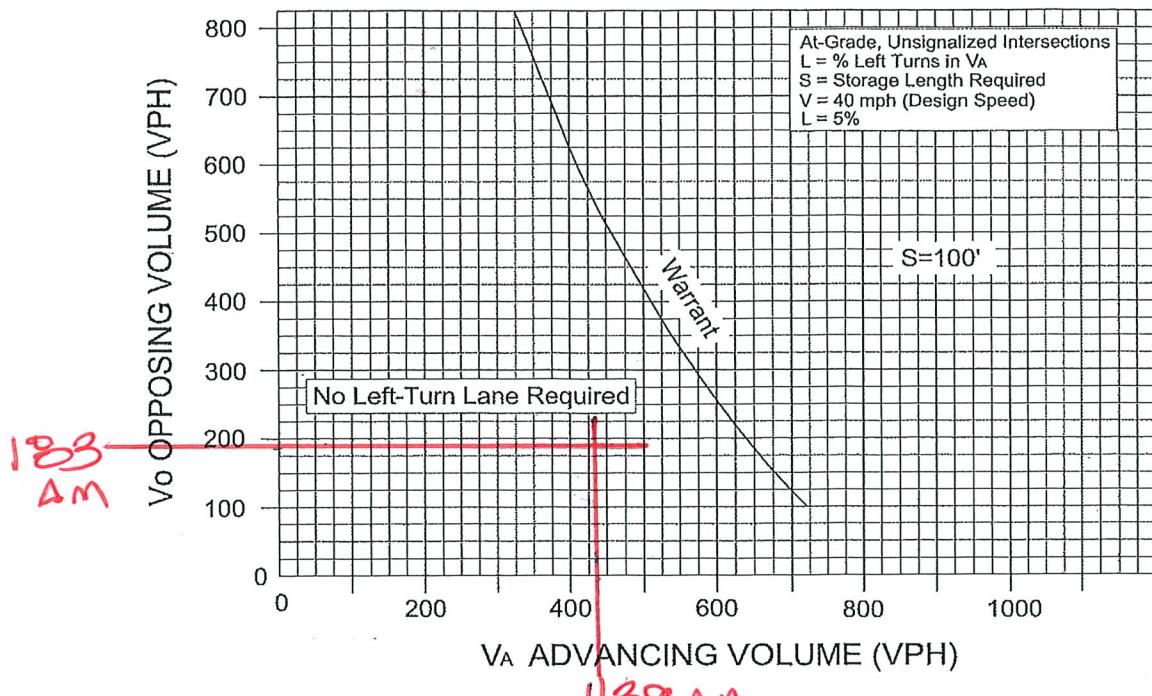


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

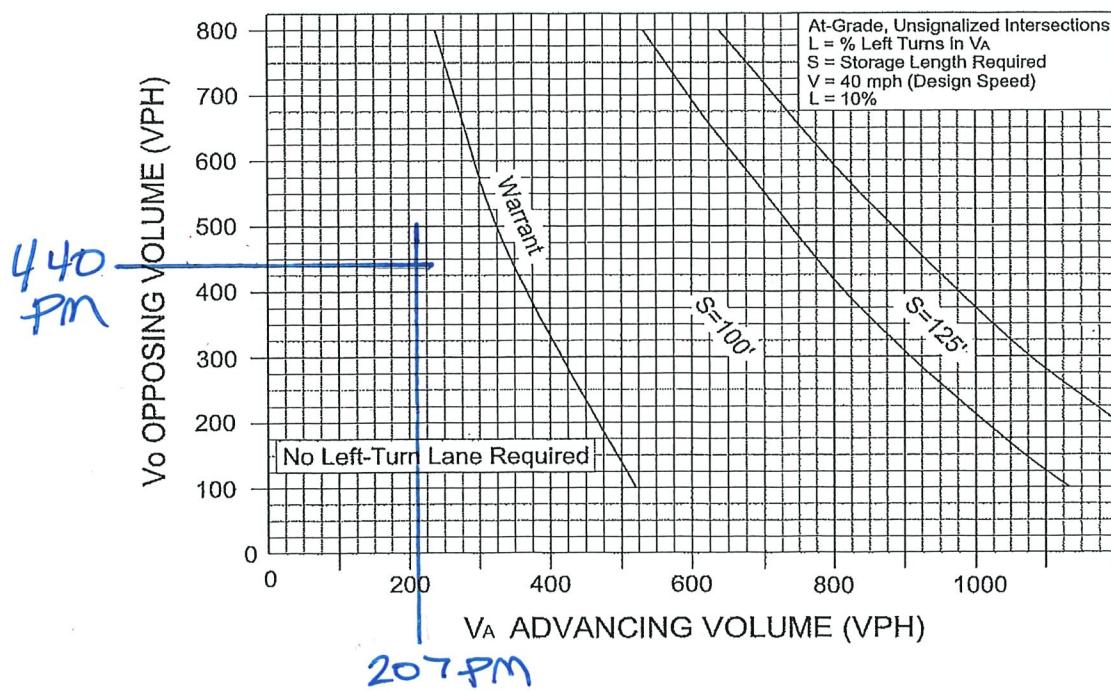


FIGURE 3-5 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

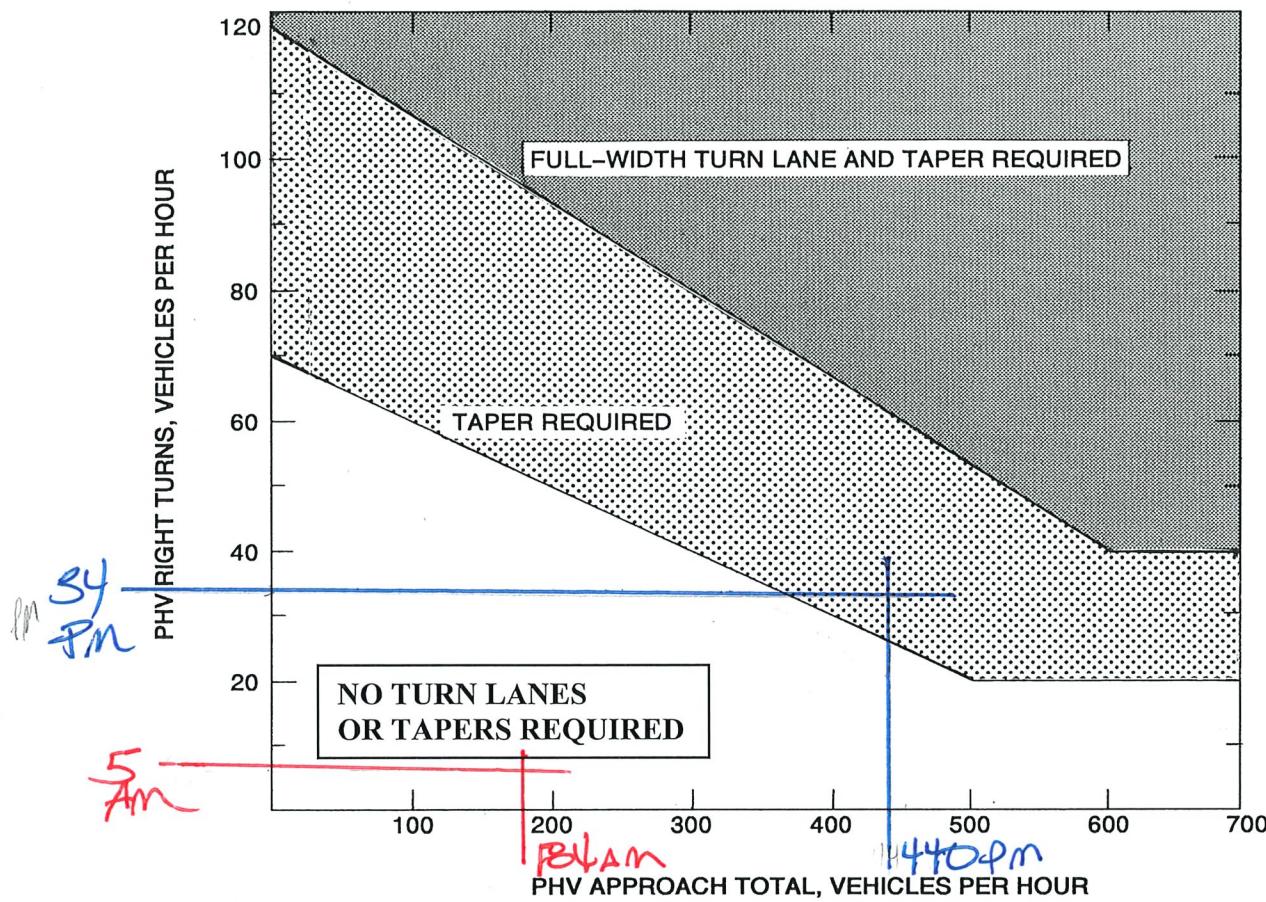


FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

#### LEGEND

PHV - Peak Hour Volume (also Design Hourly Volume equivalent)

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Note: An average of 11% for  $K \times D$  will suffice.

When right turn facilities are warranted, see Figure 3-1 for design criteria.\*

## **RWJW LLC - REZONING PROFFER STATEMENT**

**December 12, 2025**

Proffer Statement for a requested rezoning application of Tax Parcel #557-A 20 located west of Rogers Drive SW. (Reference Chapter 42 of the Town of Christiansburg Zoning Ordinance effective date November 20, 1987)

Pursuant to Section 42-12(b) of the Town of Christiansburg Zoning Ordinance, the owner hereby voluntarily proffers that this property will be developed in accordance with the following conditions if and only if, approval of the proposed rezoning is granted. These proffers will be included in all future transactions of the property to all owners, their successors, and assigns.

I hereby proffer the development of the subject property of this application shall be in strict accordance with the conditions set forth in this submission.

- 1) The property shall be developed at a maximum density of 2.5 single family detached residential units per acre.
- 2) Any residential subdivision development on the subject parcel shall include the construction of a public road connection from Tax Parcel 557-A 22 to Rogers Drive SW to facilitate interparcel connectivity for residential and emergency service vehicles.
- 3) Any road improvements warranted that are directly attributable to the proposed project based on final engineered site plans will be the owner's responsibility, unless otherwise directed by the Town of Christiansburg Engineering Department.
- 4) The existing vegetated area located adjacent to the Walnut Grove subdivision shall be preserved above the existing grade elevation of 2190' as determined by a topographic survey.
- 5) No more than fifty three (53) R-1 single family detached residential units shall be constructed on the subject parcel within three years of the requested R-1 rezoning approval. An updated traffic impact analysis will be provided by a Virginia licensed Professional Engineer and submitted to the Town of Christiansburg Engineering Department after a certificate of occupancy is issued on the 53<sup>rd</sup> unit and prior to the issuance of any additional building permits for the remaining R-1 single family detached residential units. Should new road improvements, not previously identified, be warranted based on the new analysis, the owner shall be responsible for providing those improvements prior to receiving any additional certificates of occupancy permits for the remaining R-1 single family lots.

Owner / Applicant



12-15-25

Date

Commonwealth of Virginia  
County of Montgomery

The foregoing instrument was acknowledged before me this 15<sup>th</sup> day of December 2025 by:

Roger Woody of Montgomery County.

12-15-25

Notary Public

My commission expires 09/30/2026

Sherry Kay Trout-Van Dyke  
NOTARY PUBLIC  
REGISTRATION # 7782676  
COMMONWEALTH OF VIRGINIA  
MY COMMISSION EXPIRES September 30, 2026

## **Jillian Layton**

---

**From:** David Bradshaw <dbradshaw@interactivegis.com>  
**Sent:** Monday, September 29, 2025 5:38 PM  
**To:** PlanningCommission; jknies@christiansburg.org; Retta Jackson  
**Cc:** TownCouncil  
**Subject:** Rezoning Request RZN-2025-03

Dear Planning Commissioners,

I am David Bradshaw, a resident of Christiansburg, Virginia, living at 475 Summit Ridge Road. I regret that I cannot attend tonight's Planning Commission meeting. After reviewing the meeting packet, I am writing to express my concerns regarding agenda item Rezoning Request RZN-2025-03. While I support development, I am concerned about large-scale projects that could overburden the aging utility infrastructure downstream and exacerbate existing traffic congestion on Franklin Street leading into town.

I urge the Planning Commission to reject the rezoning request and its proffer statement, maintaining the current agricultural zoning. According to my understanding of Chapter 42, Article II, Agricultural District A, this zoning allows for a more limited number of homes, which would reduce strain on utilities and traffic compared to the proposed 95 or 106 new homes.

Additionally, I believe this project impacts Summit Ridge Road residents. The recent land resurvey under Instrument #2025002842, dated 5/19/25, suggests plans to connect this development to the dead end on Summit Ridge. I reiterate the same concerns I raised during the previous rezoning and Conditional Use Permit that the developer proposed at the dead end of Summit Ridge Road.

Thank you for considering my input. Thank you for your time.

Sincerely,

David Bradshaw

## **Jillian Layton**

---

**From:** David Bradshaw <dbradshaw0igis@gmail.com>  
**Sent:** Monday, September 29, 2025 5:41 PM  
**To:** PlanningCommission; jknies@christiansburg.org; Retta Jackson  
**Cc:** TownCouncil

Dear Planning Commissioners,

I am David Bradshaw, a resident of Christiansburg, Virginia, living at 475 Summit Ridge Road. I regret that I cannot attend tonight's Planning Commission meeting. After reviewing the meeting packet, I am writing to express my concerns regarding agenda item Rezoning Request RZN-2025-03. While I support development, I am concerned about large-scale projects that could overburden the aging utility infrastructure downstream and exacerbate existing traffic congestion on Franklin Street leading into town.

I urge the Planning Commission to reject the rezoning request and its proffer statement, maintaining the current agricultural zoning. According to my understanding of Chapter 42, Article II, Agricultural District A, this zoning allows for a more limited number of homes, which would reduce strain on utilities and traffic compared to the proposed 95 or 106 new homes.

Additionally, I believe this project impacts Summit Ridge Road residents. The recent land resurvey under Instrument #2025002842, dated 5/19/25, suggests plans to connect this development to the dead end on Summit Ridge. I reiterate the same concerns I raised during the previous rezoning and Conditional Use Permit that the developer proposed at the dead end of Summit Ridge Road.

Thank you for considering my input. Thank you for your time.

Sincerely,

David Bradshaw

## Jillian Layton

---

**From:** Debbie Breon <dsbreon@verizon.net>  
**Sent:** Thursday, October 2, 2025 10:22 AM  
**To:** PlanningCommission  
**Subject:** Opposition to zoning request for 300 Kimball Lane (tax parcel 557)

> Dear Members of the Christiansburg Planning Commission:

>>

>> We are writing to respectfully urge you to deny the zoning request submitted by Roger Woody, registered agent for RWJW Properties, LLC, to rezone the property located at 300 Kimball Lane SW (Tax Parcel 557-((A))-20; parcel ID 016002, and consisting of approximately 37.987 acres, from Agricultural District (A) to Single Family Residential (R). This property is designated as Residential on the future land use map of the 2013 Christiansburg Comprehensive Plan.

>>

>> We have lived in our current address for 19 years and have witnessed firsthand how our infrastructure has changed. For the first 11 years, we never experienced a single power outage. Now outages are frequent and disruptive, the electrical grid can't support 90-100 new homes. We understand the need for growth, this proposal raises serious concerns for our community:

>>

>> • Electric Grid Limitations: Our neighborhood already experiences frequent power outages. Adding 90–100 new homes would place even greater strain on an already fragile system.

>>

>> • Traffic Impact: Increased residential density will significantly worsen traffic congestion in and around S. Franklin street affecting safety and commute times. There is only one bridge to cross over I81, what will the impact of increased traffic be to that bridge?

>>

>> • Insufficient Infrastructure: Before approving such a large development, the town must address core infrastructure needs — including roads, utilities, and emergency services — to ensure they can support additional residents. We currently experience fluctuations in water pressure. There is also a water runoff issue during rainstorms.

>>

>> We respectfully ask the commission to prioritize the long-term sustainability and livability of our community. Please consider denying this rezoning request until these critical issues are properly addressed.

>>

>> Thank you for your time and service to our community.

>>

>> Sincerely,

>>

>> Debbie and Dave Breon

>> 445 Mulberry Drive

>> Christiansburg, VA 24073

>>

>>

## **Jillian Layton**

---

**From:** Grove, Brian <[bgrove@vt.edu](mailto:bgrove@vt.edu)>  
**Sent:** Wednesday, October 1, 2025 3:57 PM  
**To:** PlanningCommission; [jknies@christiansburg.org](mailto:jknies@christiansburg.org)  
**Subject:** Kimble Lane Rezoning Request

I would like to understand the process of how community members are notified by the Town of Christiansburg about rezoning requests that come before the Planning Commission. I own the property on the corner of South Franklin and Summit Ridge at 25 Summit Ridge where the proposed new right turn lane will be added to accommodate the new proposed subdivision off Kimble Lane. I was not happy to learn of this project through a Everything Christiansburg Facebook post. My understanding is that others received certified letters informing them of the project. Why was I not notified? If I had, then I would have been there for the public hearing to ask questions that pertained to this proposed turn lane. I also heard that some on the committee even questioned why there were not more people there at the public hearing.

I would like to understand more about what the right turn lane entails and how the Town handles the encroachment onto my property. There are many issues from the Shentel box and water main box that probably all sits in the proposed turn lane. There is also significant water runoff that funnels its way to the corner of our property where a culvert is located. It does not currently handle the runoff. I can only imagine more traffic volume turning from Summit Ridge onto South Franklin. It does back up now from 4-5 cars at a time at certain parts of the day. I am already concerned by turning cars now when mowing our property due to them speeding around the turn and up the road. When I can feel the breeze off of the car it is too close and unsettling. I would like to meet with someone to discuss how this turn lane directly affects us and how we are compensated when the land is taken away from our property. I understand that this is 3-4 years from now, but I want it discussed now.

I am usually an understanding individual when things are discussed and have been informed, but at the moment I am an unhappy Christiansburg town citizen. I expect a reply back to discuss the matter further.

Sincerely,  
Brian Grove

### **BRIAN GROVE | Director of Dining Services**

**Virginia Tech | Dining Services**  
190 West Campus Drive, New Hall West Suite 151-F (0428)  
Blacksburg, VA 24061  
540.231.3723 | [bgrove@vt.edu](mailto:bgrove@vt.edu)

Achiever | Significance | Responsibility | Self-Assurance | Deliberative



## Jillian Layton

---

**From:** Ian Friend <ifriend@sasbuilders.com>  
**Sent:** Monday, October 6, 2025 2:37 PM  
**To:** PlanningCommission; TownCouncil  
**Subject:** Kimball Lane Project

Good Afternoon,

I am writing to express my support for the proposed Kimball Lane project. I have been a resident of Christiansburg for nine years—previously living on Summit Ridge Road, near the project site, and now residing on Wooden Shoe Court. I should note that I work for a local developer; however, I have no affiliation with this particular project. My perspective comes simply as a nearby resident who knows and appreciates the character of this part of town.

That area is a wonderful place to live—convenient to I-81, walkable to downtown, and close to a public park. Christiansburg is in urgent need of additional single-family housing options, as most new development in recent years has focused on multi-family or townhouse products. The proposed project's density of roughly 2.5 single-family units per acre (about 0.4 acres per lot, on average) represents a balanced and appropriate use of the land—not high-density by today's standards, but rather a natural continuation of the existing neighborhood. In fact, my understanding is that the existing roads were designed and stubbed out years ago with this type of extension in mind.

With homes selling in just days, the only sustainable way to address our local housing challenges is to increase supply. This project provides one of the few tangible opportunities for the Town to positively impact housing affordability and availability within town limits. We can either bury our heads in the sand as our workforce and families move farther out into Montgomery County (or other counties)—or we can take thoughtful action now to create more places for people to live and thrive right here in Christiansburg.

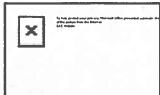
Thank you for your time and consideration of this project.

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### Ian Friend

Project Manager, SAS Builders, Inc.

p: (540) 953-2080 | m: (540) 553-1280 | f: (540) 953-2630



## **Jillian Layton**

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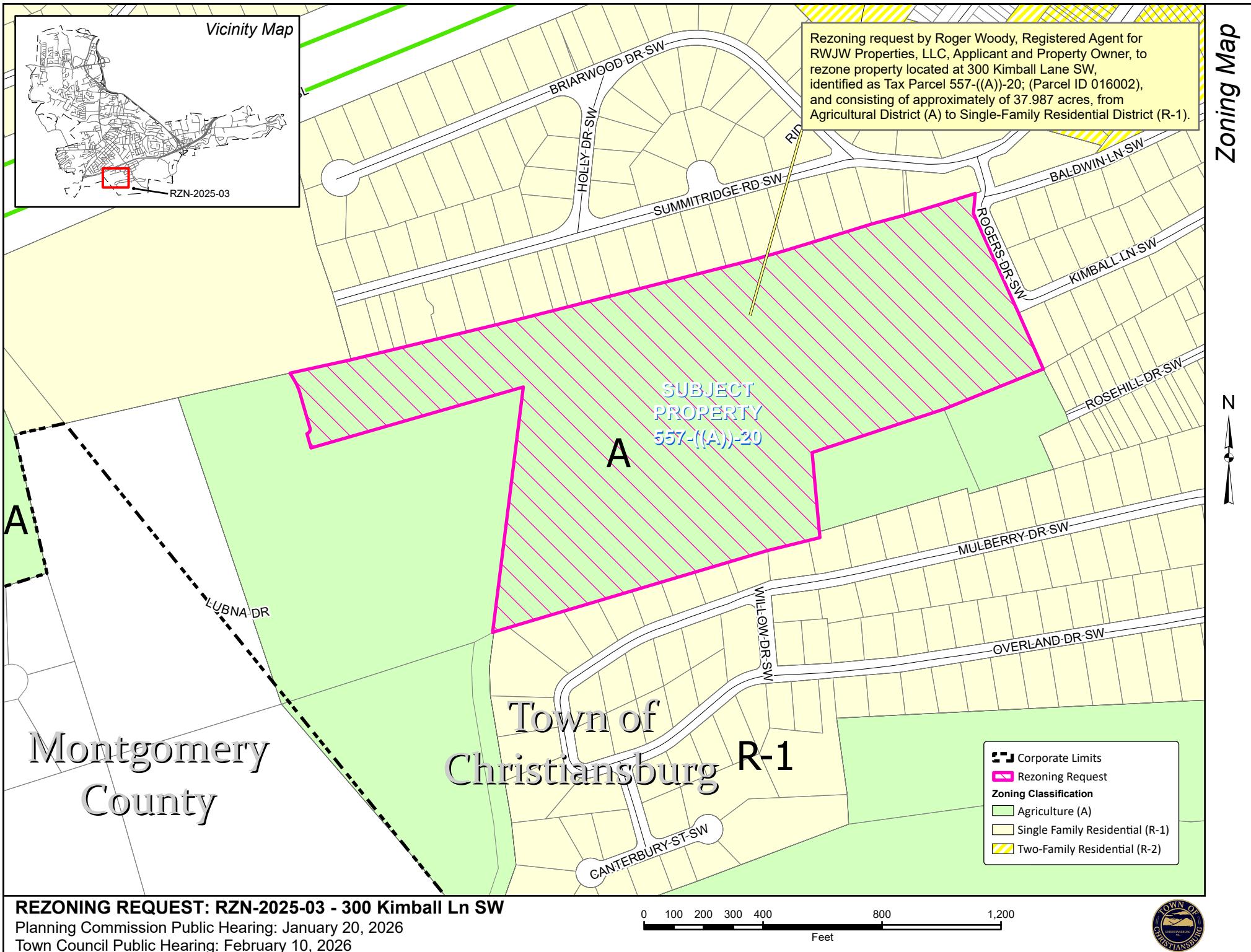
**From:** cubpack145@gmail.com  
**Sent:** Friday, October 10, 2025 11:28 AM  
**To:** PlanningCommission; jknies@christiansburg.org; Retta Jackson; Mike Barber; TownCouncil  
**Subject:** Comments Regarding the Property Rezoning off Rogers Dr. and Kimball Ln

Dear Planning Commission and Town Council:

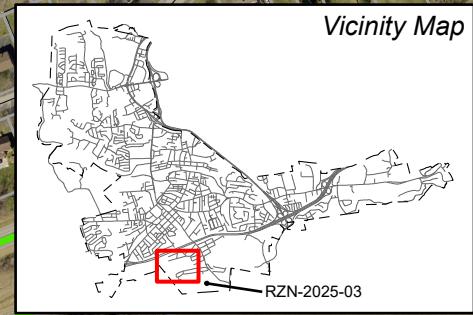
My husband and I own a home at 140 Kimball Lane, less than a block from the proposed rezoning request for the agricultural property off Rogers Drive and Kimball Lane. We were not informed of the request from the town or the developer. I wish to express my extreme concerns and objections to this rezoning.

1. I have learned of the proposal after rezoning of this property for 90-100 homes in addition to a development of 60 homes at the end of Summit Ridge Road.
2. I understand the need for more affordable housing as I rent the 140 Kimball Lane home well below the market value to help my fellow citizens.
3. I am aware of the history of this property as it was owned by Dan Laimer, former owner of now defunct Block One cryptocurrency company, with grandiose ideas of turning that property into a luxury estate.
4. Christiansburg is a town, not an urban or city, requiring the claustrophobic cramming of houses that would be needed to place 90-100 homes onto this property.
5. There is no shortage of homes in Christiansburg as there are 8 homes for sale within 1 mile of my residential home, thus there is no need for additional 160 homes.
6. Kimball Lane and Rogers Drive are not wide enough to handle the average of 250 (2-3 vehicles per property) vehicles daily.
7. Kimball Lane is crumbling. The roadway in front of 140 and 110 Kimball have had major repairs, thus could not handle the construction vehicles and then the daily commute of vehicles.
8. The infrastructure of water and sewer lines are failing. The owner of 145 Kimball had a failed water/sewer line that required their driveway and yard to be torn up to make repairs.
9. Stormwater is always an issue for the even-side of Kimball Drive as water runs through the backyards, and 2 sump pumps are needed in our home's basement. College Street was plagued for years with stormwater issues from overbuilding in that area and the existing homes experienced great damage. This could be repeated in this South Franklin area with brashness of this proposal.
10. The Summit Ridge and Kimball intersections to South Franklin Road are dangerous already. Vehicles approaching Pilot Road travel at high rates of speeds and there is a slight curve. Exiting Kimball requires constant visual of both directions of S. Franklin and the near Rosehill, Gum and Colonial Drives.
11. With the increase of homes not selling, the Town is inadvertently encouraging home investors to purchase multiple single-residential properties to rent at prices to make a profit, thus unaffordable for most citizens. There is a growing trend of VT parents buying homes in our town for their students to reside. I can easily point out the number rental homes owned and neglected by absentee landlords. This situation of too much house inventory does NOT create affordable housing OR a sense of safe neighborhoods.
12. Approval of overbuilding of homes with cramped properties, little to no green space and overuse of old roadways through existing neighborhoods is NOT the direction Town of Christiansburg wants to take to maintain its small-town safe characteristics and overwhelm town services.

Thank you,  
Lisa Bass  
270 Morning Star Lane



Vicinity Map



Aerial Map



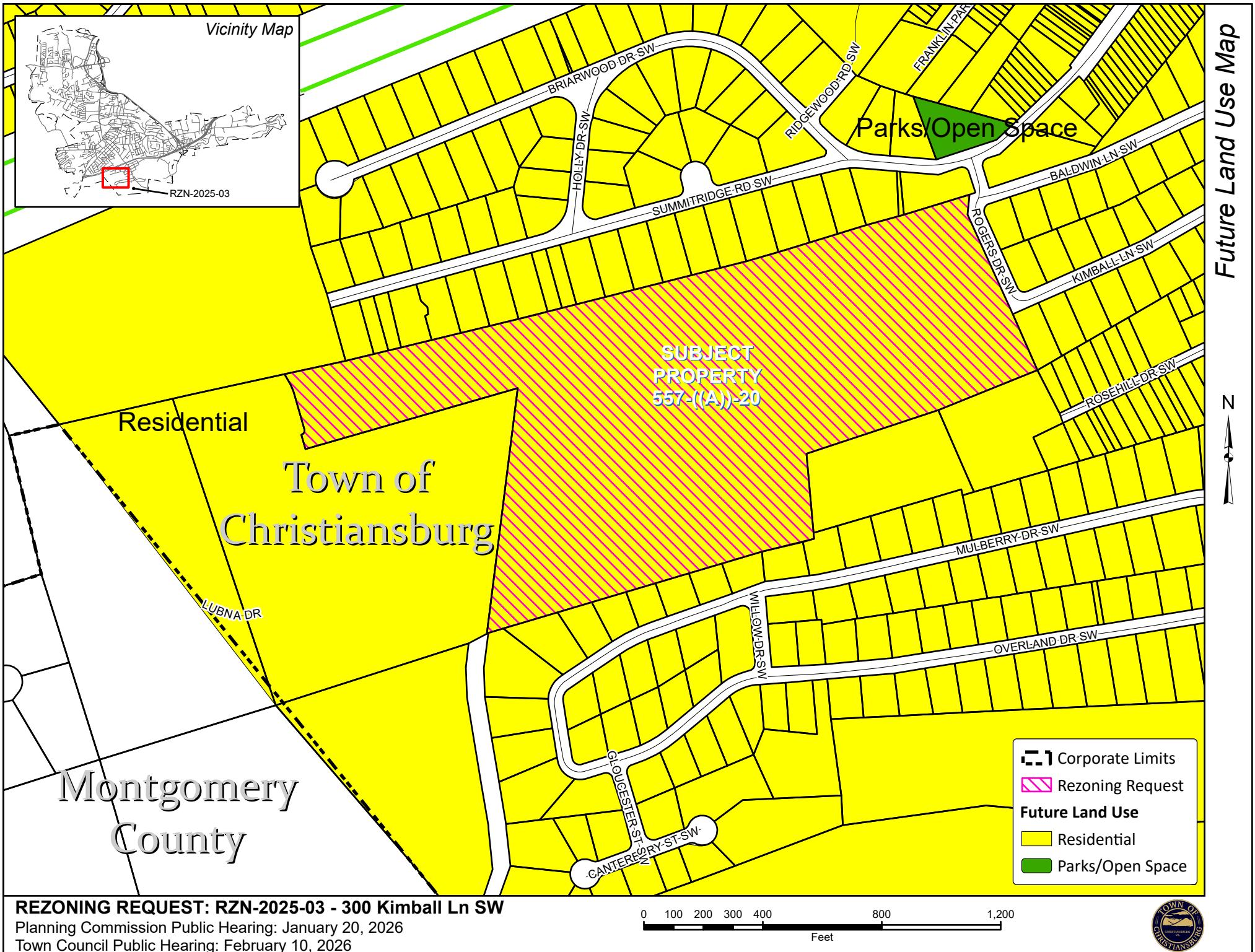
**REZONING REQUEST: RZN-2025-03 - 300 Kimball Ln SW**

Planning Commission Public Hearing: January 20, 2026

Town Council Public Hearing: February 10, 2026

0 100 200 300 400 800 1,200  
Feet





ABSOLUTE CONSTRUCTION LLC  
2040 LUBNA DR  
CHRISTIANSBURG VA 24073

BRENTON DOMITROVIC  
350 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

COLLIN ALEXANDER LIPSCOMB  
KATHERINE SHELTON LIPSCOMB  
380 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

DAVID T BREON  
DEBORAH S BREON  
445 MULBERRY DR  
CHRISTIANSBURG VA 24073

GERALD E THOMPSON  
BETTY L THOMPSON  
330 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

JAMES THOMAS WILLIAMS III  
HARRIET L WILLIAMS  
320 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

KARL FISHER  
SANDRA FISHER  
395 MULBERRY DR  
CHRISTIANSBURG VA 24073

MICHAEL A HORNING  
MELISSA HORNING  
500 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

PAUL HALE  
SUSAN HALE  
290 KIMBALL LN  
CHRISTIANSBURG VA 24073

ROBERT A HODGES  
DANA B HODGES  
420 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

ALAN DAVID BOWLES  
BECKY SIFFORD BOWLES  
405 MULBERRY DR  
CHRISTIANSBURG VA 24073

CHARLES E WEBER JR  
4842 HIGHVIEW DR  
DUBLIN VA 24084-4730

CYNTHIA GWINN  
470 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

DEREK LEE WOODY  
CASSIDY LEANNE WOODY  
2040 LUBNA DR  
CHRISTIANSBURG VA 24073

HARVEY A SPAHR  
TERRI P SPAHR  
390 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

JEFFREY A COCHRAN  
KIM L COCHRAN  
455 MULBERRY DR  
CHRISTIANSBURG VA 24073

KENNETH MALLORY  
SARAH KATHLEEN MALLORY  
415 MULBERRY DR  
CHRISTIANSBURG VA 24073

MICHAEL K LEE  
LAURA J LEE  
425 MULBERRY DR  
CHRISTIANSBURG VA 24073

RANDY D HUTCHINSON  
MARGARET A HUTCHINSON  
385 MULBERRY DR  
CHRISTIANSBURG VA 24073

RUDY C BAGWELL ESTATE  
C/O SUSAN B HALE EXEC  
6831 DUNKARD RD  
DUBLIN VA 24084

ARTHUR C SCHWINDT  
C/O MARY L SCHWINDT  
410 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

CHARLES S KAMIENSKI  
JULIE ANNE KAMIENSKI  
400 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

DANA C HUFFMAN  
290 BALDWIN LN SW  
CHRISTIANSBURG VA 24073

ERIK L WOODY  
BRENDA L WOODY  
2030 LUBNA DR  
CHRISTIANSBURG VA 24073

HOWARD KEITH KIDD  
SHEILA K KIDD  
480 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

JOELLE B FERRELL  
360 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

MATTHEW JAMES STANLEY  
365 MULBERRY DR  
CHRISTIANSBURG VA 24073

MICHAEL R BLANKENSHIP  
CHEARL J BLANKENSHIP  
460 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

RICKY HAVENS  
310 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

RWJW PROPERTIES LLC  
144 OAK TREE BLVD  
CHRISTIANSBURG VA 24073

RWW4 LLC  
144 OAK TREE BLVD  
CHRISTIANSBURG VA 24073

SCOTT A FRIEND  
JENNIFER W FRIEND  
340 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

STEVEN H HUPPERT TRUST  
C/O STEVEN H HUPPERT TRS  
440 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

TABITHA D HODGE  
250 SUMMITRIDGE RD  
CHRISTIANSBURG VA 24073

VANESSA L BOHR  
465 MULBERRY DR  
CHRISTIANSBURG VA 24073

WILLIAM P OETJENS  
435 MULBERRY DR  
CHRISTIANSBURG VA 24073

MONTGOMERY COUNTY BOARD OF  
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CHRISTIANSBURG VA 24073