Town of Christiansburg
2013 Comprehensive Plan

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Ashley Parsons, Co-Chair
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Kali Casper, Planner II

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Acknowledgements

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Mark Sisson, Police Chief
Valerie Tweedie, Finance Director/Treasurer

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Terry Caldwell, Director of Aquatics
Adam Carpenetti, Assistant to the Town Manager
Joe Coyle, Rescue Captain
Brad Epperley, Director of Parks and Recreation
Billy Hanks, Fire Chief/Fire Marshall
Jerry Heinline, Building Official
Allison Long, Public Information Specialist
Becky Wilburn, Director of Human Resources and Public Relations
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PLANNING DEPARTMENT STAFF

Nichole Hair, Planning Director
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Dayton Poff, GIS Coordinator
Jessie Nester, Project Manager
Roy Nester, Project Manager

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TABLE OF CONTENTS

►Denotes Map or Table

I. Introduction

Purpose and Nature of the Plan I-1
►Population Projections Table I-1
Authority I-1
Plan Organization I-1
Citizen Participation I-2
Implementation and Review I-2
Revisions I-2
Christiansburg Overview I-3
►Location of the Town Of Christiansburg Map I-4
►New River Valley Map I-5

II. Government

Governance II-3
Goals and Strategies II-4
Budget and Financial Management II-4
Priority Based Budgeting II-5
Goals and Strategies II-6
Communications II-6
Goals and Strategies II-7

III. Environment

Natural Resources III-1
Goals and Strategies III-1
Stormwater, Water Quality, and Watersheds III-3
►Flood Hazard Areas & Watersheds Map III-5
Goals and Strategies III-6
Open Space III-8
Goals and Strategies III-8
Pollution Control III-8
Goals and Strategies III-8

IV. Parks and Recreation/Aquatics

Parks IV-1
►Public Recreational Areas Serving Christiansburg Map IV-2
Goals and Strategies IV-3
Facilities IV-4
Goals and Strategies IV-4
Programs and Activities IV-5
Goals and Strategies IV-6

V. Infrastructure Services

Potable Water Services V-1
►Water Service Area Map V-3
Goals and Strategies V-4
Sanitary Sewer Services V-4
►Sewer Service Area Map V-6
Goals and Strategies V-7
Sludge Disposal and Industrial Waste V-7

DRAFT

Solid Waste Disposal V-7
Recycling V-8
Goals and Strategies V-8
Stormwater Management V-8
Goals and Strategies V-9
Private Utilities V-10
Energy V-10
Telecommunications & Technology V-11
Goals and Strategies V-11

VI. Public Safety

Communications VI-1
Goals and Strategies VI-1
Law Enforcement VI-1
Goals and Strategies VI-2
Fire Protection VI-2
►Fire Protection Service Area Map VI-4
Goals and Strategies VI-5
Rescue and Emergency Services VI-5
►Rescue Squad Service Area Map VI-6
Goals and Strategies VI-7
New River Valley Hazard Mitigation Plan VI-7
Emergency Response VI-7
Goals and Strategies VI-8

VII. Transportation

Regional Transportation & Beyond VII-1
New River Valley Metropolitan Planning Organization VII-1
New River Valley Planning District Commission VII-2
Corridors of Statewide Significance VII-2
Transit and Multi-Modal Transportation VII-4
Bus Service VII-4
Ride Sharing VII-5
Rail Service VII-5
Taxi Service VII-5
Air Service VII-5
Special Needs Population VII-6
Goals and Strategies VII-6
Bikeways and Walkways VII-7
Safe Routes to School VII-8
►Bikeway and Walkway Trails Map VII-9
Goals and Strategies VII-10
Road Network VII-11
Functional Classification System VII-11
►Street Classifications Map VII-12
Traffic Calming Program VII-13
Street Improvement Projects & Priorities VII-13
►Road Improvement Projects Map VII-16
Funding and Maintenance VII-17
Goals and Strategies VII-17

VIII. Community and Economic Development

Regional Cooperation and Partnerships VIII-1
Goals and Strategies VIII-3
Historic Downtowns VIII-3

DRAFT

Goals and Strategies VIII-3
Commercial and Industrial Development VIII-4
Goals and Strategies VIII-4
Tourism VIII-5
Events and Attractions VIII-5
Goals and Strategies VIII-6
Workforce Development VIII-7
Goals and Strategies VIII-7
Historic Preservation VIII-7
►Christiansburg Historic Sites Table VIII-8
►Historic Resources Map VIII-9
Goals and Strategies VIII-10
Community Character VIII-10
►Planning Areas Map VIII-11
Goals and Strategies VIII-12

IX. Land Use and Planning

Existing and Future Land Use and Planning IX-1
►Development Over Time Map IX-2
►Zoning Map IX-3
►Christiansburg Land Area and Percent of Total Area by Zoning District Table IX-4
Housing IX-6
►1990-2010 Housing Growth Table IX-6
►2010 Housing Units and Vacancy Rates Table IX-6
Goals and Strategies IX-7
Goals and Strategies IX-8
Future Land Use Classifications IX-9
►Percent of Total Area by Future Land Use Classification Table IX-10
►Future Land Use Map IX-11
►Conservation – Limited Development Map IX-12

X. Glossary

XI. Appendix A

Comprehensive Plan Implementation Work Program XI-1
Working List of Transportation Projects XI-1
Agriculture and Forestal Land XI-1
►2007 Farms, Land in Farms, and Average Size of Farms Table XI-2
►2007 Farm Income and Sales – Montgomery County Table XI-2
Mineral Resources XI-2
Wetlands XI-2
Council Appointed Boards, Commissions, and Committees XI-3
Other Boards, Commissions, and Committees XI-4
►Christiansburg Area Public Recreation Facilities Table XI-7
►Cambria Historic District Map XI-8
►Downtown Historic District Map XI-9
►East Main Street Historic District Map XI-10
►South Franklin Street Historic District Map XI-11
Demographics XI-12
Population: Yesterday and Today XI-12
►Current Population Trends Table XI-12
Population Projections XI-13
►Population Projections Table XI-13
Sex Distribution XI-14
►2010 Sex Distribution Table XI-14

DRAFT

Racial Distribution XI-15
►2010 Race and Hispanic Origin Table XI-15
Age Distribution XI-16
►2010 Age Distribution Table XI-16
Comprehensive Plan Citizen Survey XI-17
Revisions XI-19

XII. Appendix B

Goals and Strategies by Chapter XII-1
Government XII-1
Environment XII-3
Parks and Recreation/Aquatics XII-8
Infrastructure Services XII-11
Public Safety XII-15
Transportation XII-18
Community and Economic Development XII-22
Land Use and Planning XII-26

DRAFT

Introduction

Purpose and Nature of the Plan

Due to its scope, the Comprehensive Plan is general in nature and reflects the vision of local officials and citizens for the Town's future. It examines current conditions and provides goals and strategies intended to enhance the Town's functions, appearance, and livability. The Plan is the principal tool to guide growth and development in the community. According to the Weldon Cooper Center for Public Service, Christiansburg's population is projected to grow at a rate that exceeds the growth rate in Montgomery County, the region, and the state.

Population Projections

	2010 Total Population	2020 Total Population Projection	Projected % Change from 2010-2020	2030 Total Population Projection	Projected % Change from 2020-2030	2040 Total Population Projection	Projected % Change from 2030-2040
Town of Christiansburg	**21,041**	**24,606**	**16.94%**	**28,172**	**14.49%**	**31,737**	**12.65%**
Montgomery County	94,392	105,293	11.55%	116,278	10.43%	127,338	9.51%
New River Valley	178,237	192,063	7.76%	205,845	7.18%	219,419	6.59%
Virginia	8,001,024	8,811,512	10.13%	9,645,281	9.46%	10,530,228	9.17%

Source: Weldon Cooper Center for Public Service, U.S. Census Bureau, Census 2010.

As Christiansburg continues to grow, the demand for public services and community facilities increases. Through planned public facilities and services, the Town considers future needs while maintaining community values. Anticipating future needs and improvements allows the Town to budget for these infrastructure improvements and guides the investment of public funds and services. Expected community growth and change necessitate Comprehensive Plan revisions and amendments to remain dynamic and valuable.

Authority

The authority for preparation of the Comprehensive Plan originates with § 15.2-2223 of the Code of Virginia:

> The local planning commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and every governing body shall adopt a comprehensive plan for the territory under its jurisdiction.

Not only is planning required by the Code of Virginia, it protects the Town from legal challenges by providing a rational, predictable basis for decision-making that reflects the public interest.

Plan Organization

The *2013 Town of Christiansburg Comprehensive Plan* is comprised of this Introduction, Glossary, Appendix A, and Appendix B as well as sections on Government, Environment, Parks and Recreation/Aquatics, Infrastructure Services, Public Safety, Transportation, Community and

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Economic Development, and Land Use and Planning. These sections include background information, existing conditions, and goals and implementation strategies to aid in directing future growth and development. In addition, the Plan will be amended to include neighborhood plans for the Planning Areas shown on the Planning Areas Map in the Community and Economic Development chapter as they are developed. A major goal of the Comprehensive Plan Subcommittee for the Comprehensive Plan is to produce a plan document that is user-friendly, organized, and easy to implement.

Goals and implementation strategies are derived from analysis of existing conditions, detailed staff review, and public input. Long-range goals and implementation strategies aid in constructing policies for executing the Plan. Implementing goals and strategies will necessitate future examination and evaluation of the zoning ordinance, subdivision ordinance, capital improvements plan, and other relevant Town regulations and policies. Since many of these goals and strategies are inter-related, they are often repeated with cross-references from section to section.

Citizen Participation

An important component of any comprehensive plan is the participation of the citizens in the development of the plan. In order to ensure that the Plan meets citizens' needs and desires, Christiansburg has included public input in every step of the planning process. Christiansburg began the process with public outreach meetings with businesses, non-profits, churches, homeowners associations, and other citizen organizations. Public input surveys were included with Town utility bills, posted online on Survey Monkey (linked from the Town website), and provided at all public outreach meetings. A sample survey is included in Appendix A for reference. Christiansburg hosted public work group meetings over a three month period to develop the Plan's central themes. These work group meetings were advertised in the Roanoke Times. The Comprehensive Plan Subcommittee held bi-monthly public meetings that were posted to the Town website and in Town Hall. Moreover, Christiansburg accepted comments in person, by mail, and by e-mail for the Plan. Lastly, Christiansburg has advertised the opportunity for comment on the Plan at public hearings according to legal requirements and on utility bills for additional public exposure.

Implementation and Review

Each year the Comprehensive Plan Subcommittee of the Planning Commission plans to study the Comprehensive Plan goals and strategies and develop a comprehensive plan implementation work program. The Committee will recommend this work program to Planning Commission and Town Council for adoption to guide the priorities for future development within the Town. The work program will be updated yearly and as priorities and accomplishments change.

These yearly updates will assist in future amendments and revisions to the Plan. In addition, the Christiansburg Planning Commission is required to review the Comprehensive Plan once every five years as noted in § 15.2-2230 of the Code of Virginia:

> At least once every five years the comprehensive plan shall be reviewed by the local planning commission to determine whether it is advisable to amend the plan.

Revisions

All information in the Plan is up to date as of July 19, 2013. Any revisions or changes to this information will be noted in Appendix A by date for easy reference.

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Christiansburg Overview

The Town of Christiansburg is located in the center of Montgomery County, Virginia. Christiansburg is surrounded by the peaks of the Blue Ridge Mountains, the easternmost range of the Appalachian Mountains, and is situated in the New River Valley of southwest Virginia as shown on the following maps. Christiansburg is located at the crossroads of three major highways: Interstate 81, U.S. Route 11, and U.S. Route 460. The Town of Christiansburg has grown to cover 14.1 square miles and serves as the Montgomery County seat. Christiansburg is one of two incorporated towns within Montgomery County and is a member of the New River Valley Planning District. This District encompasses Floyd, Giles, Montgomery, and Pulaski Counties as well as the City of Radford.

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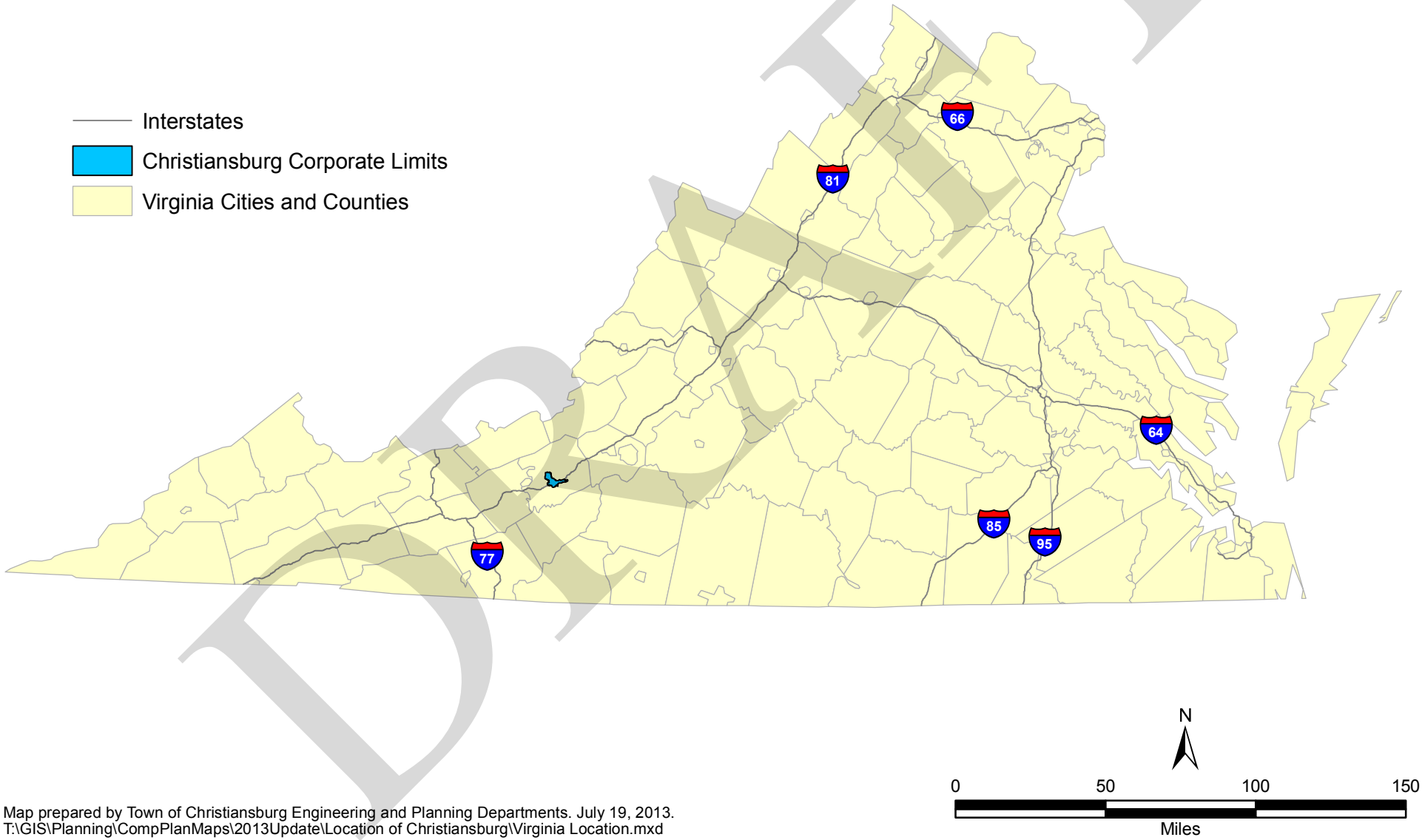
Location of the Town of Christiansburg



Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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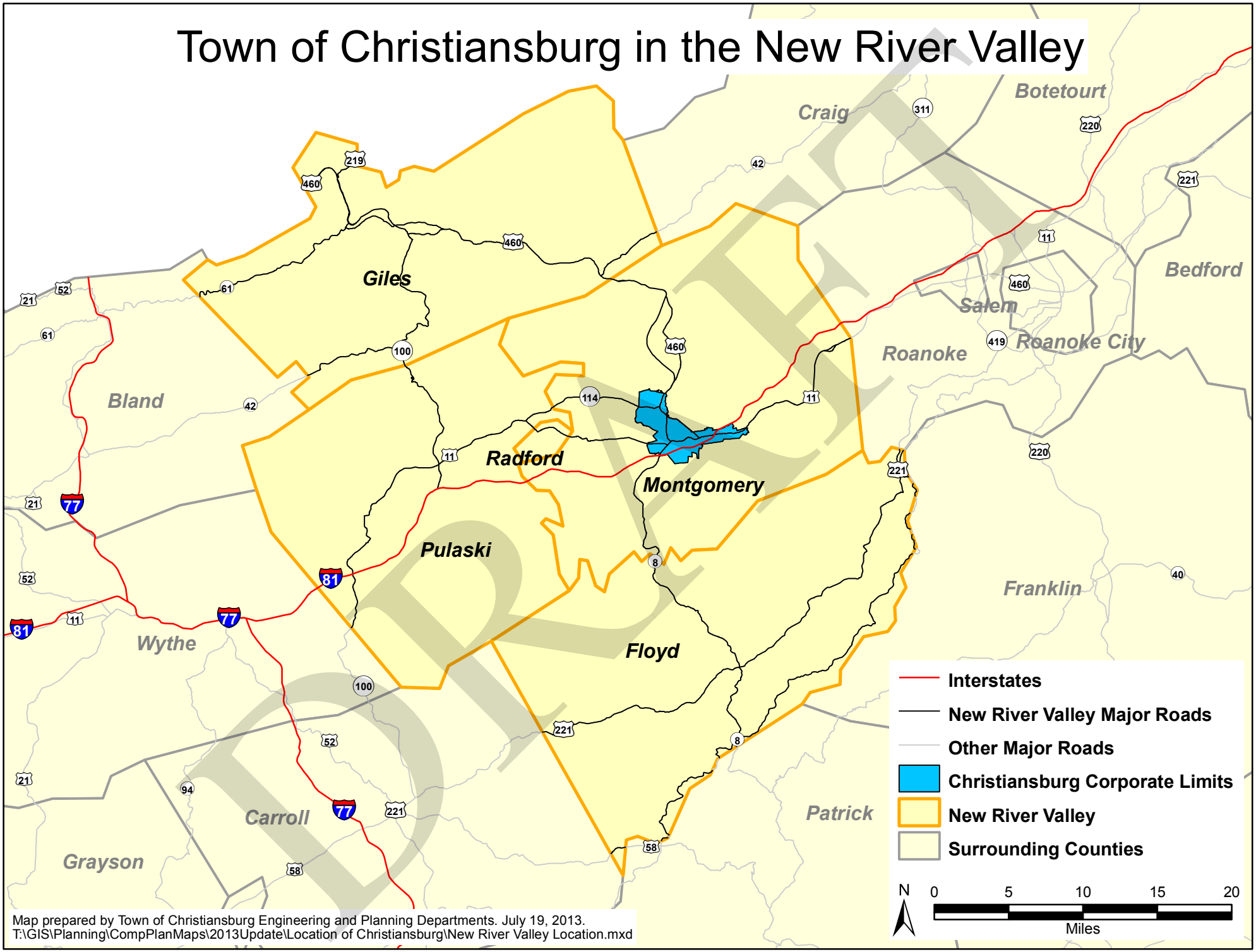
Town of Christiansburg in the New River Valley



Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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Government

> The Town of Christiansburg's primary government goal is to promote open, responsive, accountable, and fiscally responsible government while maintaining strong revenue streams to sustain high-quality service delivery.

Christiansburg operates under a Town Manager-Town Council form of government. The Town Council is comprised of six voting members and a Mayor who votes only in the event of a tie. Council members are elected to four-year terms, with three seats being open for election every two years. The Mayor's seat is filled every four years by general election and all members of Council serve at-large.

The Council appoints a Town Manager to act as administrative head of the Town. The Town Manager carries out policies established by Council, directs business procedures, and has hiring and termination authority over all Town employees except the Chief of Police, Town Clerk, Town Treasurer, and Town Attorney, who are also appointed by the Council. The Town Manager is responsible for preparing, submitting, and administering an annual operating budget, advising Council on Town affairs, enforcing the Town Code, and directing and supervising all Town Departments.

Christiansburg Town Departments include:

- Administration
- Aquatic Center
- Building Inspections
- Cemetery
- Engineering
- Fire
- Human Resources
- Information Technology
- Parks and Recreation
- Planning and Zoning
- Police
- Public Relations
- Public Works
- Rescue
- Treasury/Finance

The Council, in its legislative role, adopts resolutions and ordinances and establishes the general policies of the Town. The Council also sets the tax rates and fees, approves and adopts the annual operating budget, and is responsible for the appointment of citizens, staff, and Council members to boards and commissions.

The following are Council appointed boards, commissions, and committees:

- Aquatic Advisory Board
- Board of Zoning Appeals (recommended by Town Council and appointed by the Montgomery County Circuit Court)
- Building Code Board of Appeals
- Cemetery Advisory Committee
- Parks and Recreation Advisory Commission

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- Planning Commission
- Visual Enhancement Committee (inactive)

The Town also has representatives on public, quasi-public, and private boards, commissions, and committees as follows.

Economic Development

- Montgomery-Blacksburg-Christiansburg Development Corporation
- Montgomery Regional Economic Development Corporation
- Montgomery Tourism Development Council
- New River Valley Development Corporation
- Virginia's First Regional Industrial Facility Authority

Infrastructure Services

- NRV Regional Water Authority
- Montgomery Regional Solid Waste Authority

Planning

- New River Valley Planning District Commission

Public Safety

- Montgomery County Fire and Rescue Commission
- New River Valley Emergency Communication Regional Authority

Social Issues

- New River Valley Agency on Aging Board of Directors

Transportation

- Montgomery County Transportation Safety Commission
- New River Valley Airport Commission
- New River Valley Metropolitan Planning Organization
- Virginia Tech-Montgomery Regional Airport Authority

Town Council is also a member of the Virginia Municipal League which is a statewide, nonprofit, nonpartisan association of city, town and county governments to improve and assist local governments through legislative advocacy, research, education, and other services. Town Council has representatives on the following Virginia Municipal League Committees:

- Community and Economic Development Policy
- Environmental Quality Policy
- Finance Policy

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- General Laws Policy
- Human Development and Education Policy
- Transportation Policy

Detailed information on these boards, commissions, and committees is available on the Christiansburg website and in the Appendix A.

Governance

While Christiansburg operates many facets of government, the Town relies on Montgomery County for administration of certain government services including the court system, school system, and social services. Christiansburg utilizes partnerships with the New River Valley Metropolitan Planning Organization (MPO) and the New River Valley Planning District Commission (PDC) for transportation and regional planning and with Blacksburg Transit and the Town of Blacksburg for public transit services. Christiansburg maintains mutual aid agreements for public safety service provision and many Town residents are employed in surrounding jurisdictions.

The educational needs of Christiansburg residents are well served at all levels. The public school system in Christiansburg is operated by Montgomery County Public Schools (MCPS). MCPS is committed to be a community of excellence that develops each student's full potential to be a lifelong learner and productive global citizen. MCPS operates one primary, two elementary, one middle, one high school, and one alternative education school in Christiansburg limits. In addition, some Town residents attend schools operated by MCPS in the surrounding county. MCPS controls use of school properties including non-operational school buildings. These buildings include the former School Board offices at 200 Junkin Street NE, the former middle school at 208 College Street NW, and the MCPS warehouse and garage facility at 1175 Cambria Street NE. Several private schools also operate within Town limits. Adult and higher educational needs are fulfilled through continuing education programs and the curricula of regional colleges and universities including New River Community College, Radford University, and Virginia Tech.

Christiansburg residents and visitors are served by the Christiansburg Branch of the Montgomery-Floyd Regional Library and the full resources of the library system. In addition, public access is available for the nearby Virginia Tech and Radford University libraries.

In accord with its status as a town, Christiansburg is served by the Montgomery County Court System and Constitutional Officers. These officers include Commonwealth's Attorney, Clerk of the Circuit Court, Commissioner of the Revenue, Sheriff, and Treasurer. Montgomery County manages court proceedings, property reassessments, record keeping, and the Montgomery County Jail.

The Town is also served by the Montgomery County Department of Social Services, Montgomery County Animal Control, and the New River Health District which is headquartered in the Montgomery County Health Department. Social Services administers programs including temporary assistance for needy families, food assistance, energy assistance, Medicaid, adoption services, child protective services, and employment services for welfare recipients. Animal

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Control is responsible for enforcement of regulations, control of stray animals, administration of the dog pound, and investigation of animal cruelty and abuse cases, and bite/rabies cases. The New River Health District provides health related services with the overall goals of promoting health and wellness and preventing disease.

GOV 1 - Governance Goals and Strategies
Foster accessible, responsive, and accountable governance and support local, regional, state, and federal partnerships.

GOV 1.1 Encourage inter-jurisdictional regional partnerships with Montgomery County, Blacksburg, Radford, and others.
- GOV 1.1A Work with Montgomery County to emphasize technology in the school system in order to attract high-tech industry.

GOV 1.2 Encourage staff education around public policy topics.

GOV 1.3 Promote the Town as a regional retail, commerce, and tourist destination as stated in Vision 2020. See the Community and Economic Development chapter for more information.

GOV 1.4 Foster the Town's identity as a recreational, cultural, and entertainment mecca as stated in Vision 2020.

GOV 1.5 Work with Montgomery County in planning future development or redevelopment of County properties including but not limited to former school properties.

GOV 1.6 Continue to work with the New River Valley Planning District Commission on the NRV Livability Initiative.

GOV 1.7 Explore the viability for the development of a centrally-located regional civic center.
- GOV 1.7A Explore the potential formation of a multi-jurisdictional steering committee to study the needs related to the development of a civic center.
- GOV 1.7B Consider the creation of a regional body to support the planning, implementation, and maintenance of a civic center.

GOV 1.8 Work with Montgomery County to encourage appropriately scaled development along Town boundaries with particular attention to infrastructure needs.

GOV 1.9 Continue to utilize citizen advisory groups to provide grass-roots input into the Town's government process.

Budget and Financial Management

The budget for the Town of Christiansburg reflects five different funds: the General Fund, the Permanent Fund, the Special Revenue Fund, the Capital Projects Fund and the Enterprise Fund. The General Fund is used for all revenues and expenditures of the Town that are not designated or required to be accounted for in another fund. The Permanent Fund is used to account for the

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activity of the Sunset Cemetery. Generally accepted governmental accounting principles require that this be accounted for in a permanent fund because it will be required to have funds set aside for perpetual care in a separate fund balance from the general fund and will exist in perpetuity for the maintenance of the cemetery. The Special Revenue Fund is used to account for grants and contracts and donated funds that are restricted as to the use of the funds received as mandated by law, contract, or donor requirements and the revenues derived from the activity are the primary funding source. The Capital Projects Fund is used to account for major capital construction activities expected to span more than one fiscal period. The Proprietary or Enterprise Fund is used to account for the activity of the water and sewer operations of the Town.

In 2011, Town Council adopted a Fund Balance Policy in order to provide a stable financial base for the Town at all times. It is essential that the Town maintain adequate levels of unassigned fund balance to mitigate financial risk that can occur from unforeseen revenue fluctuations, unanticipated expenditures that may result from emergency situations, provide cash flow liquidity for general operations, and maintain investment grade bond ratings and good credit standing.

The Town's total operating budget for all funds is approximately $33,456,010 for Fiscal Year 2014. The Town's main sources of revenue are utility services fees, meals tax, lodging tax, real estate tax, personal property tax, motor vehicle license fees, sales tax, and business licensing. The Town's main sources of expenditure include public works, water and waste water, public safety, and parks and recreation. In addition, the Town continually pursues grant funding opportunities to minimize project costs. The Town also utilizes public private partnerships, when appropriate, to develop projects and provide services to its citizens in a timely cost-effective manner.

Priority Based Budgeting

With assistance from the Center for Priority Based Budgeting of Denver, Colorado, the Town has developed a prioritization process that is used to help the Town better understand the programs and services it provides to the community, the true cost of providing these services, and the best way to allocate funds as the Town strives to spend within its means. This course of action is intended to help focus the Town's decision-making process by basing priorities on the services that have the highest priority based on a ranking system.

The prioritization of programs is based on the Town's overall objectives as follows (in alphabetical order):

- Clean, Healthy, Safe Place to Live
- Everyone's Hometown with Well-Informed and Engaged Citizens
- Good Governance (Sound Financial Entity)
- Green, Well-Planned Community
- Interconnected Community
- Recreational, Cultural, and Entertainment Mecca
- Retail, Commerce, and Tourist Destination

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Ratings for each of these was then calculated based on survey results from citizens, legal mandates, and internal staff reviews of costs and required inputs. Some programs, services, or initiatives offered by the Town (such as transportation) are so important, that they help meet multiple objectives in Christiansburg's desire to make the Town a great place to live, work, and visit.

Priority Based Budgeting is a key component in the budgeting process with its results being used to determine the best way to allocate available resources. In addition to assisting in the determination of what services and programs contribute directly to the Town's overall objectives, the process also helps in evaluating any new programs or services being considered.

GOV 2 - Budget and Financial Management Goals and Strategies
Manage fiscal affairs in a professional and fiscally responsible manner. Provide Town Council and citizens with sufficient information and analysis on which to make good fiscal decisions that result in an affordable tax structure and reasonable service costs and fees.

GOV 2.1 Enhance the use of priority based budgeting.

GOV 2.2 Adhere to the adopted Fund Balance Policy.

GOV 2.3 Maintain transparency in the budget process to keep citizens informed about the Town's operations and activities.

GOV 2.3A Continue to produce a Comprehensive Annual Financial Report.

GOV 2.4 Maintain a Capital Improvement Program to anticipate future facilities and infrastructure and size them to support future growth and development.

GOV 2.5 Evaluate opportunities for increasing revenue without increasing resident tax burden.

GOV 2.6 Evaluate opportunities for regional cooperation and collaboration that may offer greater efficiency and effectiveness when dealing with issues of mutual interest.

GOV 2.7 Evaluate opportunities for using private contractors.

Communications

Christiansburg's Public Relations Department serves as a liaison between citizens, the media, and the Town's many departments. The Public Relations Department responds to requests for public records according to the Virginia Freedom of Information Act (FOIA) which guarantees citizens of the Commonwealth and representatives of the media access to public records held by public bodies, public officials, and public employees. FOIA's purpose is to promote an increased awareness by all persons of governmental activities.

In addition to FOIA request responses, the Town utilizes numerous methods to keep the public updated on Town information and activities. As stated in the Town of Christiansburg Strategic Communications Plan (SCP), the Town's communications mission is:

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The Town of Christiansburg will proactively provide citizens, members of the media, employees, and other audiences with accurate and timely information regarding upcoming events, announcements, services, policies, and project plans that may be of interest or have an effect on these stakeholders.

The SCP identifies the demographics of the primary and secondary target audiences for the Town. The SCP details the current communication methods and considers possibilities for future growth and progressive outreach while considering the audiences. Current communication methods include:

- Town website including news and announcements, Town calendar with public meetings, events, and holidays, agendas/minutes for Town Council and other board and commission meetings, and online forms
- 'Notify Me' subscription service that allows audience members to receive notification including updates to the news and announcements page and public meetings
- Facebook and Twitter
- Press releases, interviews, editorials/letters to the editor, magazine articles, public information meetings, public service announcements, surveys, fliers/brochures, public presentations, written notifications to citizens, internal communication, and special events
- Utility bill messages which are short messages included on the utility bills as well as utility bill inserts which allow for longer messages to utility service customers
- CodeRED which allows audience members to opt-in to receive information in the event of emergency or critical situations such as health alerts, water main breaks, and law enforcement emergencies
- Town Council meeting videos
- Citizens Academy in partnership with Montgomery County for citizen education through a program addressing various aspects of local government

The SCP includes an action plan that addresses current communication methods and provides specific timely objectives and strategies to achieve the mission statement. The SCP aims to raise the Town's community profile through improved communications, streamlined access to information, increased positive media coverage, and contact with citizens, business owners, and other key constituents.

Communication efforts will foster two-way communication and facilitate expression of thoughts, opinions, information, rationale, and/or decisions by Town Council members and Town staff to internal and external constituents. Through effective communication and educated decision-making, community pride and buy-in for Town programs and services will increase, as will a positive identification with the Town.

GOV 3 - Communications Goals and Strategies

Promote open and responsive government that actively communicates with residents and works to increase citizen participation in all phases of Town government.

GOV 3.1 Implement Strategic Communications Plan as prepared by Public Relations Department.

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GOV 3.1A Update the Strategic Communications Plan to improve communication. This is an ongoing process that needs to be revisited as circumstances change and goals are achieved.

GOV 3.2 Improve communications with citizens.

GOV 3.2A Continue to look for new ways to communicate with citizens.

GOV 3.2B Utilize the newest technologies to continually reach more citizens.

GOV 3.2C Provide an effective mechanism for bringing citizen comments to the attention of Town decision makers.

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Environment

> The Town of Christiansburg's primary environment goal is to preserve and enhance the natural resources of the Town through education, regulation, and service provision.

Urban development patterns in Christiansburg are strongly influenced by the area's physical characteristics: topography, drainage, floodplains, sensitive soils, and the location of active agricultural and forested areas. These features help form and define the character of the man-made environment and guide future development of preservation areas, riparian areas, and open space. In recent years, large scale development has transformed vacant, agricultural, and wooded lands within Town. With less vacant land available, developers must now utilize infill development strategies in an effort to protect natural resources and preserve green spaces. Preserving and enhancing the Town's natural resources through education, regulation, and service provision helps to ensure appropriate growth patterns and minimize development problems over the long term.

Natural Resources

Christiansburg lies in the Great Valley Subprovince of the Ridge and Valley Physiographic Province of the Appalachian Mountains. Its bedrock is primarily carbonates (limestone and dolostone) with lesser amounts of siltstone, shale, and sandstone. Carbonate bedrock layers are typically uneven and produce karst landscapes characterized by sinkholes, caves, and rock outcroppings. The uneven bedrock can pose complications for building site development, particularly in excavation and foundation procedures. Soil type is closely related to geology and can significantly affect development. Steep slopes, high erodibility, shallow soils, poor drainage, and ponding are soil conditions that limit suitability for future development. According to the Soil Conservation Science (SCS) Soil Survey for Montgomery County, the Groseclose-Poplimento-Duffield unit and the Caneyville-Opequon-Rock Outcrop unit are two major soil groups in Christiansburg. Sinkholes, slow permeability, high potential for shrink-swell activity, and high erosion potential in steep areas are common in the Groseclose-Poplimento-Duffield soil areas. Sinkholes, subsurface drainage, high erosion potential, and steep slope are common in the Caneyville-Opequon-Rock Outcrop soil areas. The SCS Soil Survey for Montgomery County outlines suitability characteristics for all soils present in Christiansburg. The Town currently requires submission of shrink-swell soil testing results for all new construction to ensure soil suitability.

Christiansburg's topography is characterized by broad areas of relatively low slopes of up to 15 percent; steeper portions may be found along Crab Creek and in the limited regions along the northern, southern, and eastern corporate limits. Slopes surrounding the Town can be severe, exceeding 25 percent and presenting challenges for large-scale development. Christiansburg also lies approximately 25 miles from an active seismic area in Giles County. Historic records do not indicate seismic activity in the immediate vicinity and most earthquakes to date have been minor.

ENV 1 - Natural Resources Goals and Strategies

Improve the visual landscape, reduce pollution, and reduce and slow stormwater runoff by increasing the tree canopy in Town. Limit development on karst topography especially where

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sinkholes are present. Limit development on steep slopes to avoid erosion, sedimentation, landslides, and increased stormwater flow. Recognize unique development opportunities and restrictions on varying soil types. Encourage and require green techniques including low-impact development where appropriate.

ENV 1.1 Limit clear-cutting and tree removal in the development process.

ENV 1.2 Encourage the retention of existing trees and wooded lots and the planting of additional trees during development.

- ENV 1.2A Explore creating regulations regarding tree preservation and planting in the Zoning and Subdivision Ordinances.

ENV 1.3 Protect existing trees along public streets and trails whenever possible.

ENV 1.4 Identify karst areas using existing sinkhole data and information gathered from the public.

ENV 1.5 Require recognition of critical features in development plans and locations for future development.

ENV 1.6 On parcels where karst topography is present on some or part of the property, require Best Management Practices to be established pre-development to avoid karst areas throughout the construction process.

ENV 1.7 Discourage development on parcels with mostly or all karst topography. See Conservation-Limited Development Map on page IX-17.

ENV 1.8 Limit development on sites with steep slope and prohibit development that creates steep slopes.

- ENV 1.8A Regulate and limit development on slopes greater than 15%.
- ENV 1.8B Closely regulate drainage and erosion on sites with steep slopes during and after the construction process.

ENV 1.9 Ensure soil type identification for all new developments and verify the use of safe development practices.

- ENV 1.9A Continue to require shrink-swell soil testing submission for new construction.

ENV 1.10 Enforce regulations for developments relating to soil percolation, infiltration, and runoff.

ENV 1.11 Examine proposed developments for methods of impact reduction.

ENV 1.12 Consider creating incentives for utilizing low-impact development techniques.

- ENV 1.12A Explore incentives for developments using Leadership in Energy and Environmental Design (LEED) and other green building certifications.

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ENV 1.12A1 Consider display of exemplary projects on Town website for increased public exposure.

ENV 1.13 Educate citizens regarding karst terrain, steep slopes, soil types, and the urban tree canopy.

ENV 1.14 Encourage environmental education courses in rain barrel building, rain garden planting, stormwater runoff reduction, and composting methods.

Stormwater, Water Quality, and Watersheds

Approximately 63% of Christiansburg is drained by Crab Creek. The remainder of the Town is drained by Slate Branch and the North and South Forks of the Roanoke River. Crab Creek and Slate Branch are within the New River Basin which drains into the Gulf of Mexico. The North and South Forks are within the Roanoke River Basin which drains to the Atlantic Ocean.

Due to the prevalence of carbonate bedrock (limestone and dolostone), the presence of underground drainage ways in Christiansburg is widespread. These paths are highly susceptible to contamination from surface sources. This karst terrain creates the potential for rapid movement of polluted groundwater due to its relatively unimpeded flow through the underground cave system. In addition, storm drainage greatly affects this system.

Water quality within the Town is tested by the Virginia Department of Environmental Quality (DEQ) according to federal regulations. DEQ annually monitors Virginia's rivers, lakes and tidal waters for more than 130 pollutants including polychlorinated biphenyls (PCBs). PCBs are manmade chemicals domestically manufactured for use in industrial and commercial applications until their ban in 1979. According to the U.S. Environmental Protection Agency (EPA), PCBs cause cancer in animals as well as damaging immune, reproductive, neurological, endocrine, and other biological systems.

Waters that do not meet water quality standards are designated as impaired in the Virginia Water Quality Assessment Integrated Report. DEQ develops plans called Total Maximum Daily Loads (TMDLs) to restore and maintain water quality for these impaired waters, generally within 8-12 years of designation. These TMDLs report the total pollutant each water body can assimilate while still meeting standards. From these TMDLs, Wasteload Allocations (WLAs) are assigned to point sources of pollution within a jurisdiction.

Slate Branch is considered an impaired water body according to the DEQ. Crab Creek has WLAs for two sources of pollution: bacteria and sediment. DEQ is currently developing a TMDL Implementation Plan (IP) for Crab Creek. TMDL IPs are designed to address all water quality problems within a watershed and describe actions to implement WLAs noted in the TMDL. North Fork has WLAs for two sources of pollution: PCBs and bacteria. South Fork has WLAs for two sources of pollution: PCBs and sediment. In addition to meeting the WLAs associated with TMDLs, the Town must also create and implement TMDL action plans as a part of Municipal Separate Storm Sewer System (MS4) permit requirements.

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The Town operates a stormwater management program to control the quantity and quality of stormwater from storm events. Effective stormwater management controls flooding and erosion, protects water resources by decreasing contamination, reduces habitat destruction, and limits infrastructure damage. Stormwater management encompasses both green infrastructure practices and traditional piped infrastructure.

Green infrastructure incorporates vegetation and soil into the built environment managing stormwater onsite, at the point of contact, to mimic natural predevelopment processes. According to the EPA, in addition to traditional stormwater management benefits, green infrastructure can also reduce smog and other pollutants, improve wildlife habitats, and increase property values.

Christiansburg's MS4 is used to collect, convey, detain, treat, and release stormwater runoff. The Town operates this system in order to support public health, safety, and protect the environment. Christiansburg's MS4 facilities include both traditional piped infrastructure and green infrastructure elements. For additional information concerning the Town's MS4 program, please refer to the Infrastructure Services chapter.

Within the MS4 program, the Town implements an Erosion and Sediment Control Program to support public health and safety and protect the environment. The Erosion and Sediment Control Program primarily focuses on land disturbances created by land development and redevelopment activities.

The Town's Floodplain Ordinance governs the use of land within the floodplain. The floodplain boundaries are based upon Flood Insurance Studies prepared by the Federal Emergency Management Agency (FEMA) for Montgomery County. Although development within the floodplain is discouraged, a number of properties developed prior to FEMA floodplain regulation exist along Crab Creek, Town Branch, and Walnut Branch. Most of the commercial and industrial floodplain properties are located along Reading Road and Depot Street while most of the residential properties are located along the south side of Montgomery Street. The 100-year floodplain is unsuitable for development and is targeted for green space protection and recreational uses.

The Watersheds and Flood Hazard Areas are shown on the following map.

For more information regarding stormwater and water quality, please see the Infrastructure Services chapter – IS 4.

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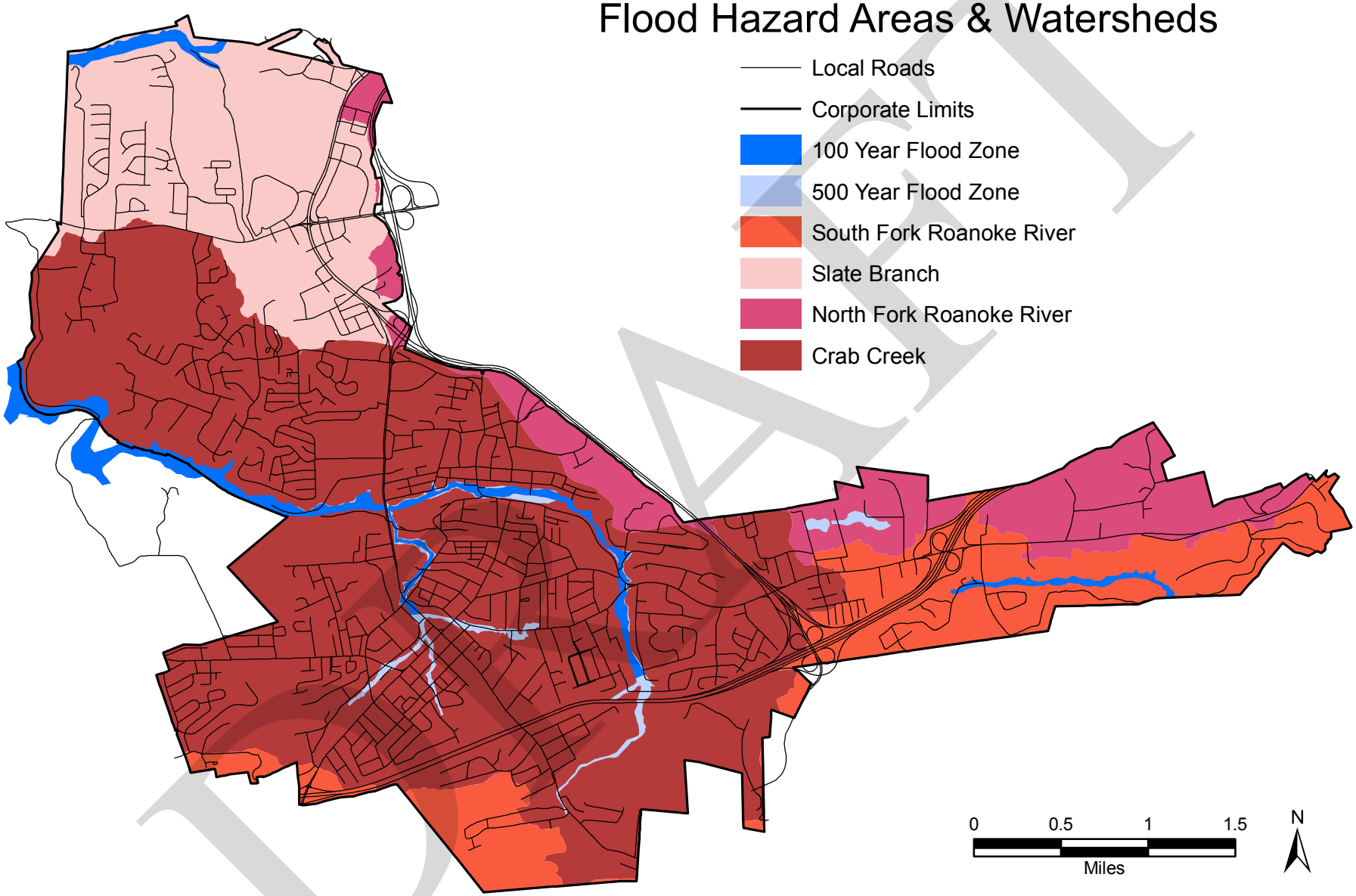

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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ENV 2 - Water Quality, Watersheds, and Stormwater Management Goals and Strategies

Preserve and improve water quality within Town. Protect the quality and reliability of the regional water supply system. Protect the designated floodplain areas from erosion, sedimentation, and pollution. Preserve fragile habitats such as wetlands (for more information on wetlands, please refer to Appendix A). Expand the use of green infrastructure Best Management Practices (BMPs) for stormwater management. Operate and maintain existing stormwater management infrastructure in a manner that reduces flooding and stormwater pollution. Execute the MS4 Program Plan in accordance with the state permit including the operation of an effective Erosion and Sediment Control Program. Improve and replace existing stormwater management infrastructure according to an adopted and updated capital improvement program. Construct new stormwater management infrastructure in a manner that reduces stormwater runoff, reduces stormwater pollution, and protects the environment.

ENV 2.1 Meet individual WLAs for each watershed according to appropriate TMDLs.

- ENV 2.1A Create and implement TMDL action plans as part of MS4 permit requirements.

ENV 2.2 Expand the use of green infrastructure BMPs in the land development process.

- ENV 2.2A Encourage the use of rain gardens, permeable pavement, green roofs, and urban tree canopy to reduce stormwater runoff.
- ENV 2.2B Encourage on-site water infiltration systems using natural vegetation and natural filtration systems for new developments.

ENV 2.3 Encourage natural plantings on critical slopes to reduce erosion and runoff and promote water quality.

ENV 2.4 Preserve and improve water quality and protect the quality and reliability of the regional water supply system.

- ENV 2.4A Encourage stream restoration projects.
- ENV 2.4B Consider establishing stricter standards for buffers between water bodies and impervious surfaces and structures.

ENV 2.5 Adhere to the Regional Water Supply Plan and update it as needed. See IS 4.9.

- ENV 2.5A Ensure the Regional Water Supply Plan accounts for estimated quantities and impacts of outside demand for Town water supplies in the future.

ENV 2.6 Create comprehensive watershed-based stormwater models to assess infrastructure needs.

- ENV 2.6A Utilize the watershed models to identify system weaknesses and analyze proposed modifications to and improvements of system infrastructure.

ENV 2.7 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements to reduce existing flooding, and improvements needed as a result of aging infrastructure.

ENV 2.8 Develop a stormwater taskforce with staff and citizens to address stormwater issues.

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ENV 2.9 Create a permanent funding mechanism for stormwater management.

ENV 2.9A Consider the creation of a stormwater utility.

ENV 2.10 Maintain standards and specifications for design and construction of stormwater management infrastructure.

ENV 2.11 Consider adoption of more stringent stormwater regulations.

ENV 2.12 Actively oversee and inspect construction of new stormwater management infrastructure.

ENV 2.13 Reduce stormwater runoff and prevent flooding at existing sites by requiring upgrades with redevelopment or rezoning.

ENV 2.14 Encourage improvements to stormwater facilities for existing neighborhoods through BMPs such as bioretention, rain gardens, and rain barrels.

ENV 2.15 Enforce Town Code regarding illicit discharges in the stormwater system in an effort to keep storm drains free of debris and operating at maximum capacity.

ENV 2.16 Identify new strategies and resources to maintain maximum stormwater system capacity and operations.

ENV 2.17 Retain and expand the urban tree canopy to reduce stormwater runoff.

ENV 2.17A Limit clear-cutting and tree removal in the development process. See ENV 1.1

ENV 2.17B Encourage the retention of existing trees and wooded lots and the planting of additional trees during development. See ENV 1.2

ENV 2.17B1 Create regulations regarding tree preservation and planting in the Zoning and Subdivision Ordinances. See ENV 1.2A

ENV 2.17C Protect existing trees along public streets and trails whenever possible. See ENV 1.3

ENV 2.18 Minimize private sewage facilities to the extent practical.

ENV 2.19 Restrict improper development in the floodplain through the enforcement of the Floodplain Ordinance.

ENV 2.20 Implement riparian buffers to assist in water infiltration, soil stabilization, and bank restoration along rivers and creeks.

ENV 2.21 Cooperate with state and federal agencies in the preservation of wetland areas.

ENV 2.22 Identify fragile habitat areas within forested and open land.

ENV 2.23 Educate the public in methods of recognizing and protecting fragile habitats.

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ENV 2.24 Designate fragile habitats and prohibit development within them.

Open Space

Christiansburg is committed to the creation, preservation, and maintenance of open space including parkland. Open space is generally considered any unimproved area of land set aside for public or private use. Open space may also include active recreational facilities such as playground equipment, multi-purpose fields and swimming pools that are a portion of the overall open space. Additionally, open space may include incidental parking and access roads. While the Department of Parks and Recreation and the Department of Aquatics serve the recreational needs of Town citizens with parks, programs, and facilities, open space is managed publicly and privately by multiple groups. Through development guidelines and strategic investment, the Town can link open spaces to create neighborhood parks in underserved areas.

ENV 3 - Open Space Goals and Strategies

Preserve and expand open space within Town.

ENV 3.1 Require dedicated open space for all new developments and for changes in land use.

ENV 3.2 Encourage the addition of open space in neighborhoods where open space is currently limited.

ENV 3.2A Explore creating an ecological park and passive recreation area near the Historic Cambria District and Crab Creek.

ENV 3.3 Interconnect open space areas. See Transportation chapter, TRN 2.

ENV 3.4 Transform underutilized gray space into open space.

ENV 3.4A Return underutilized parking lots to open space.

ENV 3.5 Require and enforce maintenance of open spaces.

ENV 3.6 Expand public ownership of open spaces and greenways within the Town.

ENV 3.7 Accept and encourage conservation easements within the Town.

ENV 3.8 Plan for a trail network to connect public places, recreation areas, and other open spaces. See Transportation chapter, TRN 2.

Pollution Control

Preservation of air quality, reduction of noise and light pollution, and litter control are vital to protect the environment and maintain quality of life.

ENV 4 - Pollution Control Goals and Strategies

Preserve and improve air quality. Reduce noise and light pollution. Reduce litter in Town.

ENV 4.1 Enforce regulations to limit vehicle idling.

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ENV 4.2 Strengthen regulations in the noise ordinance prohibiting noise pollution.

ENV 4.3 Encourage developments with high noise pollution risk to use noise reduction strategies during construction.

ENV 4.4 Require developments with high noise pollution risk to implement permanent noise reduction strategies.

ENV 4.5 Develop uniform standards/regulations for outdoor lighting.

ENV 4.5 A Consider requiring International Dark-Sky Association Fixture Seal of Approval lighting to minimize glare and reduce light trespass.

ENV 4.6 Install low-impact, low-glare street lights for public projects.

ENV 4.7 Increase signage prohibiting litter.

ENV 4.8 Increase enforcement of laws concerning littering.

ENV 4.9 Encourage adopt-a-highway and other litter clean-up programs.

ENV 4.10 Create designated pet walking zones with bags and trash cans for clean-up.

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Parks and Recreation/Aquatics

> The Town of Christiansburg's primary parks and recreation/aquatics goal is to provide and maintain diverse, safe, accessible parks, facilities, and recreation programs and promote health and wellness for citizens of all ages.

Recreation and parks are vital to the health of a community. These programs and places protect watersheds and wildlife habitats, preserve open space, increase property value, and enhance quality of life. The Department of Parks and Recreation and the Department of Aquatics are responsible for the provision of public recreational opportunities in Town. The Department of Parks and Recreation exists to promote and implement leisure programs and services that enhance the quality of life for all ages. The Christiansburg Aquatic Center seeks to provide a state-of-the-art aquatic facility that enhances the health, fitness, recreational, and competitive needs throughout the region and to increase health, water safety, and the aquatic education of Christiansburg citizens and aquatic organizations. Other localities, organizations, and agencies also provide recreational opportunities to Town residents and visitors. There are over 250 acres of land in the Town and surrounding area for public recreational enjoyment serving the Town's residents and visitors.

As noted in the adopted FY2013-2014 Budget, the Department of Parks and Recreation will draft and adopt a Parks and Recreation Master Plan. The Master Plan will provide a long-range vision for Christiansburg's recreational parks, facilities, and programs. It will include an inventory of existing facilities, programs, and parks, identify future needs to serve the full community, and include priorities for budget purposes. It will identify short-term and long-term improvements and include recommendations to create a fully integrated park system. The Master Plan will be a working document requiring regular updates to maintain consistency with the needs of the community.

Parks

Six neighborhood parks serve the residents and visitors in addition to a number of other local parks including Kiwanis Park, the skate park, Montgomery County Mid-County Park, and the Montgomery County Coal Mining Heritage Park and Loop Trail. Amenities at neighborhood parks include playground equipment, athletic fields, basketball courts, horseshoe pits, trails, and picnic areas. Several undeveloped parcels are flagged for future park development including approximately 60 acres along Route 114 (Peppers Ferry Road NW). The needs of the full community regarding future park space must be considered in the development of the Parks and Recreation Master Plan.

The following map depicts existing and selected future public parks and facilities serving Christiansburg residents and visitors. A detailed table of existing and potential Christiansburg area public parks and facilities is included in Appendix A.

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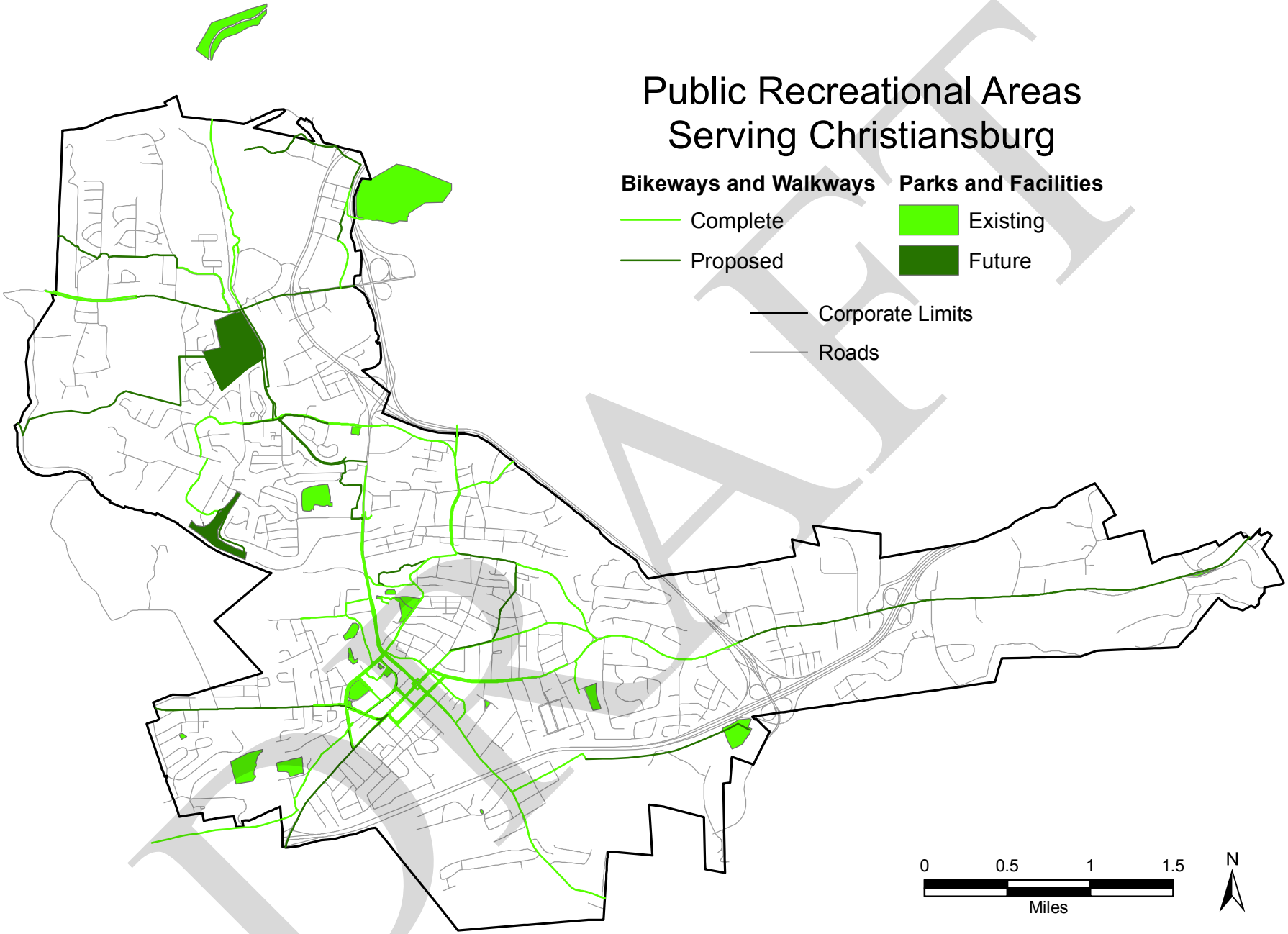

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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PR/A 1 - Parks Goals and Strategies

Implement the Parks and Recreation Master Plan to guide the growth of the park system. Increase the number and diversity (location and type) of parks within and near Town. Create multi-modal connections between parks within the system. Enhance existing parks through regular maintenance and improvements.

PR/A 1.1 Ensure new park space is designed for safety and accessibility.

PR/A 1.2 Inventory existing park space to ensure safety and accessibility.

PR/A 1.3 Develop a dog park.

- PR/A 1.3A Include water access, separate areas for large and small dogs, benches, and waste cleanup.

PR/A 1.4 Develop a large central park for general use as well as events and festivals.

PR/A 1.5 Develop additional park space to serve specific neighborhoods based on an inventory of existing parks.

PR/A 1.6 Consider creating park space along the 460 Bypass corridor and along Crab Creek.

PR/A 1.7 Study constructing outdoor amphitheaters and/or other appropriate venues for large-scale cultural events.

PR/A 1.8 Construct picnic shelters for community use at parks and facilities.

PR/A 1.9 Analyze development applications for park space.

PR/A 1.10 Require dedication of private land for public open space and park space and create incentives for increased dedication. See ENV 3.1

- PR/A 1.10A Consider density bonuses for planned developments.
- PR/A 1.10B Utilize publicly dedicated land for passive and active recreation.

PR/A 1.11 Prepare a comprehensive strategy for developing and promoting community parks throughout the Town.

PR/A 1.12 Continue to promote the Huckleberry Trail and coordinate regionally for future extension of the Trail. See TRN 2.2

PR/A 1.13 Connect public sites including recreation centers and neighborhood parks through the use of bicycle and pedestrian facilities.

- PR/A 1.13A Connect the future park along Peppers Ferry Road NW (Route 114) with the rest of the Town.

PR/A 1.14 Create consistent design standards for public parks and facilities.

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PR/A 1.14A Include signage, landscaping, lighting, benches, shelters, and restrooms in these design standards.

PR/A 1.15 Create maintenance standards for parks including landscaping, upkeep of trails, and equipment.

PR/A 1.15A Ensure maintenance standards are upheld using cost-effective and environmentally sound measures.

Facilities

Christiansburg and its partners operate a variety of facilities which offer both indoor and outdoor recreational opportunities. Indoor facilities include the Christiansburg Recreation Center, the Christiansburg Aquatic Center, the Senior Citizens Center which is housed inside the Recreation Center, and the National Guard Armory which is utilized for programs and classes. The Christiansburg Recreation Center, located at 1600 North Franklin Street, houses the Department of Parks and Recreation and the Senior Citizens Center as well as athletic courts, an indoor track, fitness rooms, a weight room, multiple meeting rooms, and multi-purpose rooms. The Christiansburg Aquatic Center, located at 595 North Franklin Street, houses the Department of Aquatics as well as a leisure pool, competition pool with diving boards, therapy pool, locker rooms, wet classrooms, observation deck, fitness areas, and multi-purpose rooms. The Christiansburg Aquatic Center is home to the Virginia Tech Men's and Women's Swimming and Diving teams and the Christiansburg High School Blue Demon Swimming and Diving teams.

Outdoor facilities serving Christiansburg residents include multi-purpose fields and playground equipment at the public schools; neighborhood parks; multi-purpose field with walking loop trail at Depot Park; baseball fields, multi-purpose fields, and a walking track at Harkrader Sports Complex; multi-purpose fields and equipment at Kiwanis Park; the Skate Park adjacent to the Aquatic Center; the Huckleberry Trail; the multi-use mountain biking Coal Mining Loop Trail; the College Street Downtown Trail; and US Bike Route 76 (as detailed in the Transportation chapter). In addition, private recreational facilities serving the Town include the Meadows Golf and Country Club, 118 acres owned by the Izaak Walton League of America, the Ridgewood Swim Club, Crimper's Climbing Gym, and the Rosa L. Peters Playground. These facilities are located within Town limits and within the surrounding County.

Other regional recreational facilities serving Christiansburg include the Jefferson National Forest with Pandapas Pond and Cascades Waterfall, the Appalachian National Scenic Trail, the Blue Ridge Parkway, Claytor Lake State Park, and the New River with the New River Trail State Park.

PR/A 2 - Facilities Goals and Strategies

Develop and implement the Parks and Recreation Master Plan to guide the development of recreation facilities. Update and maintain existing recreation facilities and provide new recreational facilities sufficient to meet the needs of the full community.

PR/A 2.1 Continue to maintain and update equipment as needed at the Christiansburg Recreation Center.

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PR/A 2.2 Continue to maintain and update equipment as needed at the Christiansburg Aquatic Center.

PR/A 2.3 Encourage development of on-site recreational facilities within new residential developments appropriate to the needs of the residents.

PR/A 2.4 Accept proffers for off-site recreation construction and expansion from developers.

PR/A 2.5 Encourage location of compatible small-scale cultural, recreation, and entertainment facilities in or near the Town limits.

PR/A 2.6 Identify locations and/or develop social centers for events and meeting places within the Town.

PR/A 2.7 Identify locations within the Town that are appropriate for elderly social gatherings.

PR/A 2.8 Encourage open use of community centers for social needs of the community.

PR/A 2.9 Encourage development of softball/baseball fields and rectangular multi-purpose fields for football and soccer.

PR/A 2.10 Ensure indoor and outdoor facilities are aesthetically pleasing and maintained for residents and visitors.

Programs and Activities

The Town operates a variety of recreational programs and activities to accommodate the needs of the full community. These programs and activities are held at facilities throughout Town including the Recreation Center, Aquatic Center, National Guard Armory, and the public schools. Parks and Recreation Department programs include youth athletics and community programs, adult athletics and community programs, special interest programs, senior programs, and special population programs. Youth and adult athletic programs include t-ball, softball, baseball, volleyball, football, basketball, cheerleading, and wiffleball. Community programs include tumbling and gymnastics, art, zumba, martial arts, horsemanship, and aerobics. Special interest programs include dog obedience classes, body fat testing, blood drives, book swaps, and homebuyer education classes. Senior and special population programs include basket weaving, blood pressure screenings, pickleball, photography, nutrition, and bingo. Aquatics Department programs include swimming and water safety, water fitness, lifeguard training, scuba diving, and birthday parties. Christiansburg is also served by neighboring jurisdictions and private organizations offering recreational programs and activities.

Large-scale indoor and outdoor programs boost tourism and economic development in the community. According to the Virginia Department of Conservation and Recreation (DCR) 2007 Virginia Outdoors Plan, communities can attract investment and boost tourism through recreation, tourism, and conservation of open space. Attracting and marketing local, state, and national events increases visitors' support of local businesses and builds local tourism.

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PR/A 3 - Programs and Activities Goals and Strategies

Implement the Parks and Recreation Master Plan to guide the development of recreational programs and activities. Maintain existing programs and activities and provide new programs and activities sufficient to meet the needs of the full community.

PR/A 3.1 Increase the number of evening activities and events to accommodate families.

PR/A 3.2 Increase the diversity of cultural activities in Town.

PR/A 3.3 Increase communication of events to citizens through creation of a community events calendar.

PR/A 3.4 Coordinate with neighboring jurisdictions to ensure complementary programs and facilities, avoid duplication, and discourage conflicting or overlapping events.

PR/A 3.5 Provide adequate and accessible programs for Christiansburg's aging population.

PR/A 3.6 Provide adequate and accessible programs for the physically handicapped.

PR/A 3.7 Work with the local schools to develop youth programs and activities.

PR/A 3.8 Continue to attract local, state, and national athletic and aquatic events to the community to further develop tourism and increase economic impact. See the Community and Economic Development chapter, CED 5.5

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Infrastructure Services

> The Town of Christiansburg's primary infrastructure services goal is to protect public health, safety, welfare, and the environment, while providing high quality, well-coordinated and cost-effective infrastructure services.

Infrastructure services are provided to preserve and enhance the quality of life for Christiansburg's residents and visitors. Ensuring that these services are phased with development is a vital component of the planning process. Furthermore, new growth places an increased burden on existing infrastructure services creating a need for additional maintenance and improvements. Planning these activities in conjunction with system growth helps maintain a high level of service and reliability while protecting public health, safety, welfare, and the environment.

Potable Water Services

Christiansburg's potable water infrastructure is used to supply drinking water to its customers and provide fire protection to most service areas. The Town provides this service in order to support public health and safety.

The Town purchases potable water from the NRV Regional Water Authority (Authority). The Authority draws water from the New River and filters and disinfects the water at its filtration plant located west of Christiansburg along Peppers Ferry Road NW (Route 114). The Town's transmission mains, distribution mains, pump stations, and water storage facilities are interconnected with and operate in concert with the Authority's facilities. Current capacity for the Authority is 12.4 million gallons per day (mgd) and average daily production is 6.5 mgd (June 2013).

Christiansburg, in collaboration with the Town of Blacksburg (including Virginia Tech), developed a Regional Water Supply Plan in 2011 as mandated by the State. The Plan details existing water resource and use information, existing related resource information, projected water demand, water demand management, drought response and contingency plan, and a statement of needs and alternatives. In addition, Town Council adopted this drought response and contingency plan as Chapter 29, Article VIII of the Town Code entitled Water Conservation.

Christiansburg's facilities are operated and maintained by the Town's Public Works Department. A licensed waterworks operator, employed by the Town, oversees these operations ensuring compliance with Virginia's laws and regulations. As the water infrastructure ages, the Town's maintenance and replacement activities are increasingly important. The Town's Engineering and Public Works Departments create and update a capital improvement program each year. This plan identifies and prioritizes projects that are needed to maintain the existing system and support future growth.

Water system growth generally occurs as a part of the land development process or to enable future land development. Water projects constructed as part of the land development process are typically planned, designed, and constructed by privately owned builders and developers with

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oversight from the Town. The Capital Improvement Program identifies and plans for public water projects allowing future land development. In order to maintain water system continuity and integrity, the Town must maintain written standards for system growth and actively oversee and inspect new infrastructure constructed by private developers. New development projects should connect to the Town's water infrastructure when available.

The following map depicts the Water Service Area for Christiansburg.

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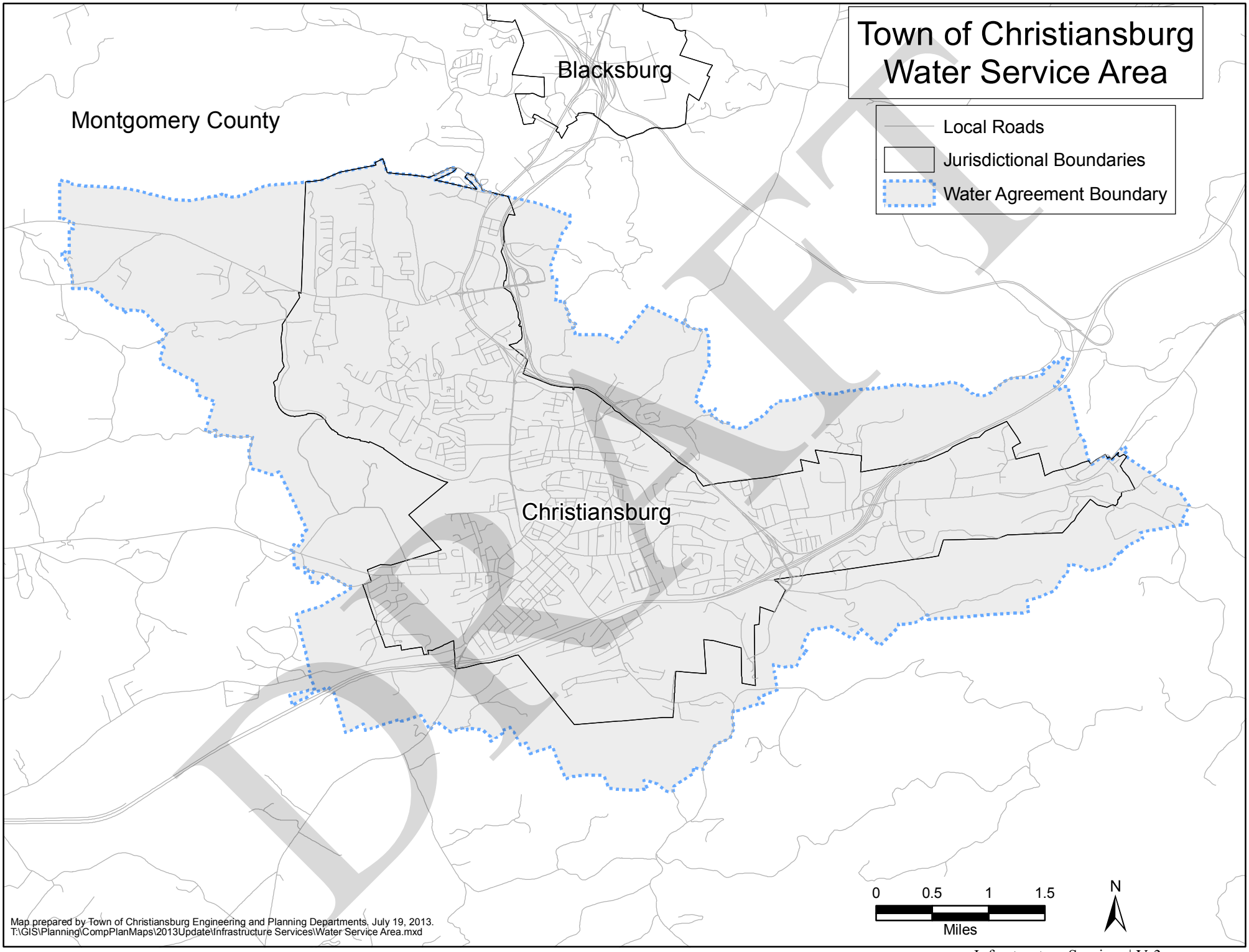
Town of Christiansburg
Water Service Area
Local Roads
Jurisdictional Boundaries
Water Agreement Boundary
Blacksburg
Montgomery County
Christiansburg
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Map prepared by Town of Christiansburg Engineering and Planning Departments, July 19, 2013.
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IS 1 - Potable Water Services Goals and Strategies

Operate and maintain existing water infrastructure to provide a high level of service and reliability. Improve and replace existing water infrastructure according to an adopted and updated capital improvement program. Extend water infrastructure to enable future development without compromising the level of service and reliability of existing infrastructure.

IS 1.1 Maintain a comprehensive water system model.

- IS 1.1A Utilize the water system model to identify system weaknesses and analyze proposed modifications to and expansion of water infrastructure.
- IS 1.1B Utilize the water system model to analyze fire protection capabilities and identify areas where improvements are needed.

IS 1.2 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements needed to enable development, and improvements needed as a result of aging infrastructure.

IS 1.3 Continue to support the Authority and its efforts to produce and deliver high quality drinking water to its members.

IS 1.4 Protect all watersheds within the Town's corporate limits, recognizing that they are the ultimate source of drinking water for Christiansburg and other downstream public water systems.

IS 1.5 Protect the quality and reliability of the regional water supply system.

IS 1.6 Maintain standards and specifications for design and construction of water infrastructure.

IS 1.7 Actively oversee and inspect construction of new water infrastructure.

IS 1.8 Examine the water utility rate structure to ensure the cost of provision is fairly distributed to all users.

Sanitary Sewer Services

Christiansburg's sanitary sewer infrastructure is used to collect, convey, treat, and release wastewater from its customers. The Town provides this service in order to support public health.

The majority of the Town's sewage collection systems collects and conveys sewage by gravity. Some areas, however, are not tributary to the wastewater treatment plant and require pumping to the primary gravity system. The primary gravity system delivers sewage to Christiansburg's wastewater treatment plant located west of Christiansburg along Crab Creek Road. Current capacity for the treatment plant is 6.0 mgd and average daily inflow is approximately 2.1 mgd.

Christiansburg's facilities are operated and maintained by the Town's Public Works Department. A licensed wastewater treatment plant operator, employed by the Town, oversees operations of the wastewater treatment plant ensuring compliance with Virginia's laws and regulations. As the

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wastewater infrastructure ages, the Town's maintenance and replacement activities and infiltration and inflow reduction program are increasingly important. The capital improvement program identifies and prioritizes wastewater projects needed to maintain the existing system and support future growth.

Wastewater system growth generally occurs as a part of the land development process or to enable future land development. Wastewater projects constructed as part of the land development process are typically planned, designed, and constructed by privately owned builders and developers with oversight from the Town. The capital improvement program identifies and plans for public wastewater projects allowing future land development. In order to maintain wastewater system continuity and integrity, the Town must maintain written standards for system growth and actively oversee and inspect new infrastructure constructed by private developers. New development projects should connect to the Town's sanitary sewer infrastructure when available.

The following map depicts the Sanitary Sewer Service Area for Christiansburg.

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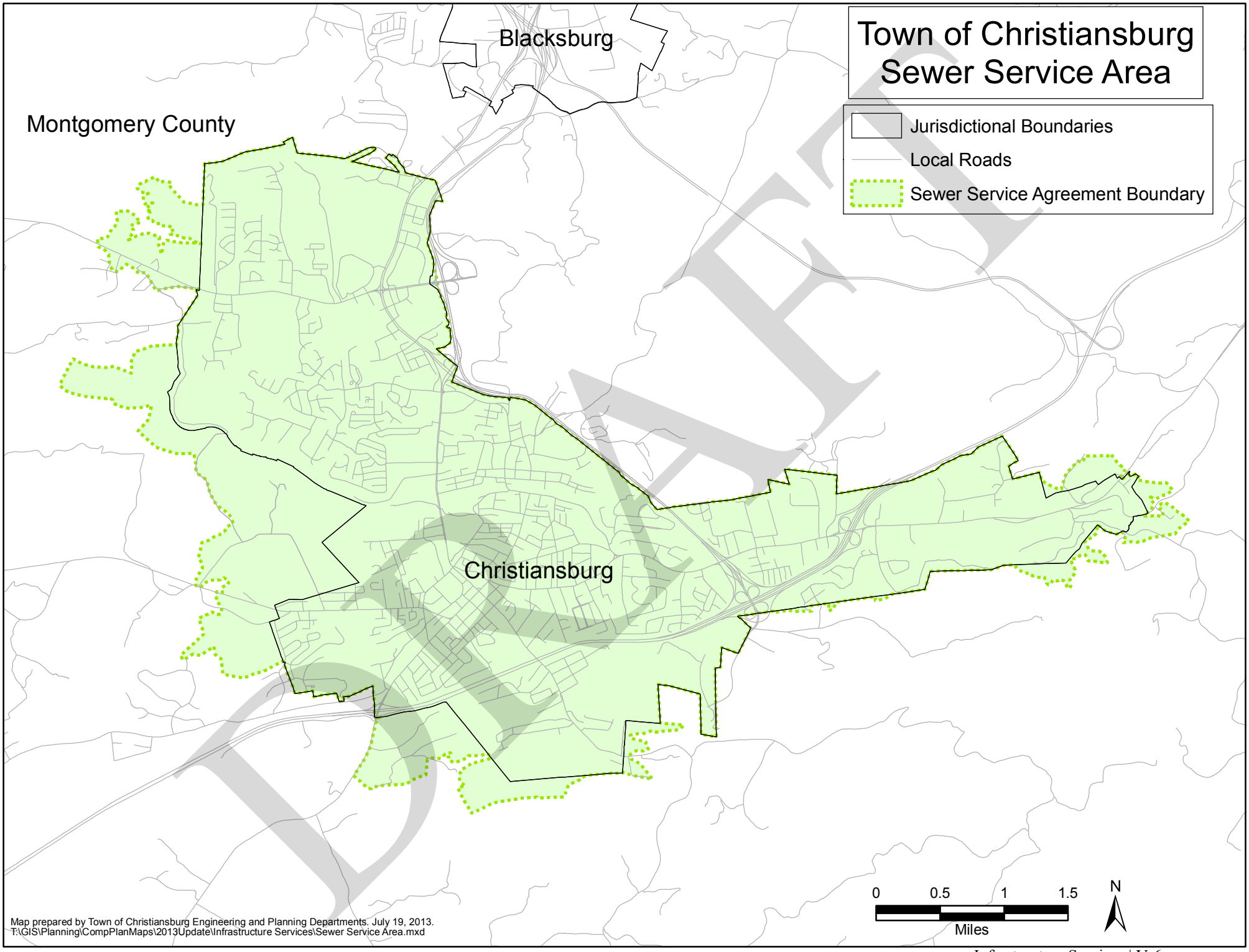
Town of Christiansburg
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Jurisdictional Boundaries
Local Roads
Sewer Service Agreement Boundary
Blacksburg
Montgomery County
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Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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IS 2 - Sanitary Sewer Services Goals and Strategies
Operate and maintain existing sanitary sewer infrastructure to deliver a high level of service and reliability. Improve and replace existing sanitary sewer infrastructure according to an adopted and updated capital improvement program. Extend sanitary sewer infrastructure to enable future development without compromising the level of service and reliability of existing infrastructure.

IS 2.1 Create and maintain a comprehensive sanitary sewer system model.

IS 2.1A Utilize the sanitary sewer system model to identify system weaknesses and analyze proposed modifications to and expansion of sanitary sewer infrastructure.

IS 2.2 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements needed to enable development, and improvements needed as a result of aging infrastructure.

IS 2.3 Continue the infiltration and inflow reduction program.

IS 2.4 Maintain standards and specifications for design and construction of sanitary sewer infrastructure.

IS 2.5 Actively oversee and inspect construction of new sanitary sewer infrastructure.

IS 2.6 Examine the sewer utility rate structure to ensure the cost of provision is fairly distributed to all users.

Sludge Disposal and Industrial Waste

As permitted by National Pollution Discharge Elimination System (NPDES) regulations, all liquid sludge generated by the Sewage Treatment Plant is utilized through land application. The Town's Sewer Use Ordinance regulates industrial sewer discharges into the public system to ensure generated sludge is acceptable for land application practices.

Solid Waste Disposal

In 1994, the Montgomery Regional Solid Waste Authority (MRSWA) was formed by the Towns of Blacksburg and Christiansburg, Montgomery County, and Virginia Tech. The five member MRSWA Board is comprised of an appointed representative from each jurisdiction and one jointly appointed at-large representative. Participation in the MRSWA is funded through tipping fees and levies on particular services determined by the members.

The Town provides residential curbside leaf and debris collections to residents**.** The Town of Christiansburg also holds annual spring and fall clean-ups, which last approximately two weeks each. During the clean-up weeks, the Town accepts residential brush and trimmings as well as larger items such as appliances.

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Recycling
In accordance with Virginia law, Christiansburg has operated a recycling program since 1992. The program is a voluntary drop-off program with four Town locations accepting newspapers, aluminum, plastic, glass, and mixed paper. One additional site is available for corrugated cardboard collection only. According to figures for Calendar Year 2012, Christiansburg is meeting Virginia's required recycling rate. Town residents can dispose of electronic and universal waste at the Montgomery Regional Solid Waste Authority at 555 Authority Drive (off Cinnabar Road in Montgomery County). There is a disposal fee and materials are recycled when a market is identified for each item type. www.mrswa.com

Privately operated curbside recycling is available throughout Town for both businesses and residences.

IS 3 - Solid Waste and Recycling Goals and Strategies
Provide high-quality, cost-effective, efficient solid waste and recycling collection services for Town residents.

IS 3.1 Increase locations for recycling within Town.

IS 3.2 Analyze public curbside recycling service provision paired with solid waste collection.

- IS 3.2A Evaluate a pay-by-pound fee structure to reduce solid waste volume and encourage recycling.

IS 3.3 Revise ordinance to support new garbage pick-up procedures utilizing trash totes.

IS 3.4 Develop a long-term plan for solid waste management.

IS 3.5 Continue and potentially expand the seasonal clean-up programs.

Stormwater Management
The Town operates a stormwater management program to control the quantity and quality of stormwater from storm events. Effective stormwater management controls flooding and erosion, protects water resources by decreasing contamination, reduces habitat destruction, and limits infrastructure damage. Stormwater management encompasses both green infrastructure practices and traditional piped infrastructure.

Green infrastructure incorporates vegetation and soil into the built environment managing stormwater onsite to mimic natural predevelopment processes. According to the EPA, in addition to traditional stormwater management benefits, green infrastructure can also reduce smog and other pollutants, improve wildlife habitats, and increase property values.

Christiansburg's Municipal Separate Storm Sewer System (MS4) is used to collect, convey, detain, treat, and release stormwater runoff. The Town operates this system in order to support public health, safety, and protect the environment. Christiansburg's MS4 facilities include both traditional piped infrastructure and green infrastructure elements.

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The Town has operated a NPDES Phase II small MS4 in accordance with state and federal regulations and permits since 2003. A five year state-issued permit governs minimum MS4 requirements for the Town. A corresponding five year MS4 Program Plan produced by staff describes how the Town will meet permit requirements.

Christiansburg's MS4 facilities are operated and maintained by the Town's Public Works Department. As the MS4 infrastructure ages, the Town's maintenance and replacement activities continue are increasingly important. The capital improvement program identifies and prioritizes MS4 projects that are needed to maintain and improve the existing system.

MS4 infrastructure growth generally occurs as a part of land development projects. These projects are typically planned, designed, and constructed by privately owned builders and developers with oversight from the Town. In order to maintain MS4 system continuity and integrity, the Town must maintain written standards for system growth and actively oversee and inspect new infrastructure that is constructed by private developers.

Within the MS4 program, the Town implements an Erosion and Sediment Control Program to support public health and safety and protect the environment. The Erosion and Sediment Control Program primarily focuses on land disturbances created by land development and redevelopment activities.

For additional information on stormwater management, see the Environment Chapter (ENV 2) which further addresses stormwater management, water quality, and watersheds.

IS 4 - Stormwater Management Goals and Strategies

Expand the use of green infrastructure BMPs for stormwater management. Operate and maintain existing stormwater management infrastructure to reduce flooding and stormwater pollution. Execute the MS4 Program Plan in accordance with the state permit including the operation of an effective Erosion and Sediment Control Program. Improve and replace existing stormwater management infrastructure according to an adopted and updated capital improvement program. Construct new stormwater management infrastructure to reduce stormwater runoff, reduce stormwater pollution, and protect the environment.

IS 4.1 Expand the use of green infrastructure BMPs in the land development process.

- IS 4.1A Encourage the use of rain gardens, permeable pavements, green roofs, and increased urban tree canopy.
- IS 4.1B Encourage on-site water infiltration systems using natural vegetation and natural filtration systems for new developments.

IS 4.2 Maintain standards and specifications for design and construction of stormwater management infrastructure.

IS 4.3 Actively oversee and inspect construction of new stormwater management infrastructure.

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IS 4.4 Create comprehensive watershed-based stormwater models to assess infrastructure needs.

IS 4.4A Utilize the watershed models to identify system weaknesses and analyze proposed modifications and improvements to system infrastructure.

IS 4.5 Reduce stormwater runoff and prevent flooding at existing sites by requiring upgrades with redevelopment.

IS 4.6 Encourage improvements to stormwater facilities for existing neighborhoods through BMPs such as bio-retention, rain gardens, and rain barrels.

IS 4.7 Expand the use of natural plantings on critical slopes to reduce erosion and runoff and promote water quality.

IS 4.8 Preserve and improve water quality and protect the quality and reliability of the regional water supply system.

IS 4.8A Encourage stream restoration projects.

IS 4.9 Adhere to the Regional Water Supply Plan and update it as needed.

IS 4.9A Ensure the Regional Water Supply Plan accounts for estimated quantities and impacts of outside demand for Town water supplies in the future.

IS 4.10 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements to reduce existing flooding, and improvements needed as a result of aging infrastructure.

IS 4.11 Create a permanent funding mechanism for stormwater management.

IS 4.11A Consider the creation of a stormwater utility.

IS 4.11A1 Investigate the need for a regional stormwater utility.

IS 4.12 Consider adoption of more stringent stormwater regulations.

IS 4.13 Enforce Town Code regarding illicit discharges in the stormwater system in an effort to keep storm drains free of debris and operating at maximum capacity.

IS 4.14 Identify new strategies and resources to maintain maximum stormwater system capacity and operations.

IS 4.15 Educate citizens regarding techniques to reduce stormwater runoff.

Private Utilities

Energy

American Electric Power (AEP) provides electricity to the Town of Christiansburg. Natural gas is available in Christiansburg through Atmos Energy. In addition to electric and natural gas provision, Christiansburg recognizes public support for diversifying energy sources in Town. The Town can aid this process by examining regulations that affect alternative energy provision.

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Telecommunications & Technology
Landline and cellular telephone service is available throughout Town from a variety of service providers. Cable television and satellite television are also available within Town from various providers. In addition, internet service throughout Town is provided by numerous private companies. As technology is rapidly changing, private utilities must coordinate with the Town to ensure the best service provision.

The Town of Christiansburg allows communication towers and monopoles in designated zoning districts with appropriate permits and approvals. The Town of Christiansburg developed a "Regional Approach to Telecommunications Towers" with neighboring jurisdictions to make each other aware of potential communications towers and monopoles as part of a coordinated effort to ensure appropriate location. The regional approach encourages co-location to reduce visual impacts of communication towers and monopoles. Through co-location, the siting of new antennae, dishes, etc. is supported on existing structures such as existing communications towers, tall buildings, water tanks, electric transmission towers, signs, and similar structures. This allows for the best use of existing structures and sites that can eliminate the need for construction of new communications structures in inappropriate areas.

A uniform approach to the siting of new communications structures involves consideration of surrounding jurisdictions as well as the locality in which the structure is to be located. To maintain a regional approach, localities notify neighboring jurisdictions of requests for new telecommunication facilities. New communications structures should be built in locations that will provide the least negative impact to the citizens of each jurisdiction. The use of monopoles and "stealth technology" is encouraged for new construction. Preference is given to locations which are in Industrial or non-ridge, vista-preserving locations. The least preferable locations include Conservation or Ridgeline areas. The regional approach also supports the use of expert consultants in evaluating requests for new structures.

IS 5 - Private Utilities Goals and Strategies
Encourage reliable, diverse, and efficient private utility provision within Town.

IS 5.1 Ensure access to natural gas throughout Town.

IS 5.2 Foster the development of alternative energy sources and provision.
- IS 5.2A Ensure the Town Code allows for the safe use of alternative energy sources.

IS 5.3 Increase the diversity of internet service providers within Town.

IS 5.4 Ensure reliable, high-speed internet and other technology services in Town.
- IS 5.4A Focus on providing service in economic development zones to attract high-tech businesses.

IS 5.5 Encourage collocation on existing structures when considering the development of new telecommunication facilities.

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Public Safety

> The Town of Christiansburg's primary public safety goal is to provide residents with superior, reliable public safety services, facilities, and equipment.

Keeping citizens safe is of the utmost importance to the Town of Christiansburg. Preparation for emergencies as well as manmade and natural disasters requires coordination between local government departments and cooperation with localities and regional organizations.

Communications

In 2011, the Town joined the New River Valley Emergency Communications Regional Authority, which is a cooperative effort of the Towns of Christiansburg and Blacksburg, Montgomery County, and Virginia Tech for merged Enhanced 9-1-1 (E-911) dispatch services. The dispatch center is planned to be fully operational in 2015 with approximately 45 staff members. It will be housed in the Public Safety Building located at 1 East Main Street in the renovated former Montgomery County Courthouse. A back-up dispatch center is currently being considered.

PS 1 - Communications Goal and Strategies

Improve and increase public safety communication to the citizens and between jurisdictions.

PS 1.1 Increase and integrate communication among various public safety organizations.

PS 1.2 Support the use of Statewide Area Radio System (STARS).

PS 1.3 Support greater cooperation between jurisdictions.

PS 1.4 Educate citizens on emergency operation procedures and locations.

PS 1.5 Support coordinated services between jurisdictions.

- PS 1.5A Maintain mutual aid agreements with the Virginia State Police, Montgomery County Sheriff's Office, Blacksburg Police Department, and Virginia Tech Police Department.

Law Enforcement

The Town's Police Department is manned by a full-time staff of 57 sworn officers and 15 civilian staff as well as two part-time employees. The Chief of Police is appointed by the Christiansburg Town Council on an annual basis. The Police Department utilizes 58 vehicles including 31 patrol vehicles. Six of these vehicles are sport utility vehicles which assist with mobility during times of inclement weather. The Police Department operates two 12-hour patrol shifts in a day utilizing four rotating Platoons with eight patrol personnel assigned to each platoon. The Town's E-911 service and dispatching is currently handled through the Police Department.

The Christiansburg Police Department was relocated to the Wimmer Building at 10 East Main Street in 2000. The Christiansburg Police Department is a State Accredited Law Enforcement Agency and has met the standards set forth by the Virginia Law Enforcement Professional

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Standards Commission since 2000. Since 2009, the Town of Christiansburg has been recognized by the Virginia Department of Criminal Justice Services as a Certified Crime Prevention Community.

The Town does not operate its own jail. Prisoners are housed at the Montgomery County Jail at 16 South Franklin Street in Christiansburg, which is under the jurisdiction of the Montgomery County Sheriff's Office. A regional juvenile detention center, the New River Valley Juvenile Detention Home, located at 650 Graves Street NW in Christiansburg is owned and operated jointly by Montgomery County, Pulaski County, Giles County and the City of Radford.

PS 2 - Law Enforcement Goals and Strategies
Secure appropriate resources to maintain first-class law enforcement services.

PS 2.1 Preserve status as a State Accredited Law Enforcement Agency and a Certified Crime Prevention Community.

PS 2.2 Hire personnel in order to maintain low crime rates with expanding population.

PS 2.3 Maintain low crime rate and quick incident response time.

PS 3 - Safe Neighborhoods Goals and Strategies
Consider the following strategies to enhance neighborhood safety.

PS 3.1 Install sidewalks where appropriate.

PS 3.2 Install low-impact/low-glare street lights.

PS 3.3 Support community building events.

PS 3.4 Implement neighborhood and community watches where appropriate.

PS 3.5 Encourage public safety urban design features such as natural surveillance and access control in new development.

Fire Protection

The Christiansburg Fire Department has provided fire protection since 1911. The Fire Department is manned by a paid full-time Fire Chief/Fire Marshall and 39 trained volunteer firefighters available to answer calls. Other officers within the department include an Assistant Chief, a Captain, and two Lieutenants. Calls to the squad are dispatched by both the Christiansburg Police Department and the Montgomery County Sheriff's Office.

The Christiansburg Fire Station was constructed in 1976 with 12 bays and is located at 110 Depot Street NW. The Town houses additional fire equipment for Montgomery County at the Fire Station since Christiansburg responds to calls in the County. Equipment operated by the department includes four engines, two ladder trucks, one tanker, two brush trucks, and various

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personnel units. The Christiansburg Fire Department responded to 852 alarms during the period from January 1, 2012 to December 31, 2012.

The Christiansburg Fire Department response service area is approximately 83 square miles and is shown on the following map. The Town has plans for a future Emergency Services Building located just off Peppers Ferry Road NW on Quin W. Stuart Boulevard NW including space for Fire and Rescue personnel and equipment and space for offices for the Police Department.

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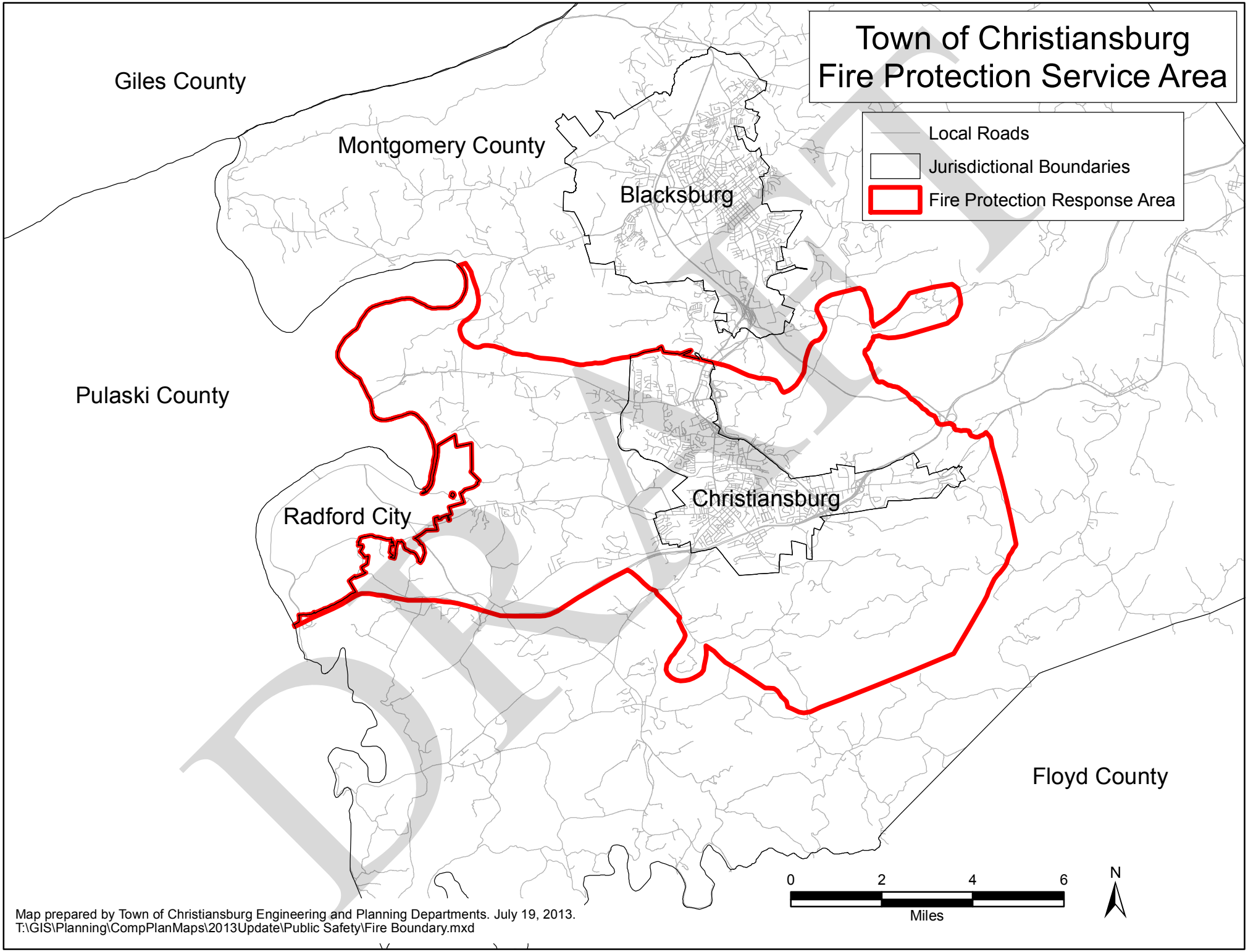
Town of Christiansburg
Fire Protection Service Area
Local Roads
Jurisdictional Boundaries
Fire Protection Response Area
Giles County
Montgomery County
Blacksburg
Pulaski County
Radford City
Christiansburg
Floyd County
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Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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PS 4 - Fire Protection Goals and Strategies
Continue to provide high-quality, efficient fire protection service.

PS 4.1 Transition from volunteer to partial paid staff for Fire Department as the situation warrants.

PS 4.2 Begin planning for Fire and Rescue Station on east side of Town.

PS 4.3 Increase residential fire safety.

PS 4.4 Maintain quick response time.

PS 4.5 Hire additional staff to address inspections for fire prevention and commercial building inspections.

PS 4.6 Continue to plan for future Emergency Services Building on Quin W. Stuart Boulevard NW.

Rescue and Emergency Services

The Christiansburg Rescue Squad began as a private non-profit corporation known as the Christiansburg Lifesaving and Rescue Crew, Inc., providing rescue services to the community beginning in 1947. In the late 1980's, the Christiansburg Lifesaving and Rescue Squad surrendered its corporate status and became a Town department. The Town completed a new Rescue Squad Building at 190 Depot Street NW next to the Fire Station in 1997.

The Christiansburg Rescue Squad is led by a full-time Chief who reports directly to the Town Manager. The squad is staffed by approximately 75 active volunteer members and supplemented by several part-time employees.

The Christiansburg Rescue Squad serves the entire Town as well as a portion of Montgomery County for a total service area of approximately 80 square miles as shown on the following map. The Christiansburg Rescue Squad responded to 3,710 calls in 2012. Calls to the squad are dispatched by both the Christiansburg Police Department and the Montgomery County Sheriff's Office. The squad operates five advanced life support ambulances, two crash/rescue trucks, one utility truck, two boats and several quick response vehicles.

The Christiansburg Rescue Squad is a member of the Virginia Association of Governmental EMS Administrators and the Virginia Association of Volunteer Rescue Squads, and is licensed as an Advanced Life Support agency by the Virginia Office of Emergency Medical Services.

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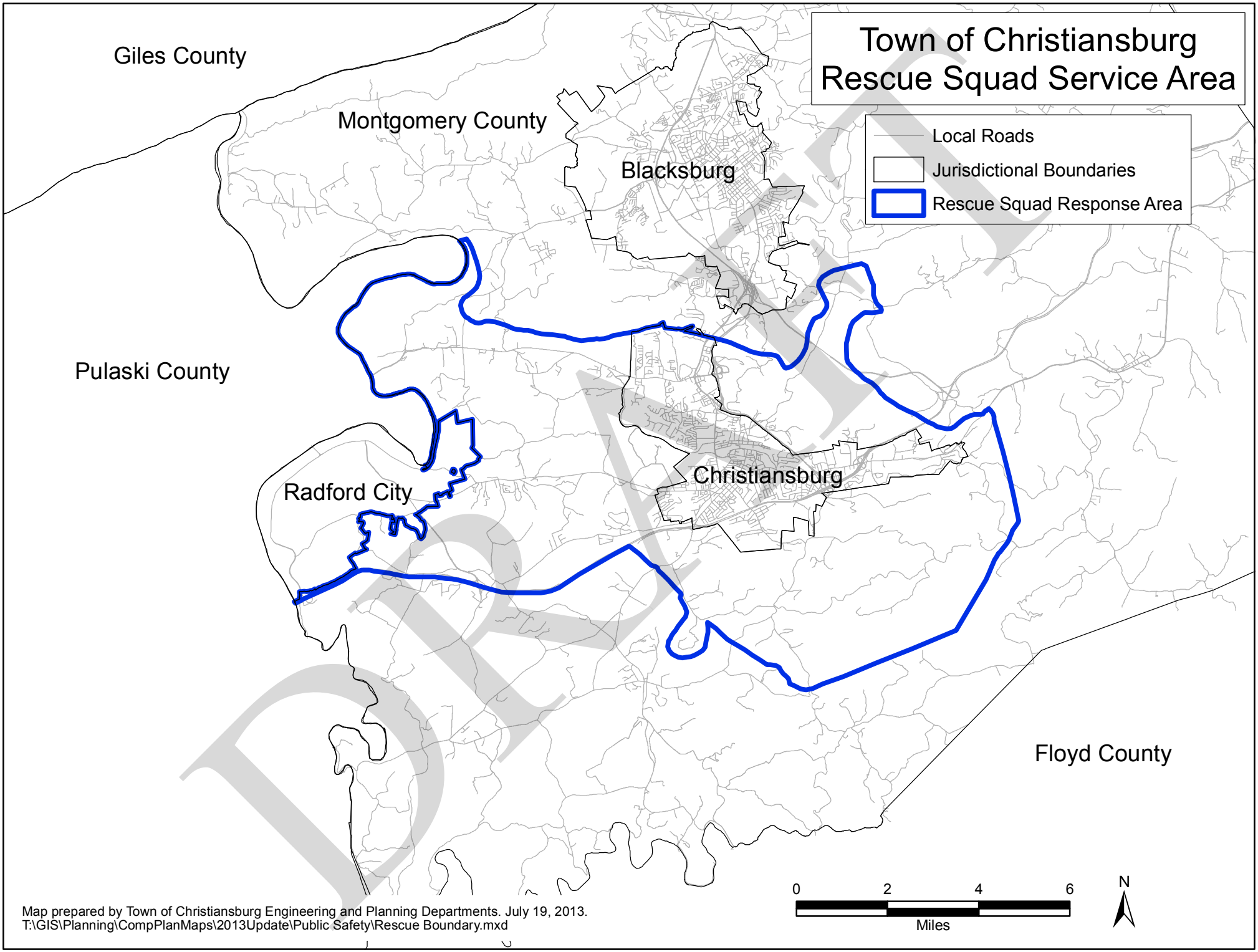
Town of Christiansburg
Rescue Squad Service Area
Local Roads
Jurisdictional Boundaries
Rescue Squad Response Area
Giles County
Montgomery County
Blacksburg
Pulaski County
Radford City
Christiansburg
Floyd County
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Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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PS 5 - Rescue and Emergency Services Goals and Strategies
Continue to provide high-quality, efficient emergency medical and rescue service.

PS 5.1 Increase in-house training and continuing education opportunities.

PS 5.2 Implement a revenue recovery system to provide a dedicated funding stream for emergency services.

PS 5.3 Begin planning for Fire and Rescue Station on east side of Town.

PS 5.4 Evaluate current response times and establish target goals for improvement as part of an overall response plan.

PS 5.5 Promote citizen preparedness in the areas of cardiac arrest survival and stroke recognition and action steps.

PS 5.6 Continue to plan for future Emergency Services Building on Quin W. Stuart Boulevard NW.

New River Valley Hazard Mitigation Plan

The Town of Christiansburg participated in the development of the New River Valley Hazard Mitigation Plan adopted by Town Council in January 2012. The Hazard Mitigation Plan is required by FEMA in order for localities to be eligible for federal project funds. The New River Valley Hazard Mitigation Plan incorporates all natural hazards affecting the Towns of Christiansburg, Blacksburg, Pulaski, Pearisburg, and Pembroke, as well as Pulaski County, Montgomery County, Giles County, Floyd County and the City of Radford. A plan concentrating on all hazards instead of each hazard individually makes the most efficient use of resources.

Hazard mitigation entails localities enacting and enforcing building codes, zoning ordinances and subdivision ordinances to protect life and property. Localities have the responsibility of making the public aware of the hazards that present risks and the measures that can be taken to reduce risk and loss. Mitigation actions are not designed to improve the ability to respond in an emergency situation, but rather to reduce the need for emergency response.

Emergency Response

The Town of Christiansburg is vulnerable to a variety of hazards such as flooding, winter storms, high winds, wildfires and resource shortages. To respond effectively to any emergency of a size or complexity beyond routine response systems, it is critical that all Town of Christiansburg public officials, departments and agencies, non-governmental emergency organizations and the public understand their roles and responsibilities. A planned-for and coordinated response on the part of state and local officials in support of in-the-field emergency responders can save lives, protect property, and more quickly restore essential services. The foundation for this coordinated response is established through the Town of Christiansburg Emergency Operations Plan (EOP) most recently revised in May 2013. The EOP identifies a range of disasters that could possibly occur in or near the Town. The EOP works to anticipate the needs that the jurisdiction might

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experience during an incident and provides guidance across town departments, agencies, and response organizations by describing an overall emergency response system including:

- How town departments/agencies will be organized during response to an event, including command authorities;
- Critical actions and interfaces during response and recovery;
- How the interaction between the jurisdiction and regional, state, and federal authorities is managed;
- How the interaction between the jurisdiction and its private partner organizations (hospitals, non-governmental emergency organizations and others) is managed during emergencies; and
- How to handle and manage needs with the resources available.

PS 6 - Emergency Management Goals and Strategies

Continually improve the Town's emergency preparedness, mitigation, and response.

PS 6.1 Develop a public emergency notification system.

PS 6.1A Consider locating sirens throughout Town for emergency notification.

PS 6.2 Support greater cooperation, integration, and collaboration with Local Emergency Planning Commissions (LEPCs).

PS 6.3 Provide for certifications for emergency management personnel.

PS 6.4 Provide for citizen education on emergency management procedures.

PS 6.5 Integrate citizen training and citizen outreach with Emergency Management objectives.

PS 6.5A Bring organizations and grassroots groups together with Police, Fire, Rescue, and Emergency Management personnel.

PS 6.6 Support and administer cross-training among personnel as a preparedness measure.

PS 6.7 Increase the training available for Red Cross volunteers.

PS 6.8 Maintain the integrity of floodplains.

PS 6.9 Keep the Emergency Operations Plan updated.

PS 6.10 Examine the reliability of the power grid and verify that adequate backup exists.

PS 6.11 Ensure the security of infrastructure systems; such as the power grid and water distribution system.

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*This chapter was submitted to the Virginia Department of Transportation by email on 02/08/2013 as per Virginia Code Section 15.2-2223 *Comprehensive plan to be prepared and adopted; scope and purpose* for 90 day review*

Transportation

> The Town of Christiansburg's primary transportation goal is to provide a diverse transportation system that offers citizens the means for safe, efficient travel without reliance on a single mode and allows for universal access that creates integrated and balanced mobility and connectivity.

Providing a safe, efficient, accessible, and diverse transportation system is critical to the Town of Christiansburg. Christiansburg's transportation network is comprised of public transit, pedestrian and bicycle facilities, a hierarchy of roads, parking, and railways which citizens utilize for a variety of professional and personal uses. Each element of this system complements the others and is imperative to create a network to fully serve the citizens. The planning process must fully integrate land use development patterns as these can greatly affect transportation resources.

Regional Transportation & Beyond

New River Valley Metropolitan Planning Organization

The New River Valley Metropolitan Planning Organization (MPO) is a transportation policy-making organization that serves the Towns of Blacksburg and Christiansburg, Radford City and the urbanized areas of Montgomery and Pulaski Counties. The MPO was formed based on population and population density from the Census 2000 and was expanded to include Radford and Pulaski County due to Census 2010 population increases. The MPO provides the information, tools, and public input necessary to improve the performance of the transportation system of the region. Future transportation needs are addressed, giving consideration to all possible strategies and the vision of the community.

The MPO coordinates and prioritizes the long range transportation policies and projects of the service area. The *Blacksburg/Christiansburg/Montgomery Area 2035 Transportation Plan* (2035 Plan) was adopted in November 2010 and amended in June 2011 as a result of this coordination and prioritization. The next update for the 2035 Plan will encompass the expanded service area of the MPO. The 2035 Plan addresses transportation improvements for the service area to meet current and projected travel demands. The 2035 Plan meets federal, state, and local requirements for an MPO Plan including early and ongoing public involvement, extensive coordination with local governments to ensure that local goals and objectives were reflected in the recommendations, a 20-plus year horizon for recommendations, consideration of anticipated transportation funding, and responsiveness to federal planning factors.

Since anticipated needs exceeded funding projections to the year 2035, the 2035 Plan includes projects within a Financially Constrained Plan as well as a Vision Plan. Should projected funding increase prior to the five-year update of the 2035 Plan, an amendment can incorporate priority projects from the Vision Plan into the Financially Constrained Plan.

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The development of the 2035 Plan included data collection, assessment of the existing transportation system, refinements to the regional computerized transportation model, and public meetings at key milestones to solicit input. Plan recommendations were based on technical analyses, public input, and consideration of local planning, mobility, safety, and economic development initiatives. The Financially Constrained Plan includes projects from VDOT's *FY 2012-2017 Virginia Transportation Six-Year Improvement Program* (SYIP) and projects that could be implemented based on anticipated funding streams between 2018 and 2035. Current funding amounts for Christiansburg projects in the 2014-2019 SYIP total approximately $47.4 million.

New River Valley Planning District Commission

The New River Valley Planning District is comprised of the City of Radford, the counties of Floyd, Giles, Montgomery, and Pulaski and the towns within them, and is financed by local, state, and federal funding. The New River Valley Planning District Commission (PDC) is chartered under Virginia law and serves local governments and residents in the area by providing a variety of planning and economic development services. The purpose of the PDC is to promote regional cooperation, to coordinate the activities and policies of member local governments, and to provide planning assistance to local governments.

The PDC prepared the *New River Valley Regional Bikeway Walkway Blueway Plan* (RBWB Plan) in 2011 with funding from the Federal Highway Administration (FHWA) and VDOT's Rural Transportation Planning Assistance Program. The RBWB Plan provides information, guidelines, and cohesion in the creation, expansion, and coordination of a safe and effective bikeway, walkway, blueway system for the region. The RBWB Plan includes existing and proposed bikeways, shared roadways, bicycle lanes, multi-purpose trails, mountain biking trails, hiking trails, sidewalks, dedicated bicycle routes, blueways (water trails), and support facilities.

The PDC adopted the *2035 Rural Long Range Transportation Plan* which addresses transportation planning outside of the MPO as part of VDOT's *2035 Surface Transportation Plan*. The PDC established the Regional Transit Coordinating Council (RTCC) in April 2012 based on recommendations from the joint PDC and MPO *Regional Transit Organization Study*. The RTCC will facilitate regional dialogue, coordinate planning efforts, and inform transit partners. The PDC has also assisted with other regional plans and studies including the *2009 Employment Mobility Study* and *2008 Park-and-Ride Study*.

Corridors of Statewide Significance

In 2009, eleven Corridors of Statewide Significance (CoSS) were identified that assist the movement of people and goods between regions in Virginia and to areas outside Virginia. The Office of Intermodal Planning and Investment included these corridors in *Virginia's Long-Range Multimodal Transportation Plan* (VTrans2035). The purpose of the CoSS is to provide a multimodal vision for the corridors to guide localities in their land use and transportation plans. This guidance allows for consistency by prohibiting local decisions from degrading the efficiency of the corridors. Two of these corridors pass through Christiansburg: the Crescent Corridor (I-81) and the Heartland Corridor (Route 460).

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Interstate 81 stretches from Tennessee to New York running through Christiansburg and connects to Interstate 77 to the south providing two significant truck freight routes. Within Christiansburg, Exits 118A, B, C and Exit 114 on Interstate 81 allow for efficient transportation of goods to local businesses and industries. U.S. Route 11, which stretches from Louisiana to New York, provides an alternative to Interstate 81 and connects Christiansburg to localities within the region. U.S. Route 460, which stretches from Kentucky to Virginia, connects Christiansburg with the major employment hubs of Salem, Roanoke, and Blacksburg including Virginia Tech.

The Crescent Corridor includes Interstate 81 and U.S. Route 11 and serves the following key functions: freight corridor for trucks and rail, passenger link between urban centers, through travel, and link for education and tourism destinations. The following strategies were identified for the Crescent Corridor in VTrans2035 to guide local land use planning and transportation investments:

- Increase capacity for both passengers and freight by expanding freight rail service and adding capacity to allow for passenger rail service
- Support expanded freight capacity by expanding intermodal facilities
- Increase the highway capacity of I-81 in strategic locations by improving interchanges, construction of new interchanges at strategic locations, and/or by roadway widening
- Improve safety by addressing high crash rate areas and making necessary improvements
- Improve safety and increase capacity along I-81 by adding truck-climbing lanes in strategic locations
- Increase Park and Ride capacity by expanding existing lots and adding new facilities at strategic locations
- Improve transit in rural areas by expanding fixed-route services and offering increased demand response services and services for the elderly and disabled
- Improve air passenger service by increasing commercial service where market forces allow at existing airports and improving ground access to air facilities
- Implement ITS (Intelligent Transportation Systems) to increase system efficiency and safety

The Heartland Corridor includes Route 460 and serves the following key functions: freight corridor for trucks and rail, westbound link for Hampton Roads especially for evacuation, and link for military, education, historic, and tourism destinations. The following strategies were identified for the Heartland Corridor in VTrans2035 to guide local land use planning and transportation investments:

- Increase capacity for both passengers and freight by expanding freight rail service and adding capacity to allow for higher speed rail between Richmond and Hampton Roads
- Ensure multimodal freight movement coordination with the proposed Craney Island expansion and divert more freight to rail
- Support expanded freight capacity by expanding intermodal facilities

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- Improve transit in the Hampton Roads, Lynchburg, and Blacksburg areas and in rural areas by offering increased demand response services and services for the elderly and disabled
- Complete construction of the Route 460 realignment west of Suffolk and increase the highway capacity of Route 460 in strategic locations
- Improve safety by addressing high crash rate areas and making necessary improvements
- Improve access management
- Encourage commercial and industrial development, encourage concentrated development centers to avoid strip development, and coordinate land use and transportation decisions

The Christiansburg goals and implementation strategies detailed in this chapter are consistent with both the Crescent and Heartland Corridor strategies from VTrans2035.

Additional local transportation projects identified by public input are included in Appendix A as the Working List of Transportation Projects.

Transit and Multi-Modal Transportation

Transit choices offer an alternative transportation method to personal automobile travel for Christiansburg residents and visitors. Services available in or accessible to Christiansburg include bus service, van service, rail service, taxi service, and air service.

Bus Service

Blacksburg Transit, a department of the Town of Blacksburg, provides bus service between Blacksburg and Christiansburg and within Christiansburg. Blacksburg Transit provides fixed service, demand response and special event service to Christiansburg. The Two Town Trolley provides an express service connection between Blacksburg and Christiansburg with limited stops. The Explorer fixed-route service provides over 6,000 annual trips operating between the NRV Mall area, downtown Christiansburg and historic Cambria, the Falling Branch Park and Ride, the Recreation Center, and the Aquatic Center. The Explorer route also allows for courtesy stops to take passengers closer to their destinations. The Go Anywhere service provides approximately 16,000 annual trips as an on-demand service for passengers traveling within Christiansburg. The Go Anywhere service allows for same-day to 14 day advance reservations. Blacksburg Transit also provides two commuter service routes from 24 Christiansburg stops to 16 Blacksburg stops during the typical work week. www.btransit.org

According to the *Blacksburg Transit 2011-2017 Transit Development Plan* (TDP), the goal for future Christiansburg bus service is to monitor and modify it as needed. Specific projects addressed in the TDP include a NRV Mall Transit Center, VDOT Park-n-Ride (I-81 Exit 118) Improvements, a Mini-Hub Transfer Station in Downtown Christiansburg, and Bus Stop Improvements at the highest usage stops. These goals are reflected in the goals and strategies for Transit and Multi-Modal Transportation in this section.

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Radford Transit, operated by New River Valley Community Services, provides bus service connecting Radford and Christiansburg. The Route 40 NRV Connect includes four Christiansburg stops and currently operates Thursday through Sunday. www.radfordtransit.com

Valley Metro, owned by the City of Roanoke, operates the Smart Way Bus which links the Roanoke Valley with the New River Valley. The Smart Way Bus includes two Christiansburg stops as well as stops in Blacksburg, Salem, and Roanoke. This route provides residents and visitors with service to the Roanoke Regional Airport. Valley Metro also operates the Smart Way Connector which connects the New River Valley, Roanoke Valley, Bedford, Lynchburg, and Amtrak Northeast Regional Service. This connector provides citizens and visitors with public transportation to passenger train service. www.smartwaybus.com

Megabus offers long-distance express bus service throughout the United States and Canada. The Falling Branch Park and Ride in Christiansburg is the only stop on the Megabus route between Union Station in Washington, DC and Knoxville, TN. Megabus service between these cities includes two trips per day north bound and two trips per day south bound. http://us.megabus.com

Ride Sharing

RIDE Solutions is a regional ridesharing program operated by the Roanoke Valley-Alleghany Regional Commission in cooperation with the New River Valley Planning District Commission. RIDE Solutions is a grant-funded service that offers free carpool matching services to residents of the Roanoke and New River Valley regions in order to reduce the number of single-occupant vehicles on the road. RIDE Solutions provides Christiansburg residents with one-on-one carpool matches and works with employers to build alternative transportation incentive programs. http://www.ridesolutions.org/

Rail Service

Freight rail service is available to local businesses utilizing Norfolk and Southern Railway lines that run through Christiansburg in an east/west direction. There is currently no passenger rail service within the Town of Christiansburg. However, residents and visitors can reach Amtrak passenger service in Lynchburg using public transit options. Restoration of passenger rail service through Christiansburg is included in the proposed TransDominion Express, which will utilize existing rail lines to connect Bristol, VA with Richmond, VA and Washington, DC. http://www.tdxinfo.org/

Taxi Service

Various private taxi companies provide Christiansburg residents and visitors with local service.

Air Service

While there is no airport within Christiansburg corporate limits, air service is available from three surrounding airports. The Roanoke Regional Airport, approximately 35 miles northeast, is served by numerous commercial airlines. The Virginia Tech-Montgomery Executive Airport, approximately 3 miles north, is operated by Christiansburg, Virginia Tech, the Town of Blacksburg, and Montgomery County and serves primarily corporate and private clientele. The New River Valley Airport, approximately 20 miles west, serves primarily cargo and is jointly

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owned by the Town of Christiansburg along with the Towns of Dublin and Pulaski, the City of Radford, and the Counties of Giles, Montgomery, and Pulaski.

Special Needs Populations

The Smart Way Bus fleet is wheelchair accessible and compliant with the Americans with Disabilities Act (ADA). The Megabus website states that Megabus is obligated to provide accessible transportation service to customers with disabilities. While not an ADA service, Blacksburg Transit Go Anywhere buses can accommodate wheelchairs.

New River Valley Community Services operates the Community Transit throughout the New River Valley including Christiansburg. The Community Transit provides safe and reliable service for medical trips for individuals with disabilities and/or special needs.

New River Valley Agency on Aging offers medical transportation options to the elderly residents of Christiansburg.

New River Valley Senior Services offers multiple transportation options for the special needs populations within Christiansburg.

Additionally, the Town of Christiansburg addresses nondiscrimination through the New River Valley Metropolitan Planning Organization Title VI Plan which includes issues such as equity and accessibility for special needs populations in transportation planning.

TRN 1 - Transit and Multi-Modal Transportation Goals and Strategies

Improve access to transit and increase convenience of transit service while maintaining safety, reliability, and efficiency. Promote the integration of bus, rail, air, and other modes of travel into the Christiansburg transportation system.

TRN 1.1 Maintain and enhance bus service throughout Town and connecting to other regional facilities.

- TRN 1.1A Increase the number of residents and visitors that utilize bus service.
  - TRN 1.1A1 Consider new bus routes where demand is found.
  - TRN 1.1A2 Consider additional bus stops and extended routes where demand is found.
  - TRN 1.1A3 Increase the hours for bus service to make local and regional travel more convenient.
  - TRN 1.1A4 Match resident needs with bus service provision through stop locations and scheduling.
- TRN 1.1B Enhance amenities and increase convenience for riders at bus stops.
  - TRN 1.1B1 Increase the number of covered bus shelters, benches, and bicycle parking at transit stops.
  - TRN 1.1B2 Support amenities such as shelters, benches, and improved signage at high usage stops as described in Project No. 19 of the Blacksburg Transit 2011-2017 TDP.
  - TRN 1.1B3 Support the creation of the NRV Mall Transit Center with bus bays and passenger amenities as described in Project No. 16 of the Blacksburg

DRAFT

Transit 2011-2017 TDP with location preference at the existing New River Valley Mall.

TRN 1.1B4 Support the creation of the Downtown Christiansburg Mini-Hub Transfer Station with space for several buses and amenities as described in Project No. 18b of the Blacksburg Transit 2011-2017 TDP.

TRN 1.2 Enhance transit access throughout Town and connecting to other regional facilities.

TRN 1.2A Create incentives for creating public transit stops when developing or redeveloping property.

TRN 1.2A1 Consider reduced parking space requirements for the creation of transit stops and transit access.

TRN 1.2B Consider transit accommodations in future Town transportation projects.

TRN 1.3 Continually assess the feasibility of regional administration for transit service as regional transit connections among localities increase.

TRN 1.4 Support expanded freight capacity through the Crescent and Heartland Corridor to maintain efficiency in the network.

TRN 1.5 Support the reentry of passenger rail service to the Town.

TRN 1.5A Support existing and expanded transit linkages to existing passenger rail service locations.

TRN 1.5B Support the proposed TransDominion Express linking Bristol, VA with Richmond, VA and Washington DC through Christiansburg.

TRN 1.6 Improve and increase park and ride opportunities within the Town. Request that the MPO study regional transit and park and ride facilities.

TRN 1.6A Identify new location prospects for park and ride lots. Consider sharing locations with existing underutilized parking lots; i.e. schools, churches and other civic uses.

TRN 1.6B Consider official designation for informal park and ride locations.

TRN 1.6C Improve park and ride facilities at I-81 Exit 118 - Falling Branch with the inclusion of a covered shelter and emergency phone at minimum. Consider relocation for expansion to reduce conflict with adjacent Falling Branch Elementary School. Support improvements such as indoor waiting areas, restrooms, and traffic separation as described in Project No. 17 of the Blacksburg Transit 2011-2017 TDP.

TRN 1.6D Support location of park and ride lots with other roadway and transportation projects, where appropriate.

TRN 1.7 Provide continued support for the Virginia Tech – Montgomery Executive Airport Authority and the New River Valley Airport Commission.

Bikeways and Walkways

Bikeways and walkways are a vital component of the Town's transportation network. The bicycle and pedestrian system is traveled by residents and visitors for both personal and

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professional purposes. These elements provide commuters with paths to work and recreational users with leisure and sporting opportunities.

Two primary facilities within Christiansburg are the Huckleberry Trail and US Bike Route 76. The Huckleberry Trail connects Downtown Blacksburg to the New River Valley Mall in Christiansburg. The Huckleberry Trail will extend to the north to connect to the Jefferson National Forest through on-road and off-road facilities in the future. The Huckleberry Trail is currently being extended to the south, with a pedestrian bridge crossing Route 114, to connect with Downtown Christiansburg. US Bike Route 76 (the TransAmerica Bike Route) enters Christiansburg along Ellett Road (State Route 723), following Cambria Street NE to Depot Street to College Street and leaves Town limits on Mud Pike Road (State Route 666).

Additionally, the Downtown Trail runs approximately 1,000 feet between College Street and Depot Street connecting the Downtown Park, National Guard Armory, Christiansburg Fire Department, Christiansburg Rescue Squad, and the Christiansburg branch of the Montgomery-Floyd Regional Library.

The Town maintains the sidewalk system which complements the existing trails. Sidewalks or trails are required for all new streets in residential zoning and sidewalks are required for new business development.

Safe Routes to School

The Virginia Department of Transportation administers the federally funded Safe Routes to School Program (SRTS). SRTS programs use a comprehensive approach to make school routes safe for children to walk and bicycle. VDOT awards grants in three categories: QuickStart Mini-grants for small activities and programs; Non-Infrastructure Grants for encouragement, education, enforcement, and evaluation; and Infrastructure Grants for improvements to walkways, bikeways, and crossings. The Christiansburg SRTS vision states:

> Our community is motivated to pursue Safe Routes to School because we highly value student physical activity and health; we want to improve the air quality and environment around our schools; we wish to improve unsafe or insufficient walkways, bikeways, and crossings; and we are committed to reducing speeding and reckless driving near the schools.

Christiansburg is pursuing infrastructure grant funding for installing bicycle racks on school campuses and improving and constructing sidewalks, trails, and crosswalks to those campuses. Christiansburg will pursue non-infrastructure grant funding when available in the future.

The following map depicts existing and proposed pedestrian and bicycle facilities in Town.

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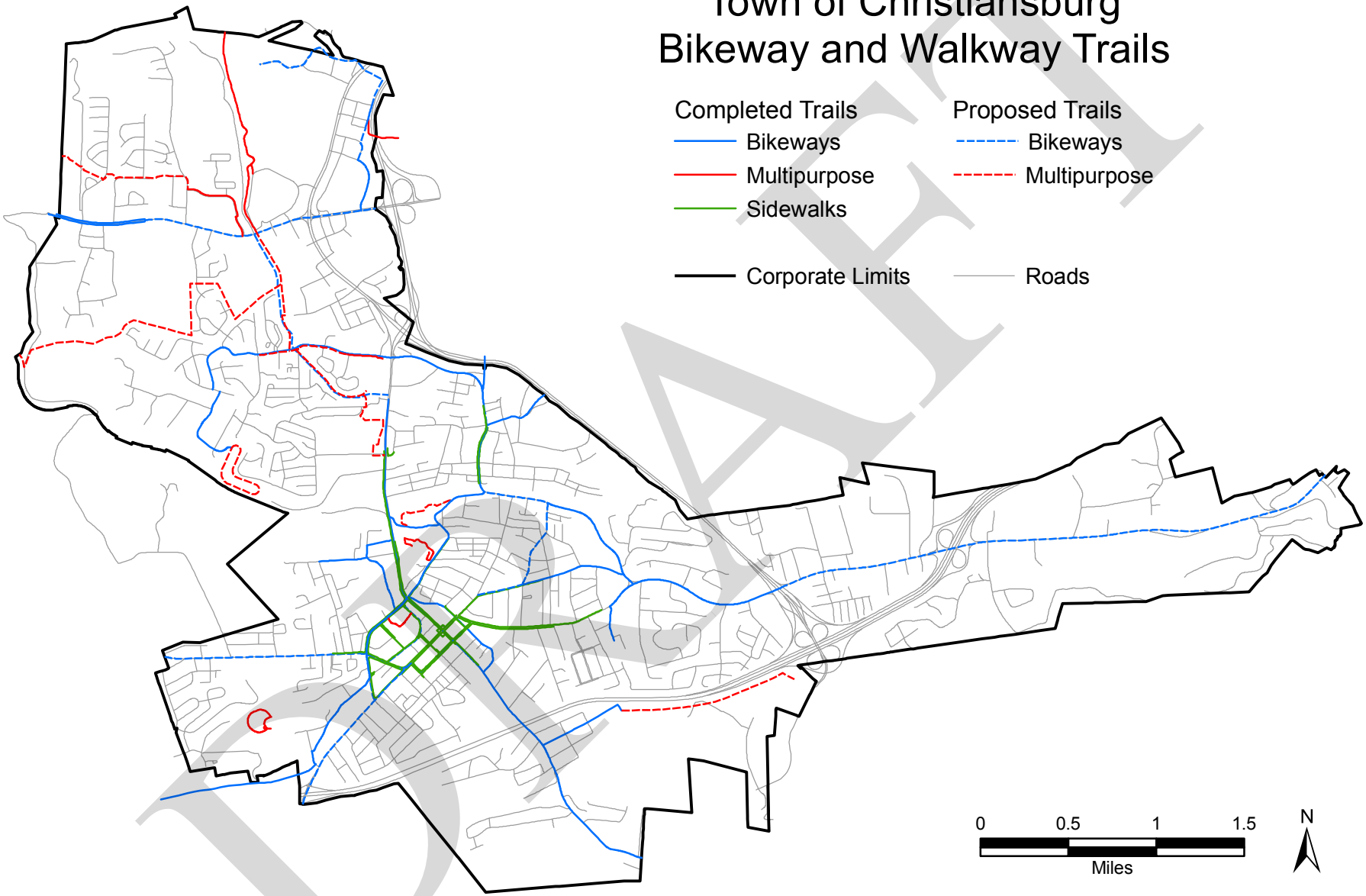

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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TRN 2 - Bikeways and Walkways Goals and Strategies

Expand safe and accessible bicycle and pedestrian facilities within and connecting to Town to maintain and enhance a diverse transportation network.

TRN 2.1 Plan for future bikeways and walkways within the Town and connecting to other regional facilities.

- TRN 2.1A Develop a new bikeway/walkway master plan and map for the Town to reflect existing facilities and future demands.
- TRN 2.1B Evaluate roadway and right-of-ways widths within Town to retrofit pedestrian and bicycle facilities within existing right-of-way.
- TRN 2.1C Create connections for bicycles and pedestrians between separate developments in the NRV Mall area and connect to the future NRV Mall Transit Center as detailed in the Blacksburg Transit TDP.
- TRN 2.1D Acquire land and/or right-of-way, where appropriate, to create an interconnected network of pedestrian and bicycle trails.
- TRN 2.1E Prioritize connecting residential areas with schools, parks, and other public facilities.
- TRN 2.1F Consider grants, utility bill round-up, cost-sharing, and other possible revenue streams to expand the pedestrian and bicycle network.
- TRN 2.1G Consider bicycle and pedestrian access when closing/vacating alleys and streets.
- TRN 2.1H Support the implementation of the *New River Valley Regional Bikeway Walkway Blueway Plan*.
- TRN 2.1I Promote bicycle and pedestrian safety and education to create a safe, accessible, and convenient system.

TRN 2.2 Enhance pedestrian facilities within Town and connecting to other regional facilities.

- TRN 2.2A Establish safe pedestrian crossings at all major intersections. Specific locations are identified in Appendix A in the Working List of Transportation Projects.
- TRN 2.2B Build new sidewalks in existing neighborhoods.
  - TRN 2.2B1 Specific locations to be determined by neighborhood plans and maintained in Appendix A in the Working List of Transportation Projects.
- TRN 2.2C Expand the Huckleberry Trail to downtown by way of the Christiansburg High School and Christiansburg Aquatic Center.
- TRN 2.2D Utilize the existing pedestrian overpass to connect the Montgomery County Mid-County Park to the NRV Mall Transit Center and the Huckleberry Trail.
- TRN 2.2E Maintain and improve existing pedestrian facilities.
- TRN 2.2F Connect schools, parks, and public facilities using sidewalks and trails.
- TRN 2.2G Develop feeder pedestrian systems to link local facilities with regional facilities such as Bisset Park, the Montgomery County Village Trails, the New River Trail, and the Roanoke River Greenway.
- TRN 2.2H Incorporate pedestrian facilities into Town projects.
- TRN 2.2I Support at-grade crossings for railways where appropriate.
- TRN 2.2J Provide emergency phones and adequate lighting along trails where appropriate.

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TRN 2.2K Reduce obstructions on walkways where appropriate.

TRN 2.3 Enhance bicycle facilities within Town and connecting to other regional facilities.

- TRN 2.3A Incorporate bicycle facilities into Town projects.
- TRN 2.3B Create incentives for bicycle facilities including bicycle parking when developing or redeveloping property.
- TRN 2.3C Increase bicycle parking locations within Town.
- TRN 2.3D Establish safe bicycle crossings (signage, etc.) at major intersections.
- TRN 2.3E Provide emergency phones and adequate lighting along trails where appropriate.
- TRN 2.3F Enhance safety on bicycle routes with signage, education, and other resources.

Road Network

Access to Christiansburg is available through several primary routes including Interstate 81, U.S. Route 460, U.S. Route 11, Virginia Route 8, Virginia Route 111, and Virginia Route 114. Access within Christiansburg and to these primary routes is provided by an internal network of local, collector, and arterial streets.

Functional Classification System

VDOT's Transportation and Mobility Planning Division determines the functional classification of the roads within Virginia. Functional classification controls many transportation factors including road design features, federal improvement and maintenance funds, maintenance inspection schedules, development and maintenance of local roads, access management, and traffic calming eligibility. Road classification or reclassification actions are initiated by the locality, MPO, VDOT, or FHWA.

Within Christiansburg, local streets provide direct access to adjacent land and make up 68.4% of total lane mileage excluding ramps, but carry only a small proportion of total vehicle miles traveled. Local streets provide access to residential neighborhoods and typically have speed limits of 25 miles per hour.

Collector streets connect local streets to arterial roads and are intended to support moderate to heavy levels of traffic. These roads make up 3.3% of total lane mileage excluding ramps and typically route traffic from residential areas to commercial areas and employment centers. Speed limits on collectors vary between 25 and 35 miles per hour.

Arterial roads primarily carry heavy traffic volumes connecting traffic to and from interstates and expressways. These roads make up 17.8% of total lane mileage excluding ramps and provide connections to Interstate 81, Route 460 Bypass and major rural routes outside of Town. Speed limits range from 25 to 55 miles per hour.

Expressway and Interstate roads make up the remaining 10.5 % of total lane mileage excluding ramps within Town. Speed limits range from 35 to 70 miles per hour.

The following map depicts Christiansburg's street network with functional classes.

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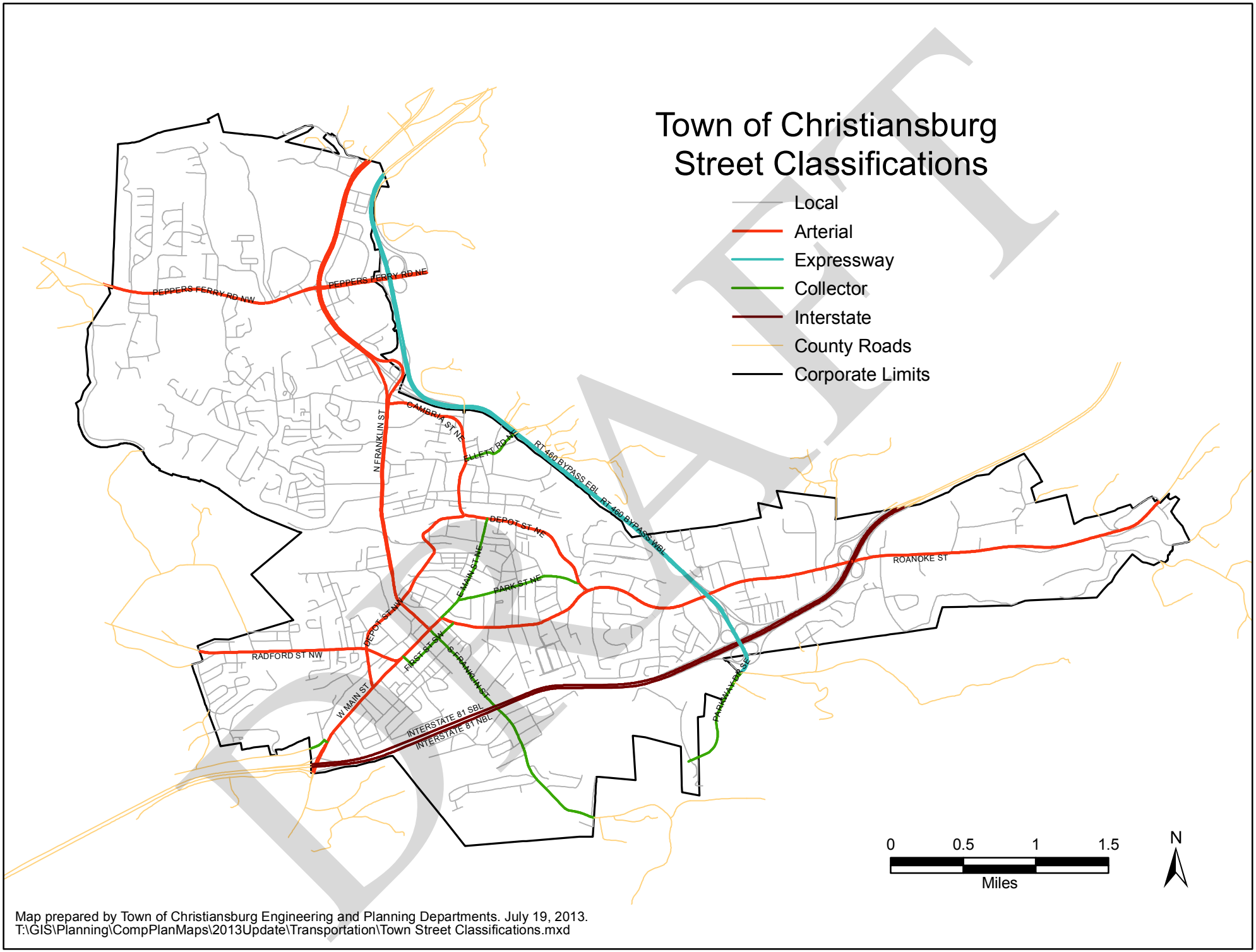

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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Traffic Calming Program

In August 2012, Christiansburg Town Council adopted the Town of Christiansburg Traffic Calming Program to address traffic problems and concerns on local and collector streets. The purpose of the Traffic Calming Program is to provide residential neighborhoods with protection from excessive speeds and volumes of motor vehicles; increase safety, access, comfort and convenience for pedestrians, bicyclists, and motorists; and promote a partnership between Town staff and neighborhood residents in the development of traffic calming measures. The program document includes criteria and methods for traffic calming including administrative methods and public involvement.

Street Improvement Projects & Priorities

The Virginia Department of Transportation, the Commonwealth Transportation Board, and the Virginia Department of Rail and Public Transportation have allocated funding for Interstate, Primary, and Urban system improvements in the *FY 2014-2019 Virginia Transportation Six-Year Improvement Program*. Eight projects have been allocated funding within Christiansburg in this report. Other projects have been identified as transportation priorities by Christiansburg for the *Blacksburg/Christiansburg/Montgomery Area 2035 Transportation Plan*. In addition, several projects have been classified as priorities after the 2010 adoption and 2011 amendment of the *2035 Transportation Plan*. The following list and map address these road project priorities as required in Virginia State Code Section 15.2-2223. All cost estimates will be adjusted to account for inflation and fluctuating material and labor costs over time.

Funding Assigned in 2014-2019 SYIP (in no particular order)

1. Central Business District – Streetscaping and pedestrian – safety measures. $4.9 million
2. Interstate 81 – Replace approaches and bridges over Route 8 for northbound and southbound lanes. $10.9 million
3. Route 460 Business – Replace signal at the Wal-Mart entrance to improve safety. $478,000 Construction Complete
4. Route 460 Business – Replace signal at the Home Depot entrance to improve safety. $310,000 Construction Complete
5. Various Town Roads – Pavement overlays resurfacing various Town roads. $1 million
6. Route 114 – Widen Peppers Ferry Road to four lanes from Route 460 Business to 0.789 Km East of West Corporate Limit. $24.7 million Construction Underway
7. *North Franklin Street/Cambria Street Intersection Improvements to include the intersection of Route 460 Business at Route 111 to Independence Boulevard to provide for increased capacity and safety. $4.1 million*
8. Various Town Roads – Storm drainage improvements along Lucas Street NE, Brown Street NE, and Church Street NE. $1 million

Funding Anticipated by 2035 (alphabetical listing)

9. Cambria Street Improvements at Ellett Road to improve intersection for operations and install signal, pending warrants. $170,000
10. Depot Street Improvements to include upgrading Route 111 bridge over Walnut Branch. $1 million
11. East Main Street Improvements at Roanoke Street to include changing the westbound approach to a left and left-right configuration. Disallow access from this intersection

DRAFT

to/from Pepper Street SE to improve long-term safety and reduce conflict points. $400,000

12. Exit 118 Park and Ride Lot Improvements to include expansion of park and ride lot with amenities. $400,000
13. Franklin Street Improvements at Main Street to monitor recent improvements for congestion. $50,000
14. Huckleberry Trail Improvements to extend southern terminus to Downtown Christiansburg (route to be determined). $2.3 million
15. Interstate 81 Improvements to include widening to six lanes from west boundary of NRVMPO to east of South Franklin Street at milepost 116 (partially in Montgomery County). $97.1 million
16. Interstate 81/West Main Street Improvements to include improving the Route 8 interchange for operations (partially in Montgomery County). $5 million
17. North Franklin Street Improvements at Depot Street intersection to add turn lanes on both eastbound and westbound directions. $1.6 million
18. North Franklin Street/Peppers Ferry Road Improvements to include improvement in intersection of Route 460 Business at Route 114 for operations and safety and additional approach lanes on Peppers Ferry Road to improve capacity. $2.3 million
19. Park and Ride Lot Improvements to include construction of a new park and ride lot. Potential locations include Route 11 or Radford Road west of Christiansburg (partially in Montgomery County). $400,000
20. Parkway Drive Improvements from Radford Road (Route 11) to South Franklin Street to include extension of Parkway Drive as a two lane facility (partially in Montgomery County). $28.6 million
21. Parkway Drive Improvements from Technology Drive to South Franklin Street to extend road as two lane roadway on four lanes of right-of-way (partially in Montgomery County). $12.7 million
22. **Peppers Ferry Road Connector to include preliminary engineering only for construction of Route 114 connector to Route 460 (North Franklin Street) as a four lane divided limited access roadway including pedestrian and bicycle facilities. $100,000**
23. Radford Street Improvements at Depot Street to include adding right turn bay for all approaches except northbound and to convert the current through-right lanes into through-only lanes. $1.2 million
24. Radford Street/Radford Road Improvements from Silver Lake Road western intersection to West Main Street to include widening to four lanes with a center bi-directional turn lane, bicycle lanes, and sidewalks (partially in Montgomery County). $37.3 million
25. Roanoke Street/Bypass Study to identify specific safety concerns at Route 11/460 Business at US 460 (Christiansburg Bypass). $100,000
26. West Main Street (Route 8) Widening from Radford Street (Route 11) to Interstate 81 to four lanes with pedestrian and bicycle facilities. $14.5 million
27. West Main Street Improvements at Mud Pike/Moose Drive (Route 666) to widen approaches at intersection to include two through lanes in the northbound and southbound directions. Consider long term relocation of Mud Pike and/or Moose Drive to provide additional spacing between this intersection and the Interstate 81 ramps (pending detailed study). $1.9 million

DRAFT

28. West Main Street Improvements at Phlegar Street/Radford Street to improve intersection for operations and safety. Shift Phlegar Street to align with Radford Street and create single intersection. $1.2 million

Town Council passed a resolution to reprioritize projects #7 and #22, to #2 and #3 respectively, for Town roadway projects. The first priority in the Town's urban system highway project list remains the Route 114 widening project. The resolution revises Project #7 to include a study of the functionality between Cambria Street and Independence Boulevard and the potential for a coordinated signal system which is included in the assigned funding for project #7. The resolution revises Project #22 to include consideration of the entire construction for the Peppers Ferry Road connector.

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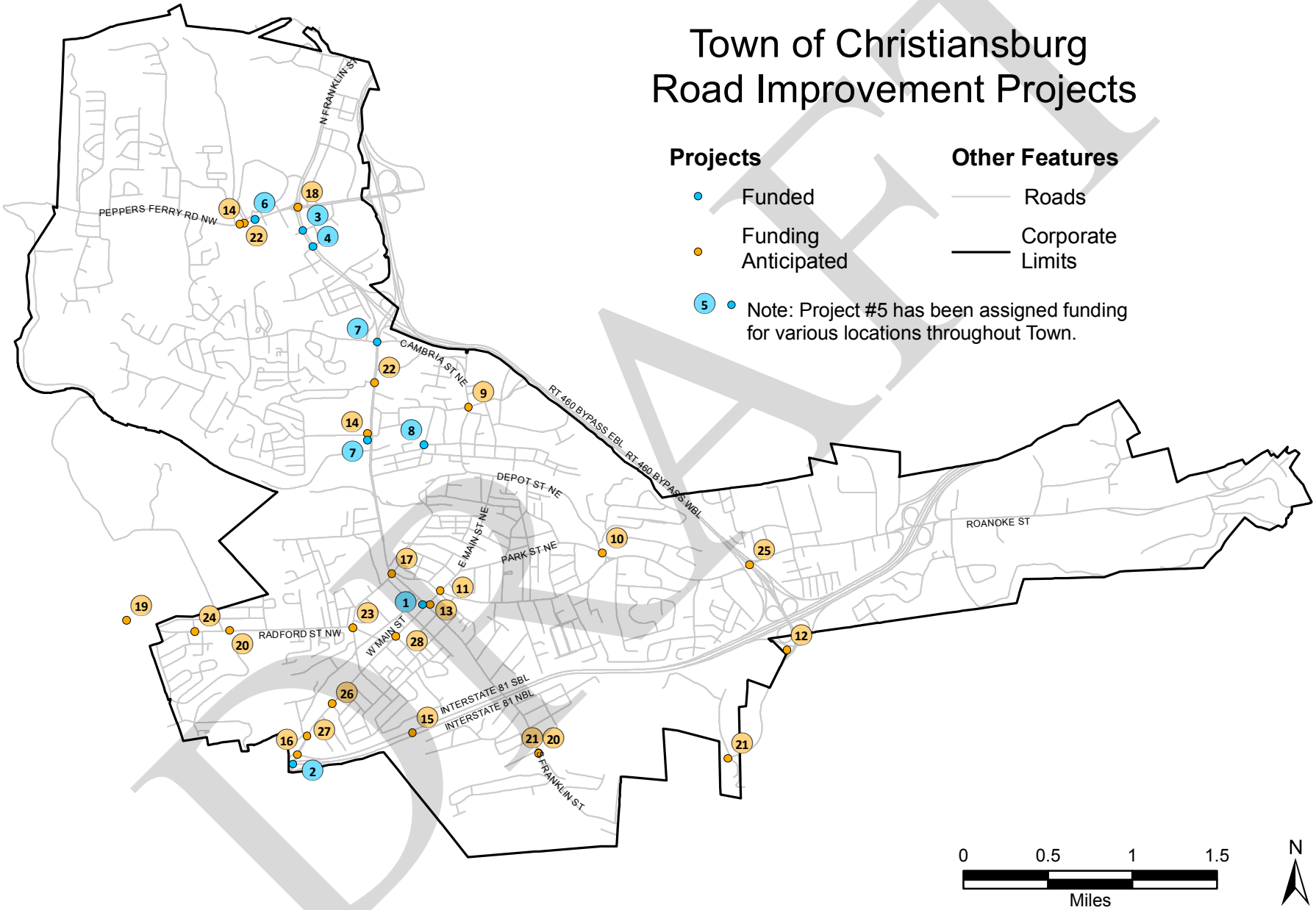

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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Funding and Maintenance

The Town of Christiansburg is located in the Salem District of the Virginia Department of Transportation. Funding for VDOT projects is shared with 5% of right-of-way and engineering costs and 2% of construction costs assumed by the Town. The yearly funding allotment by the state is allocated primarily by population. VDOT maintains interstate and expressway roads and some arterial roads while the Town maintains local, collector, and the remainder of the arterial roads. Funding for Town maintenance of roads is allocated by VDOT on the basis of number of moving-lane-miles by road category.

TRN 3 - Road Network Goals and Strategies

Provide a road network that is safe, efficient and reliable for all users. Ensure that the road network enables traffic flow within and exterior to Town limits without adverse effects on residential neighborhoods and other transportation modes.

TRN 3.1 Identify high traffic areas and develop remedies for traffic issues such as congestion and high crash rates.

TRN 3.2 Update the Street Improvements Projects & Priorities list as needed.

TRN 3.3 Consider future street connections to reduce congestion and divert through-traffic away from residential streets.

TRN 3.4 Reduce traffic congestion and speeding in residential areas.

- TRN 3.4A Reduce road width minimums while requiring grid connections.
- TRN 3.4B Prohibit industrial traffic in residential neighborhoods.

TRN 3.5 New development should increase connectivity to support efficient emergency service provision and reduce congestion at intersections of local and collector/arterial streets.

- TRN 3.5A Limit cul-de-sacs and support the use of grid patterns.

TRN 3.6 Increase availability of parking in the mixed use areas.

TRN 3.7 Consider participating in VDOT's Urban Construction Initiative.

TRN 3.8 Consider pedestrian and bicycle access when processing street/alley vacation requests.

TRN 3.9 Maintain and replace bridges and stormwater facilities as necessary with consideration for water quality within Town.

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Community and Economic Development

> The Town of Christiansburg's primary community and economic development goal is to develop a viable economic development approach that provides diverse and sustainable employment opportunities; maintains the Town's revenue base; and improves quality of life for all Town residents and to enhance the identity of the Town through historic preservation, aesthetic and visual continuity, and strong neighborhoods.

Christiansburg recognizes the fundamental connection between economic development in the community and quality of life. New commercial and industrial development, redevelopment, tourism, regional cooperation and partnerships, and workforce development are all vital to maintain service provision and improve the community. Economic development increases the tax base which allows for enhanced service provision and a high standard of living. Christiansburg's economy is closely linked with the surrounding New River Valley through cross-employment and cross-residency. Christiansburg must implement a sustainable economic development plan that values diverse economic sources.

According to the Virginia Employment Commission (VEC), the largest employers in Christiansburg include diverse fields such as government, service, retail, and industrial. This range suggests the Town is relatively insulated from economic dips within specific industry types. Specific goals and strategies which address regional cooperation and partnerships, the downtowns, the regional business centers, commercial development, industrial development, tourism, and workforce development emphasize the importance of maintaining and cultivating this diverse economic base.

While economic development builds physical wealth, community development focuses on enhancing the social and cultural wealth of the community. The development and eventual realization of collective community goals is fundamental to this enrichment process. While outcomes from this process are often immeasurable, successful community development enhances the community identity and establishes a distinct sense of place. In order to create more measurable outcomes, Town Council established the Vision 2020 which reflects the Town's desired identity.

Regional Cooperation and Partnerships

The Montgomery County Department of Economic Development, housed at the Montgomery County Government Center, is the primary contact for economic development for all of Montgomery County. The Economic Development Department's mission is to improve the quality of life throughout Montgomery County by encouraging positive economic growth that creates meaningful career opportunities for county residents, expands the commercial tax base to support the delivery of vital public services and protects our enviable quality of life. This Department markets the Falling Branch Corporate Park within Town limits.

The Montgomery County Chamber of Commerce (The Chamber), located at 1520 North Franklin Street, serves Blacksburg, Christiansburg, and Montgomery County. The Chamber has over 600 members and is responsible for the promotion of the service area and members to

DRAFT

prospective and existing businesses, visitors, and residents. The Chamber exists to promote and develop a positive environment for the operation and growth of business in Montgomery County and the New River Valley.

The New River Valley Economic Development Alliance (EDA) is a private-public partnership created to strengthen the economy of the New River Valley by recruiting new businesses to the region. The EDA's mission is to market the New River Valley, to foster job creation, to facilitate new investment, and to nurture and improve quality of life in the Valley.

The New River Valley Development Corporation (NRVDC), located at the New River Valley Business Center, is comprised of representatives from the Counties of Floyd, Giles, Montgomery, and Pulaski, the Towns of Blacksburg, Christiansburg, and Pulaski, and the City of Radford. The NRVDC exists to grow businesses and jobs through the provision of business assistance. The NRVDC provides incubator and multi-tenant facilities at the New River Valley Business Center, financial assistance through management of the New River Valley Revolving Loan Fund, and information and referral services. The New River Valley Business Center is a 54,000 square foot incubator and regional office facility that offers tenants shared meeting spaces, shipping and receiving, and photocopying and faxing services.

Virginia's First Regional Industrial Facility Authority (VFRIFA), comprised of 13 jurisdictions including Christiansburg, exists to enhance the economic base for the members by developing, owning and operating one or more facilities on a cooperative basis. VFRIFA is currently pursuing the development of the approximately 1,000-acre New River Valley Commerce Park adjacent to the New River Valley Airport.

Christiansburg has representatives on the Montgomery Regional Economic Development Corporation (MREDC) which acts in an advisory capacity to encourage existing business and industry to expand and solicit new business and industry for the County. MREDC's goals are to increase jobs and payrolls, decrease taxes, and increase the standard of living for residents.

The Montgomery-Blacksburg-Christiansburg (MBC) Development Corporation is certified by the State Corporation Commission as a not-for-profit community development corporation. The MBC exists to enhance and broaden the employment base in Montgomery County by providing small businesses with low interest loans not available from conventional sources. The MBC seeks to fund small business needs where a financial supplement may be needed to bridge the gap between private investment and traditional borrowing and where capital for a project is required to facilitate the participation of others.

The Montgomery Tourism Development Council (MTDC) was formed by a Joint Tourism Agreement between Montgomery County, Blacksburg, and Christiansburg. The Montgomery Regional Tourism Office, staffed by a Tourism Director, with the MTDC and additional stakeholders, has developed the Tourism Strategic Plan. The mission of Tourism for the area is to celebrate and share our culture, heritage and natural beauty through authentic experiences, with the purpose of stimulating economic opportunity and enhancing quality of life for the greater Montgomery County community and promote our destination in a manner that fosters partnerships and sustainable growth. The vision is to be the premier mountain destination for

DRAFT

travelers seeking unique outdoor recreation, education, and reconnection either within or around a vibrant, supportive community. The Tourism Strategic Plan is pending adoption by the Tourism Operating Board.

CED 1 - Regional Cooperation and Partnerships Goals and Strategies
Support regional cooperation and economic development partnerships as essential to achieving a diversified regional economy that will be sustainable for the long term.

CED 1.1 Continue to participate in regional economic development activities including the Chamber, EDA, NRVDC, VFRIFA, MREDC, MBC, and MTDC.

CED 1.2 Continue to participate in other regional partnerships that shape future economic development including the New River Valley Airport Commission, Virginia Tech-Montgomery Regional Airport Authority, NRV Regional Water Authority, and the Montgomery Regional Solid Waste Authority.

CED 1.3 Recognize the need to address large regional opportunities and challenges on a regional basis.

Historic Downtowns

Christiansburg is unique in that it contains two separate mixed use areas influenced by the historic centers of Christiansburg and Cambria. These areas are characterized by traditional development patterns with reduced setbacks, pedestrian scale and orientation, and mixed use structures. Historic Christiansburg and Historic Cambria also include local, state, and national historic districts which can aid in funding revitalization efforts. These centers can support mixed land uses including employment providers, retail and entertainment opportunities, public activity spaces, and residential options to provide 24 hour footprints.

CED 2 - Historic Downtowns Goals and Strategies
Promote Live/Work/Play/Shop mixed use areas focused on the historic centers of Christiansburg and Cambria.

CED 2.1 Support renovation and adaptive reuse of historic buildings within the historic centers.

- CED 2.1A When appropriate, provide flexibility in the Town Code within the historic centers to allow for limited commercial and tourism based uses to increase economically viable historic preservation.

CED 2.2 Support pedestrian accessibility between destinations with parking to be provided primarily around the periphery of the mixed use area where appropriate.

- CED 2.2A When appropriate, provide flexibility in the Town Code for parking within the historic downtowns.
- CED 2.2B Discourage the demolition of historic buildings for new parking lots.

CED 2.3 Study the expansion of established streetscape practices and designs (e.g. signage, landscaping, lighting, etc.) beyond Franklin and Main Streets.

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CED 2.4 Encourage upper floor housing within the historic downtowns as a means of increasing night-time activity.

CED 2.5 Support special events, such as Wilderness Trail Festival, that showcase the historic downtowns and contribute to the overall quality of life.

CED 2.6 Explore implementing a Main Street Program to revitalize the mixed use areas and promote tourism development. See www.preservationnation.org/main-street for more information.

Commercial and Industrial Development

Commercial development in Christiansburg includes a regional retail hub surrounding the Peppers Ferry Road/North Franklin Street intersection and a regional automotive center along eastern Roanoke Street. In addition to these regional business centers, commercial development is located along the North Franklin Street corridor, Roanoke Street corridor, Radford Street corridor, and in the historic areas. Maintaining the regional commercial hubs and focusing on redevelopment of existing underutilized commercial property is a priority for economic development in Christiansburg.

Industrial development in Christiansburg is concentrated in two industrial parks within Town. Additional large-scale industrial sites pocketed throughout the Town include Chandler Concrete, Corning, and Hubbell Lighting with smaller sites located along Scattergood Drive NW and at the Roanoke Street/Depot Street NE intersection. The Town developed the 109-acre Christiansburg Industrial Park, located less than a mile from Interstate 81. With the exception of two stormwater management parcels owned by the Town, all lots within the park have been sold for industrial development. The Industrial Development Authority of Montgomery County developed the 175-acre Falling Branch Corporate Park, located off Parkway Drive SE within Town limits. The park is served by Town water and sewer and is adjacent to Interstate 81. Lots of varying sizes are currently available for development within the park. Additional industrial and business parks serving the area include the Blacksburg Industrial Park, Elliston-Lafayette Industrial Park, New River Valley Commerce Park, and the Virginia Tech Corporate Research Center.

CED 3 - Commercial Development Goals and Strategies

Promote both the development of commercial centers as opposed to strip development and the redevelopment of aging and underperforming shopping centers and strip commercial areas into mixed use developments. Support two regionally scaled business centers within the Town: the regional retail center and the regional automotive center.

CED 3.1 Diversify the Town tax base and create a positive, welcoming image of the Town through the commercial development within the regional business hubs.

CED 3.2 Facilitate multi-modal connections (vehicular, transit and pedestrian) of commercial areas within the regional retail area.

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CED 3.3 Create a visually appealing gateway business center along East Roanoke Street that draws both local customers and those from the larger region and beyond.

CED 3.4 Support the clustering of commercial centers and residential centers along major highways.

CED 3.4A Deter the development of adjacent conflicting land uses and reduce visual clutter.

CED 3.5 Consider creating incentives to encourage the redevelopment of older shopping centers and strip commercial areas into more intensive, mixed use developments.

CED 3.6 Consider providing incentives to encourage new mixed use developments that effectively combine housing, office, retail, dining and entertainment uses and reduce vehicular traffic.

CED 3.7 Consider creating equivalent incentives for new businesses to start and existing businesses to expand.

CED 4 - Industrial Development Goals and Strategies

Continue the development of industrial parks in close proximity to Interstate-81 interchanges in order to accommodate major new employers.

CED 4.1 Support expansion of the Falling Branch Industrial Park and the Parkway Drive Extension to connect existing Parkway Drive to South Franklin Street.

Tourism

Tourism is a key element in the regional economy. According to *The Economic Impact of Domestic Travel on Virginia Counties 2011* published by the Virginia Tourism Corporation, domestic travel generated over $121 million in expenditures, over $22 million in payroll, and 1,090 jobs in Montgomery County in 2011. This created over $5 million in state tax receipts and $2 million in local tax receipts. Fixed attractions in Christiansburg and the region include historic resources, regional retail opportunities, and natural resources. In addition, dynamic events throughout the region, in the form of recreational tournaments, university events, and festivals, attract countless visitors. Christiansburg provides retail shopping and entertainment, hospitality, and food service for tourists. A sizable number of eateries and lodging establishments are available in Town due to its central location in the New River Valley and its proximity to Interstate-81.

Events and Attractions

Since its inception in 1973, the annual Wilderness Trail Festival, currently hosted by the Kiwanis Club of Christiansburg, celebrates the Town's pioneer heritage and features live music, craft sales, food vendors, informational booths, and a classic car show. The Montgomery Museum and Lewis Miller Regional Art Center sponsors Heritage Day featuring music, food, and activities at their downtown location. The Museum also holds several art and history exhibits and events throughout the year. Downtown Cambria hosts the Depot Day Festival celebrating Cambria's railroad heritage with live music, food, and activities. 'Round the Mountain:

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Southwest Virginia's Artisan Network is a non-profit organization created to promote sustainable economic development of the region's communities by assisting local artisans with marketing, education, and entrepreneurial opportunities. The organization has developed 15 Artisan Trails and partners with the Southwest Virginia Cultural Heritage Commission, Heartwood (Southwest Virginia's Artisan Gateway), and the Crooked Road (Virginia's Heritage Music Trail).

The Town hosts numerous events including several parades and an Independence Day celebration. The Aquatics Department coordinates a number of competitive events on the local, state, and national level at the Christiansburg Aquatic Center. The Parks and Recreation Department hosts various local, state, and regional baseball and softball tournaments at the Harkrader Sports Complex.

In addition to Town-sponsored tourism events and attractions, many tourists visit Christiansburg for its historic resources, antique shops, and bed and breakfasts. These historical and cultural tourism resources are vital to economic development in Christiansburg.

CED 5 - Tourism Goals and Strategies

Support tourism as an economic development opportunity that generates tax revenues through visitor expenditures without heavy demands on Town's services.

CED 5.1 Support the Montgomery Tourism Development Council and the implementation of the Tourism Strategic Plan pending adoption.

CED 5.2 Utilize designated lodging tax revenues to fund tourism initiatives.

CED 5.3 Develop tourism initiatives directed at out-of-town visitors to the Aquatic Center and the Harkrader Sports Complex.

CED 5.4 Continue to utilize wayfinding signs where appropriate to increase tourism.

CED 5.5 Continue to attract local, state, and national athletic and aquatic events to the community to further develop tourism and increase economic impact. See PR/A 3.8

CED 5.6 Develop tourism initiatives relating to promotion of historic resources, retail development, and lodging.

CED 5.7 Develop strategies to continue revitalization and redevelopment of Historic Christiansburg, Historic Cambria, and utilize the four historic districts as tourism hubs.

CED 5.7A Improve the infrastructure surrounding the historic districts including bikeways and walkways to connect these hubs with tourism locations including the Aquatic Center.

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Workforce Development

Workforce development is a critical component of economic development in Christiansburg. Workforce development helps keep young adults in the community, strengthens existing businesses, attracts new businesses, and improves the standard of living through increased skilled jobs. Employers need workforce development to stay competitive in a changing market, retain workers, increase productivity, and attractive prospective employees. Workers need workforce development to improve their skills, ensure long-term employability, and increase their standard of living.

The New River/Mount Rogers Workforce Investment Board (NRV/MR WIB) serves Bland, Carroll, Floyd, Giles, Grayson, Montgomery, Pulaski, Smythe, Wythe, and Washington Counties and the Cities of Bristol, Galax, and Radford. The NRV/MR WIB strives to increase the employment, retention, earnings and occupational skill attainment of participants. The NRV/MR WIB seeks to improve the quality of the workforce, reduce welfare dependency, and enhance the productivity and competitiveness of the local area.

Montgomery County Public Schools, New River Community College, Radford University, and Virginia Tech and private organizations provide Christiansburg employers and workers with continuing education opportunities and workforce development programs.

CED 6 - Workforce Development Goals and Strategies

Support the development of a local labor force and the development of local businesses that can succeed in the global market place.

CED 6.1 Support education and training programs offered by MCPS, NRCC, Radford University, Virginia Tech and private providers that meet the needs of Christiansburg's employers and enhance the skills of local employees.

Historic Preservation

Christiansburg was named in honor of Colonel William Christian, an early settler of the region, brother-in-law of Patrick Henry, one of the first justices of Fincastle County (which Montgomery County formed from), and a member of the Virginia Legislature. Originally a concentration of taverns and rest stops along the Great Wilderness Road (U.S. Route 11 today), the original 1.1-square mile Town was established on November 10, 1792 by the Virginia General Assembly and later incorporated on January 7, 1833. The Town of Cambria was consolidated into Christiansburg on December 31, 1965. Some of the early buildings and sites from Christiansburg's rich history are preserved today. The following table identifies Christiansburg's historic sites as listed on the *Virginia Landmarks Register* and the *National Register of Historic Places.*

DRAFT

Christiansburg Historic Sites

DHR Inv. #	Common Name(s) and/or Site Description	Address	Original Construction	Original Use	Current Use
060-5053	Prehistoric and Historic Resources in Montgomery County	- -	- -	- -	- -
154-0001	East Main Street Historic District	- -	- -	- -	- -
154-0001-05	The Oaks/Major W.L. Pierce house	311 E. Main Street	1889	house	bed and breakfast
154-0003	Christiansburg Presbyterian Church	107 W. Main Street	1853	church	church
154-0007	Phlegar Building (formerly T.F. Sullivan's Law office in 1880)	4 S. Franklin Street	Early 19th c.	offices	Montgomery County Magistrate office
154-0010	South Franklin Street Historic District	- -	- -	- -	- -
154-0027	Christiansburg U.S. Post Office	2 E. Main Street	c. 1940	Post Office	Post Office
154-0043	Surface house	515 High Street, NE	3rd ¼ 19th c.?	House	house
154-0048	Cambria Historic District	- -	- -	- -	- -
154-0048-01	(old) Christiansburg (Cambria) Depot	610, 630 Depot Street, NE	1868-70	Depot	True Light Photography, offices, residence
154-5004	Hill School/(old) Christiansburg Industrial Institute / Schaeffer Memorial Baptist Church	570 High Street, NE / 580 High Street, NE	1883-85 / 1885 (church)	school / church	community center / church
154-5008	Edgar A. Long Building (Christiansburg Industrial Institute – second site)	140 Scattergood Drive, NW	1927	School	vacant (museum planned)
154-5025	Christiansburg Downtown Historic District	- -	- -	- -	- -

*Note: All entries are listed on both the Virginia Landmarks Register and the National Register of Historic Places.
Source: Virginia Department of Historic Resources.

Christiansburg has four historic districts and a number of individually listed historic sites in the *Virginia Landmarks Register* and the *National Register of Historic Places*. These historic districts and sites are shown on the following maps.

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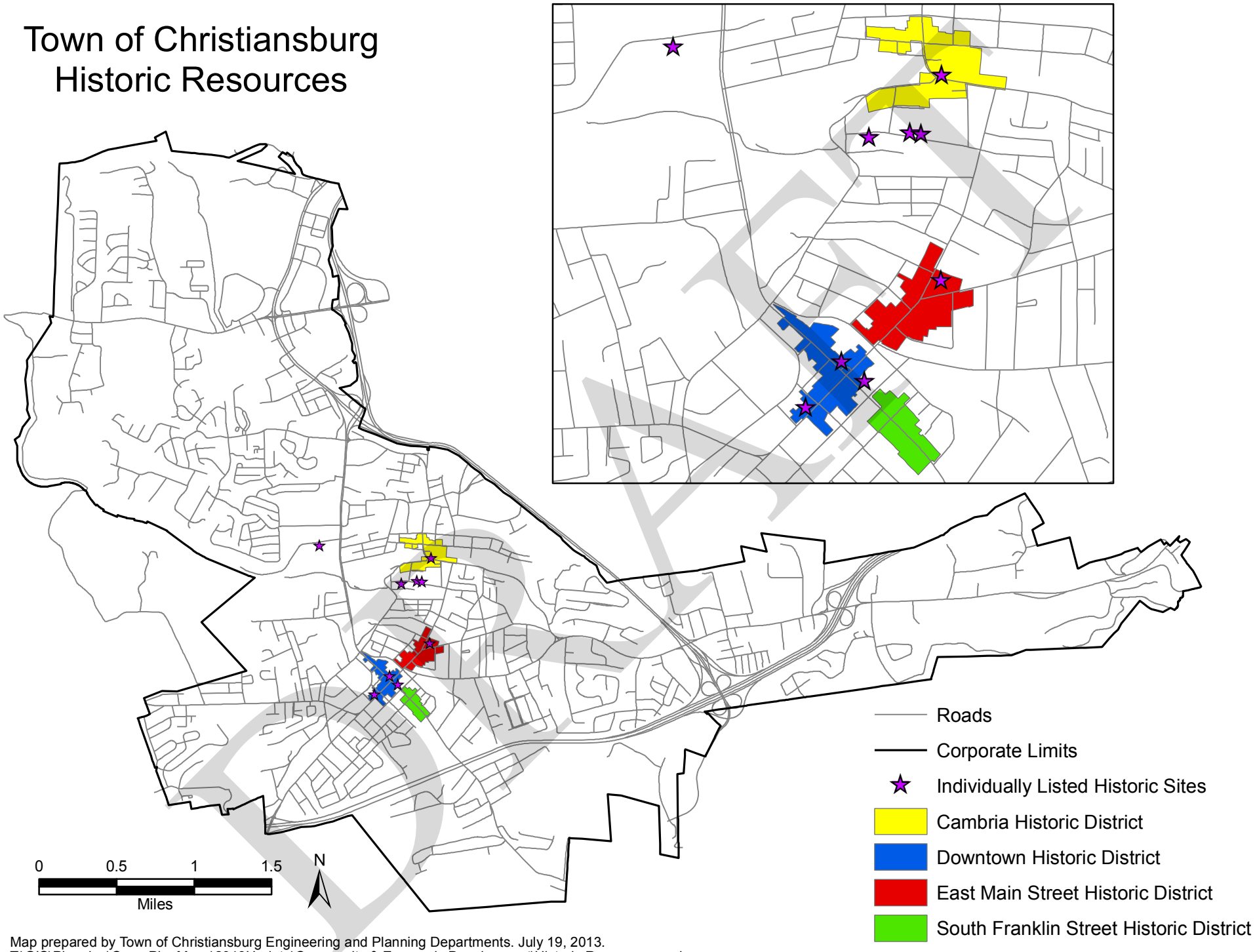
Town of Christiansburg Historic Resources



Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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CED 7 - Historic Preservation Goals and Strategies
Support, promote, and protect historic cultural resources within the community.

CED 7.1 Support and promote the adaptive reuse of historic structures while maintaining historic character.

CED 7.1A When appropriate, provide flexibility in the Town Code within the historic districts to allow for limited commercial and tourism based uses to increase economically viable historic preservation.

CED 7.2 Support the expansion and protection of the historic and cultural resources in the community to enhance the community identity and further develop tourism.

CED 7.3 Protect local cemeteries.

CED 7.4 Publicize and market the historic and cultural resources of the Town.

Community Character

Despite considerable development in recent years, Christiansburg is a diverse and unique place. In order for the Town to fully embody its motto, "Progressive small town living at its best", Town Council developed nine tenets represented in the Vision 2020. Christiansburg will be:

- everyone's hometown
- a retail, commerce, and tourist destination
- a town of well-informed and effectively engaged citizens
- a green community
- a clean, healthy, safe place to live
- a recreational, cultural, and entertainment mecca
- a model for effective land use
- a sound financial entity
- an interconnected community

In order to achieve these guiding principles, the community must recreate and strengthen Christiansburg's identity.

In addition, the plan will be amended to include neighborhood plans for the Planning Areas shown on the following map as they are developed.

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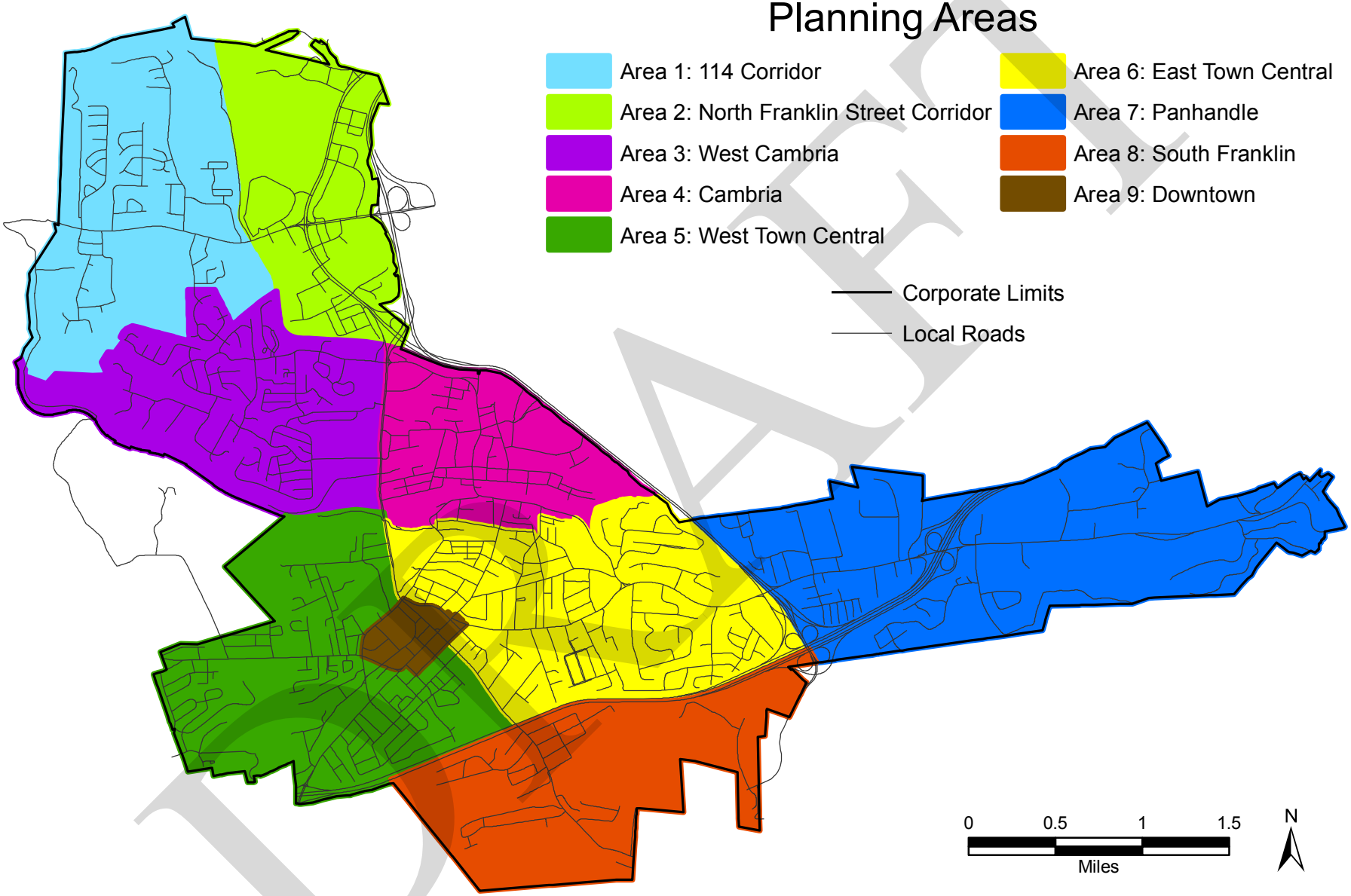

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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CED 8 - Community Character Goals and Strategies

Recreate and strengthen the community identity, improve aesthetics and visual continuity, and reinforce neighborhood character.

CED 8.1 Improve Christiansburg's gateways by creating a distinct streetscape.

CED 8.2 Enhance the Town's core areas and develop visual continuity with uniform landscaping and streetscaping.

- CED 8.2A Reduce sign clutter with stricter enforcement of sign regulations.
- CED 8.2B Expand and maintain the flower boxes within Town.

CED 8.3 Create visual ties between neighborhoods that convey the Town brand and maintain distinct neighborhood characteristics.

CED 8.4 Work with residents and businesses to improve the overall aesthetics of the community.

CED 8.5 Preserve strengthen and reinforce the stability and diversity of neighborhoods to improve residential quality in Town.

CED 8.6 Ensure that new residential neighborhoods in Town are compatible and integrated with the existing community character.

CED 8.7 Create opportunities to assist new residents in learning about and connecting with the community.

CED 8.8 Support community building events and businesses.

- CED 8.8A Support the Christiansburg Farmers' Market.
- CED 8.8B Encourage community gardens.
- CED 8.8C Encourage and support events by partnering with civic organizations.

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Land Use and Planning

> The Town of Christiansburg's primary land use and planning goal is to guide and manage physical land development and community growth through a transparent citizen-based process that protects natural and cultural resources, promotes community and economic development, ensures the supply of diverse and affordable housing for all Town residents, allows for an integrated, efficient transportation system, and plans for the provision of cost-effective public facilities and services while remaining compatible with community character.

Land use decisions create lasting implications for transportation systems, infrastructure systems, the environment, cultural resources, civic systems including public safety and recreation, and community and economic development. Successful land use planning accounts for these implications and ensures adequate provision of public facilities and services to address these issues. Land use planning guides the physical development of land within the Town addressing location, type, and intensity of use as well as public infrastructure and facilities. Well planned land use decisions are key in creating, maintaining, and enhancing a livable community.

Land use planning accounts for existing conditions and historical development patterns and increases transparency in zoning and land use decisions by showing the process behind decisions. Coordinating individual decisions through a larger development framework reduces conflicting land uses and balances public and private needs. Through directed physical development, effective land use planning includes the provision of adequate fiscally responsible public facilities and services including public safety, recreation, and infrastructure; an integrated, efficient transportation system; the promotion of community and economic development; and the protection of natural and cultural resources.

Existing and Future Land Use and Planning

Historically, development in Christiansburg centered around the courthouse creating a compact business district in the present downtown area. Development spanned outward from the downtown along the major rail and road routes. Due to three annexations and multiple boundary adjustments, Christiansburg is now more than twelve times larger in land area than at the time of incorporation in 1833. Currently, Christiansburg is approximately 14.1 square miles. The following maps depict the development of land over time in Christiansburg and show the current Zoning Districts, respectively.

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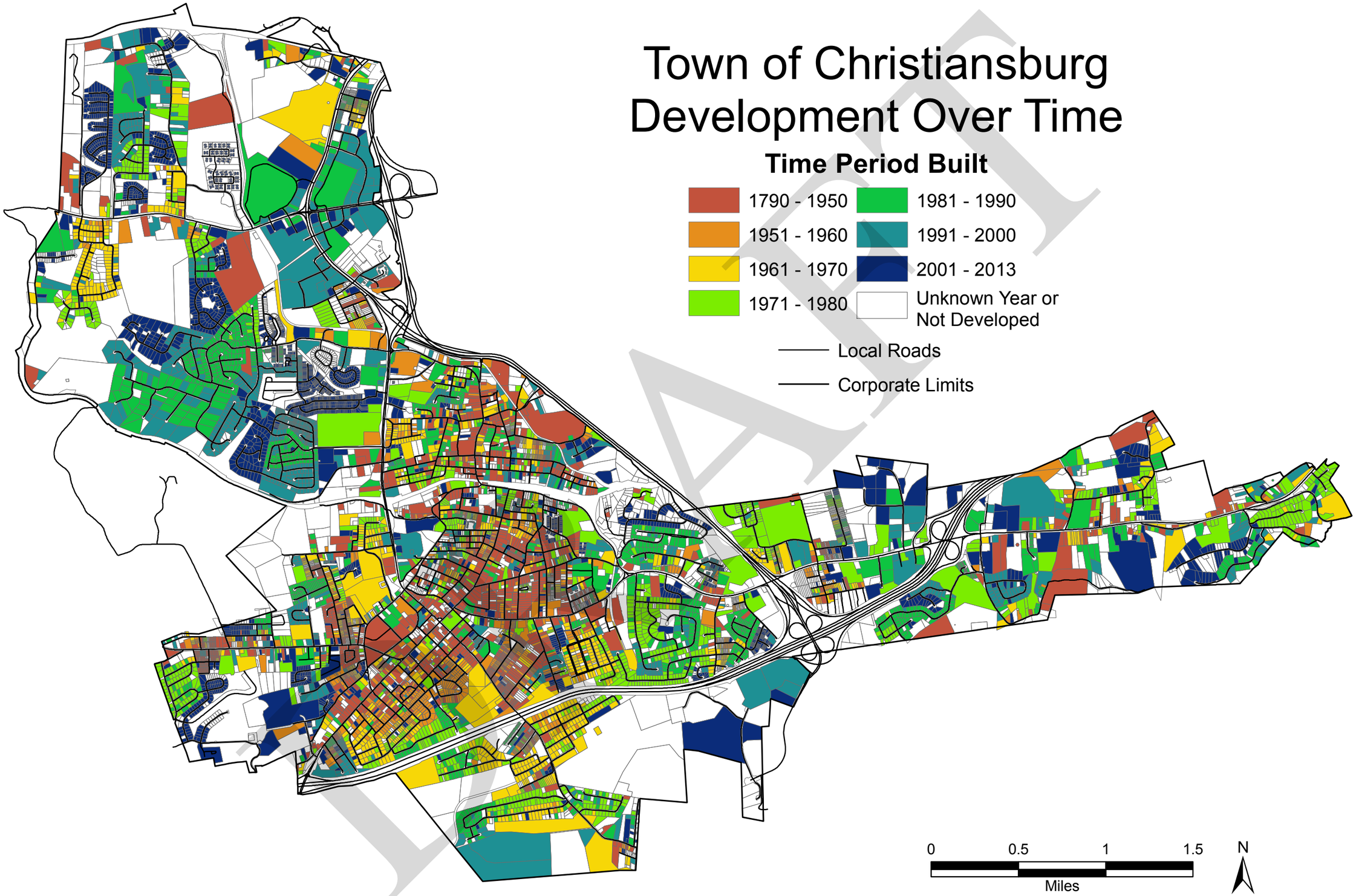
Town of Christiansburg Development Over Time



Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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TOWN OF CHRISTIANSBURG
ZONING
AS OF JULY 19, 2013

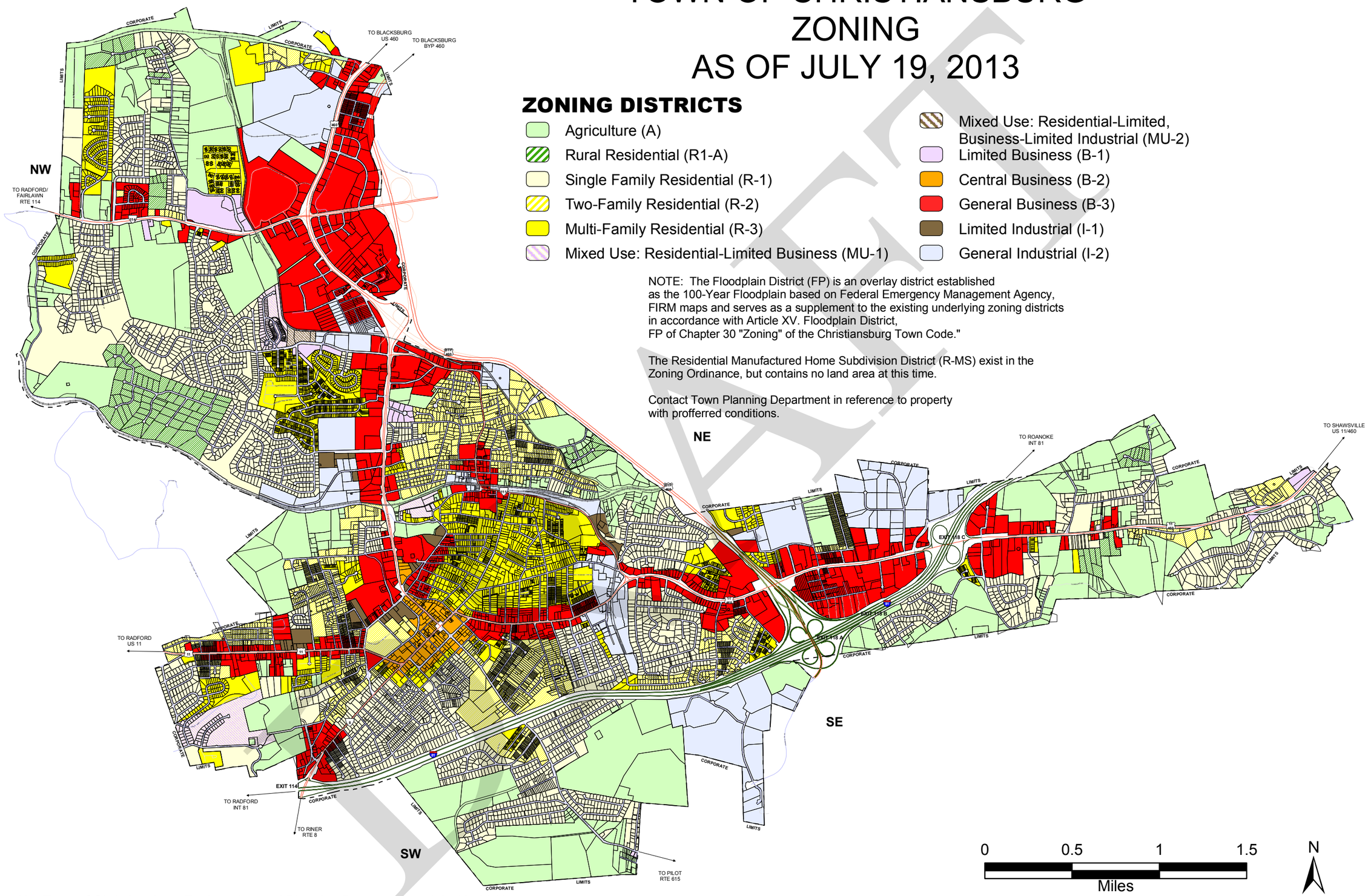
ZONING DISTRICTS

- Agriculture (A)
- Rural Residential (R1-A)
- Single Family Residential (R-1)
- Two-Family Residential (R-2)
- Multi-Family Residential (R-3)
- Mixed Use: Residential-Limited Business (MU-1)
- Mixed Use: Residential-Limited, Business-Limited Industrial (MU-2)
- Limited Business (B-1)
- Central Business (B-2)
- General Business (B-3)
- Limited Industrial (I-1)
- General Industrial (I-2)

NOTE: The Floodplain District (FP) is an overlay district established as the 100-Year Floodplain based on Federal Emergency Management Agency, FIRM maps and serves as a supplement to the existing underlying zoning districts in accordance with Article XV. Floodplain District, FP of Chapter 30 "Zoning" of the Christiansburg Town Code."

The Residential Manufactured Home Subdivision District (R-MS) exist in the Zoning Ordinance, but contains no land area at this time.

Contact Town Planning Department in reference to property with profferred conditions.



Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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The following table provides statistics showing the approximate land area and percentages of each Zoning District as of June 2013. This area does not include street rights-of-way.

Christiansburg Land Area and Percent of Total Area by Zoning District (June 2013)

Zoning	District	Area (Acres)	Percent of Total Area
A	Agricultural	2,084.3	26.6%
R-1A	Rural Residential	239.0	3.0%
R-1	Single-Family Residential	1,735.7	22.1%
R-2	Two-Family Residential	727.5	9.3%
R-3	Multi-Family Residential	774.4	9.9%
R-MS	Residential Manufactured Home Subdivision	0.0	0.0%
MU-1	Mixed Use: Residential-Limited Business	100.8	1.3%
MU-2	Mixed Use: Residential-Limited Business-Limited Industrial	7.6	0.1%
B-1	Limited Business	66.7	0.9%
B-2	Central Business	68.0	0.9%
B-3	General Business	1,275.4	16.3%
I-1	Limited Industrial	56.2	0.7%
I-2	General Industrial	709.6	9.0%
Total of Agricultural Districts		**2,084.3**	**26.6%**
Total of Residential Districts		**3,476.6**	**44.3%**
Total of Mixed Use Districts		**108.4**	**1.4%**
Total of Business Districts		**1,410.1**	**18.0%**
Total of Industrial Districts		**765.9**	**9.8%**
Total Area in all Zoning Districts		**7,845.2**	**100.0%**

Source: Town of Christiansburg

According to the Zoning Map, residential uses are the largest land classification within Christiansburg. Excluding special residential uses in business districts, almost 45% of Town's land area is residential. Since the adoption of the 2003 Christiansburg Comprehensive Plan, the Town's residential zoning districts have increased approximately 150 acres. Most of these 150 acres were previously in agricultural or forestry use in the Northwest quadrant of Town. Additional residential growth is expected to occur through rezoning of agricultural land, which accounts for over 25% of the Town's land area. This growth will likely be limited by availability of infrastructure and environmental challenges to development.

According to the Zoning Map, commercial uses account for 18% of the land area within Christiansburg. Commercial development in Christiansburg includes a regional retail hub

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surrounding the Peppers Ferry Road/North Franklin Street intersection and a regional automotive center along eastern Roanoke Street. In addition to these regional business centers, commercial development is located along the North Franklin Street corridor, Roanoke Street corridor, Radford Street corridor, and in the historic downtown areas. Continued commercial development and infill redevelopment is expected along these major roadways.

According to the Zoning Map, industrial zoning accounts for approximately 10% of the Town's land area. The majority of industrial development within Christiansburg is concentrated in two industrial parks: the Christiansburg Industrial Park and the Falling Branch Corporate Park. Additional industrial sites are located throughout Town primarily limited by topography. Buffering industrial uses from less intense land uses is critical for future land use within the Town. Expansion of industrial uses will be limited to areas with suitable topography and protected from sensitive environmental features.

While mixed uses zoning districts contain just over 1% of the Town's land area, mixed use development is very common in the historic downtown areas. Historic downtown and Historic Cambria were settled by traditional development patterns including a mix of commercial and residential uses within individual structures. This type of mixed use allows for pedestrian scale and orientation and can generate 24 hour footprints. Infill development and redevelopment in these two historic areas will enhance community character in the future.

In addition to these defined zoning classifications, areas dedicated to open space including parkland are not separately delineated. While some of these areas are developed parks and facilities, other areas may be designated as conservation areas due to environmental restrictions.

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Housing

As previously mentioned, residential zoning districts account for almost 45% of Christiansburg's total land area. As shown in the following housing growth table, this classification will likely continue to grow as Christiansburg does.

1990-2010 Housing Growth

	Number of Units 1990	Number of Units 2000	Number of Units 2010	Percent Change 1990-2000	Percent Change 2000-2010
Total	6,267	7,430	9,556	18.6%	29.0%

Source: U.S. Census Bureau, 1990, 2000, and 2010 U. S. Census of Population and Housing.

Christiansburg provides a diverse housing market in order to meet the needs of current and future residents. Single-family, duplex, townhouse, condominium and apartment units are available within the Town. The diversity of housing units presents a wide range of amenities to accommodate varying housing demand. In addition, Christiansburg has a relatively low vacancy rate when compared with Virginia and the nation as a whole.

2010 Housing Units and Vacancy Rates

	Town of Christiansburg		Montgomery County	Virginia	United States
Occupied Housing Units	8,873	92.9%	92.7%	90.8%	88.6%
Vacant Housing Units	683	7.1%	7.3%	9.2%	11.4%
Total Housing Units	9,556	100.0%	100.0%	100.0%	100.0%

Source: U. S. Census Bureau, Census 2010, Summary File 1, Tables H3, H4, H5, and HCT1.

Availability of housing can affect affordability and property values. Moreover, substandard housing is a serious problem that creates health and safety issues. According to the 2009-2011 American Community Survey, the median monthly housing costs for mortgaged owners was $1,355, non-mortgaged owners $349, and renters $786. Twenty-six percent (26%) of owners with mortgages, ten percent (10%) of owners without mortgages, and fifty-five percent (55%) of renters in Christiansburg spent thirty percent or more (≥30%) of household income on housing. Christiansburg supports the provision of affordable housing for all socioeconomic levels as it is a recognized need within the Town and larger region. Christiansburg must also support the provision of housing for other groups that are often overlooked by typical housing developments including the elderly, the disabled, and the homeless. In addition to new housing growth, maintenance and preservation of existing housing and neighborhoods in Christiansburg is vital. These maintenance and preservation goals can be addressed through funding assistance as noted below as well as increased code enforcement provisions.

The New River Valley HOME Consortium is a regional organization comprised of representatives from the counties of Floyd, Giles, Montgomery, and Pulaski, the City of Radford, and the Towns of Blacksburg, Christiansburg, Pearisburg, and Pulaski that receives funding the U.S. Department of Housing and Urban Development (HUD). The program provides an opportunity for participating localities to plan for and address housing needs on a regional basis. HOME funds assist in the construction of affordable housing, the purchase of property for development, the

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rehabilitation of existing property, and/or rental assistance and down-payment assistance. The New River Valley Planning District Commission partners with participating jurisdictions to undertake the consolidated planning process and assists in the program administration. The HOME program offers localities the flexibility to develop projects that capitalize on community partnerships to offer affordable housing to the region.

The Town of Christiansburg 2010-2015 Consolidated Plan and the Town's Annual Action Plan (a Comprehensive Community Development Plan) was prepared by the Town as required by HUD as part of the Town's designation as an Entitlement Community. Town Council adopted a resolution for the submittal of the most recent consolidated plan on August 17, 2010. This plan includes an analysis of homeless issues, an analysis of population with special needs, information on housing needs and assistance, a housing market analysis, barriers to affordable housing, an analysis of community development issues, and a strategic plan.

LUP 1 - Housing Goals and Strategies

Provide a diverse, affordable, accessible, and safe housing supply sufficient to meet the needs of all residents.

LUP 1.1 Continue to support local and regional partnerships to provide affordable housing opportunities to residents.

LUP 1.2 Create and enforce maintenance standards on rental housing.

LUP 1.3 Ensure equitable enforcement of property maintenance according to Town Code.

- LUP 1.3A Explore hiring code enforcement staff to create proactive code enforcement.
- LUP 1.3B Enforce regulations regarding home maintenance including yard upkeep.
- LUP 1.3C Create a mechanism to address recurring violations in a proactive and timely manner.

LUP 1.4 Evaluate existing neighborhoods for opportunities to create connections to trails and sidewalks.

LUP 1.5 Ensure a wide range of housing types and choices within neighborhoods including accommodations for those with special needs.

- LUP 1.5A Promote housing with universal design features to support aging in place.

LUP 1.6 Maintain and enhance the stability and integrity of Christiansburg's older neighborhoods.

- LUP 1.6A Strive to ensure new housing developments and infill structures are designed in context with existing built neighborhoods, complement the overall character and architecture of the neighborhood, and do not overtax existing public infrastructure.

LUP 1.7 Continue to implement and improve the Building Department program for condemning dilapidated properties.

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LUP 2 - Existing and Future Land Use and Planning Goals and Strategies

Land development and community growth must be undertaken in an orderly manner that is compatible with community character, protects important environmental features, and provides a fair return on public investment. The land use decision-making process must be open and transparent and encourage community and stakeholder collaboration.

LUP 2.1 Educate citizens to ensure an understanding of zoning and land use regulations and decisions.

LUP 2.2 Guide growth and development in a logical and consistent manner.

- LUP 2.2A Ensure development is compatible with surrounding uses through buffers and other techniques.

LUP 2.3 Develop and implement consistent development standards.

- LUP 2.3A Periodically inspect developments for compliance with site plan for signage, stormwater management, and other features.

LUP 2.4 Revise and rewrite the Town's zoning ordinance and subdivision ordinance as needed to ensure consistency with the Comprehensive Plan.

- LUP 2.4A Use plain language when revising the zoning ordinance and subdivision ordinance.

LUP 2.5 Revise the current zoning designations of Town property to better align with actual physical use.

LUP 2.6 Limit development in environmentally sensitive areas.

LUP 2.7 Promote environmentally friendly neighborhoods and housing developments.

- LUP 2.7A Protect environmental features (e.g. floodplains, karst) in new residential development.
- LUP 2.7B Preserve important scenic views, woodlands, and natural areas.
- LUP 2.7C Control stormwater runoff in new residential developments and subdivisions. See IS 4 and ENV 2.
- LUP 2.7D Encourage common open spaces and playgrounds in new development.

LUP 2.8 Ensure land use decisions are integrated with transportation decisions to maintain or improve access to various uses and prevent future gridlock.

- LUP 2.8A Promote connected and walkable neighborhoods. Promote multiple entrances, interconnected streets, and pedestrian sidewalks or trail linkages for neighborhood development.
- LUP 2.8B Effectively manage traffic and encourage attractive and safe pedestrian-friendly environments through landscaping and traffic calming features.

LUP 2.9 Eliminate code violations that degrade the appearance and quality of life within neighborhoods and affect the public health, safety or welfare of occupants.

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LUP 2.10 Encourage cluster development to preserve natural resources and increase the provision of open space.

LUP 2.11 Work to achieve a balance between residential, commercial, and industrial land uses in order to provide adequate support services, quality employers, and a sustainable tax base.

LUP 2.11A Encourage innovative economic development initiatives that enhance community character and the environment.

LUP 2.12 Promote new infill development and redevelopment utilizing existing infrastructure.

LUP 2.13 Schools and places of worship are mainstays within the community that enhance and stabilize neighborhoods. Future development should be at a scale appropriate to the surrounding neighborhood.

Future Land Use Classifications

The Future Land Use Map visualizes how the Town will develop and grow in the long term future. In contrast, the Zoning Map is typically utilized as a tool to implement the Future Land Use Map. Explanations of the classifications for the Future Land Use Map are given below. Following these classifications, the Future Land Use Map and Conservation – Limited Development Map are shown.

Residential

Residential development is the predominant land use in these areas. Type and intensity of housing development will be determined by zoning classification and other constraints.

Commercial

Commercial development including retail, office, and service uses are typical in this classification. Type and intensity of these developments will also be determined by zoning classification and other constraints.

Active and Passive Recreational Areas

This category includes active and passive recreational areas including associated facilities and other incidental uses. This category also includes cemeteries, museums, and cultural resources where appropriate but excludes dedicated open spaces within subdivisions.

Mixed Use

Mixed use areas allow for residential and non-residential development in one area. The ratio of residential to non-residential uses in these areas varies. Mixed use may indicate vertically mixed uses within a building or horizontally mixed uses within a larger development area. Mixed use denotes pedestrian scale and orientation, complementary uses, and promotion of a 24 hour footprint.

Industrial

Industrial use includes manufacturing, processing, and warehousing uses including incidental uses such as loading and parking.

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Buffer – Industrial
This classification allows for industrial uses with less significant external impacts. These areas necessitate serious considerations with regard to buffering from less intense adjoining land uses.

Buffer – Residential/Commercial
This classification typically allows for higher intensity residential uses and low impact commercial uses. These areas also necessitate serious considerations with regard to buffering the surrounding land uses.

Conservation - Limited Development
This map is considered part of the Future Land Use Map for the development review process. It includes areas with steep slopes (over 25%) and karst features. The floodplain is also denoted on this map showing areas that are subject to flooding during 100-year and 500-year floods. New development within the 100-year floodplain is discouraged and is governed by the Town's zoning ordinance. Overall, this map indicates areas where future development potential may be limited due to the previously mentioned features.

The following table depicts the percentage of total land area for each classification for the Future Land Use Map.

Percent of Total Area by Future Land Use Classification

Future Land Use Classification	Percent of Total Area
Residential	**69.6%**
Commercial	**12.3%**
Active and Passive Recreational Areas	**2.9%**
Mixed Use	**1.5%**
Industrial	**4.6%**
Buffer – Industrial	**6.3%**
Buffer – Residential/Commercial	**2.7%**
Total Area in all Future Land Use Classifications	**100.0%**

Source: Town of Christiansburg

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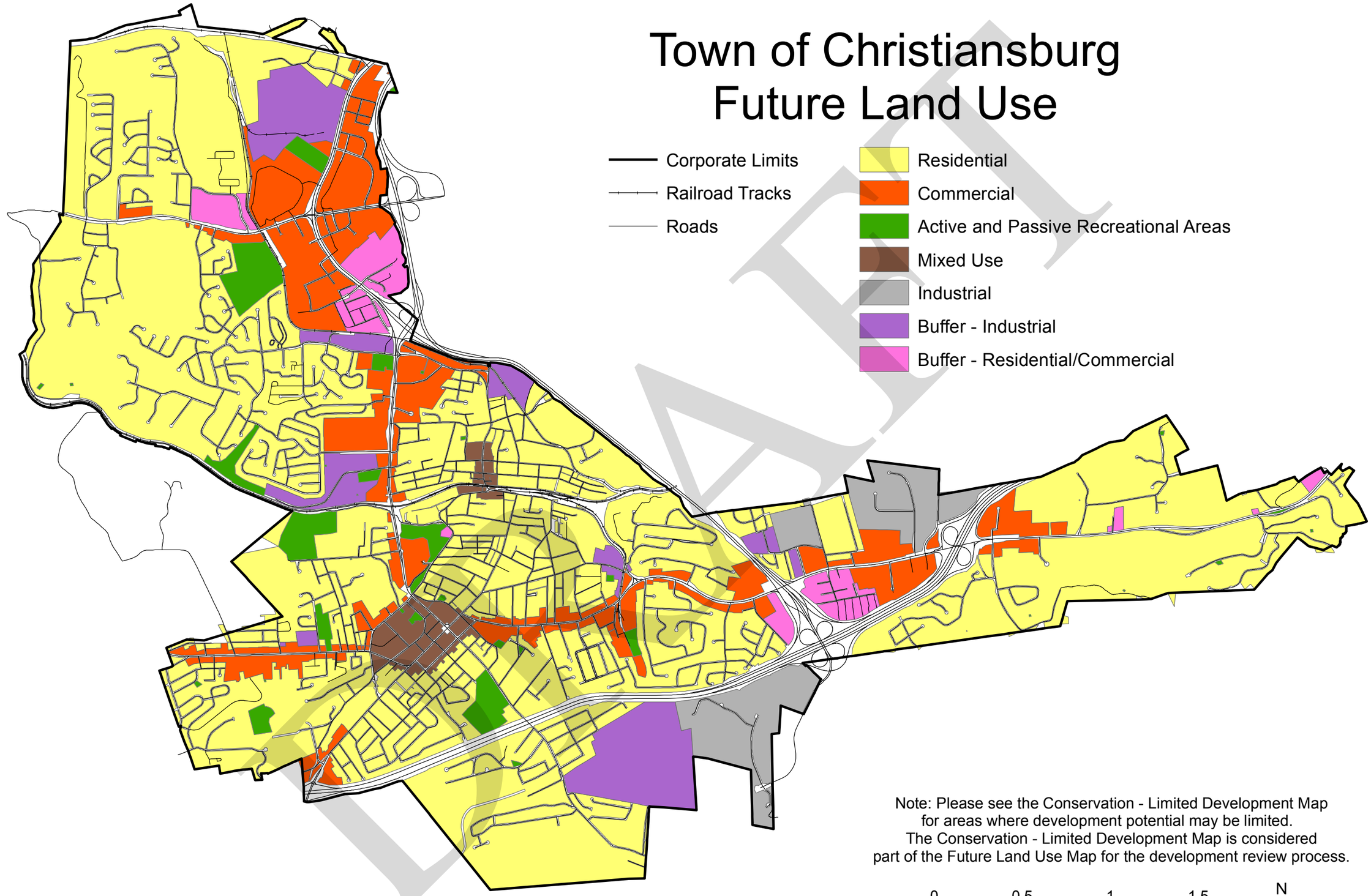
Town of Christiansburg
Future Land Use



Note: Please see the Conservation - Limited Development Map
for areas where development potential may be limited.
The Conservation - Limited Development Map is considered
part of the Future Land Use Map for the development review process.

0 0.5 1 1.5
Miles

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Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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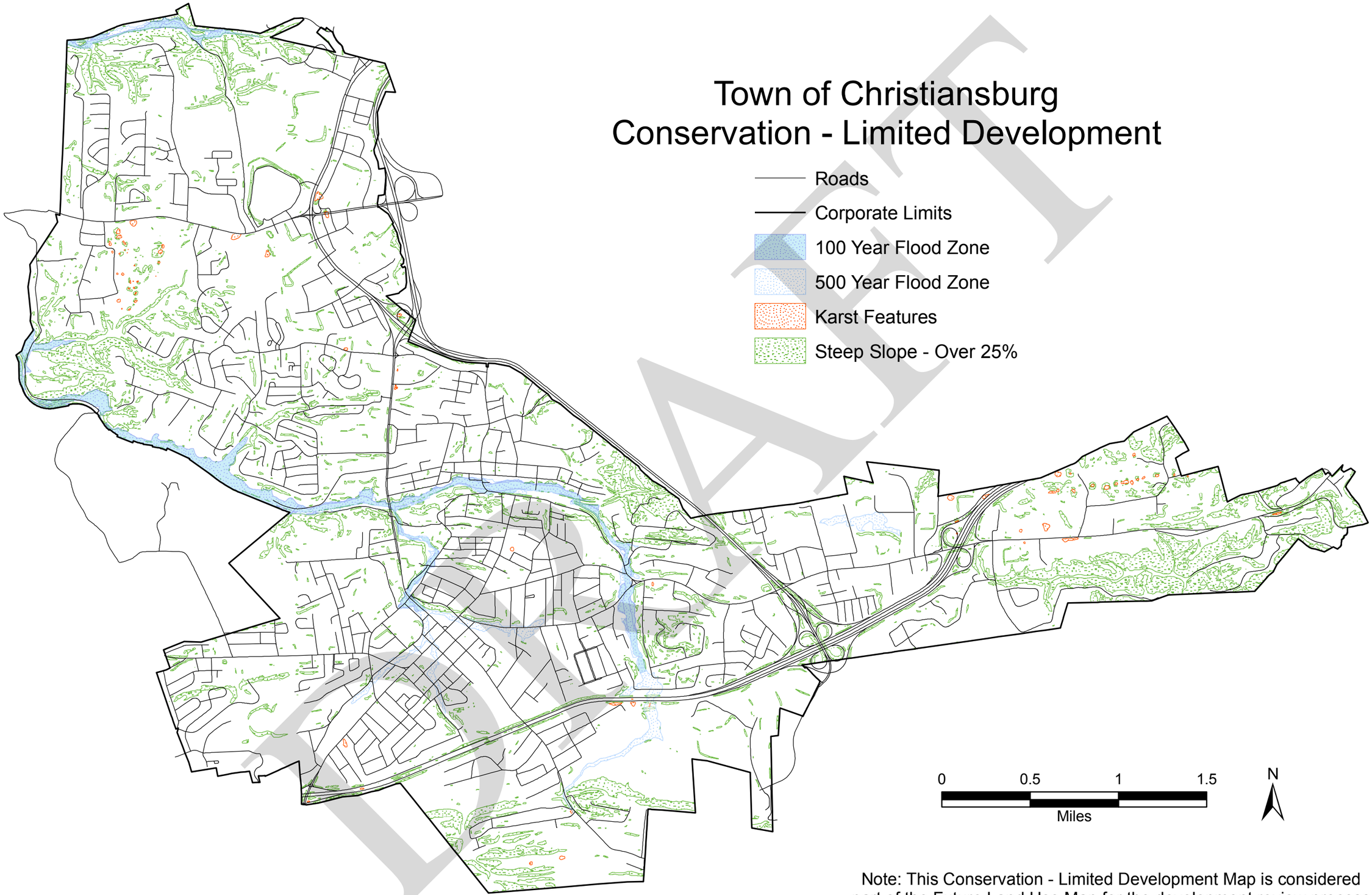
Town of Christiansburg
Conservation - Limited Development



Note: This Conservation - Limited Development Map is considered part of the Future Land Use Map for the development review process.

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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Glossary

ADA: Americans with Disabilities Act

AEP: American Electric Power

arterial: roads carrying heavy traffic volumes connecting traffic to and from interstates and expressways for longer trip lengths

Authority: NRV Regional Water Authority

BMP: Best Management Practice

buffer: the use of land, topography, space, fences, landscaping, etc. to separate properties or uses from each other to reduce unwelcome externalities

BZA: Christiansburg Board of Zoning Appeals

CoE: U.S. Army Corps of Engineers

conservation easement: the grant of a property right requiring that the described land will remain in its existing natural state in perpetuity

CoSS: Corridors of Statewide Significance

CWA: Clean Water Act

DCR: Virginia Department of Conservation and Recreation

DEQ: Virginia Department of Environmental Quality

E-911: Enhanced 9-1-1

EDA: New River Valley Economic Development Alliance

EOP: Christiansburg Emergency Operations Plan

EPA: U.S. Environmental Protection Agency

FEMA: Federal Emergency Management Agency

FHWA: Federal Highway Administration

FOIA: Virginia Freedom of Information Act

FWS: U.S. Fish and Wildlife Service

HUD: U.S. Department of Housing and Urban Development

illicit: not allowed by law, custom, etc.; unlawful; prohibited; unauthorized; improper

impervious: a surface that is highly resistant to infiltration by or passage of water

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infrastructure: facilities and services needed to sustain all land-use activities; includes water and sewer lines and other utilities, streets and roads, communications, and public facilities

karst: terrain characterized by caves, sinkholes, underground rivers, and rock outcroppings

LEED: Leadership in Energy & Environmental Design
For more information, see www.usgbc.org/leed

LEPCs: Local Emergency Planning Commissions

MBC: Montgomery-Blacksburg-Christiansburg Development Corporation

MCPS: Montgomery County Public Schools

mgd: million gallons per day

monopoles: a single, self-supporting pole for the erection of communication antenna(s)

MPO: New River Valley Metropolitan Planning Organization

MREDC: Montgomery Regional Economic Development Corporation

MRSWA: Montgomery Regional Solid Waste Authority

MS4: Municipal Storm Sewer System

MTDC: Montgomery Tourism Development Council

multi-modal: having more than one mode of transportation

NMFS: National Marine Fisheries Service

nonpartisan: not partisan; especially, not controlled or influenced by, or supporting, any single political party.

NPDES: National Pollution Discharge Elimination System

NRV: New River Valley

NRV/MR WIB: New River/Mount Rogers Workforce Investment Board

NRVDC: New River Valley Development Corporation

open space: any unimproved area of land set aside for public or private use; may include active recreational facilities such as playground equipment, multi-purpose fields and swimming pools as well as incidental parking and access roads.

PCBs: Polychlorinated Biphenyls

PDC: New River Valley Planning District Commission

permeable pavements: alternative to asphalt or concrete surfaces that allows water to drain through the porous surface to infiltrate the ground underneath

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perpetual: lasting or enduring forever or for an indefinitely long time; eternal; permanent

perpetuity: the state or quality of being perpetual; see **perpetual**

quasi-public: a use owned or operated by a nonprofit, religious, or charitable institution and providing educational, cultural, recreation, religious, or similar types of programs

RBWB Plan: New River Valley Regional Bikeway Walkway Blueway Plan

riparian: of, designating, or situated on the banks of a river, lake, etc.

RTCC: Regional Transit Coordinating Council

SCP: Christiansburg Strategic Communications Plan

SCS: Soil Conservation Science

seismic: pertaining to, of the nature of, or caused by an earthquake

shrink-swell soil testing: testing performed to determine the extent to which clay deposits in soil will expand when wet and contract when dry

SRTS: Safe Routes to School Program

STARS: Statewide Area Radio System

stealth technology: man-made trees, clock towers, bell steeples, light poles, and similar alternative-design mounting structures that camouflage or conceal the presence of communications antennas, monopoles, or towers

SYIP: Six-Year Improvement Program

TDP: Blacksburg Transit 2011-2017 Transit Development Plan

The Chamber: Montgomery County Chamber of Commerce

TMDL IP: Total Maximum Daily Load Implementation Plan

TMDLs: Total Maximum Daily Loads

USDA: U.S. Department of Agriculture

VDOT: Virginia Department of Transportation

VEC: Virginia Employment Commission

VFRIFA: Virginia's First Regional Industrial Facility Authority

VTrans2035: Virginia's Long-Range Multimodal Transportation Plan

WLAs: Wasteload Allocations

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Appendix A

Comprehensive Plan Implementation Work Program

Each year the Comprehensive Plan Subcommittee of the Planning Commission plans to study the comprehensive plan goals and strategies and develop a comprehensive plan implementation work program. The committee will recommend this program to Planning Commission and Town Council for adoption. This work program will guide the priorities for future development within the Town. The work program will be updated yearly and as priorities and accomplishments change.

Working List of Transportation Projects (in no particular order)

- Improve Radford Street (Route 11) to allow for pedestrian and bicycle facilities.
- Establish safe pedestrian crossings at all major intersections such as in the vicinity of Roanoke Street and Industrial Drive NE cand Independence Boulevard NW and North Franklin Street.
- Consider traffic calming measures (including median and crosswalks) for Roanoke Street between the 460 Bypass and Interstate 81 interchange.
- Complete study of Roanoke Street intersection area including Gateway Plaza and Falling Branch Road SE. Consider realignment and/or traffic signal, pending warrants.
- Consider traffic calming measures at the intersection of Depot Street NE and Cambria Street NE.
- Consider split-level ramps at North Franklin Street and Peppers Ferry Road.
- Develop street connection from South Franklin area to Interstate 81.
- Develop street connection from Windmill Hills to Chrisman Mill Road NW.
- Reduce truck traffic on Park Street NE.
- Create an additional entrance/exit for Craig Mountain.

Agriculture and Forestal Land

While Christiansburg is an urbanized area, approximately 26.6% of Town retains an agricultural zoning designation as of June 1, 2013. In addition, Christiansburg maintains a symbiotic relationship with Montgomery County and the New River Valley with respect to agricultural and forestal industries. Virginia Tech provides the region with a College of Agriculture and Life Sciences and a College of Natural Resources and Environment which includes a department dedicated to forestry.

According to the 2007 Census of Agriculture, Montgomery County had 628 farms totaling approximately 89,411 acres of farmland. Of that farmland, Montgomery County has approximately 30,219 acres (33.8%) of cropland, 25,199 acres (28.18%) in woodland, 31,448 acres (35.17%) in permanent pasture and rangeland, with remaining acreage (2.85%) in other uses.

According to the 2007 Census of Agriculture, Montgomery County had an average value of land and buildings per farm of $587,681 per farm and $4,128 per acre. Estimated market value of all

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machinery and equipment was $57,023 (average per farm). The following table illustrates farms, farmland, and average size of farms for Montgomery County, Virginia, and the nation. Of Montgomery County's 628 farms, 46 were between 1 and 9 acres, 219 were 10-49 acres, 247 were 50-179 acres, 80 were 180-499 acres, 25 were 500-999 acres, and 11 were 1,000 acres or more.

2007 Farms, Land in Farms, and Average Size of Farms

	Montgomery County	Virginia	United States
Farms	628	47,383	2,204,792
Land in Farms (acres)	89,411	8,624,829	922,095,840
Average Size of Farm (acres)	142	171	418

Source: U.S.D.A. National Agricultural Statistics Service, 2007 Census of Agriculture.

In addition to farmland, a livestock auction market is located on Park Street NE in Christiansburg limits. According to the 2007 Census of Agriculture, there were 21,882 cattle in Montgomery County with 1,609 being milk cows (2 years and older). There were also 1,352 stock sheep and lambs with 77 hogs and pigs.

2007 Farm Income and Sales – Montgomery County

Livestock, Poultry and Products Sold	**$13,734,000**
Poultry and eggs	$63,000
Milk and other dairy products from cows	$5,678,000
Cattle and calves	$7,536,000
Hogs and pigs	$9,000
Sheep, goats, and their products	$293,000
Horses, ponies, mules, burros, and donkeys	$244,000

Source: U.S.D.A. National Agricultural Statistics Service, 2007 Census of Agriculture.

Forestry is also important within the New River Valley. Based on forest product tax receipts, Montgomery County had a harvest total of 3,240,000 board feet of pine lumber and 1,701 pine cords as well as 7,924,000 board feet of hardwood lumber and 9,715 hardwood cords in 2010 according to the Virginia Department of Forestry. In 2010, the total value of pine lumber was $428,072 and the total value of hardwood lumber was $1,348,784 for Montgomery County.

Mineral Resources

Mineral resources are historically important within Montgomery County, especially just north of Christiansburg as reflected in the Coal Mining Heritage Park. Processing of mineral resources occurs within Town limits and mining occurs at quarries located within Montgomery County.

Wetlands

Wetlands are part of the water resource system and are critical to maintaining the health of waterways. Wetlands include swamps, marshes, bogs, and fens which vary greatly based on differences in climate, soils, topography, and a number of other factors. Wetlands feed downstream waters, protect and improve water quality by removing pollution, provide habitats, trap floodwaters, and recharge groundwater supplies.

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Section 404 of the Clean Water Act (CWA) governs wetland activities within the Town. Jointly administered by the U.S. Army Corps of Engineers (CoE) and the Environmental Protection Agency (EPA), Section 404 of the CWA establishes a permit program to regulate discharges of dredged or fill material into waters of the United States, including most wetlands (tidal and non-tidal). The U.S. Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS) evaluate impacts on fish and wildlife for this permitting process. In addition, the Swampbuster provision of the Food Security Act withholds certain Federal farm program benefits from farmers who convert or modify wetlands.

For additional information regarding wetlands, refer to the U.S. Army Corps of Engineers' website at http://www.usace.army.mil/ and the Environmental Protection Agency's website at http://www.epa.gov/.

Council Appointed Boards, Commissions, and Committees

Aquatic Advisory Board
The Aquatic Advisory Board is comprised of six appointed citizens and a liaison from Town Council. The Board supports the mission and vision of the Christiansburg Aquatic Center in providing a state-of-the-art aquatic facility that enhances the health, fitness, recreational, educational, and competitive needs throughout our region. Director of Aquatics Terry Caldwell serves as staff liaison to the Aquatic Advisory Board.

Board of Zoning Appeals
The Christiansburg Board of Zoning Appeals (BZA) members are recommended by Town Council and appointed by the Circuit Court. The BZA meets as needed to consider appeals to zoning decisions. Planning Director Nichole Hair serves as the staff liaison to the Board of Zoning Appeals.

Building Code Board of Appeals
The Christiansburg Building Code Board of Appeals meets as needed to consider appeals to building code decisions. Members of the Christiansburg Building Code Board of Appeals are appointed by the Building Official or Town Manager, per Section 9-30(b) of Town Code. Building Official Jerry Heinline serves as staff liaison to the Building Code Board of Appeals.

Cemetery Advisory Committee
The Cemetery Advisory Committee is comprised of six voting members, two non-voting members, and a Town Council liaison. Voting members must be residents of Christiansburg, own plots in Sunset Cemetery, or have family buried in Sunset Cemetery. The Committee meets as needed to consider matters regarding Sunset Cemetery and make recommendations to Town Council.

Parks & Recreation Advisory Commission
The Parks and Recreation Advisory Commission serves as an advisory board to the Parks and Recreation Department in developing programs and activities for residents of all ages. Director of Parks & Recreation Brad Epperley serves as the staff liaison to the Advisory Commission.

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Planning Commission
The Town's Planning Commission is comprised of up to 15 appointed citizens, a liaison from Town Council, and a non-voting Secretary (Planning Director). With the exception of the Council Liaison and Secretary, each planning commission member is appointed to a four-year term. The Planning Commission is responsible for recommending to Town Council on a wide variety of land use issues including the Town's Comprehensive Plan, Zoning, Conditional Use Permits, Historic Districts, and general planning issues. Once a year, the Planning Commission members elect a Chair and Vice-Chair to oversee meetings and report to Council. The Planning Commission also establishes and holds its own regular workshops and site visits for consideration and review of Zoning and Conditional Use Permit requests. Planning Director Nichole Hair serves as the non-voting secretary for the Planning Commission.

Visual Enhancement Committee (inactive)
The Visual Enhancement Committee was utilized to beautify the town prior to the development of a landscaping plan.

Other Boards, Commissions, and Committees

MBC Development Corporation
The MBC Development Corporation makes loans to existing and new small businesses in Montgomery County. The MBC is certified by the State Corporation Commission as a not-for-profit community development corporation.

Montgomery County Fire and Rescue Commission
The Montgomery County Fire and Rescue Commission was established in 2001 to provide emergency service departments within the County with regional guidance for emergency services including but not limited to apparatus replacements. The Commission is composed of the five Fire Department Chiefs and five Rescue Squad Captains within the County. Representatives from the Commission also sit on the New River Valley Emergency Communication Regional Authority Administrative Board.

Montgomery County Transportation Safety Commission
The Montgomery County Transportation Safety Commission gathers local input in recognizing and solving problems in the area of highway safety. Members represent local town governments, county government, the school system, and other stakeholders.

Montgomery Regional Economic Development Corporation
The Montgomery Regional Economic Development Corporation acts in an advisory capacity to encourage existing business and industry to expand and solicit new business and industry for the County. The goals of the Commission are to increase jobs and payrolls, decrease taxes, and increase the standard of living for residents.

Montgomery Regional Solid Waste Authority
The Montgomery Regional Solid Waste Authority (MRSWA) oversees garbage and refuse collection and disposal system, transporting garbage and refuse from transfer station and/or

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disposal sites, and recycling systems. The Authority includes Montgomery County, the Towns of Blacksburg and Christiansburg and Virginia Tech. For more information, please visit www.mrswa.com.

Montgomery Tourism Development Council
The Montgomery Tourism Development Council (MTDC) was formed by a Joint Tourism Agreement between Montgomery County, Blacksburg, and Christiansburg. The Montgomery Regional Tourism Office, staffed by a Tourism Director, with the MTDC and additional stakeholders, has developed the Tourism Strategic Plan. The mission of Tourism for the area is to celebrate and share our culture, heritage and natural beauty through authentic experiences, with the purpose of stimulating economic opportunity and enhancing quality of life for the greater Montgomery County community and promote our destination in a manner that fosters partnerships and sustainable growth. The vision is to be the premier mountain destination for travelers seeking unique outdoor recreation, education, and reconnection either within or around a vibrant, supportive community.

NRV Development Corporation
The NRV Development Corporation is a non-profit organization formed in 1983 to provide business assistance. It includes membership from the counties of Floyd, Giles, Montgomery, Pulaski, the towns of Blacksburg, Christiansburg, and Pulaski, and the city of Radford. For more information, visit www.nrvdc.org.

NRV Regional Water Authority
The Water Authority is responsible for overseeing the day-to-day operations of supplying clean water to the three communities. For more information, please visit www.h2o4u.org.

New River Valley Agency on Aging Board of Directors
The New River Valley Agency on Aging exists to support and enhance the lives of older adults, their families, and caregivers through advocacy, information, and services. The Board of Directors of the New River Valley Agency on Aging is the principal policy making unit of the Agency. Policy-making, oversight in program determinations, and assuring the availability of funds and accountability for their expenditure are the primary functions of the Board. The Agency on Aging may be contacted through their website at www.nrvaoa.org.

New River Valley Airport Commission
The New River Valley Airport Commission owns and operates the New River Valley Airport, which is now a port of entry with customs facilities. The New River Valley Airport may be contacted through their website at www.nrvairport.com.

New River Valley Emergency Communication Regional Authority
The purpose of the New River Valley Emergency Communication Regional Authority shall be to develop a consolidated system for the receipt and response of 9-1-1 emergency calls and communications that will improve response time, quality of service, and coordination of available resources for the citizens of effected localities.

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New River Valley Metropolitan Planning Organization
The New River Valley Metropolitan Planning Organization (MPO) is a transportation policy-making organization that serves the Towns of Blacksburg and Christiansburg, Radford City and the urbanized areas of Montgomery and Pulaski Counties. The MPO provides the information, tools, and public input necessary to improve the performance of the transportation system of the region.

New River Valley Planning District Commission
The New River Valley Planning District Commission is responsible for administering a comprehensive region wide plan for growth and development. Members establish policy and delegate duties to staff members through an Executive Director. For more information, please visit www.nrvpdc.org.

Virginia's First Regional Industrial Facility Authority
Virginia's First Regional Industrial Facility Authority was created to enhance the economic base for the member localities by developing, owning, and operating one or more facilities on a cooperative basis involving member localities. In addition to the Town of Christiansburg, other member localities include the counties of Bland, Craig, Giles, Montgomery, Pulaski, Roanoke, and Wythe, as well as the cities of Radford, Roanoke, and Salem and the towns of Dublin, Narrows, Pearisburg, and Pulaski.

Virginia Tech-Montgomery Regional Airport Authority
The Virginia Tech/Montgomery Regional Airport Authority operates The Virginia Tech/Montgomery Executive Airport. In addition to the Town of Christiansburg, the Authority is made up of members from Virginia Tech, Montgomery County, and the Town of Blacksburg. The Virginia Tech-Montgomery Executive Airport may be contacted through their website at www.vtbcb.com.

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Christiansburg Area Public Recreational Facilities
Existing and Proposed

Existing Area Facilities:	Approx. Acreage/Area	Amenities
Christiansburg Recreation Center/Senior Citizens Center – 1600 N. Franklin Street	62,000 square feet / 6.7 acres	62,000 square foot facility with 4 basketball courts, 2 racquetball courts, 2 weight rooms, game rooms, educational and recreational classes and programs
Senior Center – 1600 N. Franklin Street (inside the Christiansburg Recreation Center)	(included above)	meeting rooms, exercise equipment, recreational classes and programs, health clinic
Christiansburg Aquatic Center (595 N. Franklin Street)	17.1 acres	swimming facilities, skateboard park, walking trail
Huckleberry Trail – parallel to N. Franklin Street stretching from the NRV Mall to Blacksburg	5.76 miles (1.0 mile in town)	10-foot wide paved trail for hiking and non-motorized vehicles, benches
Harkrader Sports Fields – 1209 Buffalo Drive, N.W.	11.0 acres	open fields, walking trail, 3 baseball/softball fields with two inlayed soccer/multi-purpose fields, 2 batting cages, 2 playgrounds
Downtown Park (beside the National Guard Armory) – College Street, N.W.	0.6 acres	playground equipment, picnic area, play fields, benches, basketball courts, walking trail
Depot Park – Depot Street, N.E.	3.85 acres	playground equipment, jogging/walking path, play fields, 2 basketball courts
Circle Park – Ellett Drive, S.E.	0.60 acres	playground equipment, swings, picnic area, basketball court
Town and Country Park – Summitridge Road, S.W.	0.79 acres	playground equipment, swings, picnic tables, benches
Wayside Park – Wayside Drive, S.E. (Rt. 11/460 at the top of Christiansburg Mountain)	0.9 acres	picnic area
Wall Street Park – Wall Street N.W.	0.5 acres	playground equipment, picnic area, basketball goal
Christiansburg Primary School (240 Betty Drive, N.W.)	2.0 acres	playground equipment, ballfield, open fields, basketball court
Christiansburg Elementary School (160 Wades Lane, N.W.)	2.0 acres	playground equipment, ballfield, play fields, 2 basketball courts
Falling Branch Elementary School (735 Falling Branch Road, S.E.)	2.0 acres	2 ballfields
Old Christiansburg Middle School (205, 207, and 209 College Street N.W.)	3.0 acres	ballfield
New Christiansburg Middle School (1205 Buffalo Drive, N.W.)	2.0 acres	2 gymnasiums, an amphitheater, tennis courts, basketball courts
Christiansburg High School (100 Independence Boulevard, N.W.)	6.2 acres	track, open fields, lighted ballfield, 6 tennis courts
Kiwanis Park (Roanoke Street/Kiwanis Lane, S.E.)	5.5 acres	2 lighted multi-purpose athletic fields, playground equipment, picnic shelter
Rosa L. Peters Playground (300 Depot Street, N.E.)	3.5 acres	swimming pool, picnic shelter, swings, horseshoe pit,
National Guard Armory (15 College Street, N.W.)	3,000 square feet	gymnasium/auditorium
Montgomery County owned Mid-County Park (380 Cinnabar Road in the County)	Approximately 90 acres	Frog Pond swimming pools, 18-hole Golden Hills Disc Golf Course, basketball court, 3 picnic shelters, trails
Montgomery County owned Coal Mining Heritage Park (755 Merrimac Road in the County)	Approximately 30 acres	educational and recreational services and facilities, nature trail, playground, picnic pavilion
Potential Future Facilities	**Acreage/Area**	**Amenities**
Wilson Farm Property (Peppers Ferry Road, N.W.)	About 61 acres	Undetermined
Wades Lane Park (Wades Lane, N.W.)	40.0 acres	Undetermined
Kelseywood – John Lemley Lane, S.E.	0.467 acres	Undetermined
Slate Creek Commons greenspace – Walters Drive and Slate Creek Drive	3.68 acres	Undetermined
Edgemont of Diamond Hills – Diamond Hills	20.1 acres	Educational Passive Recreation Trail
Gold Leaf Drive – future park	0.8 acres	Undetermined
Warren Street/Kamran Drive – future park	About 2 acres	Undetermined
Robinhood Estates - Hans Meadow Road N.E. – future park	1.9 acres	Undetermined
Windmill Hills greenspace – Alder Lane, N.W.	4.6 acres	Undetermined

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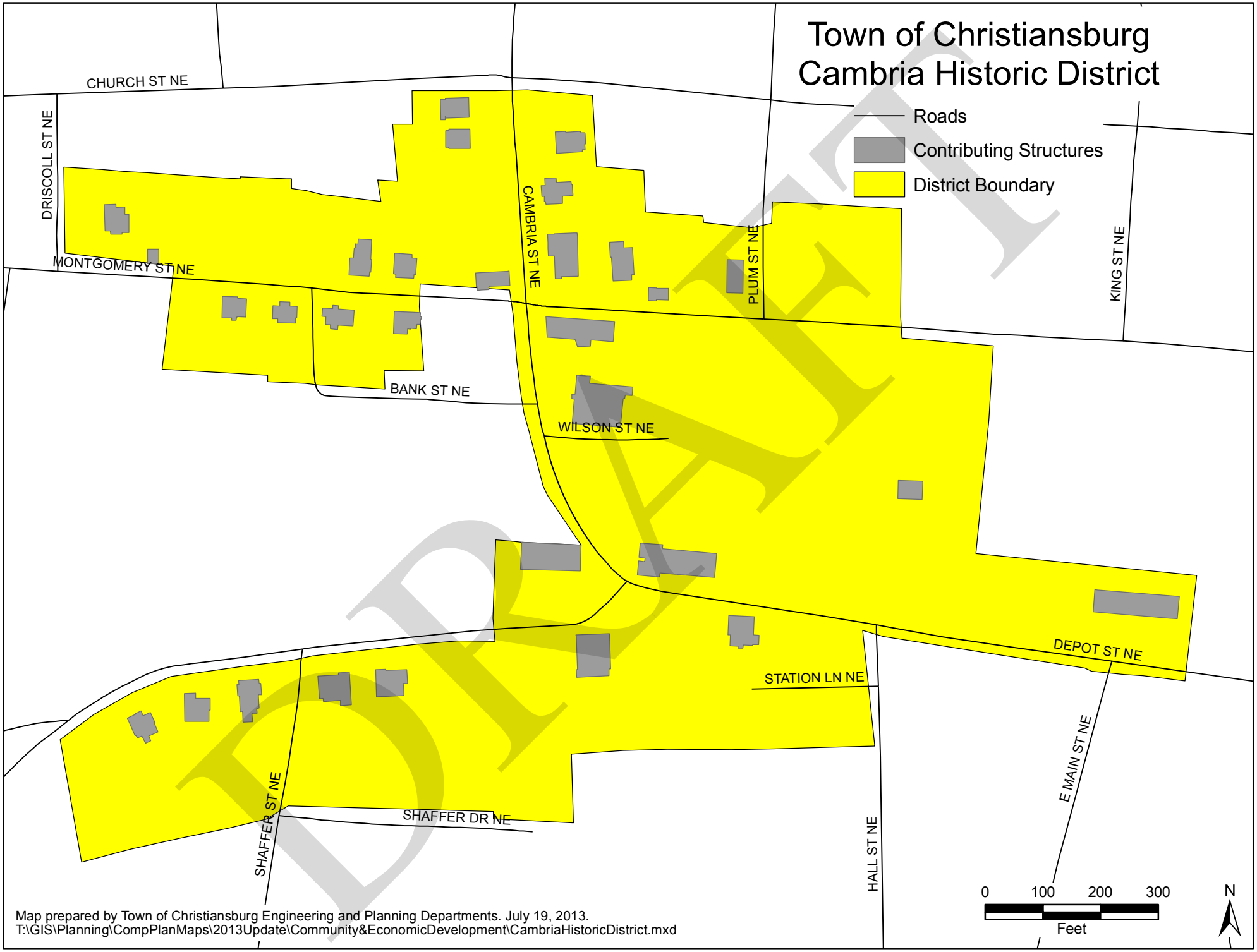

Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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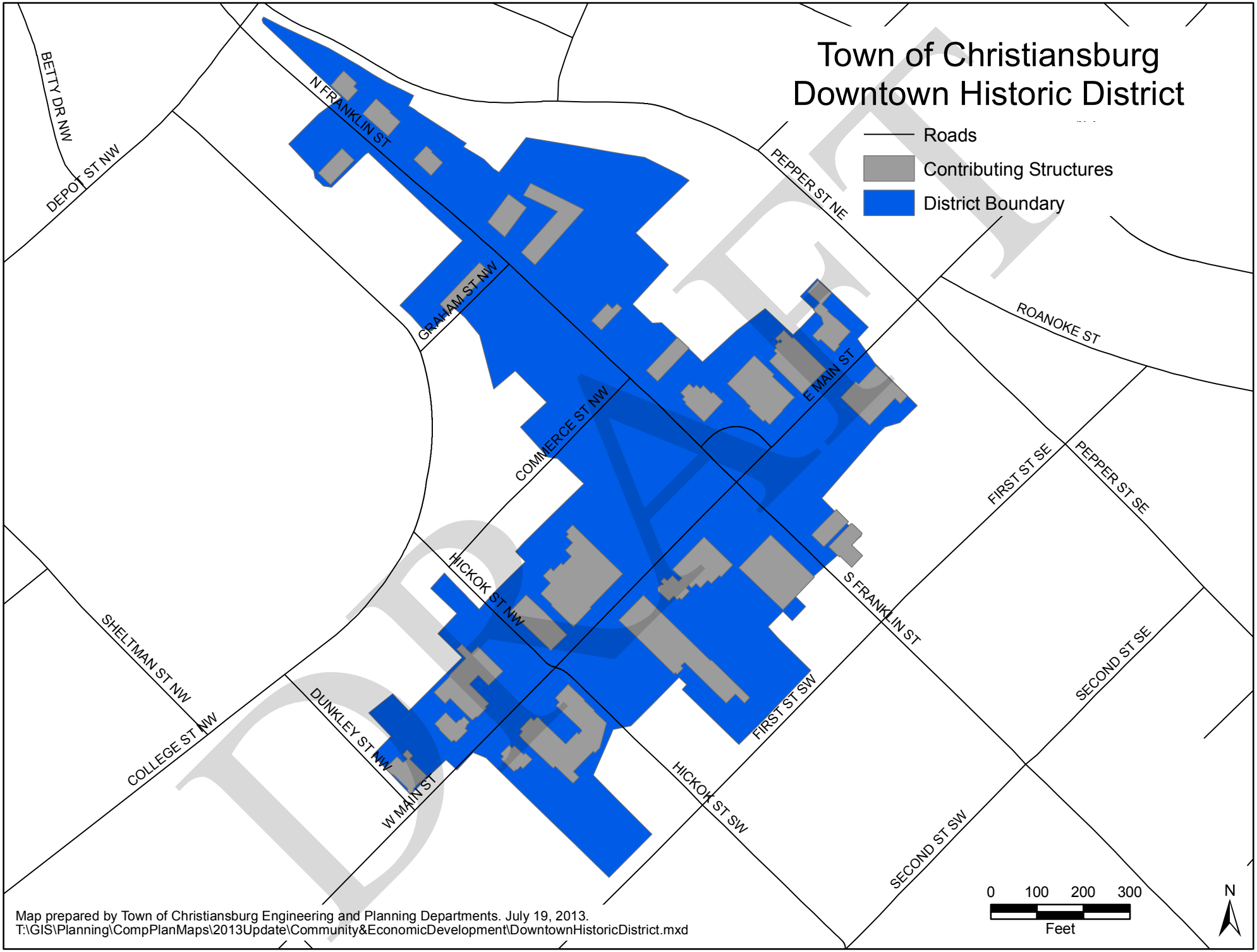

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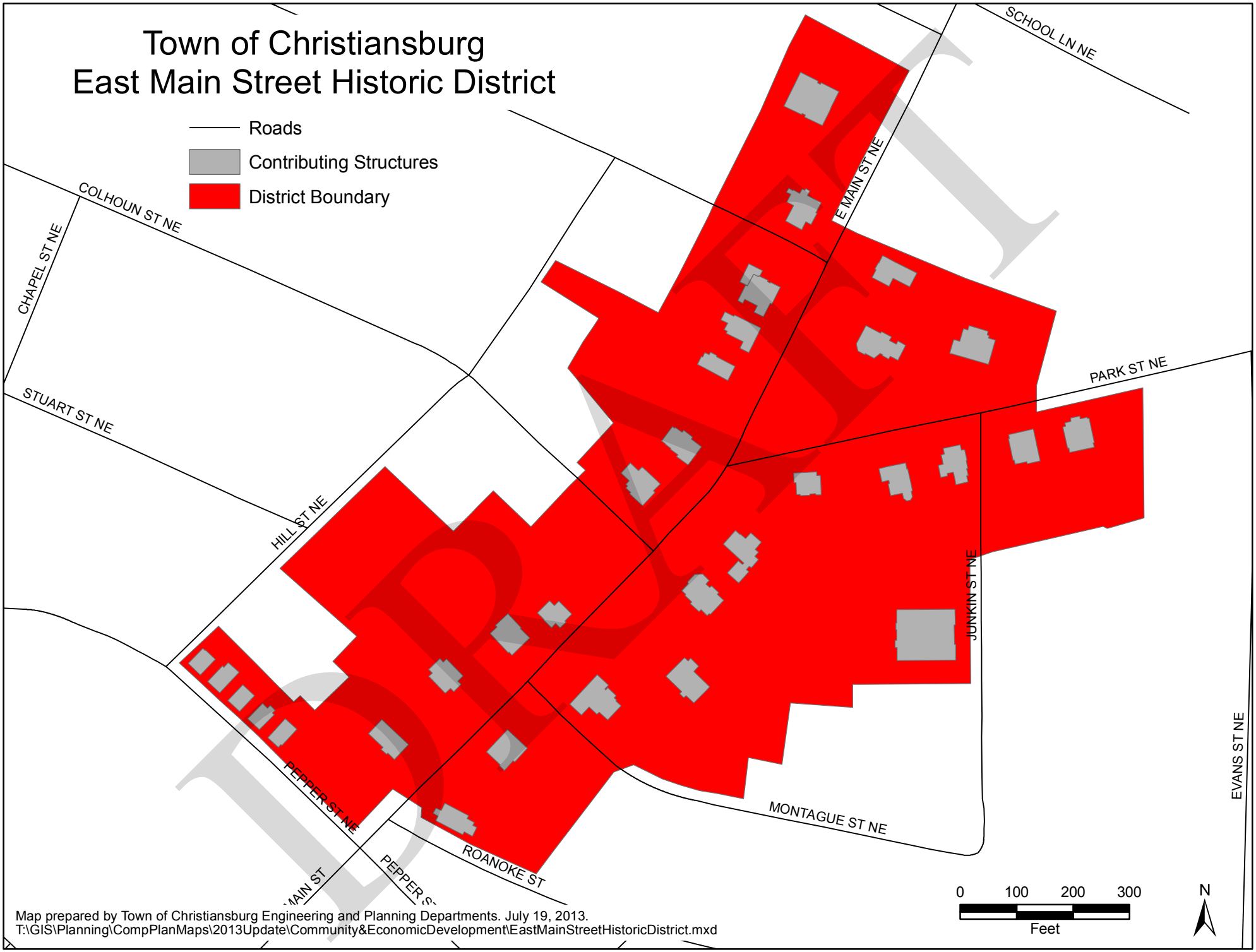
Town of Christiansburg
East Main Street Historic District
Roads
Contributing Structures
District Boundary
SCHOOL LN NE
COLHOUN ST NE
CHAPEL ST NE
E MAIN ST NE
PARK ST NE
STUART ST NE
HILL ST NE
JUNKIN ST NE
EVANS ST NE
PEPPER ST NE
MONTAGUE ST NE
ROANOKE ST
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Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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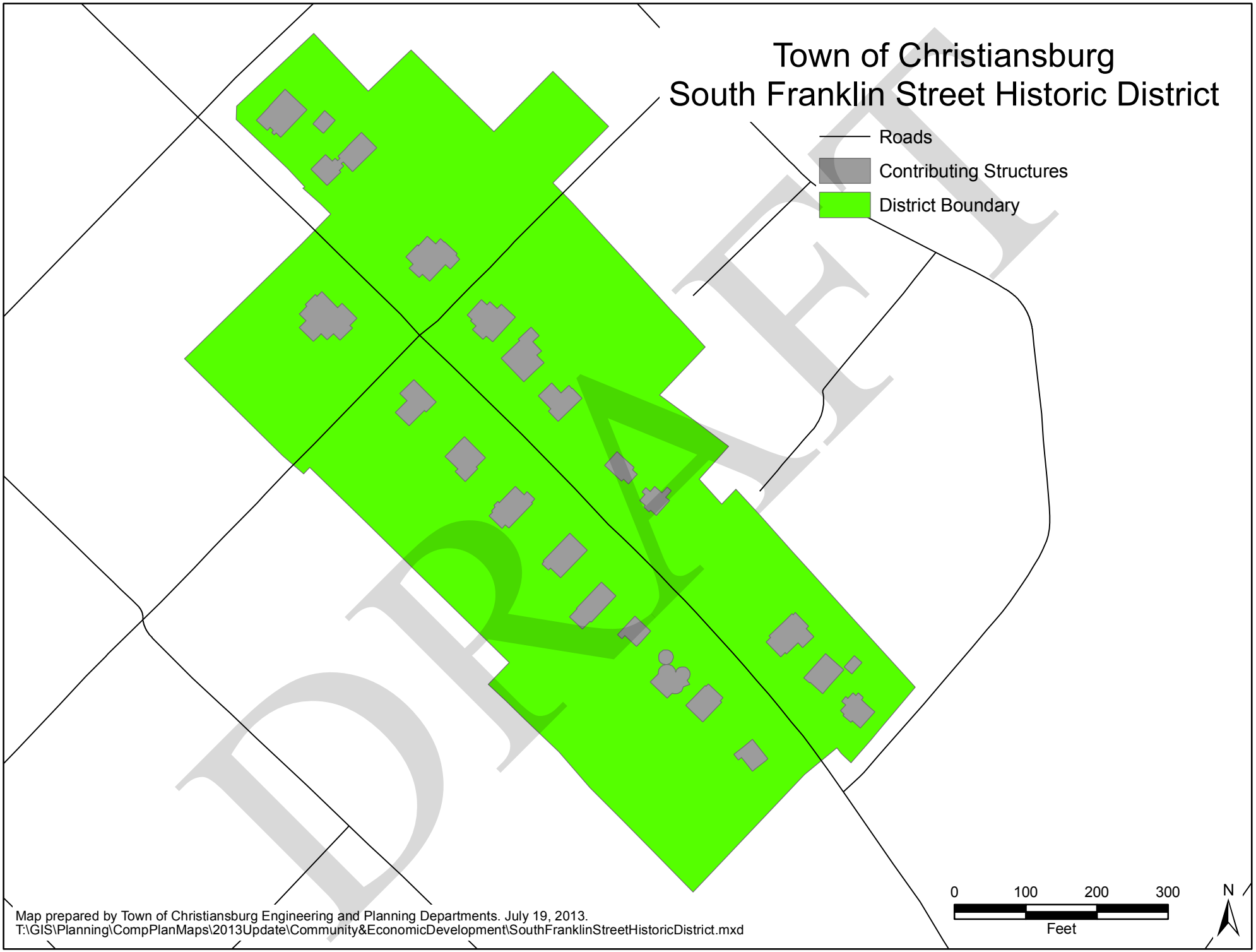
Town of Christiansburg
South Franklin Street Historic District
Roads
Contributing Structures
District Boundary
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Map prepared by Town of Christiansburg Engineering and Planning Departments. July 19, 2013.
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Demographics

Population and demographic trends and characteristics help provide the foundation for planning facilities and services within Christiansburg. In order to better understand the Town's future, it is important to compare Christiansburg to the surrounding area and to study the region as a whole.

Population: Yesterday and Today

As shown in the following table, the Town of Christiansburg has experienced rapid growth over the past three decades. According to the 2010 Census, Christiansburg has 21,041 residents. Continued population growth is expected and the Comprehensive Plan is intended to monitor this growth with respect to Christiansburg's vision for the future.

Current Population Trends

	1980	1990	% Change from 1980-1990	2000	% Change from 1990-2000	2010	% Change from 2000-2010
Christiansburg*	**10,345***	**15,004***	**45.0%***	**16,947**	**12.9%**	**21,041**	**24.2%**
Blacksburg	30,638	34,590	12.9%	39,573	14.4%	42,620	7.7%
Montgomery County	63,516	73,913	16.4%	83,629	13.1%	94,392	12.9%
New River Valley	141,343	152,680	8.0%	165,146	8.2%	178,237	7.9%
Virginia	5,346,818	6,187,358	15.8%	7,078,515	14.4%	8,001,024	13.0%
United States	226,545,805	248,790,925	9.8%	281,421,906	13.1%	308,745,538	9.7%

Source: U.S. Census Bureau, 1980, 1990, 2000 and 2010 U.S. Census of Population.
Note: *The Town of Christiansburg annexed approximately 1,072 persons in 1975 and approximately 2,727 persons in 1988 and a 2007 boundary adjustment added approximately 66 person to the Town.

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Population Projections

Population projections are useful planning tools for estimating future population and demographic characteristics. These projections are valuable for anticipating future demand for utilities and social services, as well as planning budgets and capital improvements based on anticipated revenues. The Weldon Cooper Center for Public Service (under contract with the Virginia Employment Commission) prepared population projections for the large towns, cities and counties, and planning district commission areas. Population projects are generally considered more accurate for larger populations and less accurate as the projected time frame increases. As shown in the following table, the population for both Christiansburg and Montgomery County is expected to experience continued growth at a slower rate than currently occurring. Christiansburg's growth rate is expected to far exceed that of the region and the state.

Population Projections

	2010 Total Population	2020 Total Population Projection	Projected % Change from 2010-2020	2030 Total Population Projection	Projected % Change from 2020-2030	2040 Total Population Projection	Projected % Change from 2030-2040
Town of Christiansburg	**21,041**	**24,606**	**16.94%**	**28,172**	**14.49%**	**31,737**	**12.65%**
Floyd County	15,279	15,902	4.08%	16,311	2.57%	16,645	2.05%
Giles County	17,286	17,821	3.09%	18,283	2.59%	18,683	2.19%
Montgomery County	94,392	105,293	11.55%	116,278	10.43%	127,338	9.51%
Pulaski County	34,872	35,655	2.25%	36,580	2.59%	37,436	2.34%
Radford City	16,408	17,392	6.00%	18,392	5.75%	19,318	5.03%
New River Valley	178,237	192,063	7.76%	205,845	7.18%	219,419	6.59%
Virginia	8,001,024	8,811,512	10.13%	9,645,281	9.46%	10,530,228	9.17%

Source: Weldon Cooper Center for Public Service, U.S. Census Bureau, Census 2010.

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Sex Distribution

As illustrated in the following table, Christiansburg has a slightly higher female population than male population. However, these figures are similar to state and national percentages.

2010 Sex Distribution

	Town of Christiansburg		Montgomery County	Virginia	United States
Male	10,074	47.9%	51.7%	49.1%	49.2%
Female	10,967	52.1%	48.3%	50.9%	50.8%
Total population	21,041	100.0%	100.0%	100.0%	100.0%

Source: U.S. Census Bureau, Census 2010.

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Racial Distribution

As shown in the following table, Christiansburg has a large proportion of white residents. While this is similar to Montgomery County's distribution, the proportion is significantly higher than both the state and nation. Christiansburg has a lower percentage of all other races than the state and nation as well as a lower percentage of persons of Hispanic origin.

2010 Race and Hispanic Origin

	Town of Christiansburg		Montgomery County	Virginia	United States
One race	20,631	98.1%	97.9%	97.1%	97.1%
White	18,831	89.5%	87.6%	68.6%	72.4%
Black or African American	1,295	6.2%	3.9%	19.4%	12.6%
American Indian or Alaska Native	53	0.3%	0.2%	0.4%	0.9%
Asian	302	1.4%	5.4%	5.5%	4.8%
Native Hawaiian or other Pacific Islander	9	0.0%	0.0%	0.1%	0.2%
Other race	141	0.7%	0.8%	3.2%	6.2%
Two or more races	410	1.9%	2.1%	2.9%	2.9%
Total population	21,041	100.0%	100.0%	100.0%	100.0%
Hispanic or Latino (of any race)	461	2.2%	2.7%	7.9%	16.3%

Source: U.S. Census Bureau, Census 2010, Census Summary File 1.

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Age Distribution

Age distribution affects school enrollment, recreational and health care needs, and has a variety of indirect effects including the long-term growth and stability of a community. In 2010, the Town of Christiansburg had a median age of 35.4 years. This was higher than Montgomery County's median age of 26.6 years which is likely skewed due to the presence of the university populations. The Town's median age was slightly lower than Virginia's 37.5 years and the national figure of 37.2 years.

2010 Age Distribution

	Town of Christiansburg		Montgomery County	Virginia	United States
Persons 18 years and over	16,178	76.9%	84.0%	76.8%	76.0%
Persons 21 years and over	15,522	73.8%	68.5%	72.5%	71.6%
Persons 62 years and over	3,220	15.3%	12.3%	15.4%	16.2%
Persons 65 years and over	2,568	12.2%	9.8%	12.2%	13.0%
Median age (years)	35.4		26.6	37.5	37.2

Source: U.S. Census Bureau, Census 2010 Summary File 1.

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Town of Christiansburg Comprehensive Plan Survey

The Town of Christiansburg is beginning the process of updating its comprehensive plan. The comprehensive plan will create a vision for the future and a blueprint of how to achieve the vision in the next 20-30 years. This survey will help the Town determine citizen preferences for Christiansburg's future growth. Please complete the survey (front and back) and return it with your utility bill, drop it off in the box in the Treasurer's office at Town Hall or at an initial public outreach meeting listed on our website: www.christiansburg.org/compplan. Additional copies are also available on the website or at Town Hall. If you have any questions or comments, please e-mail compplan@christiansburg.org or call 540.382.6128 ext. 120.

Comprehensive Plan Questions

1. List three things you consider to be Christiansburg's strengths (things you like or think the Town does well):
   1.
   2.
   3.

2. List three things you consider to be Christiansburg's weaknesses (things you do not like or think could be improved):
   1.
   2.
   3.

3. List what you think the three greatest issues or challenges facing Christiansburg will be in the coming years:
   1.
   2.
   3.

4. List three possible solutions or actions you think Christiansburg could implement to address the challenges facing the Town:
   1.
   2.
   3.

5. A comprehensive plan typically covers a 20 year time period (one generation). Describe the kind of place you would like Christiansburg to be in 20 years.

Demographic Information (Optional)

Age: <18 18-24 25-34 35-44 45-54 55-64 65+
Sex: Male Female
Employment Status: Employed Unemployed Retired Other
Education Level: Some HS HS Grad Some College College Grad Advanced Degree
Occupation (former if retired):_____
Housing Status: Own Rent Other
Type of Housing: Duplex Apartment Condo Historic Structure
Townhouse Single-Family Detached Mobile Home Other
Years at Current Residence: _____
Where do you live: Christiansburg Other _____
Where do you work: Christiansburg Other _____
Number of People in Your Household: _____
Number of Children under Age of 18: _____
Have You Participated in a Planning Process before: Yes No

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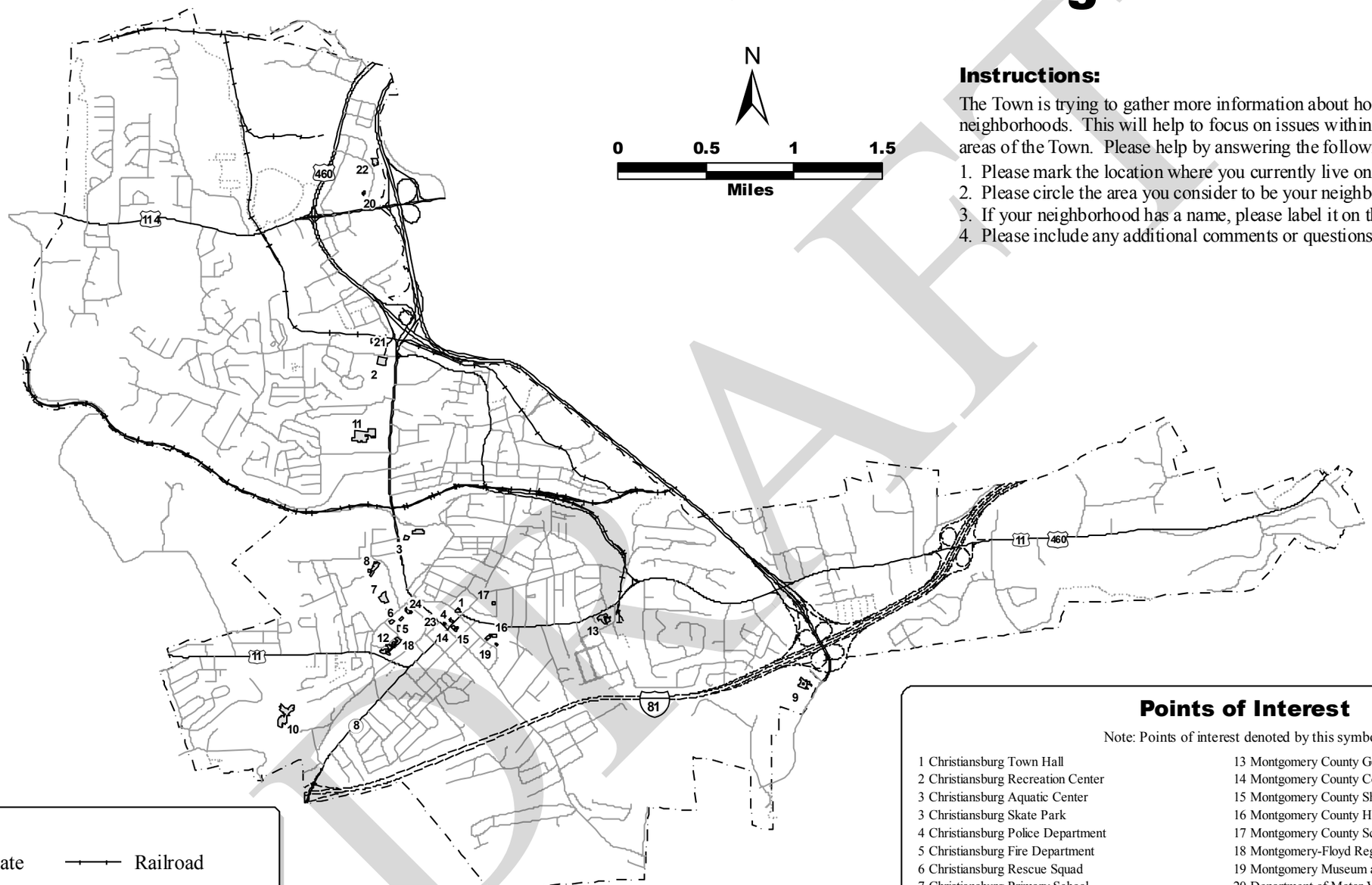
Town of Christiansburg



Instructions:

The Town is trying to gather more information about how citizens define their neighborhoods. This will help to focus on issues within specific geographic areas of the Town. Please help by answering the following questions:

1. Please mark the location where you currently live on the map.
2. Please circle the area you consider to be your neighborhood on the map.
3. If your neighborhood has a name, please label it on the map.
4. Please include any additional comments or questions (including from survey side).

Legend

- Interstate
- Primary
- Secondary
- Private
- Railroad
- Corporate Limits
- Points of Interest

Points of Interest

Note: Points of interest denoted by this symbol. KEY

1 Christiansburg Town Hall
2 Christiansburg Recreation Center
3 Christiansburg Aquatic Center
3 Christiansburg Skate Park
4 Christiansburg Police Department
5 Christiansburg Fire Department
6 Christiansburg Rescue Squad
7 Christiansburg Primary School
8 Christiansburg Elementary School
9 Falling Branch Elementary School
10 Christiansburg Middle School
11 Christiansburg High School
12 Blacksburg Middle School (Christiansburg Campus)
13 Montgomery County Government Center
14 Montgomery County Courthouse
15 Montgomery County Sheriff's Department
16 Montgomery County Health and Human Services
17 Montgomery County School Board
18 Montgomery-Floyd Regional Library
19 Montgomery Museum and Lewis Miller Regional Art Center
20 Department of Motor Vehicles
21 Virginia Department of Transportation
22 U.S. Post Office - Marketplace
23 U.S. Post Office - Downtown
24 U.S. National Guard Armory

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Revisions

All information in the Plan is up to date as of July 19, 2013. Any revisions or changes to this information will be noted here by date for easy reference.

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Appendix B – Goals and Strategies

Primary Government Goal

Promote open, responsive, accountable, and fiscally responsible government while maintaining strong revenue streams to sustain high-quality service delivery.

GOV 1 - Governance Goals and Strategies

Foster accessible, responsive, and accountable governance and support local, regional, state, and federal partnerships.

GOV 1.1 Encourage inter-jurisdictional regional partnerships with Montgomery County, Blacksburg, Radford, and others.

- GOV 1.1A Work with Montgomery County to emphasize technology in the school system in order to attract high-tech industry.

GOV 1.2 Encourage staff education around public policy topics.

GOV 1.3 Promote the Town as a regional retail, commerce, and tourist destination as stated in Vision 2020. See the Community and Economic Development chapter for more information.

GOV 1.4 Foster the Town's identity as a recreational, cultural, and entertainment mecca as stated in Vision 2020.

GOV 1.5 Work with Montgomery County in planning future development or redevelopment of County properties including but not limited to former school properties.

GOV 1.6 Continue to work with the New River Valley Planning District Commission on the NRV Livability Initiative.

GOV 1.7 Explore the viability for the development of a centrally-located regional civic center.

- GOV 1.7A Explore the potential formation of a multi-jurisdictional steering committee to study the needs related to the development of a civic center.
- GOV 1.7B Consider the creation of a regional body to support the planning, implementation, and maintenance of a civic center.

GOV 1.8 Work with Montgomery County to encourage appropriately scaled development along Town boundaries with particular attention to infrastructure needs.

GOV 1.9 Continue to utilize citizen advisory groups to provide grass-roots input into the Town's government process.

GOV 2 - Budget and Financial Management Goals and Strategies

Manage fiscal affairs in a professional and fiscally responsible manner. Provide Town Council and citizens with sufficient information and analysis on which to make good fiscal decisions that result in an affordable tax structure and reasonable service costs and fees.

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GOV 2.1 Enhance the use of priority based budgeting.

GOV 2.2 Adhere to the adopted Fund Balance Policy.

GOV 2.3 Maintain transparency in the budget process to keep citizens informed about the Town's operations and activities.

GOV 2.3A Continue to produce a Comprehensive Annual Financial Report.

GOV 2.4 Maintain a Capital Improvement Program to anticipate future facilities and infrastructure and size them to support future growth and development.

GOV 2.5 Evaluate opportunities for increasing revenue without increasing resident tax burden.

GOV 2.6 Evaluate opportunities for regional cooperation and collaboration that may offer greater efficiency and effectiveness when dealing with issues of mutual interest.

GOV 2.7 Evaluate opportunities for using private contractors.

GOV 3 - Communications Goals and Strategies

Promote open and responsive government that actively communicates with residents and works to increase citizen participation in all phases of Town government.

GOV 3.1 Implement Strategic Communications Plan as prepared by Public Relations Department.

GOV 3.1A Update the Strategic Communications Plan to improve communication. This is an ongoing process that needs to be revisited as circumstances change and goals are achieved.

GOV 3.2 Improve communications with citizens.

GOV 3.2A Continue to look for new ways to communicate with citizens.

GOV 3.2B Utilize the newest technologies to continually reach more citizens.

GOV 3.2C Provide an effective mechanism for bringing citizen comments to the attention of Town decision makers.

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Primary Environmental Goal

Preserve and enhance the natural resources of the Town through education, regulation, and service provision.

ENV 1 - Natural Resources Goals and Strategies

Improve the visual landscape, reduce pollution, and reduce and slow stormwater runoff by increasing the tree canopy in Town. Limit development on karst topography especially where sinkholes are present. Limit development on steep slopes to avoid erosion, sedimentation, landslides, and increased stormwater flow. Recognize unique development opportunities and restrictions on varying soil types. Encourage and require green techniques including low-impact development where appropriate.

ENV 1.1 Limit clear-cutting and tree removal in the development process.

ENV 1.2 Encourage the retention of existing trees and wooded lots and the planting of additional trees during development.

- ENV 1.2A Explore creating regulations regarding tree preservation and planting in the Zoning and Subdivision Ordinances.

ENV 1.3 Protect existing trees along public streets and trails whenever possible.

ENV 1.4 Identify karst areas using existing sinkhole data and information gathered from the public.

ENV 1.5 Require recognition of critical features in development plans and locations for future development.

ENV 1.6 On parcels where karst topography is present on some or part of the property, require Best Management Practices to be established pre-development to avoid karst areas throughout the construction process.

ENV 1.7 Discourage development on parcels with mostly or all karst topography. See Conservation-Limited Development Map on page IX-17.

ENV 1.8 Limit development on sites with steep slope and prohibit development that creates steep slopes.

- ENV 1.8A Regulate and limit development on slopes greater than 15%.
- ENV 1.8B Closely regulate drainage and erosion on sites with steep slopes during and after the construction process.

ENV 1.9 Ensure soil type identification for all new developments and verify the use of safe development practices.

- ENV 1.9A Continue to require shrink-swell soil testing submission for new construction.

ENV 1.10 Enforce regulations for developments relating to soil percolation, infiltration, and runoff.

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ENV 1.11 Examine proposed developments for methods of impact reduction.

ENV 1.12 Consider creating incentives for utilizing low-impact development techniques.

ENV 1.12A Explore incentives for developments using Leadership in Energy and Environmental Design (LEED) and other green building certifications.

ENV 1.12A1 Consider display of exemplary projects on Town website for increased public exposure.

ENV 1.13 Educate citizens regarding karst terrain, steep slopes, soil types, and the urban tree canopy.

ENV 1.14 Encourage environmental education courses in rain barrel building, rain garden planting, stormwater runoff reduction, and composting methods.

ENV 2 - Water Quality, Watersheds, and Stormwater Management Goals and Strategies

Preserve and improve water quality within Town. Protect the quality and reliability of the regional water supply system. Protect the designated floodplain areas from erosion, sedimentation, and pollution. Preserve fragile habitats such as wetlands (for more information on wetlands, please refer to the Appendix). Expand the use of green infrastructure Best Management Practices (BMPs) for stormwater management. Operate and maintain existing stormwater management infrastructure in a manner that reduces flooding and stormwater pollution. Execute the MS4 Program Plan in accordance with the state permit including the operation of an effective Erosion and Sediment Control Program. Improve and replace existing stormwater management infrastructure according to an adopted and updated capital improvement program. Construct new stormwater management infrastructure in a manner that reduces stormwater runoff, reduces stormwater pollution, and protects the environment.

ENV 2.1 Meet individual WLAs for each watershed according to appropriate TMDLs.

ENV 2.1A Create and implement TMDL action plans as part of MS4 permit requirements.

ENV 2.2 Expand the use of green infrastructure BMPs in the land development process.

ENV 2.2A Encourage the use of rain gardens, permeable pavement, green roofs, and urban tree canopy to reduce stormwater runoff.

ENV 2.2B Encourage on-site water infiltration systems using natural vegetation and natural filtration systems for new developments.

ENV 2.3 Encourage natural plantings on critical slopes to reduce erosion and runoff and promote water quality.

ENV 2.4 Preserve and improve water quality and protect the quality and reliability of the regional water supply system.

ENV 2.4A Encourage stream restoration projects.

ENV 2.4B Consider establishing stricter standards for buffers between water bodies and impervious surfaces and structures.

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ENV 2.5 Adhere to the Regional Water Supply Plan and update it as needed. See IS 4.9.

ENV 2.5A Ensure the Regional Water Supply Plan accounts for estimated quantities and impacts of outside demand for Town water supplies in the future.

ENV 2.6 Create comprehensive watershed-based stormwater models to assess infrastructure needs.

ENV 2.6A Utilize the watershed models to identify system weaknesses and analyze proposed modifications to and improvements of system infrastructure.

ENV 2.7 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements to reduce existing flooding, and improvements needed as a result of aging infrastructure.

ENV 2.8 Develop a stormwater taskforce with staff and citizens to address stormwater issues.

ENV 2.9 Create a permanent funding mechanism for stormwater management.

ENV 2.9A Consider the creation of a stormwater utility.

ENV 2.10 Maintain standards and specifications for design and construction of stormwater management infrastructure.

ENV 2.11 Consider adoption of more stringent stormwater regulations.

ENV 2.12 Actively oversee and inspect construction of new stormwater management infrastructure.

ENV 2.13 Reduce stormwater runoff and prevent flooding at existing sites by requiring upgrades with redevelopment or rezoning.

ENV 2.14 Encourage improvements to stormwater facilities for existing neighborhoods through BMPs such as bioretention, rain gardens, and rain barrels.

ENV 2.15 Enforce Town Code regarding illicit discharges in the stormwater system in an effort to keep storm drains free of debris and operating at maximum capacity.

ENV 2.16 Identify new strategies and resources to maintain maximum stormwater system capacity and operations.

ENV 2.17 Retain and expand the urban tree canopy to reduce stormwater runoff.

ENV 2.17A Limit clear-cutting and tree removal in the development process. See ENV 1.1

ENV 2.17B Encourage the retention of existing trees and wooded lots and the planting of additional trees during development. See ENV 1.2

ENV 2.17B1 Create regulations regarding tree preservation and planting in the Zoning and Subdivision Ordinances. See ENV 1.2A

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ENV 2.17C Protect existing trees along public streets and trails whenever possible. See ENV 1.3

ENV 2.18 Minimize private sewage facilities to the extent practical.

ENV 2.19 Restrict improper development in the floodplain through the enforcement of the Floodplain Ordinance.

ENV 2.20 Implement riparian buffers to assist in water infiltration, soil stabilization, and bank restoration along rivers and creeks.

ENV 2.21 Cooperate with state and federal agencies in the preservation of wetland areas.

ENV 2.22 Identify fragile habitat areas within forested and open land.

ENV 2.23 Educate the public in methods of recognizing and protecting fragile habitats.

ENV 2.24 Designate fragile habitats and prohibit development within them.

ENV 3 - Open Space Goals and Strategies
Preserve and expand open space within Town.

ENV 3.1 Require dedicated open space for all new developments and for changes in land use.

ENV 3.2 Encourage the addition of open space in neighborhoods where open space is currently limited.

ENV 3.2A Explore creating an ecological park and passive recreation area near the Historic Cambria District and Crab Creek.

ENV 3.3 Interconnect open space areas. See Transportation chapter, TRN 2.

ENV 3.4 Transform underutilized gray space into open space.

ENV 3.4A Return underutilized parking lots to open space.

ENV 3.5 Require and enforce maintenance of open spaces.

ENV 3.6 Expand public ownership of open spaces and greenways within the Town.

ENV 3.7 Accept and encourage conservation easements within the Town.

ENV 3.8 Plan for a trail network to connect public places, recreation areas, and other open spaces. See Transportation chapter, TRN 2.

ENV 4 - Pollution Control Goals and Strategies
Preserve and improve air quality. Reduce noise and light pollution. Reduce litter in Town.

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ENV 4.1 Enforce regulations to limit vehicle idling.

ENV 4.2 Strengthen regulations in the noise ordinance prohibiting noise pollution.

ENV 4.3 Encourage developments with high noise pollution risk to use noise reduction strategies during construction.

ENV 4.4 Require developments with high noise pollution risk to implement permanent noise reduction strategies.

ENV 4.5 Develop uniform standards/regulations for outdoor lighting.

ENV 4.5 A Consider requiring International Dark-Sky Association Fixture Seal of Approval lighting to minimize glare and reduce light trespass.

ENV 4.6 Install low-impact, low-glare street lights for public projects.

ENV 4.7 Increase signage prohibiting litter.

ENV 4.8 Increase enforcement of laws concerning littering.

ENV 4.9 Encourage adopt-a-highway and other litter clean-up programs.

ENV 4.10 Create designated pet walking zones with bags and trash cans for clean-up.

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Primary Parks and Recreation/Aquatics Goal

Provide and maintain diverse, safe, accessible parks, facilities, and recreation programs and promote health and wellness for citizens of all ages.

PR/A 1 - Parks Goals and Strategies

Implement the Parks and Recreation Master Plan to guide the growth of the park system. Increase the number and diversity (location and type) of parks within and near Town. Create multi-modal connections between parks within the system. Enhance existing parks through regular maintenance and improvements.

PR/A 1.1 Ensure new park space is designed for safety and accessibility.

PR/A 1.2 Inventory existing park space to ensure safety and accessibility.

PR/A 1.3 Develop a dog park.

- PR/A 1.3A Include water access, separate areas for large and small dogs, benches, and waste cleanup.

PR/A 1.4 Develop a large central park for general use as well as events and festivals.

PR/A 1.5 Develop additional park space to serve specific neighborhoods based on an inventory of existing parks.

PR/A 1.6 Consider creating park space along the 460 Bypass corridor and along Crab Creek.

PR/A 1.7 Study constructing outdoor amphitheaters and/or other appropriate venues for large-scale cultural events.

PR/A 1.8 Construct picnic shelters for community use at parks and facilities.

PR/A 1.9 Analyze development applications for park space.

PR/A 1.10 Require dedication of private land for public open space and park space and create incentives for increased dedication. See ENV 3.1

- PR/A 1.10A Consider density bonuses for planned developments.
- PR/A 1.10B Utilize publicly dedicated land for passive and active recreation.

PR/A 1.11 Prepare a comprehensive strategy for developing and promoting community parks throughout the Town.

PR/A 1.12 Continue to promote the Huckleberry Trail and coordinate regionally for future extension of the Trail. See TRN 2.2

PR/A 1.13 Connect public sites including recreation centers and neighborhood parks through the use of bicycle and pedestrian facilities.

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PR/A 1.13A Connect the future park along Peppers Ferry Road NW (Route 114) with the rest of the Town.

PR/A 1.14 Create consistent design standards for public parks and facilities.

PR/A 1.14A Include signage, landscaping, lighting, benches, shelters, and restrooms in these design standards.

PR/A 1.15 Create maintenance standards for parks including landscaping, upkeep of trails, and equipment.

PR/A 1.15A Ensure maintenance standards are upheld using cost-effective and environmentally sound measures.

PR/A 2 - Facilities Goals and Strategies

Develop and implement the Parks and Recreation Master Plan to guide the development of recreation facilities. Update and maintain existing recreation facilities and provide new recreational facilities sufficient to meet the needs of the full community.

PR/A 2.1 Continue to maintain and update equipment as needed at the Christiansburg Recreation Center.

PR/A 2.2 Continue to maintain and update equipment as needed at the Christiansburg Aquatic Center.

PR/A 2.3 Encourage development of on-site recreational facilities within new residential developments appropriate to the needs of the residents.

PR/A 2.4 Accept proffers for off-site recreation construction and expansion from developers.

PR/A 2.5 Encourage location of compatible small-scale cultural, recreation, and entertainment facilities in or near the Town limits.

PR/A 2.6 Identify locations and/or develop social centers for events and meeting places within the Town.

PR/A 2.7 Identify locations within the Town that are appropriate for elderly social gatherings.

PR/A 2.8 Encourage open use of community centers for social needs of the community.

PR/A 2.9 Encourage development of softball/baseball fields and rectangular multi-purpose fields for football and soccer.

PR/A 2.10 Ensure indoor and outdoor facilities are aesthetically pleasing and maintained for residents and visitors.

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PR/A 3 - Programs and Activities Goals and Strategies

Implement the Parks and Recreation Master Plan to guide the development of recreational programs and activities. Maintain existing programs and activities and provide new programs and activities sufficient to meet the needs of the full community.

PR/A 3.1 Increase the number of evening activities and events to accommodate families.

PR/A 3.2 Increase the diversity of cultural activities in Town.

PR/A 3.3 Increase communication of events to citizens through creation of a community events calendar.

PR/A 3.4 Coordinate with neighboring jurisdictions to ensure complementary programs and facilities, avoid duplication, and discourage conflicting or overlapping events.

PR/A 3.5 Provide adequate and accessible programs for Christiansburg's aging population.

PR/A 3.6 Provide adequate and accessible programs for the physically handicapped.

PR/A 3.7 Work with the local schools to develop youth programs and activities.

PR/A 3.8 Continue to attract local, state, and national athletic and aquatic events to the community to further develop tourism and increase economic impact. See the Community and Economic Development chapter, CED 5.5

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Primary Infrastructure Services Goal

Protect public health, safety, welfare, and the environment, while providing high quality, well-coordinated and cost-effective infrastructure services.

IS 1 - Potable Water Services Goals and Strategies

Operate and maintain existing water infrastructure to provide a high level of service and reliability. Improve and replace existing water infrastructure according to an adopted and updated capital improvement program. Extend water infrastructure to enable future development without compromising the level of service and reliability of existing infrastructure.

IS 1.1 Maintain a comprehensive water system model.

- IS 1.1A Utilize the water system model to identify system weaknesses and analyze proposed modifications to and expansion of water infrastructure.
- IS 1.1B Utilize the water system model to analyze fire protection capabilities and identify areas where improvements are needed.

IS 1.2 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements needed to enable development, and improvements needed as a result of aging infrastructure.

IS 1.3 Continue to support the Authority and its efforts to produce and deliver high quality drinking water to its members.

IS 1.4 Protect all watersheds within the Town's corporate limits, recognizing that they are the ultimate source of drinking water for Christiansburg and other downstream public water systems.

IS 1.5 Protect the quality and reliability of the regional water supply system.

IS 1.6 Maintain standards and specifications for design and construction of water infrastructure.

IS 1.7 Actively oversee and inspect construction of new water infrastructure.

IS 1.8 Examine the water utility rate structure to ensure the cost of provision is fairly distributed to all users.

IS 2 - Sanitary Sewer Services Goals and Strategies

Operate and maintain existing sanitary sewer infrastructure to deliver a high level of service and reliability. Improve and replace existing sanitary sewer infrastructure according to an adopted and updated capital improvement program. Extend sanitary sewer infrastructure to enable future development without compromising the level of service and reliability of existing infrastructure.

IS 2.1 Create and maintain a comprehensive sanitary sewer system model.

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IS 2.1A Utilize the sanitary sewer system model to identify system weaknesses and analyze proposed modifications to and expansion of sanitary sewer infrastructure.

IS 2.2 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements needed to enable development, and improvements needed as a result of aging infrastructure.

IS 2.3 Continue the infiltration and inflow reduction program.

IS 2.4 Maintain standards and specifications for design and construction of sanitary sewer infrastructure.

IS 2.5 Actively oversee and inspect construction of new sanitary sewer infrastructure.

IS 2.6 Examine the sewer utility rate structure to ensure the cost of provision is fairly distributed to all users.

IS 3 - Solid Waste and Recycling Goals and Strategies

Provide high-quality, cost-effective, efficient solid waste and recycling collection services for Town residents.

IS 3.1 Increase locations for recycling within Town.

IS 3.2 Analyze public curbside recycling service provision paired with solid waste collection.

IS 3.2A Evaluate a pay-by-pound fee structure to reduce solid waste volume and encourage recycling.

IS 3.3 Revise ordinance to support new garbage pick-up procedures utilizing trash totes.

IS 3.4 Develop a long-term plan for solid waste management.

IS 3.5 Continue and potentially expand the seasonal clean-up programs.

IS 4 - Stormwater Management Goals and Strategies

Expand the use of green infrastructure BMPs for stormwater management. Operate and maintain existing stormwater management infrastructure to reduce flooding and stormwater pollution. Execute the MS4 Program Plan in accordance with the state permit including the operation of an effective Erosion and Sediment Control Program. Improve and replace existing stormwater management infrastructure according to an adopted and updated capital improvement program. Construct new stormwater management infrastructure to reduce stormwater runoff, reduce stormwater pollution, and protect the environment.

IS 4.1 Expand the use of green infrastructure BMPs in the land development process.

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IS 4.1A Encourage the use of rain gardens, permeable pavements, green roofs, and increased urban tree canopy.

IS 4.1B Encourage on-site water infiltration systems using natural vegetation and natural filtration systems for new developments.

IS 4.2 Maintain standards and specifications for design and construction of stormwater management infrastructure.

IS 4.3 Actively oversee and inspect construction of new stormwater management infrastructure.

IS 4.4 Create comprehensive watershed-based stormwater models to assess infrastructure needs.

IS 4.4A Utilize the watershed models to identify system weaknesses and analyze proposed modifications and improvements to system infrastructure.

IS 4.5 Reduce stormwater runoff and prevent flooding at existing sites by requiring upgrades with redevelopment.

IS 4.6 Encourage improvements to stormwater facilities for existing neighborhoods through BMPs such as bio-retention, rain gardens, and rain barrels.

IS 4.7 Expand the use of natural plantings on critical slopes to reduce erosion and runoff and promote water quality.

IS 4.8 Preserve and improve water quality and protect the quality and reliability of the regional water supply system.

IS 4.8A Encourage stream restoration projects.

IS 4.9 Adhere to the Regional Water Supply Plan and update it as needed.

IS 4.9A Ensure the Regional Water Supply Plan accounts for estimated quantities and impacts of outside demand for Town water supplies in the future.

IS 4.10 Maintain a capital improvement program, accounting for system needs identified by modeling, improvements to reduce existing flooding, and improvements needed as a result of aging infrastructure.

IS 4.11 Create a permanent funding mechanism for stormwater management.

IS 4.11A Consider the creation of a stormwater utility.

IS 4.11A1 Investigate the need for a regional stormwater utility.

IS 4.12 Consider adoption of more stringent stormwater regulations.

IS 4.13 Enforce Town Code regarding illicit discharges in the stormwater system in an effort to keep storm drains free of debris and operating at maximum capacity.

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IS 4.14 Identify new strategies and resources to maintain maximum stormwater system capacity and operations.

IS 4.15 Educate citizens regarding techniques to reduce stormwater runoff.

IS 5 - Private Utilities Goals and Strategies

Encourage reliable, diverse, and efficient private utility provision within Town.

IS 5.1 Ensure access to natural gas throughout Town.

IS 5.2 Foster the development of alternative energy sources and provision.

IS 5.2A Ensure the Town Code allows for the safe use of alternative energy sources.

IS 5.3 Increase the diversity of internet service providers within Town.

IS 5.4 Ensure reliable, high-speed internet and other technology services in Town.

IS 5.4A Focus on providing service in economic development zones to attract high-tech businesses.

IS 5.5 Encourage collocation on existing structures when considering the development of new telecommunication facilities.

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Primary Public Safety Goal

Provide residents with superior, reliable public safety services, facilities, and equipment.

PS 1 - Communications Goal and Strategies

Improve and increase public safety communication to the citizens and between jurisdictions.

PS 1.1 Increase and integrate communication among various public safety organizations.

PS 1.2 Support the use of Statewide Area Radio System (STARS).

PS 1.3 Support greater cooperation between jurisdictions.

PS 1.4 Educate citizens on emergency operation procedures and locations.

PS 1.5 Support coordinated services between jurisdictions.

PS 1.5A Maintain mutual aid agreements with the Virginia State Police, Montgomery County Sheriff's Office, Blacksburg Police Department, and Virginia Tech Police Department.

PS 2 - Law Enforcement Goals and Strategies

Secure appropriate resources to maintain first-class law enforcement services.

PS 2.1 Preserve status as a State Accredited Law Enforcement Agency and a Certified Crime Prevention Community.

PS 2.2 Hire personnel in order to maintain low crime rates with expanding population.

PS 2.3 Maintain low crime rate and quick incident response time.

PS 3 - Safe Neighborhoods Goals and Strategies

Consider the following strategies to enhance neighborhood safety.

PS 3.1 Install sidewalks where appropriate.

PS 3.2 Install low-impact/low-glare street lights.

PS 3.3 Support community building events.

PS 3.4 Implement neighborhood and community watches where appropriate.

PS 3.5 Encourage public safety urban design features such as natural surveillance and access control in new development.

PS 4 - Fire Protection Goals and Strategies

Continue to provide high-quality, efficient fire protection service.

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PS 4.1 Transition from volunteer to partial paid staff for Fire Department as the situation warrants.

PS 4.2 Begin planning for Fire and Rescue Station on east side of Town.

PS 4.3 Increase residential fire safety.

PS 4.4 Maintain quick response time.

PS 4.5 Hire additional staff to address inspections for fire prevention and commercial building inspections.

PS 4.6 Continue to plan for future Emergency Services Building on Quin W. Stuart Boulevard NW.

PS 5 - Rescue and Emergency Services Goals and Strategies
Continue to provide high-quality, efficient emergency medical and rescue service.

PS 5.1 Increase in-house training and continuing education opportunities.

PS 5.2 Implement a revenue recovery system to provide a dedicated funding stream for emergency services.

PS 5.3 Begin planning for Fire and Rescue Station on east side of Town.

PS 5.4 Evaluate current response times and establish target goals for improvement as part of an overall response plan.

PS 5.5 Promote citizen preparedness in the areas of cardiac arrest survival and stroke recognition and action steps.

PS 5.6 Continue to plan for future Emergency Services Building on Quin W. Stuart Boulevard NW.

PS 6 - Emergency Management Goals and Strategies
Continually improve the Town's emergency preparedness, mitigation, and response.

PS 6.1 Develop a public emergency notification system.
PS 6.1A Consider locating sirens throughout Town for emergency notification.

PS 6.2 Support greater cooperation, integration, and collaboration with Local Emergency Planning Commissions (LEPCs).

PS 6.3 Provide for certifications for emergency management personnel.

PS 6.4 Provide for citizen education on emergency management procedures.

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PS 6.5 Integrate citizen training and citizen outreach with Emergency Management objectives.

PS 6.5A Bring organizations and grassroots groups together with Police, Fire, Rescue, and Emergency Management personnel.

PS 6.6 Support and administer cross-training among personnel as a preparedness measure.

PS 6.7 Increase the training available for Red Cross volunteers.

PS 6.8 Maintain the integrity of floodplains.

PS 6.9 Keep the Emergency Operations Plan updated.

PS 6.10 Examine the reliability of the power grid and verify that adequate backup exists.

PS 6.11 Ensure the security of infrastructure systems; such as the power grid and water distribution system.

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Primary Transportation Goal

Provide a diverse transportation system that offers citizens the means for safe, efficient travel without reliance on a single mode and allows for universal access that creates integrated and balanced mobility and connectivity.

TRN 1 - Transit and Multi-Modal Transportation Goals and Strategies

Improve access to transit and increase convenience of transit service while maintaining safety, reliability, and efficiency. Promote the integration of bus, rail, air, and other modes of travel into the Christiansburg transportation system.

TRN 1.1 Maintain and enhance bus service throughout Town and connecting to other regional facilities.

- TRN 1.1A Increase the number of residents and visitors that utilize bus service.
  - TRN 1.1A1 Consider new bus routes where demand is found.
  - TRN 1.1A2 Consider additional bus stops and extended routes where demand is found.
  - TRN 1.1A3 Increase the hours for bus service to make local and regional travel more convenient.
  - TRN 1.1A4 Match resident needs with bus service provision through stop locations and scheduling.
- TRN 1.1B Enhance amenities and increase convenience for riders at bus stops.
  - TRN 1.1B1 Increase the number of covered bus shelters, benches, and bicycle parking at transit stops.
  - TRN 1.1B2 Support amenities such as shelters, benches, and improved signage at high usage stops as described in Project No. 19 of the Blacksburg Transit 2011-2017 TDP.
  - TRN 1.1B3 Support the creation of the NRV Mall Transit Center with bus bays and passenger amenities as described in Project No. 16 of the Blacksburg Transit 2011-2017 TDP with location preference at the existing New River Valley Mall.
  - TRN 1.1B4 Support the creation of the Downtown Christiansburg Mini-Hub Transfer Station with space for several buses and amenities as described in Project No. 18b of the Blacksburg Transit 2011-2017 TDP.

TRN 1.2 Enhance transit access throughout Town and connecting to other regional facilities.

- TRN 1.2A Create incentives for creating public transit stops when developing or redeveloping property.
  - TRN 1.2A1 Consider reduced parking space requirements for the creation of transit stops and transit access.
- TRN 1.2B Consider transit accommodations in future Town transportation projects.

TRN 1.3 Continually assess the feasibility of regional administration for transit service as regional transit connections among localities increase.

TRN 1.4 Support expanded freight capacity through the Crescent and Heartland Corridor to maintain efficiency in the network.

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TRN 1.5 Support the reentry of passenger rail service to the Town.

- TRN 1.5A Support existing and expanded transit linkages to existing passenger rail service locations.
- TRN 1.5B Support the proposed TransDominion Express linking Bristol, VA with Richmond, VA and Washington DC through Christiansburg.

TRN 1.6 Improve and increase park and ride opportunities within the Town. Request that the MPO study regional transit and park and ride facilities.

- TRN 1.6A Identify new location prospects for park and ride lots. Consider sharing locations with existing underutilized parking lots; i.e. schools, churches and other civic uses.
- TRN 1.6B Consider official designation for informal park and ride locations.
- TRN 1.6C Improve park and ride facilities at I-81 Exit 118 - Falling Branch with the inclusion of a covered shelter and emergency phone at minimum. Consider relocation for expansion to reduce conflict with adjacent Falling Branch Elementary School. Support improvements such as indoor waiting areas, restrooms, and traffic separation as described in Project No. 17 of the Blacksburg Transit 2011-2017 TDP.
- TRN 1.6D Support location of park and ride lots with other roadway and transportation projects, where appropriate.

TRN 1.7 Provide continued support for the Virginia Tech – Montgomery Executive Airport Authority and the New River Valley Airport Commission.

TRN 2 - Bikeways and Walkways Goals and Strategies

Expand safe and accessible bicycle and pedestrian facilities within and connecting to Town to maintain and enhance a diverse transportation network.

TRN 2.1 Plan for future bikeways and walkways within the Town and connecting to other regional facilities.

- TRN 2.1A Develop a new bikeway/walkway master plan and map for the Town to reflect existing facilities and future demands.
- TRN 2.1B Evaluate roadway and right-of-ways widths within Town to retrofit pedestrian and bicycle facilities within existing right-of-way.
- TRN 2.1C Create connections for bicycles and pedestrians between separate developments in the NRV Mall area and connect to the future NRV Mall Transit Center as detailed in the Blacksburg Transit TDP.
- TRN 2.1D Acquire land and/or right-of-way, where appropriate, to create an interconnected network of pedestrian and bicycle trails.
- TRN 2.1E Prioritize connecting residential areas with schools, parks, and other public facilities.
- TRN 2.1F Consider grants, utility bill round-up, cost-sharing, and other possible revenue streams to expand the pedestrian and bicycle network.
- TRN 2.1G Consider bicycle and pedestrian access when closing/vacating alleys and streets.

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TRN 2.1H Support the implementation of the *New River Valley Regional Bikeway Walkway Blueway Plan*.

TRN 2.1I Promote bicycle and pedestrian safety and education to create a safe, accessible, and convenient system.

TRN 2.2 Enhance pedestrian facilities within Town and connecting to other regional facilities.

TRN 2.2A Establish safe pedestrian crossings at all major intersections. Specific locations are identified in the Appendix in the Working List of Transportation Projects.

TRN 2.2B Build new sidewalks in existing neighborhoods.

TRN 2.2B1 Specific locations to be determined by neighborhood plans and maintained in the Appendix in the Working List of Transportation Projects.

TRN 2.2C Expand the Huckleberry Trail to downtown by way of the Christiansburg High School and Christiansburg Aquatic Center.

TRN 2.2D Utilize the existing pedestrian overpass to connect the Montgomery County Mid-County Park to the NRV Mall Transit Center and the Huckleberry Trail.

TRN 2.2E Maintain and improve existing pedestrian facilities.

TRN 2.2F Connect schools, parks, and public facilities using sidewalks and trails.

TRN 2.2G Develop feeder pedestrian systems to link local facilities with regional facilities such as Bisset Park, the Montgomery County Village Trails, the New River Trail, and the Roanoke River Greenway.

TRN 2.2H Incorporate pedestrian facilities into Town projects.

TRN 2.2I Support at-grade crossings for railways where appropriate.

TRN 2.2J Provide emergency phones and adequate lighting along trails where appropriate.

TRN 2.2K Reduce obstructions on walkways where appropriate.

TRN 2.3 Enhance bicycle facilities within Town and connecting to other regional facilities.

TRN 2.3A Incorporate bicycle facilities into Town projects.

TRN 2.3B Create incentives for bicycle facilities including bicycle parking when developing or redeveloping property.

TRN 2.3C Increase bicycle parking locations within Town.

TRN 2.3D Establish safe bicycle crossings (signage, etc.) at major intersections.

TRN 2.3E Provide emergency phones and adequate lighting along trails where appropriate.

TRN 2.3F Enhance safety on bicycle routes with signage, education, and other resources.

TRN 3 - Road Network Goals and Strategies

Provide a road network that is safe, efficient and reliable for all users. Ensure that the road network enables traffic flow within and exterior to Town limits without adverse effects on residential neighborhoods and other transportation modes.

TRN 3.1 Identify high traffic areas and develop remedies for traffic issues such as congestion and high crash rates.

TRN 3.2 Update the Street Improvements Projects & Priorities list as needed.

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TRN 3.3 Consider future street connections to reduce congestion and divert through-traffic away from residential streets.

TRN 3.4 Reduce traffic congestion and speeding in residential areas.

- TRN 3.4A Reduce road width minimums while requiring grid connections.
- TRN 3.4B Prohibit industrial traffic in residential neighborhoods.

TRN 3.5 New development should increase connectivity to support efficient emergency service provision and reduce congestion at intersections of local and collector/arterial streets.

- TRN 3.5A Limit cul-de-sacs and support the use of grid patterns.

TRN 3.6 Increase availability of parking in the mixed use areas.

TRN 3.7 Consider participating in VDOT's Urban Construction Initiative.

TRN 3.8 Consider pedestrian and bicycle access when processing street/alley vacation requests.

TRN 3.9 Maintain and replace bridges and stormwater facilities as necessary with consideration for water quality within Town.

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Primary Community & Economic Development Goal

Develop a viable economic development approach that provides diverse and sustainable employment opportunities; maintains the Town's revenue base; and improves quality of life for all Town residents and to enhance the identity of the Town through historic preservation, aesthetic and visual continuity, and strong neighborhoods.

CED 1 - Regional Cooperation and Partnerships Goals and Strategies

Support regional cooperation and economic development partnerships as essential to achieving a diversified regional economy that will be sustainable for the long term.

CED 1.1 Continue to participate in regional economic development activities including the Chamber, EDA, NRVDC, VFRIFA, MREDC, MBC, and MTDC.

CED 1.2 Continue to participate in other regional partnerships that shape future economic development including the New River Valley Airport Commission, Virginia Tech-Montgomery Regional Airport Authority, NRV Regional Water Authority, and the Montgomery Regional Solid Waste Authority.

CED 1.3 Recognize the need to address large regional opportunities and challenges on a regional basis.

CED 2 - Historic Downtowns Goals and Strategies

Promote Live/Work/Play/Shop mixed use areas focused on the historic centers of Christiansburg and Cambria.

CED 2.1 Support renovation and adaptive reuse of historic buildings within the historic centers.

- CED 2.1A When appropriate, provide flexibility in the Town Code within the historic centers to allow for limited commercial and tourism based uses to increase economically viable historic preservation.

CED 2.2 Support pedestrian accessibility between destinations with parking to be provided primarily around the periphery of the mixed use area where appropriate.

- CED 2.2A When appropriate, provide flexibility in the Town Code for parking within the historic downtowns.
- CED 2.2B Discourage the demolition of historic buildings for new parking lots.

CED 2.3 Study the expansion of established streetscape practices and designs (e.g. signage, landscaping, lighting, etc.) beyond Franklin and Main Streets.

CED 2.4 Encourage upper floor housing within the historic downtowns as a means of increasing night-time activity.

CED 2.5 Support special events, such as Wilderness Trail Festival, that showcase the historic downtowns and contribute to the overall quality of life.

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CED 2.6 Explore implementing a Main Street Program to revitalize the mixed use areas and promote tourism development. See www.preservationnation.org/main-street for more information.

CED 3 - Commercial Development Goals and Strategies

Promote both the development of commercial centers as opposed to strip development and the redevelopment of aging and underperforming shopping centers and strip commercial areas into mixed use developments. Support two regionally scaled business centers within the Town: the regional retail center and the regional automotive center.

CED 3.1 Diversify the Town tax base and create a positive, welcoming image of the Town through the commercial development within the regional business hubs.

CED 3.2 Facilitate multi-modal connections (vehicular, transit and pedestrian) of commercial areas within the regional retail area.

CED 3.3 Create a visually appealing gateway business center along East Roanoke Street that draws both local customers and those from the larger region and beyond.

CED 3.4 Support the clustering of commercial centers and residential centers along major highways.

CED 3.4A Deter the development of adjacent conflicting land uses and reduce visual clutter.

CED 3.5 Consider creating incentives to encourage the redevelopment of older shopping centers and strip commercial areas into more intensive, mixed use developments.

CED 3.6 Consider providing incentives to encourage new mixed use developments that effectively combine housing, office, retail, dining and entertainment uses and reduce vehicular traffic.

CED 3.7 Consider creating equivalent incentives for new businesses to start and existing businesses to expand.

CED 4 - Industrial Development Goals and Strategies

Continue the development of industrial parks in close proximity to Interstate-81 interchanges in order to accommodate major new employers.

CED 4.1 Support expansion of the Falling Branch Industrial Park and the Parkway Drive Extension to connect existing Parkway Drive to South Franklin Street.

CED 5 - Tourism Goals and Strategies

Support tourism as an economic development opportunity that generates tax revenues through visitor expenditures without heavy demands on Town's services.

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CED 5.1 Support the Montgomery Tourism Development Council and the implementation of the Tourism Strategic Plan pending adoption.

CED 5.2 Utilize designated lodging tax revenues to fund tourism initiatives.

CED 5.3 Develop tourism initiatives directed at out-of-town visitors to the Aquatic Center and the Harkrader Sports Complex.

CED 5.4 Continue to utilize wayfinding signs where appropriate to increase tourism.

CED 5.5 Continue to attract local, state, and national athletic and aquatic events to the community to further develop tourism and increase economic impact. See PR/A 3.8

CED 5.6 Develop tourism initiatives relating to promotion of historic resources, retail development, and lodging.

CED 5.7 Develop strategies to continue revitalization and redevelopment of Historic Christiansburg, Historic Cambria, and utilize the four historic districts as tourism hubs.

CED 5.7A Improve the infrastructure surrounding the historic districts including bikeways and walkways to connect these hubs with tourism locations including the Aquatic Center.

CED 6 - Workforce Development Goals and Strategies

Support the development of a local labor force and the development of local businesses that can succeed in the global market place.

CED 6.1 Support education and training programs offered by MCPS, NRCC, Radford University, Virginia Tech and private providers that meet the needs of Christiansburg's employers and enhance the skills of local employees.

CED 7 - Historic Preservation Goals and Strategies

Support, promote, and protect historic cultural resources within the community.

CED 7.1 Support and promote the adaptive reuse of historic structures while maintaining historic character.

CED 7.1A When appropriate, provide flexibility in the Town Code within the historic districts to allow for limited commercial and tourism based uses to increase economically viable historic preservation.

CED 7.2 Support the expansion and protection of the historic and cultural resources in the community to enhance the community identity and further develop tourism.

CED 7.3 Protect local cemeteries.

CED 7.4 Publicize and market the historic and cultural resources of the Town.

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CED 8 - Community Character Goals and Strategies

Recreate and strengthen the community identity, improve aesthetics and visual continuity, and reinforce neighborhood character.

CED 8.1 Improve Christiansburg's gateways by creating a distinct streetscape.

CED 8.2 Enhance the Town's core areas and develop visual continuity with uniform landscaping and streetscaping.

- CED 8.2A Reduce sign clutter with stricter enforcement of sign regulations.
- CED 8.2B Expand and maintain the flower boxes within Town.

CED 8.3 Create visual ties between neighborhoods that convey the Town brand and maintain distinct neighborhood characteristics.

CED 8.4 Work with residents and businesses to improve the overall aesthetics of the community.

CED 8.5 Preserve strengthen and reinforce the stability and diversity of neighborhoods to improve residential quality in Town.

CED 8.6 Ensure that new residential neighborhoods in Town are compatible and integrated with the existing community character.

CED 8.7 Create opportunities to assist new residents in learning about and connecting with the community.

CED 8.8 Support community building events and businesses.

- CED 8.8A Support the Christiansburg Farmers' Market.
- CED 8.8B Encourage community gardens.
- CED 8.8C Encourage and support events by partnering with civic organizations.

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Primary Land Use & Planning Goal

Guide and manage physical land development and community growth through a transparent citizen-based process that protects natural and cultural resources, promotes community and economic development, ensures the supply of diverse and affordable housing for all Town residents, allows for an integrated, efficient transportation system, and plans for the provision of cost-effective public facilities and services while remaining compatible with community character.

LUP 1 - Housing Goals and Strategies

Provide a diverse, affordable, accessible, and safe housing supply sufficient to meet the needs of all residents.

LUP 1.1 Continue to support local and regional partnerships to provide affordable housing opportunities to residents.

LUP 1.2 Create and enforce maintenance standards on rental housing.

LUP 1.3 Ensure equitable enforcement of property maintenance according to Town Code.

- LUP 1.3A Explore hiring code enforcement staff to create proactive code enforcement.
- LUP 1.3B Enforce regulations regarding home maintenance including yard upkeep.
- LUP 1.3C Create a mechanism to address recurring violations in a proactive and timely manner.

LUP 1.4 Evaluate existing neighborhoods for opportunities to create connections to trails and sidewalks.

LUP 1.5 Ensure a wide range of housing types and choices within neighborhoods including accommodations for those with special needs.

- LUP 1.5A Promote housing with universal design features to support aging in place.

LUP 1.6 Maintain and enhance the stability and integrity of Christiansburg's older neighborhoods.

- LUP 1.6A Strive to ensure new housing developments and infill structures are designed in context with existing built neighborhoods, complement the overall character and architecture of the neighborhood, and do not overtax existing public infrastructure.

LUP 1.7 Continue to implement and improve the Building Department program for condemning dilapidated properties.

LUP 2 - Existing and Future Land Use & Planning Goals and Strategies

Land development and community growth must be undertaken in an orderly manner that is compatible with community character, protects important environmental features, and provides a fair return on public investment. The land use decision-making process must be open and transparent and encourage community and stakeholder collaboration.

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LUP 2.1 Educate citizens to ensure an understanding of zoning and land use regulations and decisions.

LUP 2.2 Guide growth and development in a logical and consistent manner.

- LUP 2.2A Ensure development is compatible with surrounding uses through buffers and other techniques.

LUP 2.3 Develop and implement consistent development standards.

- LUP 2.3A Periodically inspect developments for compliance with site plan for signage, stormwater management, and other features.

LUP 2.4 Revise and rewrite the Town's zoning ordinance and subdivision ordinance as needed to ensure consistency with the Comprehensive Plan.

- LUP 2.4A Use plain language when revising the zoning ordinance and subdivision ordinance.

LUP 2.5 Revise the current zoning designations of Town property to better align with actual physical use.

LUP 2.6 Limit development in environmentally sensitive areas.

LUP 2.7 Promote environmentally friendly neighborhoods and housing developments.

- LUP 2.7A Protect environmental features (e.g. floodplains, karst) in new residential development.
- LUP 2.7B Preserve important scenic views, woodlands, and natural areas.
- LUP 2.7C Control stormwater runoff in new residential developments and subdivisions. See IS 4 and ENV 2.
- LUP 2.7D Encourage common open spaces and playgrounds in new development.

LUP 2.8 Ensure land use decisions are integrated with transportation decisions to maintain or improve access to various uses and prevent future gridlock.

- LUP 2.8A Promote connected and walkable neighborhoods. Promote multiple entrances, interconnected streets, and pedestrian sidewalks or trail linkages for neighborhood development.
- LUP 2.8B Effectively manage traffic and encourage attractive and safe pedestrian-friendly environments through landscaping and traffic calming features.

LUP 2.9 Eliminate code violations that degrade the appearance and quality of life within neighborhoods and affect the public health, safety or welfare of occupants.

LUP 2.10 Encourage cluster development to preserve natural resources and increase the provision of open space.

LUP 2.11 Work to achieve a balance between residential, commercial, and industrial land uses in order to provide adequate support services, quality employers, and a sustainable tax base.

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LUP 2.11A Encourage innovative economic development initiatives that enhance community character and the environment.

LUP 2.12 Promote new infill development and redevelopment utilizing existing infrastructure.

LUP 2.13 Schools and places of worship are mainstays within the community that enhance and stabilize neighborhoods. Future development should be at a scale appropriate to the surrounding neighborhood.

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