

MONTGOMERY COUNTY PLANNING COMMISSION
March 14, 2012 @ 7:00 P.M.
Board Room, Government Center

AGENDA

CALL TO ORDER:

DETERMINATION OF A QUORUM:

APPROVAL OF AGENDA:

APPROVAL OF CONSENT AGENDA:

PUBLIC HEARING:

1. Request by **Forest Hills At Belview** (Agent: Balzer & Associates) to amend a proffer statement and master plan previously approved on March 5, 2007 (ORD-FY-07-23) to remove/revise trail locations for 17.927 acres zoned Residential Multi-Family (RM-1) as shown on the revised plan submitted by the applicant entitled "Forest Hills Master Plan". The property is located at 180 Belview Drive (in the 3200 block of Peppers Ferry Road) and is identified as Tax Parcel No. 64-A-42 (Acct # 017168) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Mixed Use and Medium Density Residential within the Prices Fork Village Plan.
 - a. Staff Presentation (Dari Jenkins)
 - b. Applicant Presentation
 - c. Public Comment
 - d. Discussion/Action

PUBLIC ADDRESS:

OLD BUSINESS:

NEW BUSINESS:

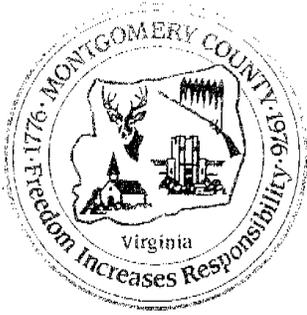
- Safe Route To Schools Project
 - Auburn Elementary & Middle School (Brea Hopkins)
 - Belview Elementary(Jamie MacLean)

WORKSESSION:

MEETING ADJOURNED:

UPCOMING MEETINGS:

March	21, 2012	Planning Commission Site Visit Planning Commission Regular Meeting (7:00 pm)
April	11, 2012	Planning Commission Public Hearing (7:00 pm)
April	12, 2012	Smart Road Tour (4:00 pm- 6:00 pm)
April	18, 2012	Planning Commission Site Visits (To be determined) Planning Commission Regular Meeting (7:00 pm)



MONTGOMERY COUNTY DEPARTMENT
OF PLANNING & GIS SERVICES

PLANNING
GIS & MAPPING

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

MEMORANDUM

TO: Planning Commission

FROM: Planning Staff *TOJ*

DATE: March 6, 2012

RE: **Staff Analysis (RZ-2012-09607)**

Request by **Forest Hills At Belview** (Agent: Balzer & Associates) to amend a proffer statement and master plan previously approved on March 5, 2007 (ORD-FY-07-23) to remove/revise trail locations for 17.927 acres zoned Residential Multi-Family (RM-1) as shown on the revised plan submitted by the applicant entitled "Forest Hills Master Plan". The property is located at 180 Belview Drive (in the 3200 block of Peppers Ferry Road) and is identified as Tax Parcel No. 64-A-42 (Acct # 017168) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Expansion in the 2025 Comprehensive Plan and further described as Mixed Use and Medium Density Residential within the Prices Fork Village Plan.

I. NATURE OF REQUEST

The applicant is requesting amendment of a proffer statement and master plan previously approved March 5, 2007 (ORD-FY-07-23) to remove/revise trail locations for the Forest Hills at Belview residential project as shown on the revised plan entitled "Forest Hills Master Plan", submitted with the application. The areas affected by the request are identified on the revised plan (shown in red), indicating the removal of 5 ft. pedestrian trails from three (3) areas. The applicant proposes the addition of a short sidewalk and crosswalk (shown in blue).

II. LOCATION

The subject trails to be removed are located behind units 25 – 34 on Tilia Court, units 35 – 42 on Belview Drive, and behind units 54 – 61 on Belview Drive along the eastern boundary immediately north of the Emergency Access Road.

The proposed sidewalk addition is located on the eastern end of the parking area serving units 25 - 34 and the north side of Tilia Court. A pedestrian connection from the parking area for units 25 – 34 along Tilia Court to the sidewalk along Belview Drive.

III. BACKGROUND

In March 2007, the Board of Supervisors approved a rezoning to Residential Multi-Family (RM-1) with 17 proffered conditions to allow the construction of "Forest Hills at Belview" in substantial conformance with the concept plan dated, February 26, 2007. The rezoning for this project was approved prior to the approval of two important planning documents:

- Montgomery County, 2025, Belview Village Plan, approved June 11, 2007; and
- Montgomery County Village Transportation Links (VITL) Plan, approved June 25, 2007.

The site plan for "Forest Hills at Belview" was approved January 18, 2011 for the construction of seventy (70) townhome units, along with associated pedestrian trails, an active recreation area, and a community center. This project is estimated to add approximately 42 children to the public school system.

IV. COMPREHENSIVE PLAN

Belview Village Plan

The Belview Village Plan Land Use map shows this property to be located within an area designated as Mixed Use and Medium Density Residential along the northern side of Peppers Ferry Rd. (Route 114). The medium density development regulations restrict development to no more than four (4) dwelling units per acre.

The Village Plan suggests that "Belview Elementary School is the heart of the Village of Belview, a place where the community gathers for events and programs, and where Belview's children receive a quality education. Through a cooperative arrangement with the Montgomery County Department of Parks and Recreation, the school continues to provide active recreational spaces ideal for team sports for children and adults as well as playgrounds for the children of the Village of Belview. It is connected to the rest of the village by a system of trails and walking paths, which lessens the need for increased parking for village residents." (*Belview Village Plan, pg. 246*)

The following Land Use Policies are specified within the Belview Village Plan and should be considered during the review of this application for amendment of the proffers and Master Plan for the development of "Forest Hills at Belview".

BVW 1.1.6 Proffers Are Expected to Mitigate Impacts.

Any rezoning to a higher intensity of land use, particularly residential land uses, will be expected to provide proffers of land, infrastructure and/or funding to offset the impacts of the development, particularly on capital facilities such as roads, parks, schools, and public safety.

BVW 1.7.5 New Development (in Medium Density Residential Neighborhoods)

New development should complement and be consistent with existing neighborhood development styles and patterns; should have a street pattern and pedestrian facilities which interconnect with the existing transportation system within the village; and should follow traditional neighborhood design (TND) guidelines established by the County.

BVW 8.1.1 VITL Plan

Implement the Village Transportation Links (VITL) plan, which provides trails for biking and walking that serve to connect points within the Village of Belview, provide a safe means for pedestrian and bicycle travel, and would connect to surrounding localities via the Huckleberry Trail.

BVW 8.1.2 Safe Routes

Work with Belview Elementary School and the Montgomery County School Board to create "Safe Routes to School" facilities, including demand signals and center island pedestrian safety strips at the Peppers Ferry/Prices Fork Intersection.

Montgomery County Village Transportation Links (VITL) Plan

The Village Transportation Links (VITL) "concept for Belview focuses on providing safe connections from existing and proposed residential areas to Belview Elementary. Buffered sidewalks along the north side of Peppers Ferry Road connect residential areas to the school with median refuge and improved crossing that provides both traffic calming and safe access for school children". (*Village Transportation Links Plan, Pg. 21*)

Belview Elementary School appears to be the main focal point of the Village of Belview. Access to the school is dangerous because of high speed travel along Peppers Ferry Rd. (Rt. 114). The shoulders along the road are narrow and the nearby signalized intersection with Prices Fork Road is dangerous. Trail systems play a critical role in providing safe pedestrian access throughout the community.

The VITL Plan suggests that "traffic calming measures in front of the school will be critical for connecting future residential development to the north of Belview Elementary to the school itself". (*Village Transportation Links Plan, Pg. 21*)

Comprehensive Plan Summary

The proposal is not consistent with the Planning and Land Use chapter of the Montgomery County 2025 Comprehensive Plan, including the Belview Village Plan. As proposed, this development does not meet the goals and objectives of the future land use for this area and does not qualify for consideration of amendment of the proffered conditions.

V. ANALYSIS

The application materials received February 1, 2012, detail the applicant's initial proposal to remove approximately 730 ft. of pedestrian trail (5' in width) from the plan (indicated in red) and proposes construction of a crosswalk and approximately 100 ft. of sidewalk (indicated in blue) along Tilia Court. A letter dated February 1, 2012 accompanying the application explains the applicant's reasons for requesting removal of the trails from the project. Issues leading to his decision were security, accessibility, constructability, and financial. (Reference the **enclosed** letter dated February 1, 2012.)

Planning staff is currently working with the Belview Elementary School officials and the citizens of the Village of Belview to develop a plan and prepare an application to acquire funding from Virginia's Safe Routes to Schools (SRTS) program to assist in making improvements to provide more safe and appealing options for children to walk and bicycle to school. VDOT administers a grant program to fund SRTS projects. The VITL plan for this area provides details for an improved, high visibility crossing of Peppers Ferry Road in front of Belview School. See the **enclosed** travel plan prepared to accompany the SRTS project application for safe crossing to the school.

Staff conducted a Plan Review meeting with the applicant on February 23, 2012 and suggested some changes to the plan to include:

1. Installation of a sidewalk along the west end of the parking lot near units 24 and 25.
2. Installation of a section of sidewalk on the south side of the Tilia Court drive aisle adjacent to unit 14.
3. Installation of a 5 ft. asphalt trail along the Emergency Access Road from the trash compactor to Peppers Ferry Road (Rt. 114). The trail type suggested for this area is shown on page 6 of the VITL Plan (**enclosed**), identified as Type J-2, Multi-Use Trail – Greenway; Moderate. This trail would accommodate both pedestrian and bicycle traffic.

Staff has roughly estimated the trails proposed for removal from the project is about 730 linear ft. The proposed addition of sidewalk and trail is estimated 560 ft.

Staff believes the elimination of the approved trails as suggested by the applicant, along with the construction of the suggested sidewalk and asphalt trail described above will better serve the Village of Belview since it complements the travel plan for the Village. This revised proposal will provide safe walking opportunities within the development and the installing of the trail described in Item 3 above will provide a safe connection to the planned SRTS crossing of Peppers Ferry Road (Rt. 114) to Belview Elementary School.

On February 28, 2012, the applicant responded to staff's suggestions. The applicant has not proposed to complete the sidewalk described item 2 and has proposed to complete only a portion of the trail along the Emergency Access Road. See the **enclosed** revised Master Plan received February 29, 2012.

VI. STAFF RECOMMENDATION

Staff preliminarily recommends **denial** of the proposed amendment of the proffer statement and Master Plan for "Forest Hill at Belview" due to failure to comply with the Comprehensive Plan requirements.

At the time this report was issued, the Planning and GIS Services office has received one inquiry regarding this request for amendment of the proffers for the "Forest Hills at Belview" project. Adjoining property owners were notified in accordance with Montgomery County Code Section 10-52(3). Consideration should be given to adjacent property owners or other interested citizens attending the public hearing to express their views regarding this request.

Enclosures: Aerial Map
 Zoning Map
 Application Materials
 Belview Travel Plan
 Applicant's Revised Master Plan, Received 02/29/2012



**Forest Hills at Belview LP
Request for Rezoning
(Change In Proffers)**

Parcel ID(s): 017168

- Legend**
- State Roads
 - Interstate Highway
 - Private Roads (Named)
 - Planned Highway
 - Railroad
 - Hydrology
 - Tax Parcels
 - Subject Property (Forest Hills)
- County Zoning**
- A1 - Agriculture
 - GB - General Business
 - R3 - Residential
 - RMH - Multi-Family Residential
 - Special Use Permits
 - Variations

Montgomery County, Virginia
UNCLASIFIED

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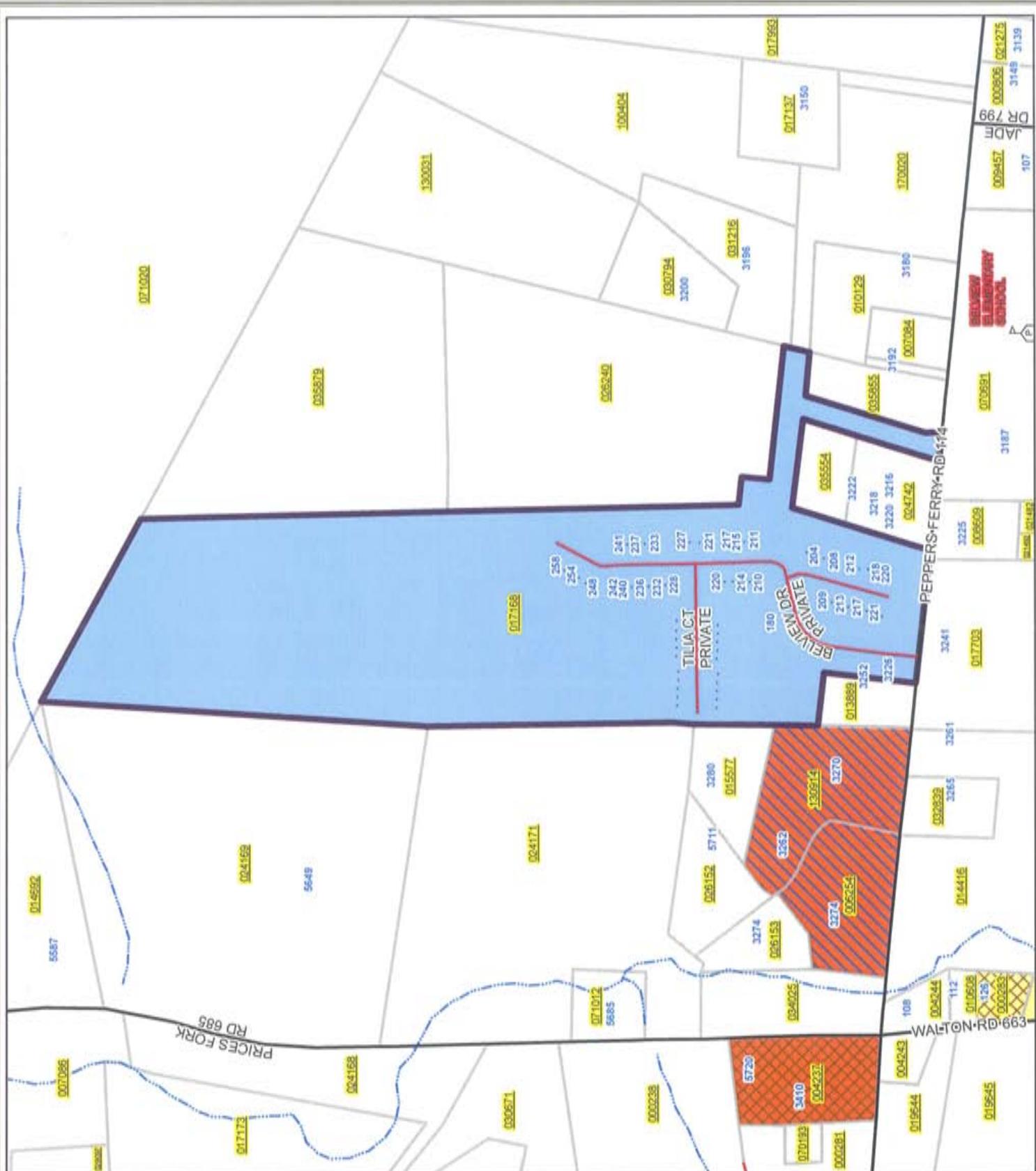
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NO REPRESENTATION OR WARRANTY IS MADE BY THE SUPERVISOR FOR PLANNING AND ZONING AS TO THE ACCURACY OF THE INFORMATION PROVIDED HEREIN.

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Forest Hills at Belview LP
Request for Rezoning
(Change In Proffers)

Parcel ID(s): 017168

Legend

- State Roads
- Interstate Highway
- Private Roads (Named)
- Planned Highway
- Railroad
- Hydrology
- Tree Parcels
- Subject Property (Forest Hills)

Montgomery County, Virginia
 UNDECLARED

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Prepared by Montgomery County, Va
 Planning & GIS Services, 2/8/2012





Application to Planning Commission and Board of Supervisors

Application For: (check appropriate boxes)

- Rezoning, Rezoning & Special Use Permit, Special Use Permit

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

Property Owner: FOREST HILLS AT BELVIEW LP Agent: BALZER & ASSOCIATES
Address: 140 E. MAIN ST. Address: 448 PEPPERS FERRY RD
RAPOD VA 24141 CHRISTIANSBURG, VA 24073
Phone 1: (540) 639-1478 Phone 1: (540) 381-4290
Phone 2: (540) 230-5902 Phone 2: (540) 641-0328
Email: Kinsermark@aol.com Email: ssemones@balzer.cc

Location of Property/ Site Address: PEPPERS FERRY ROAD

Legal Record of Property: Total Area: [1.92] Acres Magisterial District PRICES FORK
Parcel ID: 017168 Tax Parcel Number(s): 064-A 42

Rezoning Details: Current Zoning District: RM-1 Requested Zoning District: RM-1 w/ CONDITIONS
Desired Use(s): REQUEST TO AMEND PREVIOUSLY APPROVED ORD-FY-07-23 TO REMOVE PEDESTRIAN WALKING TRAILS FROM MASTERPLAN PROJECT.

Special Use Permit: Current Zoning District Total Area/Acres:
Desired Use(s): N/A

Comprehensive Plan Designation: MIXED USE / VILLAGE EXPANSION

Traffic Impact Analysis Required: Yes (payment enclosed) No

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

By: Forest Hills at Belview GP, LLC, Unlimited Construction, Inc., MM
By: Mark D. Kinser, CEO (SEAL) 2/1/12
Agent's Signature 2/1/12 Date
Property Owner(s) Signature Date

Date Received: FOR OFFICE USE ONLY Application Number:

Traffic Impact Analysis and Payment Received: Yes No Date Submitted to VDOT:



February 1, 2012

Dari Jenkins
Zoning Administrator
Montgomery County Government Center
755 Roanoke Street, Suite 2I
Christiansburg, Virginia 24073

RE: Forest Hills at Belview – Request for Change to Proffered Condition

Dear Dari,

Thank you for your time over the last couple of days discussing the Forest Hills at Belview project. Attached to this letter is an application to the Montgomery County Board of Supervisors requesting a change to the previously approved proffered conditions in ORD-FY-07-23. The request only pertains to proffered conditions number 7 and number 3 as it relates to the pedestrian trails. On our approved Masterplan, there were three sections of trail shown. These trails were originally proposed as an amenity to the project. While these trails seemed to be an asset to the project in the beginning, they are becoming problem areas as the project is under construction. Our request is to remove these trails from the project. Some of the reasons leading to this decision are as follows:

- 1) Security – While the trails are located in common space within the development, they are located behind the units. This could possibly lead to feelings of insecurity by residents of those units by encouraging people to traverse through or congregate in their “back yards”.
- 2) Accessibility – The grading along sections of the trail is very challenging and will require steps. VHDA promotes accessibility across the site where possible and having amenity features not usable by all residents it not preferred.
- 3) Constructability – As explained in #2 above, grade changes have required the design of sections of steps along the trail. These steep grades will likely be an erosion control & maintenance concern over the long term. This can be avoided by removing the trails and steps, thus allowing a better transition for final grading.
- 4) Financial – Part of the proffered conditions of the project included road improvements to Peppers Ferry Road. These included turn lanes, new striping, signage, etc. There were changes required to the road portion of the project after plan approval that have caused a cost overrun of approximately

\$185,000.00. The removal of these site amenity trails would help offset these significant additional costs.

The attached Masterplan shows the trails we would like to remove in red. It also shows two new sidewalk sections in blue that would connect the buildings on Tilia Court to the rest of the project's sidewalk infrastructure. This will allow residents pedestrian access to the dumpster, clubhouse and playground area. We feel that while the trails were a nice idea, the sidewalks accomplish the same result and do so in a more responsible, safe and financially appropriate manner. We believe that this change will not negatively impact the project or drastically impact the overall project concept. We sincerely hope that Montgomery County will accept and approve this request.

If you would like me to provide you any additional information please let me know. Thank you for your assistance with this project and please feel free to call with any questions.

Sincerely,

BALZER AND ASSOCIATES, INC.



Steven M. Semones
Vice President

AT A SPECIAL MEETING OF THE BOARD OF SUPERVISORS OF THE COUNTY
OF MONTGOMERY, VIRGINIA HELD ON THE 5TH DAY OF MARCH, 2007 AT 8:10 P.M.
IN THE BOARD CHAMBERS, MONTGOMERY COUNTY GOVERNMENT CENTER, 755
ROANOKE STREET, CHRISTIANSBURG, VIRGINIA:

ORD-FY-07-23
AN ORDINANCE AMENDING THE ZONING CLASSIFICATION
OF APPROXIMATELY 17.6 ACRES
IN THE PRICES FORK MAGISTERIAL DISTRICT
LOCATED ON THE NORTH SIDE OF PEPPERS FERRY ROAD (SR 114) ACROSS
FROM BELVIEW ELEMENTARY SCHOOL
IDENTIFIED AS TAX MAP PARCEL NOS. 64-A-42, 41E
AND 42A (ACCT #'S 017168, 026241 AND 026238)
FROM RESIDENTIAL (R-2) AND AGRICULTURE (A-1)
TO RESIDENTIAL MULTI-FAMILY (RM-1)
STUART WHITE AND CHAD & LISA VAUGHT

On a motion by James D. Politis, seconded by Doug Marrs and carried unanimously,

BE IT ORDAINED By the Board of Supervisors of Montgomery County, Virginia that it hereby finds that the proposed rezoning is in compliance with the Comprehensive Plan and meets the requirement for public necessity, convenience, general welfare and good zoning practice, and therefore the zoning classification of that certain tracts or parcels of land consisting of 17.6 acres of land is hereby amended and rezoned from the zoning classification of Residential (R-2) and Agriculture (A-1) to Residential Multi-Family (RM-1) with the following proffered conditions:

1. The property proposed for RM-1 zoning will only be utilized for single-family attached residential use.
2. A maximum density of no more than 4.0 per acre will be permitted.
3. Property shall be developed in substantial conformance with the conceptual plan by Balzer and Associates, Inc. dated February 26, 2007.
4. Site shall be served by Montgomery County Public Service Authority public water and sanitary sewer.
5. An entrance permit from VDoT shall be obtained prior to issuance of building permits for this development

6. A detailed site plan/subdivision plan in conformance with zoning ordinance requirements shall be submitted and approved by the zoning administrator and all other necessary local and state agencies prior to issuance of building permits for this development.
7. All pedestrian walking trails will be paved and have a width of five feet.
8. A tot lot with playground equipment approximately 24' width x 16' length will be constructed within the active recreation area.
9. Stormwater management will be proposed on the west side of the property. The discharge rates will be designed as requested by the Montgomery County Engineer to 60% of the predevelopment 2-year and 10-year design storm runoff.
10. No individual trash receptacles shall be stored where visible from Peppers Ferry Road. Community dumpsters will be provided and screened on all four sides.
11. Buildings shall be in substantial conformance with the elevations submitted December 1, 2006.
12. The Forest Hills property management company shall maintain all grounds, including but not limited to grass areas, recreational areas, parking and paved areas, and stormwater management area.
13. Since a village plan has not been adopted by Montgomery County for Belview, the developer will pledge \$35,000.00, payable upon issuance of first building permit, for future improvements directly associated with the subject property determined during the development of the Belview Village Plan.
14. A 6' privacy fence will be installed along the east and west property lines north of the future right of way to the south edge of the remaining open space.
15. An emergency vehicle access drive will be designed along the eastern most pedestrian trail, to allow emergency vehicle circulation from the site to the emergency access road.
16. A 6' x 12' covered school bus shelter will be provided near the eastern property line of the development.
17. Road improvements and turn lanes will be designed per VDOT requirements.

The property is located north side of Peppers Ferry Road (SR 114) across from Belview Elementary School and is identified as Tax Parcel Nos. 64-A-42, 41E and 42A (Acct #'s 017168, 026241 and 026238) in the Prices Fork Magisterial District (District E). The property currently lies in an area designated as Village Core and Village Expansion in the Comprehensive Plan.

This application was commenced upon the application of Stuart White and Chad & Lisa Vaught (Agent: Balzar & Associates, Inc.)

This ordinance shall take effect upon adoption.

The vote on the foregoing ordinance was as follows:

<u>AYE</u>	<u>NAY</u>
Mary W. Biggs	None
Annette S. Perkins	
James D. Politis	
John A. Muffo	
Doug Marrs	
Gary D. Creed	
Steve L. Spradlin	

ATTEST: B. Clayton Goodman, III
B. Clayton Goodman, III
County Administrator

BELVIEW

1. VILLAGE PROFILE

Belview is located west of Christiansburg along Peppers Ferry Road, and lies between Prices Fork to the north and Plum Creek to the south. The main focal point of the community is Belview Elementary School, which is located on the high speed Peppers Ferry Road. Opportunities for bicycle and pedestrian facilities along the major thoroughfares are limited at present due to the high speeds, narrow shoulders, and the dangerous signalized intersection on Peppers Ferry Road. Traffic calming measures in front of the school will be critical for connecting future residential development to the north of Belview Elementary with the school itself. Although opportunities for on-road connections are limited at present, there is significant off-road potential, including a trail system along the gas pipeline that runs east-west just south of the village boundaries. This trail system could also serve as a piece of the proposed trail connecting the New River Trail to the Huckleberry Trail.

2. CONNECTIVITY ISSUES

The following issues were expressed in the community workshops:

- Identify a safe crossing point on Peppers Ferry Road
- Connect Belview Elementary to existing and future residential areas
- Slow traffic on Peppers Ferry Road
- Connections to Prices Fork and Radford through Walton Meadow
- Connect to Huckleberry Trail
- Need secondary access to connect school and neighborhoods
- Look into trail along gas pipeline easement

3. VITL CONCEPT

The concept for Belview focuses on providing safe connections from existing and proposed residential areas to Belview Elementary. Buffered sidewalks along the north side of Peppers Ferry Road connect residential areas to the school with median refuge and improved crossing that provides both traffic calming and safe access for school children. While paved shoulders provide additional room for cyclists within the core. This system transitions to paved shoulders and shared lanes as one travels outside of the village center. Parallel multi-use trail systems (see standard J) to the north and south of Peppers Ferry Road are created to connect the residential areas to avoid accessing the high speed, high traffic Peppers Ferry Road. These local connections feed into the regional trail network, including a connection to the Huckleberry Trail, the Town of Christiansburg and the villages of Plum Creek and Prices Fork.

A. IMPLEMENTATION PRIORITIES

Community members identified the following implementation priorities during the public workshops for the plan:

1. Demonstration project: Improve the crossing in front of Belview Elementary School
2. Construct a sidewalk from Prices Fork Road to Massie's Mobile Home Park (extend D standard to Massie's Mobile Home Park).
3. Construct a trail from Coal Hollow to Prices Mountain
4. Connect the neighborhood behind Belview Elementary from Archway to Victoria
5. Construct facilities in neighborhoods north of Route 114 (i.e. the Shires, proposed Forest Hills) and connect them from Prices Fork Road to Coal Hollow
6. Connect to Radford Trail System

Important considerations for implementation include: availability of Safe Routes to School Funding, potential to coordinate future development proposals, potential to coordinate with the New River Valley Planning District Commission and the City of Radford, and availability of trail use along the utility corridor.

To most effectively improve the safety at the proposed crossing in front of Belview Elementary School, strategies should be pursued to reduce the speed of traffic on Peppers Ferry Road through the Village. One possibility is to install gateway treatments such as a narrow median that would slow traffic as it enters Belview to the east around Coal Hollow Road and west of the traffic signal at the intersection of Peppers Ferry Road and Prices Fork Road. Medians, chokers, or other traffic calming features could be used between these gateways to reduce traffic speeds along Peppers Ferry Road through the Village. An additional consideration as development and redevelopment is proposed along Peppers Ferry Road is to design these developments to emphasize Peppers Ferry Road as the Village's Main Street. By locating buildings close to Peppers Ferry Road and oriented towards a public sidewalk along the road, this pedestrian-oriented design will help to emphasize Peppers Ferry Road as a road that will be used by many different types of users at slower travel speeds for vehicles.

In addition to the traditional funding sources indicated in the Implementation Section of this report, crossings and sidewalks within two miles of Belview Elementary School are eligible for Safe Routes to Schools grants, a new funding source dedicated towards improving walking and biking conditions around elementary and middle schools. Proposals for development along Peppers Ferry Road provide an opportunity for recommended projects to be constructed by the developer to achieve consistency with the Comprehensive Plan.

TRAIL TYPE KEY

A. Constrained Right of Way w/ Bike Lane + Sidewalk

INTENT: Intended for streets in mixed-use areas to add sidewalks and dedicated bike lanes.

TYPICAL APPLICATION: Not proposed for use in any of the VTL Phases.



B. Constrained Village Right of Way w/ Shared Lane + Sidewalk

INTENT: Intended for streets in mixed-use areas to add sidewalks with shared bike lanes.

TYPICAL APPLICATION: Typically used in the VTL Phase within the central, walkable core of the village on other streets with mixed commercial and residential buildings.



C. Wide Village Right of Way w/ Bike Lane + Buffered Sidewalk

INTENT: Intended for one-block in Village areas with curb and gutter and adequate right of ways.

TYPICAL APPLICATION: Intended for use in the VTL Phase within the central, walkable core of the village on other streets with mixed commercial and residential buildings.



D. Wide Village Right of Way w/ Paved Shoulder + Buffered Sidewalk

INTENT: Intended for village street sections highways in Village areas and between Villages to add a paved shoulder for bikes and a buffered sidewalk for pedestrians in the event that they are to be rebuilt or widened.

TYPICAL APPLICATION: Typically used on major highways such as the 405, 405, and 15, within part of the right of way areas to accommodate regional length trucks and local pedestrian traffic.



E. Constrained Rural Right of Way w/ Paved Shoulder (No Pedestrian)

INTENT: Intended for rural section highways that will not accommodate pedestrians to add a paved shoulder for bicycles in the event that they are to be rebuilt or widened.

TYPICAL APPLICATION: Typically used between Villages on rural highways for regional length trucks.



F. Constrained Village Right of Way w/ Shared Lane + Buffered Sidewalk

INTENT: Intended for rural section highways that accommodate local pedestrians and regional length trucks.

TYPICAL APPLICATION: Not used in the VTL Phase, except for a short segment of the 405 in the Village.



G. Constrained Rural Right of Way w/ Shared Lane (No Pedestrian)

INTENT: Intended for rural section highways that do not accommodate pedestrians, but will accommodate regional length trucks with a paved shared bike lane.

TYPICAL APPLICATION: Typically used between Villages on rural highways for regional length trucks.



H. Constrained Village Right of Way w/ Shared Bike/Pedestrian

INTENT: Intended for rural streets in Village areas that accommodate local pedestrians and regional length trucks as part of the current roadway.

TYPICAL APPLICATION: Typically used in urban, campus streets in the village areas that have very low automobile traffic.



I. Multi-Use Trails - Adjacent to Road

INTENT: Intended for regional length adjacent to road highways to accommodate regional length trucks and pedestrian traffic.

TYPICAL APPLICATION: Typically used within and between Villages along with road highways in agricultural settings.



1. Severe



2. Moderate

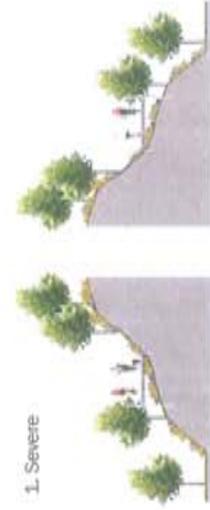


3. Flat

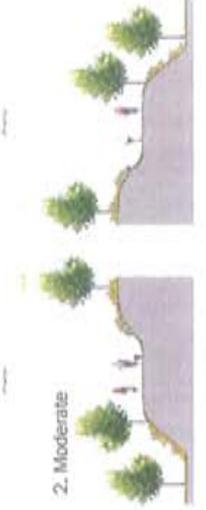
J. Multi-Use Trail - Greenway

INTENT: Intended for regional cross-country trails, mostly from highway to accommodate regional length trucks and pedestrian traffic.

TYPICAL APPLICATION: Typically used within and between Villages on regional length highways.



1. Severe



2. Moderate

Belview Elementary is committed to ensuring that students can utilize physically active transportation for a safe and enjoyable trip to and around school!



Forest Hills Development

40 New Students

Forest Hills Development Multipurpose Trail (2013)

Existing Drop-off/Pick-up Area

Phase 1 Proposed Pick-up/Drop-off Area Improvement

Existing Sidewalk or Path

Phase 2 Proposed Pick-up/Drop-off Area Improvement

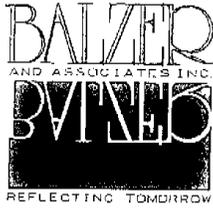
Proposed Residential Connector Trail

Creating Solutions

- Improve existing pick-up/drop-off area
- Install a safe crossing over Route 114
- Connect close neighborhoods

Existing Barriers to Active Transportation

- A major roadway divides the school from residential areas—VA Route 114
- Crossing streets and intersections is difficult or dangerous.
- Missing or insufficient walkways.
- School walkways/paths are not accessible to students with disabilities—topography present
- Drop-off and pick-up process creates congestion and unsafe behaviors.



February 28, 2012

Dari Jenkins
Zoning Administrator
Montgomery County Government Center
755 Roanoke Street, Suite 21
Christiansburg, Virginia 24073

RE: Forest Hills at Belview -- Request for Change to Proffered Condition

Dear Dari,

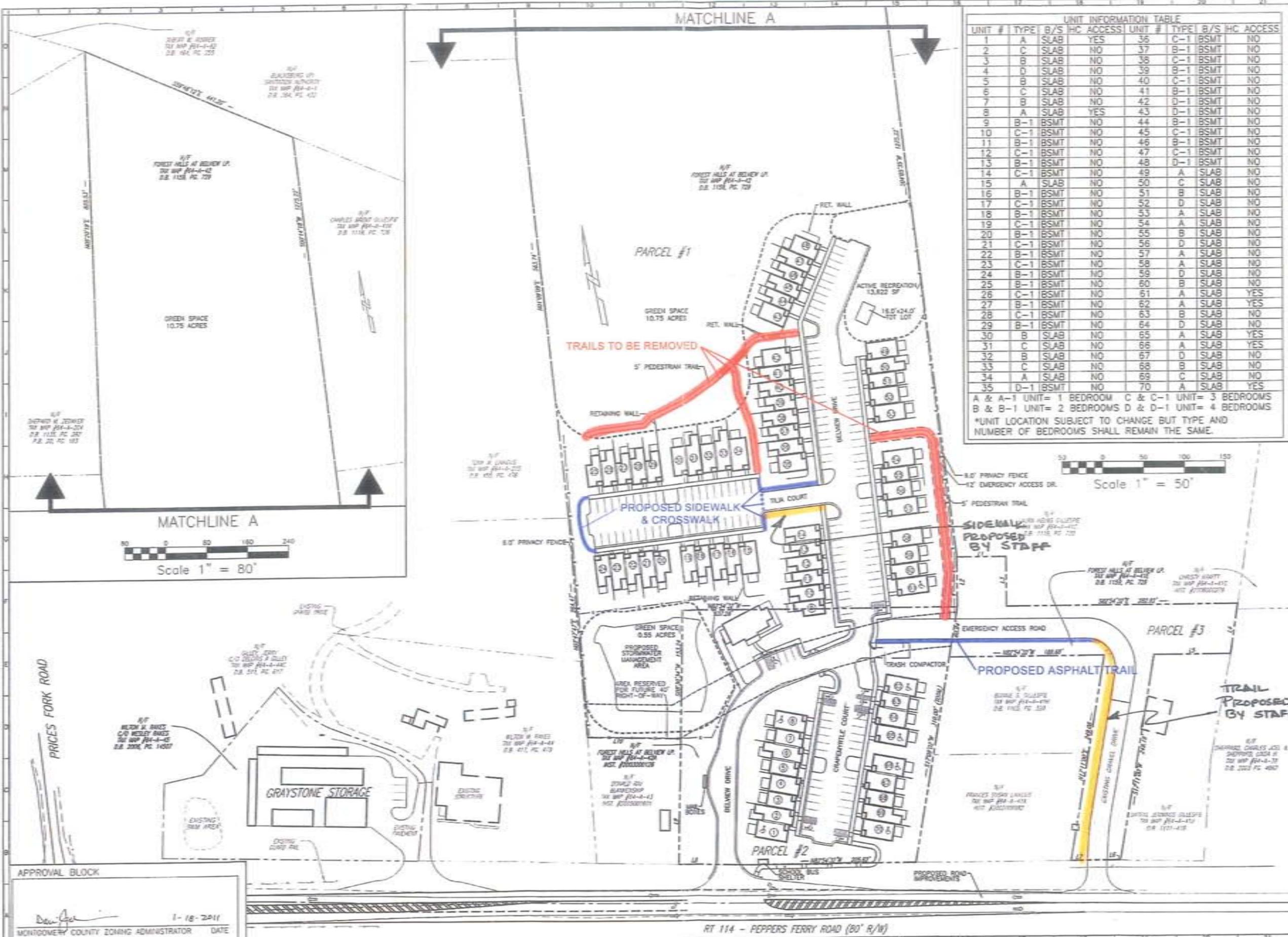
After the staff review meeting last week, Mr. Kinser dropped off the map showing some additional trail/sidewalk locations proposed by staff to offset the request to remove some of the approved trails. Mr. Kinser and I discussed these additional locations today at length and would like to offer the following:

- 1) Install the section of sidewalk on the west end of the parking lot near units 24 and 25.
- 2) Do not install the section of sidewalk on the south side of the Tilia Court drive aisle adjacent to unit 14. The grade along this southern side is very steep which would require steps and handrails. The north side of Tilia Court will still have a sidewalk as proposed.
- 3) Install an approximately 250' section of 5' wide asphalt trail along the south side of the emergency access road. This section of trail would terminate near the northeast corner of Tax Map #64-A-41H.
- 4) Do not install trail or sidewalk along the west side of the emergency access road as it ties into Peppers Ferry Road. There are two main reasons for this. The first is that there are topographical challenges to installing a pedestrian connection that is not directly adjacent to the access road. If it is benched into the hillside above the road, there would be a requirement for steps and possibly handrails along the entire length of the walk. The second reason is that if future development occurs on the Gillespie property, this access road would be the most likely place for an entrance. Any entrance meeting VDOT regulations would require re-grading this area and a pedestrian connection. Any physical improvements along this section of the access road would likely have to be demolished to construct a public road. Mr. Kinser is willing to agree to a condition that upon any future development of adjacent properties allowed to use this access road, he will dedicate easement or right of way to allow for a future pedestrian connection in this area.

I hope you find this solution acceptable. Please contact me with any questions.

Sincerely,
BALZER AND ASSOCIATES, INC.

Steven M. Semones
Vice President



UNIT INFORMATION TABLE

UNIT #	TYPE	B/S	HC ACCESS	UNIT #	TYPE	B/S	HC ACCESS
1	A	SLAB	YES	36	C-1	BSMT	NO
2	C	SLAB	NO	37	B-1	BSMT	NO
3	B	SLAB	NO	38	C-1	BSMT	NO
4	D	SLAB	NO	39	B-1	BSMT	NO
5	B	SLAB	NO	40	C-1	BSMT	NO
6	C	SLAB	NO	41	B-1	BSMT	NO
7	B	SLAB	NO	42	D-1	BSMT	NO
8	A	SLAB	YES	43	D-1	BSMT	NO
9	B-1	BSMT	NO	44	B-1	BSMT	NO
10	C-1	BSMT	NO	45	C-1	BSMT	NO
11	B-1	BSMT	NO	46	B-1	BSMT	NO
12	C-1	BSMT	NO	47	C-1	BSMT	NO
13	B-1	BSMT	NO	48	D-1	BSMT	NO
14	C-1	BSMT	NO	49	A	SLAB	NO
15	A	SLAB	NO	50	C	SLAB	NO
16	B-1	BSMT	NO	51	B	SLAB	NO
17	C-1	BSMT	NO	52	D	SLAB	NO
18	B-1	BSMT	NO	53	A	SLAB	NO
19	C-1	BSMT	NO	54	A	SLAB	NO
20	B-1	BSMT	NO	55	B	SLAB	NO
21	C-1	BSMT	NO	56	D	SLAB	NO
22	B-1	BSMT	NO	57	A	SLAB	NO
23	C-1	BSMT	NO	58	A	SLAB	NO
24	B-1	BSMT	NO	59	D	SLAB	NO
25	B-1	BSMT	NO	60	B	SLAB	NO
26	C-1	BSMT	NO	61	A	SLAB	YES
27	B-1	BSMT	NO	62	A	SLAB	YES
28	C-1	BSMT	NO	63	B	SLAB	NO
29	B-1	BSMT	NO	64	D	SLAB	NO
30	B	SLAB	NO	65	A	SLAB	YES
31	C	SLAB	NO	66	A	SLAB	YES
32	B	SLAB	NO	67	D	SLAB	NO
33	C	SLAB	NO	68	B	SLAB	NO
34	A	SLAB	NO	69	C	SLAB	NO
35	D-1	BSMT	NO	70	A	SLAB	YES

A & A-1 UNIT = 1 BEDROOM C & C-1 UNIT = 3 BEDROOMS
 B & B-1 UNIT = 2 BEDROOMS D & D-1 UNIT = 4 BEDROOMS
 *UNIT LOCATION SUBJECT TO CHANGE BUT TYPE AND NUMBER OF BEDROOMS SHALL REMAIN THE SAME.

BALZER AND ASSOCIATES, INC.
 REFLECTING TOWNPLANNING
 www.balzer.com
 New River Valley
 Edmond
 Roanoke
 Shenandoah Valley

REGISTERED PROFESSIONAL ENGINEER
 MONTGOMERY COUNTY, VIRGINIA
 BALZER AND ASSOCIATES, INC.
 448 Peppers Ferry Road, Mt.
 Christyburg, VA 24072
 540-361-4291
 FAX: 540-361-4291



REVISED PLAN REC'D 02/29/2012

FOREST HILLS
MASTER PLAN
 PRICES FORK MAGISTERIAL DISTRICT
 MONTGOMERY COUNTY, VIRGINIA

DRAWN BY: RLD
 DESIGNED BY: RLD
 CHECKED BY: SMS
 DATE: 12-27-07
 SCALE: AS SHOWN
 REVISIONS:
 2-11-08
 8-14-09
 4-26-10
 6-7-10-E&S/GRADING
 9-27-10
 1-6-11

APPROVAL BLOCK

 MONTGOMERY COUNTY ZONING ADMINISTRATOR DATE: 1-18-2011

SHEET NO.
C3
 JOB NO. B0902054.00