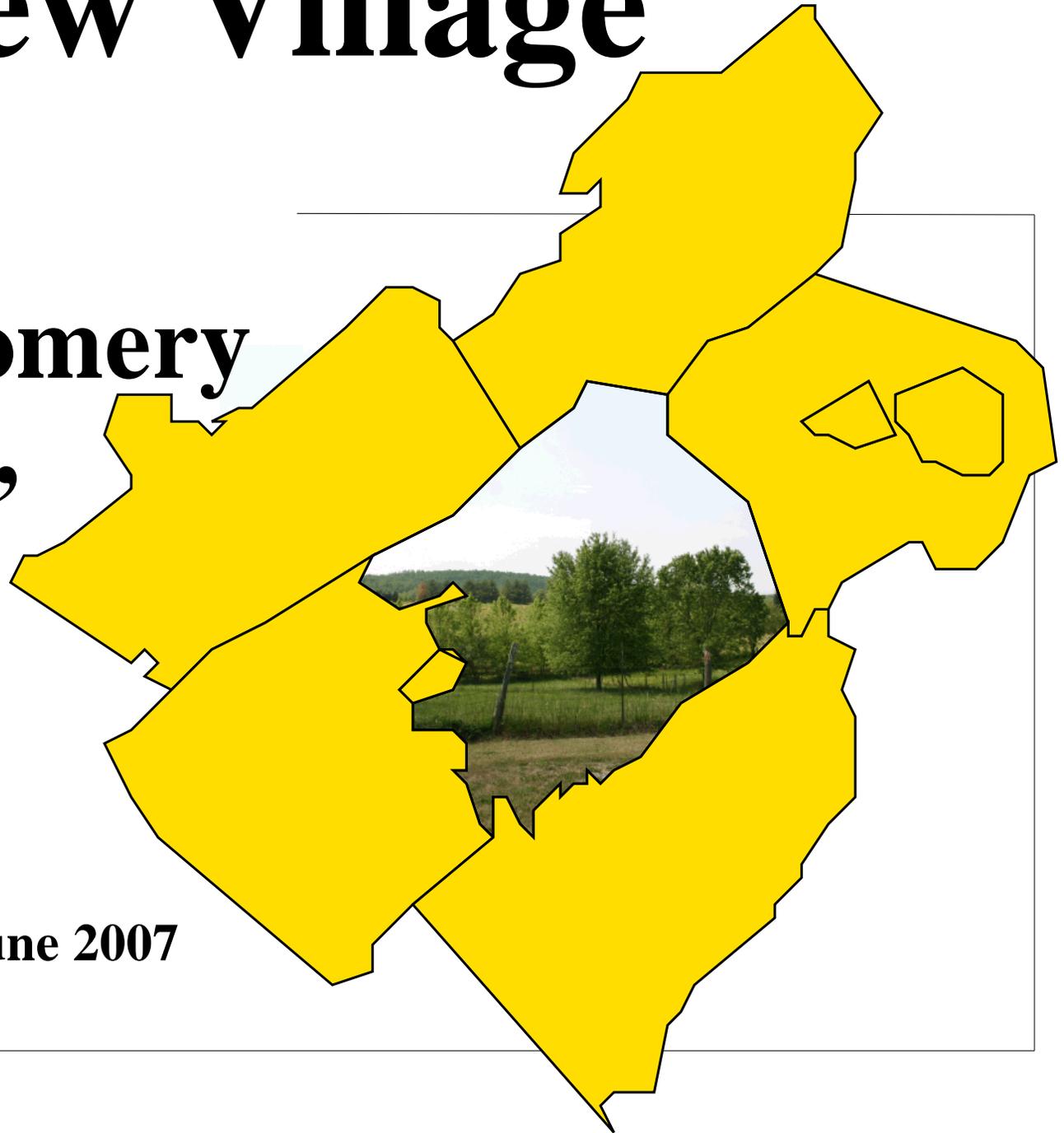


Belview Village Plan

**Montgomery
County,
2025**

Adopted: 11 June 2007



The Village of Belview

Introduction

The purpose of the village plans is to guide development in each of the villages, while maintaining each village's distinct identity. The village planning process provides citizens in each of the seven villages (six plans) with a say in how their respective villages develop over the next twenty years. This additional input is important because of the County's focused growth approach, which will focus 80% of the County's growth between now and 2025 into the villages, village expansion areas, residential transition areas, and the urban expansion areas.

Under the guidelines established in *Montgomery County, 2025*, villages are defined as "larger rural communities where limited mixed-use development activity has historically occurred and public utilities are available;...are separate and distinct from each other and from nearby towns;... and have served as and will continue to serve as focal points for surrounding rural areas." The village expansion area, on the other hand, is defined as the areas "adjacent to existing villages where appropriate new development can be accommodated while



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retaining the viability and character of the historic village core. It is assumed that the villages and village expansion areas are either currently served by public water and sewer and other public facilities (schools, parks, or fire and rescue stations) or where public water and sewer is likely to be provided in the future.

Planning Process and Community Input Results

Public Input and Community Visioning

The Belview Village Plan was a collaborative effort by Belview residents, property owners and other interested citizens, County officials and staff, and students from Virginia Tech. The public input process for the Belview Village Plan can be divided into three phases: a door-to-door household survey, two community visioning sessions, and finally, review by the Montgomery County Planning Commission and the Montgomery County Board of Supervisors and adoption.

Household Survey.

On February 3, 2007, undergraduate students from the Virginia Tech Department of Urban Affairs and Planning distributed approximately 400 surveys to the households in Belview. Each household was asked what they liked/disliked about Belview and what they would change, as well as several general demographic questions.

Those who responded to the survey said they like Belview's rural character, its location and its convenience to Blacksburg, Christiansburg and Radford. They worry about the high speed traffic on Peppers Ferry Road, e.g., not being able to turn onto the road, the number of accidents, and the safety of the children in the community. This could be improved by widening the road, installing street



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lighting and sidewalks, lowering the speed limit, and adding shoulders to improve turn-offs.

Residents would also like improved services, such as increased traffic enforcement, a fire/EMS station, local recreational sports teams and a community park, after school programs and regulations to clean up and fix homes.

Community Visioning Sessions.

Belview residents were invited to two public workshops on the village plan. The first meeting was held at Belview Elementary School on February 17, 2007. This meeting included (a) an overview of the County comprehensive plan and the role of the seven villages in that plan; (b) a review of the household survey results; (c) group discussions on local needs and concerns; and (d) a vision and goals for the future of Belview. Participants identified several areas of interest:

- Village boundary locations,
- Future development opportunities and constraints,
- Community identity and rural character,



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- Safe and convenient travel for automobiles and pedestrians,
- Belview Elementary Schools role in the community, and
- Adequate public facilities and services, e.g., water and sewer service, recreation facilities, emergency services, public transit.

At the second community meeting on March 24, 2007, held in the cafeteria at Belview Elementary School, participants reviewed and finalized the goals, the strategies, and the future land use map.

Public Hearing & Adoption

The Montgomery County Planning Commission a public hearing for the Belview Village Plan at the Meadowbrook Center and recommended adoption on May 9, 2007,. The Board of Supervisors held a public hearing on May 29 2007 and adopted the Belview Village Plan on June 11, 2007.

Historical Development Patterns

Belview is a small rural community nestled between Blacksburg, Christiansburg, and

Radford, at the intersection of Peppers Ferry Road (Route 114) and Prices Fork Road (Route). The area takes its name from the Belview Elementary School, which is located at its core. Opened in September 1953, the schools name combined the names of the three smaller schools it replaced: Belmont, Vicker, and Walton.

Much of Belview's history is tied to the Radford Army Ammunition Plant (RAAP), built in 1940 in anticipation of World War II, and located just a few miles away. RAAP at its peak provided job opportunities to more than 9,000 workers in the region.

Current Conditions and Trends

Population

According to the 2000 U.S. Census, Belview had a total population of 1,232 persons, of which 50% were male and 50% were female. The median age in Belview is 37 years. Children and young adults (17 and younger) represent 23% of the population and seniors (65 and older) represent 9% of the population. Although Belview is predominantly white (95%), 3% of residents are African American and 2% identified themselves as being of Hispanic origin.

In 2000, there were 514 households in Belview, with an average household and family size of 2.9. Family households accounted for 70% of all households in Belview. This included families with single mothers (7%) and with single fathers (3%). Of the remaining 30% of households, nearly all were single person households (25%).

Natural Environment

The natural landforms in Belview define and constrain the areas available for development in the Village. Belview sits in a rolling plateau between ridgelines with steep slopes. These ridgelines run east-west, and are located to the north along Prices Fork Road and to the south along the intersection of Walton Road and

Caboose Road. Significant karst features (sinkholes) northwest and southeast of the village create additional constraints to development.

Existing Land Use

At present land use in Belview is best characterized as rural. Existing development patterns are, in large part, shaped by the availability of public water and sewer service. Much of the area remains in agricultural or open space uses, with scattered low-density residential development. Higher densities and village-scale commercial development are found along the Peppers Ferry (Route 114) corridor. This includes Massie's Mobile Home Park and the gas station/convenience store at the Prices Fork intersection. Civic land uses in the Village include the Public Service Authority Station and Belview Elementary School.

Housing

Belview includes 556 dwelling units, of which only a few (8%) are vacant. Approximately two-thirds of all houses are owner-occupied, though many of these are mobile homes on leased lots. Rental units account for the remaining one-third.



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According to the 2000 Census, most houses in Belview (60%) are single family detached units and 35% are mobile homes. The remaining 5% are duplexes or multifamily dwellings with no more than 4 units. More than 70% of the houses in Belview were built after 1970 and 11% were built before 1930.

The median value of owner-occupied housing in Belview (not including mobile homes) is approximately \$88,000 and the median value of mobile homes is approximately \$25,000. Over 50% of owner-occupied housing and 40% of renter-occupied units in Belview have householders between the ages of 25-54. Five percent of owner-occupied housing have householders aged 15-24, but a much larger percentage of rental householders (40%) are between the ages of 15 and 24.

Transportation

The Village of Belview is bisected by Route 114, which carries between 12,000 and 18,000 cars per day. Approximately 9,000 of these trips involve travelers on Prices Fork Road, which means a significant portion of the traffic is generated by commuters moving between Radford and Blacksburg. Residents noted the lack of turning lanes at the Peppers Ferry Prices Fork intersection, where traffic frequently backs up during rush hours.

The high volume of traffic along Route 114

and Prices Fork Road in the Village means that traffic safety is an on-going issue for local residents. In particular they are concerned about children traveling to and from Belview Elementary for school or recreation.

Public Facilities and Services

Belview Elementary School the most important public facility located in the village. The school is sited on the south side of Route 114, just east of the Prices Fork Road/Walton Road intersection. The building was originally constructed in 1953, and expanded to accommodate growth in 1973. Currently the school enrolls 259 students in grades K-5.

The school serves as the focal point for community activities, including recreational sports, student events and shows, and village meetings. Limited parking is an issue during larger events, and visitors must park along Peppers Ferry Road.

The Public Service Authority currently provides public water and sewer service to portions of Belview. Half of the Village has access to public sewer, but public water only serves properties along Peppers Ferry Road.

The Montgomery County Sheriff's department provides policing services for Belview out of the main office in Christiansburg. Fire and rescue services are provided out of a station located between Longshop and McCoy, on McCoy Road.

Community Organizations

Though the village includes no local community organizations, residents are supported by several churches located in the Village, including New Hope Baptist Church, Belview United Methodist, and Church of Jesus Christ of the Apostles Doctrine.

Planning Assumptions and Land Use

During the village planning process,

participants relied on five key planning assumptions:

- Population growth will continue during the next 25 years, in general accord with the County's Comprehensive Plan. (At slightly more than 1% average annual growth; up to about 25,000 more people in the County as a whole by 2030, with 6,000- 8,000 in the unincorporated areas and the remainder in the two towns;
- Residential development will be concentrated mainly in the County's designated growth areas, including the Urban Expansion Areas, the Residential Transition Areas, and the seven Villages and six Village Expansion Areas;
- Residential development densities in the Belview area will occur in general accord with the County's Comprehensive Plan;
- Small amounts of job growth will occur in the immediate vicinity of Belview mainly village-scale businesses and telecommuting jobs; and
- Public water and sewer service will be limited to those areas designated in the Belview Village Plan.



Photo by Chris Valluzzo

There are a number of assumptions specific to Belview that contributed to the overall future land use scheme:

- 1) Belview, historically, has been a bedroom community, first for the Radford Arsenal and later for the two universities, the commercial core of the County in Christiansburg, and for the Corporate Research Center.;
- 2) the presence of a major highway (Rt 114), which bisects Belview east to west, poses limits on potential growth in Belview, especially in terms of providing alternative transportation access between the north and south portions of the village and may hamper efforts to strengthen the sense of community in Belview in the future.
- 3) growth pressure in Belview is driven by its



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central location between the Towns of Blacksburg and Christiansburg and the City of Radford and locational appeal to bicommuter households.

Neighborhood Types and Land Uses

Mixed Use Development

Mixed use development has been the rule rather than the exception in the majority of the Villages in Montgomery County. Part of this is due to the nature of small, contained, and constrained spaces. Unlike their larger counterparts, which have the luxury of land and expansive public works and may more clearly separate uses, villages and village expansion areas are constrained by limited public facilities, especially the possible extent and capacity of public water and sewer. Given the limitations, all of the land use designations are based on the assumption of mixed use development.

Mixed use development means that while certain uses may be deemed most appropriate for a specific area of the village, the primary use designation does not preclude other types of development in, near, or in lieu of the primary designation. In a sense, this approach means that portions of the villages and village expansion areas are treated, in essence, as large planned unit developments. Indeed, the mixed use approach to village development encourages the creation and strengthening of the sense of community with the village by making goods, services, and jobs more readily available and accessible to residents. The approach also assumes that future development, rather than destroying or overpowering the historic core, will be designed to strengthen the historic development patterns, add to the quality of life of residents, and provide appropriate levels and scale of development.

Residential Neighborhoods

The Belview Village Plan designates three



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residential neighborhood types: Low, Medium, and High Density. The designations do not mean that there will be two, three, four, or more dwelling units on every acre of land, but they do provide a guide to the number of dwelling units, overall, that can be developed on a specific parcel (gross acreage). The designations were used to match the village plan to the existing ordinance. Residential development in the low density neighborhoods is intended to be stickbuilt or modular single-family housing. The Medium Density neighborhoods may include a wider variety of housing types, including: single-family dwellings, accessory dwellings, duplexes, triplexes, and quadplexes as infill. Currently, high density residential is defined primarily as manufactured housing parks, but may also include larger scale multifamily developments and redevelopments. As with the Medium Density neighborhoods, the Mixed Use neighborhoods are appropriate locations for a wider variety of housing types, including residential and commercial uses within the same structure or development.

Belview Village Land Use Summary

Overall Assumptions for Total Expansion Area: 1067 acres, approx.; Current Infrastructure Capacity: TBD (1); Projected Gross Density: .2 d.u./ac. approx.

Settlement Types	Acreage	Existing Dwelling Units	New Dwelling Units	Max. Dwelling Units @ Buildout	Density Range
Low Density Residential	530	94	436	530	0-2 du/acre
Medium Density Residential	420	279	981	1260	2-4 du/acre
High Density Residential	57	154	74	228	4+ du/acre
Mixed Use	60	51	129	180	2-4 du/acre
Total	1067	578	1620	2198	2 du/acre

Assumptions:

- 1) The Montgomery County Public Service Authority does not have current capacity figures; however, according to the PSA Director, Bob Fronk, the public sewer treatment capacity is quite high, but future development is limited by the capacity of the pump station in Belview. For the PSA to serve more than the current customer basis and some limited growth, the pump station will need to be expanded or replaced with a larger capacity system. It is assumed that any expansion of the system will be funded, in part, through the development process.

- 2) Development is likely to be limited due to traffic concerns on Rt 114, although, according to the VDOT Traffic Engineering Division reports from 1975 to 2005, traffic east of the intersection of Rt. 114 and Prices Fork Road has, in 2005, decreased to slightly below the 1990 AADT numbers. AADT rose steadily between 1975 (7,510 AADT) and 2000 (12,000 AADT), an increase of 59.8% in the 25 year period. In 2005, the AADT between Prices Fork and the intersection of Peppers Ferry dropped to 11,000, just slightly below the numbers in 1990. The AADT numbers for the Belview portion of 114 are similar to the through traffic in the County's other villages.



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Belview Village Plan: Statement of Preferred Future

The following statement of the preferred future of Belview was created by the citizens at the first meeting and evaluated and refined at the second meeting. This Vision Statement essentially summarizes the key goals for the future of the village.

Belview remains a rural village with an active community core. Despite growth pressures from Blacksburg, Christiansburg, and Radford, Belview has retained the rural charm and distinct character that make it a special place in Montgomery County.

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 in 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.

While a few village-scale businesses have developed, Belview remains a predominantly residential community. Because of its location at the



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center of the Blacksburg-Christiansburg-Radford triangle and its proximity to the Radford Arsenal, Belview has become an important residential center for bi-commuter households. The village offers a wide variety of housing opportunities serving the full range of income levels. The residents pride in Belview is evident in how well the properties, from neighborhoods with single-family housing to townhome and apartment complexes to mobile home parks, are maintained. The developments, including the mobile home parks, are landscaped and provide residents with a wide variety of amenities, including parks, trail, and tot lots.

Route 114 still bisects the Village of Belview, but it no longer is seen as a thru-traffic route; rather, Rt. 114 has become Belview's "Main Street." Landscaping and "Welcome to the Village of Belview" signs grace the eastern and western entrances to Belview, and the northern entrance on Prices Fork Road. The speed limit has been lowered to 35 miles per hour through the core of the Village of Belview. Vegetative islands have been added as part of a safe crosswalk system, which calmed the traffic on Rt. 114 and have enhanced and improved the safety of the village-wide trail and walkway system. An additional east-west road has been constructed to help disperse traffic within Belview and has lowered the traffic count on Rt. 114. A countywide trail system, linking Belview with Blacksburg, Christiansburg, and Radford, provides residents with safe alternative transportation routes, as does the expanded public transit system, which provides Belview residents with access to bus service to the two towns and the City of Radford.

Residents in Belview continue to benefit from public utilities, including public water and sewer. The Public Service Authority (PSA) has joined the regional water authority and continues to provide excellent service while expanded its service area to accommodate the expansion areas in Belview. A combined fire department and rescue squad has been built to respond to the emergency needs of Belview residents.

While Belview has grown, it has retained much of its rural surroundings. Residents choose to move to Belview and to remain in Belview because the rural vistas are still visible from much of the Village. New developments have been based on the traditional neighborhood design approaches and have used clustering to help maintain the rural feel and the lovely views.

Belview Village Plan: Policies

The following policies were developed in meetings with village citizens. These policies are to guide the actions of the County, State Agencies, and private landowners to achieve the preservation and development of Belview in accord with the Vision of this Plan.

BVW 1.0 Land Use Policies

BVW 1.1 General Policies

BVW 1.1.1 Overall Gross Density for the Village Planning Area. The overall density of the village planning area should never exceed two (2) dwellings per gross acre at full build-out (expected to occur beyond the horizon of this plan).

BVW 1.1.2 Compatibility is Fundamental. The density, type and character of new development must be compatible with the existing village, the vision of the village's future, and be generally consistent with the Belview Village Plan Map. New development must be compatible with the traditional forms and architectural character of the village.

BVW 1.1.3 Guidelines Are Firm But Flexible. The policies of this plan are firm guidelines for the County and for developers. While there is flexibility in how to achieve these policies, all new development should follow them in spirit and in action.

BVW 1.1.4 A Variety of Housing Types Should be Built. The County will encourage a variety of housing types, costs and net densities, in order to provide high quality housing for a range of ages and income levels. Most housing will be single-family detached units (stickbuilt, modular, or manufactured),, but may include accessory units, small single-family detached or attached dwellings, apartments on the second floor levels of employment or civic buildings, and housing for elderly citizens.

BVW 1.1.5 Village Gateways. Establish clear gateways at the major road entrances to the Village. Landscaping, signage, grading and pavement design should be used to create a sense of transition into the village on Peppers Ferry Road from the east and west. These gateways should

be understated, with a traditional, rural village character, with street design, landscaping and architecture that will naturally slow traffic as it approaches the village.

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 off set the impacts of the development, particularly on capital facilities such as roads, parks, schools and public safety.

BVW 1.1.7 Incorporate Universal Design Features. A portion of dwelling units within any given residential project should feature "universal design" in order to provide for all age groups and to allow people to "age in place" within the village.

BVW 1.2 Future Land Use Map. Achieve the Vision for future development as defined in the Future Land Use Map

BVW 1.3 Rural Character. Maintain the rural character of the Village of Belview.

BVW 1.3.1 Traditional Neighborhood Design. Use innovative neighborhood best practices, including traditional neighborhood design, planned unit development approaches, or clustering techniques to strengthen the sense of community within Belview while maintaining the rural character of the area surrounding Belview.

BVW 1.3.2 Commercial Development. New commercial development should be at a scale that is appropriate for the rural community character of Belview. Village-scale commercial development provide opportunities for locally owned businesses. Commercial developments should not be in the form of "strip malls" Mixed use development should focus on a combination of live-work, commercial/residential units, professional offices, and single commercial units.

BVW 1.3.3 Impact on Significant Environmental Features. To the maximum extent possible, new development should minimize the impact on ridgelines,

tree canopies, scenic views, steep slopes, and stormwater runoff.

BVW 1.4 Community Identity. Strengthen the community identity of Belview.

BVW 1.4.1 Gateways. Establish clear gateways at the major road entrances to Belview. Landscaping, signage, grading, and pavement design should be used to create a sense of transition into the village on Peppers Ferry Road/114 from the east and west, and Prices Fork Road to the north.

BVW 1.4.2 Landscaping. Use landscaping as a tool to create a "sense of place" along the main roads in Belview, including on pedestrian islands and median strips on Peppers Ferry Road/114.

BVW 1.5 Revitalization and Property Maintenance. Encourage upkeep and/or revitalization of existing properties where desirable and redevelopment of properties which have fallen into disrepair and revitalization is either not possible or financially prohibitive.

BVW 1.5.1 Property Maintenance Codes. Create and enforce age, property maintenance, and community facility codes for mobile home parks.

BVW 1.5.2 Revitalization/Redevelopment. Identify dilapidated buildings and work with property owners to either rehabilitate or redevelop these properties.

BVW 1.5.3 Public Information: Property Maintenance. Provide public information on property maintenance and rehabilitation grants and programs from state and federal agencies.

BVW 1.5.4 Public Information: Landscaping. Work with County Extension to provide landscaping information to Belview Residents.

BVW 1.6 Low Density Residential Neighborhoods: Land Use and Urban Design

BVW 1.6.1 Density. Density in Low Density Residential Neighborhoods should not exceed two (2) dwelling units per gross acre.

BVW 1.6.2 Uses. Land uses in Low Density Residential Neighborhoods should be limited to single-family dwelling, secondary accessory dwellings, and home occupations.

BVW 1.5.3 Infill Development. Infill development should complement and be consistent with existing neighborhood development styles and patterns.

BVW 1.6.4 New Development. 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 1.7 Medium Density Resident Neighborhoods: Land Use and Urban Design

BVW 1.7.1 Density. Density in Medium Density Residential Neighborhoods should not exceed four (4) dwelling units per gross acre.

BVW 1.7.2 Uses. Land uses in Medium Density Residential Neighborhoods should be limited to single-family dwelling, secondary accessory dwellings, limited multifamily dwelling units (duplexes, triplexes, and quadplexes) which fit with the character of the neighborhood, home occupations, and appropriate home businesses.

BVW 1.7.3 Infill Development. Infill development should complement and be consistent with existing neighborhood development styles and patterns.

BVW 1.7.4 Redevelopment. Redevelopment should complement and be consistent with village-scale development styles and patterns and should fit within the existing transportation framework for the village.

BVW 1.7.5 New Development. 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 1.8 High Density

BVW 1.8.1 Density. Density in High Density Residential Neighborhoods should not exceed eight (8) dwelling units per gross acre.

BVW 1.8.2 Uses. Land uses in High Density Residential Neighborhoods should be limited to multifamily and manufactured housing developments, which fit with the character of the neighborhood, home occupations, and appropriate home businesses.

BVW 1.8.3 Infill Development. Infill development should complement and be consistent with existing neighborhood development styles and patterns.

BVW 1.8.4 Redevelopment. Redevelopment should complement and be consistent with village-scale development styles and patterns.

BVW 1.8.5 New Development. 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 1.9 Mixed Use Neighborhoods

BVW 1.9.1 Encourage Infill Development. Most of future growth in the mixed use neighborhood area should be infill and redevelopment of existing sites. Ensure that new infill development is compatible with the existing rural, historic character of the architectural fabric and siting of structures, especially along Peppers Ferry Road. Such development should be a small-scale mix of shop fronts and civic buildings interspersed with residential properties.

BVW 1.9.2 Encourage Mixed-Uses. Land uses along Mixed Use Neighborhood should be a mix of residential, commercial, office and institutional uses. Limit new commercial and employment uses to village -scale,

individual or stand-alone buildings with small building footprints that are architecturally compatible with the existing commercial and institutional uses.

BVW 1.9.3 Encourage Live/Work Units. Encourage “live/work” units, which feature a shop or small-scale office use on the ground floor and a residential dwelling above or behind the shop, not more than two stories above the street.

BVW 1.9.4 Minimize the Impacts of Road Improvements. Evaluate and minimize the impact on historic structures from any publicly or privately funded road or streetscape improvements within the planning area.

BVW 1.9.5 Design Details. The County and the Belview community will strive to maintain the rural, informal character of the historic mixed use village neighborhoods by:

- (a) Locating new or expanded parking areas behind or to the side of the buildings; screening parking from adjacent uses with landscape buffers and using alley access where feasible.
- (b) Providing a strong pedestrian orientation along the street frontage, with parking located mainly at the rear of the buildings
- (c) Prohibiting auto-oriented functions like drive-through windows
- (d) Encouraging new buildings to generally match the setbacks of adjacent buildings while also maintaining a variety of setbacks and orientations.
- (e) Orient building fronts toward main streets, and service backs of buildings through alleyways, wherever feasible
- (f) Encouraging porches, street trees, street furniture, sitting areas and other pedestrian-friendly design elements.
- (g) Encouraging adaptive reuse of historic structures.

BVW 2.0 Government and Planning

BVW 2.1 Communications and Collaboration. Promote communications and collaboration between County agencies and the village residents they serve.

BVW 2.1.1 Improve Local Relations and Service Opportunities. Improve local relations and expand service opportunities with the Montgomery County Sheriff's Office, the Public Service Authority, and other County departments and agencies. Where possible, this should include satellite offices or regular staff office hours at the Meadowbrook Center.

BVW 2.1.2 County Outreach and Education. Expand County outreach and development programs so that community organizations are included in identifying and responding to community problems and needs. As part of this process the County should provide technical and staff support, funding, and opportunities for collaboration on program development and operations.

BVW 2.1.3 Web Presence and Community Information. Create a Belview village web page and/or link on the Montgomery County government site, with data specific to the village and surrounding community, (e.g., statistics on population, schools, income and poverty), postings on programs and events; information about possible grants or other funding opportunities, etc.

BVW 2.1.4 Public Information and the Schools. Take advantage of the communities organized around Belview Elementary School and the local churches as a means for communicating information on new development and other activities in the Village.

BVW 2.1.5 Public Information Mailings. Identify opportunities to use utility or tax bills, etc., to disseminate flyers, newsletters, or postcards with community information.

BVW 2.2 Collaboration is Key. The County will collaborate with other government entities to ensure that the policies of this plan are implemented and the Vision is achieved.

BVW 2.3 Work Closely with VDOT to Achieve the People's Vision. The County will work closely VDOT to ensure that the urban design, mobility, and public safety policies of this plan are implemented. Cooperation between the County, VDOT, and private developers will be critical to the success of this plan.

BVW 2.4 Encourage a Unified Community. The County will encourage the people of Belview to act as a single, unified community when working with the County, Town and State in implementing this Plan. The citizens committee appointed for this Plan is one step toward that unified approach. The County encourages the citizens to take a leadership role in implementing this Plan once it is adopted.

BVW 2.4.1 Citizen Advisors. Continue to work with civic and community groups and citizens in Belview on finalizing and implementing the Belview Village Plan.

BVW 2.4.2 2030 Vision. Village residents, businesses and public officials will keep our eye on the Vision for 2030 to make the long term Vision an "embedded" element in the collective minds of the community.

BVW 3.0 Community Facilities, Resources, and Services

BVW 3.1 Adequate Community Resources. Ensure that Belview residents receive the quality services they deserve, including but not limited to education, public safety, parks and recreation, social services, and water and sewer.

BVW 3.1.1 Community/Government Relations. Improve local relations and expand service opportunities with the Montgomery County Sheriff's Office, the Public Service Authority, and other County departments and agencies.

BVW 3.1.2 Emergency Services: Funding & Training. Promote emergency services in Belview by ensuring appropriate funding and training for the volunteer rescue squad, the volunteer fire department, and the Montgomery County Sheriff's Department.

BVW 3.1.3 Neighborhood Watch. Work with the Montgomery County Sheriffs Office to develop a

neighborhood watch program.

BVW 4.0 Economic Resources: Provide opportunities for small-scale, home-based, and locally owned business development in Belview.

BVW 4.1 Mixed Use Development. Where possible, new commercial development should include opportunities for residential uses.

BVW 4.2. Improved Technology. Determine the extent of high speed internet or wireless internet service in Belview, and investigate opportunities to bring additional services to the Village.

BVW 4.3 Home-based occupations and telecommuting. Modify the zoning ordinance, as needed, to allow for the development of home occupations, home-based businesses, and telecommuting opportunities in Belview.

BVW 5.0 Educational Facilities. Maintain Belview Elementary School so that it continues to meet the ongoing needs of the community and remains as an important educational and community institution.

BVW 5.1 Parking. Expand parking at Belview Elementary School to accommodate community needs.

BVW 5.2 School Expansion. Expand Belview Elementary School, as needed, to accommodate growth in the community.

BVW 5.3 Before and Afterschool Programs. Provide before and after school programs, including sports teams, to give the children of Belview a safe place to spend their entire day.

BVW 5.4 “Home-base” Program. Belview Elementary School should continue to serve as a “home base” for children from transient households by providing them with a safe place to learn and play.

BVW 5.5 Shared Use Agreement. Develop a shared use agreement with Belview Elementary, so that the school may serve as a place to hold a yearly community event, such as a carnival, as well as a location for smaller community meetings and events throughout the year.

BVW 6.0 Environment Resources. Maintain the agricultural, open space and scenic resources that are an essential component of the character of Belview.

BVW 6.1 Agricultural and Scenic Resources. Protect and enhance the rural agricultural and scenic resources that give Belview its special character.

BVW 6.2 Impact of Development. To the maximum extent possible, new development should minimize the impact on ridgelines, tree canopies, scenic views, steep slopes, and stormwater runoff.

BVW 6.3 Encourage Pervious Paving Materials. The County will encourage the use of pervious paving materials for parking lots and driveways where feasible to maintain groundwater and surface water quality, and to reduce sheet flows from paved areas.

BVW 6.4 Discourage Development on Steep Slopes. The County will discourage development on slopes over 15% and encourage these areas to be maintained as open space to minimize erosion, downstream flooding and pollution.

BVW 6.5 Manage Development on Moderate Slopes. The County should ensure that new development on slopes between 10% and 15% incorporates retaining walls, erosion resistant plantings and careful site planning in order to minimize land disturbance and erosion potential in these areas.

BVW 6.6 Promote Regional Stormwater Management. The County will work with the County Engineer to develop a village-wide stormwater management plan and create guidelines and regulations for coordinating stormwater management facilities on a regional and sub-regional basis rather than site by site.

BVW 6.7 Solve Existing Drainage Problems. The County will work with landowners and VDOT to address existing drainage problems in existing neighborhoods.

BVW 7.0 Housing

BVW 7.1 Housing Opportunities. Provide rental and owner-occupied housing opportunities that are affordable to a wide range of individuals and families, including seniors.

BVW 7.1.1 Affordable Housing. Adopt regulations or institute incentives for the creation of affordable home ownership opportunities, including:

- residential clustering, zipper lots, zero lot line

- development, reduced minimum lot sizes, etc.
- construction of townhouses, condominiums, and accessory residential units
- density bonuses for affordable housing development

BVW 7.1.2 Homeownership. Investigate opportunities to transition renters and mobile home owners to property/home ownership.

BVW 7.1.3 Manufactured Housing Parks. Adopt development regulations and design guidelines that enhance the quality and character of mobile home parks, e.g., related to landscaping and streetscaping, lot sizes and recreation areas, greenways and paths that connect to schools and community facilities).

BVW 9.0 Parks and Recreation

BVW 8.1 Greenway Park and Trail System. Create and maintain a village-wide bikeway, walkway, and trail network that provides pedestrian access throughout Belview and connects to the countywide trail network.

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.

BVW 8.2 Community-Based Parks at Belview Elementary. Encourage cooperation between Montgomery County, the Montgomery County Parks and Recreation Department, Belview Elementary School, the Montgomery County Public Schools, and residents of Belview to develop and maintain community-based recreational facilities at Belview Elementary School.

BVW 8.2.1 Shared Use Agreement. Maintain a shared-use/shared-maintenance agreement between the

Montgomery County Parks and Recreation Department, Belview Elementary School, and the Montgomery County Public Schools.

BVW 8.2.2 Upgrade and Expand Facilities. Update existing and add additional playing fields, playgrounds, and other recreational facilities at Belview Elementary School.

BVW 8.2.3 Organized Sports. Create organized sports teams for all ages for the residents of Belview.

BVW 8.3 Village Parks and Recreational Opportunities. Develop a system of neighborhood pocket parks to provide recreational opportunities throughout the Village of Belview.

BVW 8.3.1 Neighborhood Playgrounds. Incorporate safe playgrounds into all neighborhoods that are easily accessible for residents.

BVW 8.3.2 Recreational Facilities in New Developments. Work with developers to create age appropriate active recreation areas.

BVW 8.3.3 Recreational Area Requirements for Manufactured Housing Developments. Create and maintain recreational area requirements for all mobile home parks.

BVW 10.0 Transportation Resources

BVW10. 1. Peppers Ferry Road/ Rt. 114. The use of traffic calming devices is a priority for the major roadways through the village, especially on Peppers Ferry Road/114.

BVW 10.1.1 Streetscape Plan. Design a detailed streetscape plan for the Peppers Ferry Road/114 corridor and seek funding for streetscape enhancements and traffic calming measures, such as parking islands, streetlights, and landscaping.

BVW 10.1.2 Traffic Calming. Coordinate with the County and the Virginia Department of Transportation to implement "traffic calming" elements within and around the village, especially along Peppers Ferry Road/114.

BVW 10.1.3 Speed Limit. Work with Virginia Department of Transportation to lower the speed limit on Peppers Ferry Road/114 to 35 miles per hour within the village.

BVW 10.1.4 Future Improvements Traffic Study. Request a traffic study for Peppers Ferry Road/114 to determine whether a 4 lane road will benefit the Village of Belview. Request a regional study of traffic patterns from the MPO.

BVW 10.1.5 Bus Transit. Evaluate the feasibility of bus transit from the Village (and possibly a location for a commuter parking lot) as a way to reduce traffic volumes and increase safety on Peppers Ferry Road.

BVW 10.1.6 Grid System for Roads. Create a grid system of local road to disperse traffic in and around the Village, and encourage the development of interconnecting street networks between new development.

BVW 10.2 Pedestrian and Bicycle Mobility and Safety. Work with Virginia Department of Transportation to ensure that pedestrian and bicycle mobility and safety have equal priority with motor vehicle mobility and safety on all public roadways.

BVW 10.2.1 Sidewalks and Walkway Facilities. Add sidewalks and other walkway facilities throughout the community to provide for safer pedestrian travel.

BVW 10.2.2 Crosswalk Signal. Add a pedestrian crosswalk signal in the village core.

BVW 10.3 Recognize that Roadways Are Public Spaces. This plan recognizes that public roadways are not just conduits for transporting people and vehicles. Rather, they are public spaces with important social and cultural functions, including viewing the community and meeting neighbors.

BVW 10.4 Make All Travel Modes Safe. Work with VDOT to ensure that pedestrian and bicycle mobility and safety have equal priority with motor vehicle mobility and safety on all public roadways.

BVW 10.5 Manage Access. Limit new access points on the major through-roads designated in this Plan.

BVW 10.6 Construct Roads in Conjunction with Rezoning Approvals. Require development applicants to dedicate right-of-way and build their portion of new roads, in conjunction with receiving zoning approvals for higher densities.

BVW 11.0 Utilities. The County should continue to provide quality public facilities and services to the residents of Belview.

BVW 11.1 Extent Public Water and Sewer Service. The County will provide and manage public water and sewer service for Belview. The County will require that new development connect to these systems and will prohibit new private wells and septic systems.

BVW 11.2 Limit of Public Water and Sewer Expansion. The County will limit water and sewer service to the designated Service Area set forth in this Plan. Providing public utility service only to the designated area will ensure that new development is compatible with the villages historic character, is affordable for the County to serve, and enhances rather than degrades the quality of life for local residents.

BVW 11.2.1 System Expansion for Morning Glory and Southern Belview. Study the feasibility of providing public water to the Belview residents along Morning Glory Drive and other areas along the southern edge of the Village of Belview.

BVW 11.3 Underground & Buried Utilities. Require developers to place utilities underground in all new developments.

BVW 11.4 Public Information. Continue to provide the residents of the Village of Belview with information concerning water quality and availability as well as providing other public outreach mechanisms to address citizen concerns.

BVW 11.5 Techno-Infrastructure. Study the feasibility of providing high speed and wireless internet to the Village of Belview to allow residents to telecommute.