

PRICES FORK VILLAGE PLAN

*A VISION AND A PLAN FOR THE FUTURE OF PRICES FORK,
CREATED BY THE CITIZENS OF THE VILLAGE IN MARCH,
APRIL AND MAY, 2005*

May 31, 2005

“You Can’t Love a Place Until You Know It’s Story”

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Introduction

1. A Brief Overview of Prices Fork

Prices Fork is a historic, unincorporated area of Montgomery County, located adjacent and to the south west of the Town of Blacksburg. It has a long history as a rural village that provided services and a community focal point for the farms in the surrounding area. In recent years, it has added population and begun to function more as a residential community for people who work in Blacksburg and other local areas. It has a strong sense of community, focused in part on the local elementary school.

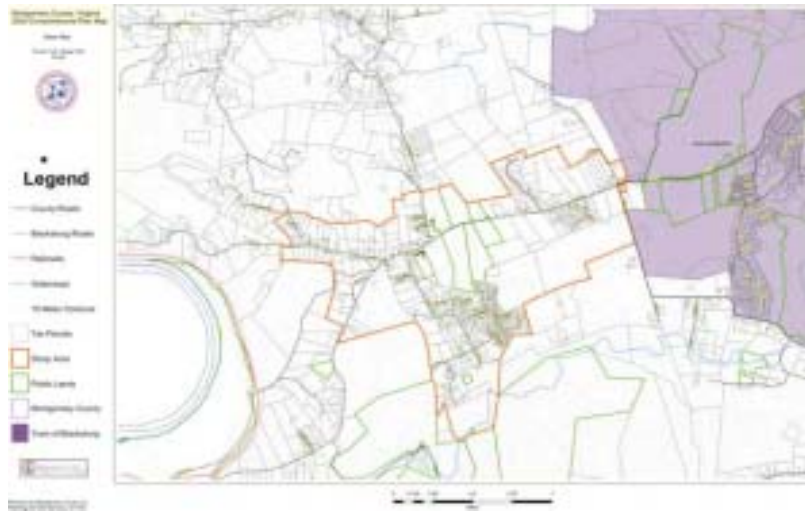
With the continued growth of the University and the County as a whole, growth pressures on Prices Fork have increased, and are expected to increase further in the future. Thus, in the County's 2004 Comprehensive Plan, Prices Fork was designated as a rural village that provides an opportunity to accommodate some future growth and help to take some development pressure off of the more rural areas of the County.



The Johnson House



Prices Fork Elementary School



Base Map of the study area

2. What is a Village Plan?

A “village plan” is also known as an “area plan”. It is an element of the County’s Comprehensive Plan that pertains specifically to a particular area of the County. The Virginia Code requires that every locality adopt a Comprehensive Plan and review it at least every five years. While area-specific plans are not required by the Code, many localities choose to prepare such plans and adopt them as part of the overall Comprehensive Plan, in order to provide specific guidance for development and conservation in a particular area of the locality.

Virginia Code provides that the Comprehensive plan “shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the

territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants.” This requirement pertains to all elements of a Comprehensive Plan, including area plans.



Views of Price Mountain from Prices Fork Road

3. The Overall Process for Creating the Prices Fork Village Plan

The Prices Fork Village Plan was created through a collaborative planning effort that involved citizens of the community, County officials, County staff and a consulting team. The specific roles of the participants are outlined as follows:

- ⚡ Citizens at large (stakeholders) provided input and deliberation on the issues and options for the plan.
- ⚡ Citizen Advisory Committee (“Citizens Planning Team”) represented those citizen stakeholders who were not actively involved and served as a “core” group of citizens to provide advice and leadership.
- ⚡ The Planning Commission advises Board of Supervisors and is responsible for preparing a draft plan that it certifies to the Board for final action.
- ⚡ The Board of Supervisors is responsible for reviewing, refining and adopting the plan.
- ⚡ The County staff and the consulting team provide technical support and facilitation of the meetings and the overall process.
- ⚡ A class of Virginia Tech planning students conducted a survey of local citizens, did research on various planning issues and tools, and assisted in facilitating and recording the public workshop meetings.

The County conducted three public workshop meetings held on Saturdays during March, April and May of 2005. These meetings were well attended by enthusiastic local citizens who represented a range of viewpoints about the future of the village. Through the work of these citizens, a draft plan was developed that reflected a consensus of those participants. Following is an outline of these meetings.



Prices Fork Road



Tucker Road

First Public Workshop (“Create the Vision”)
Saturday, March 19 (8:30 a.m. – 3:15 p.m.)

- Participants reviewed available planning tools and techniques
- Identified issues of concern for the village, and
- Began to define a preferred future of the area, described in words and graphics

Second Public Workshop (“Refine the Vision”)
Saturday, April 16 (8:30 a.m. – 1:00 p.m.)

- Participants reviewed results of the first workshop,
- Reviewed and evaluated a draft vision statement, goals, and alternative draft land use and transportation concepts, and
- Refined preferences

Third Public Workshop (“Affirm the Vision”)
Saturday, May 7 (8:30 a.m. – 1:00 p.m.)

- Reviewed results of the first two workshops,
- Evaluated and affirmed the vision statement, and
- Evaluated, refined and affirmed the land use and transportation maps and the policies for all of the plan elements.



Citizens in action at the public workshop



Citizens in action at the public workshop

4. Major Features of this Plan

The Prices Fork Village Plan sets forth policies to guide the future development and conservation of the village, including:

- ⌘ A review of the analysis of issues and options from which the plan policies emerged (Part I, page ___)
- ⌘ Vision Statement that describes the citizen's preferred long-term future of the village (Part II, page ___)
- ⌘ Specific policies to guide decision-making for a range of features in and around the village, including land use, village design, roads and trails, governance, etc. (Part II, page ___)
- ⌘ Maps that depict the preferred land use patterns and transportation resources, including graphic examples of the preferred character and function of new development. (Part II, page ___)
- ⌘ Implementation Actions for the citizens and the County to take to carry out these policies (Part II, page ___)

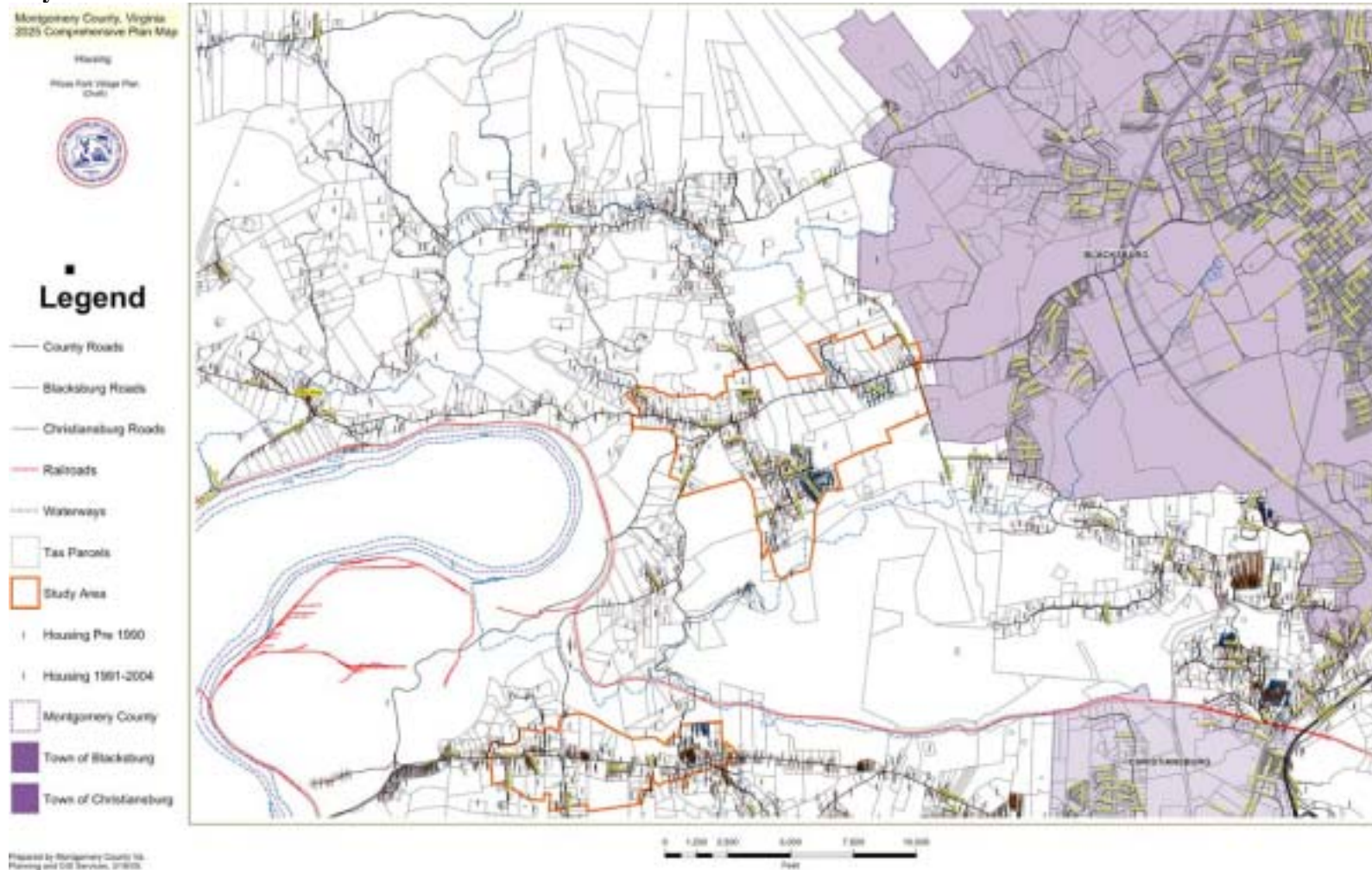
Further, this plan contains an Appendix that provides a variety of additional background information, including a review of recent broad trends in land use and transportation patterns, an overview of planning tools available to Virginia localities, detail on the planning process, more details on the survey of local citizen opinion, and the results of several research efforts conducted by Virginia Tech planning students pertaining to issues in Prices Fork.



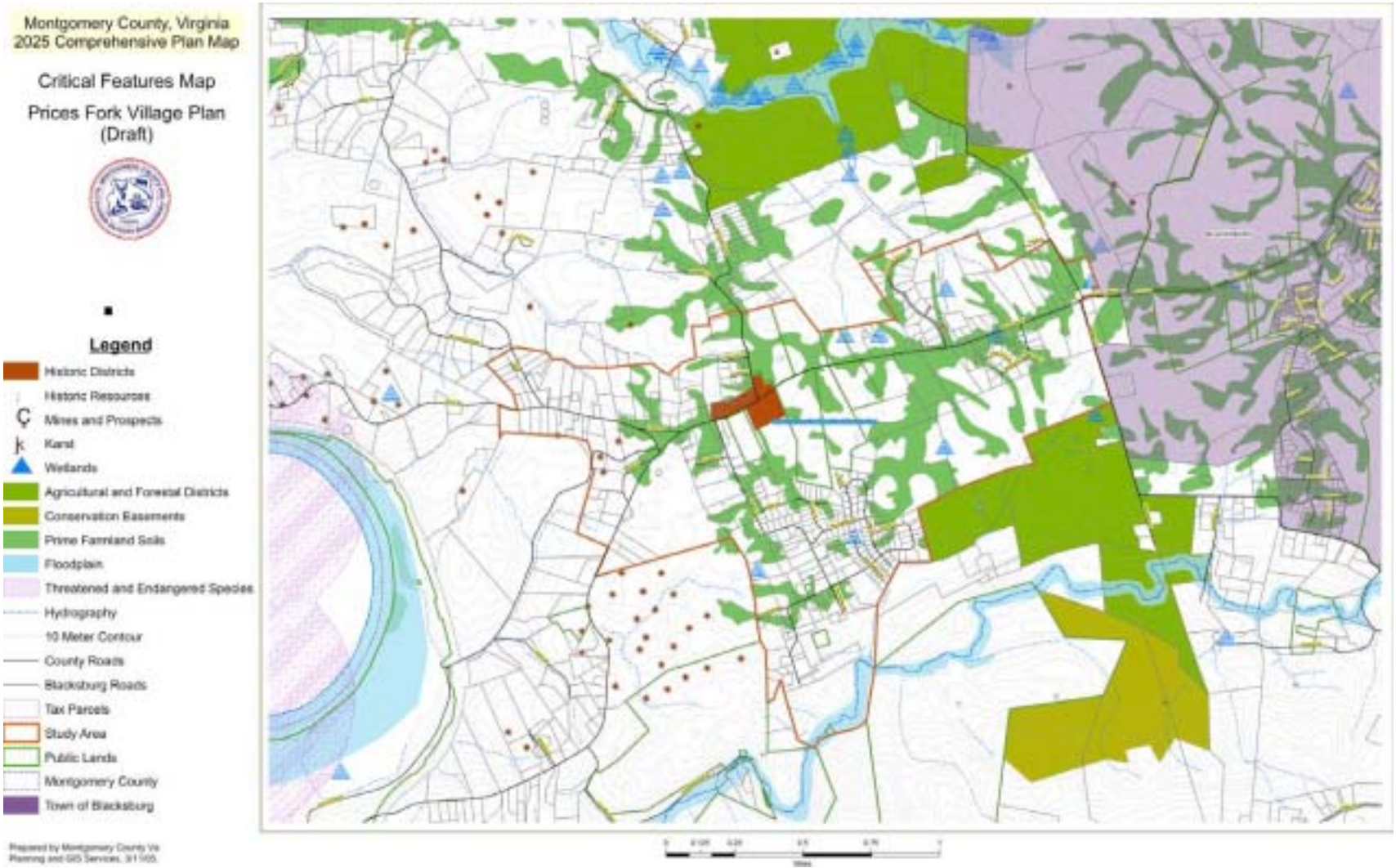
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Part I – Developing the Plan

1. Atlas of Prices Fork Area A. History and Cultural Resource



B. Environment Resources



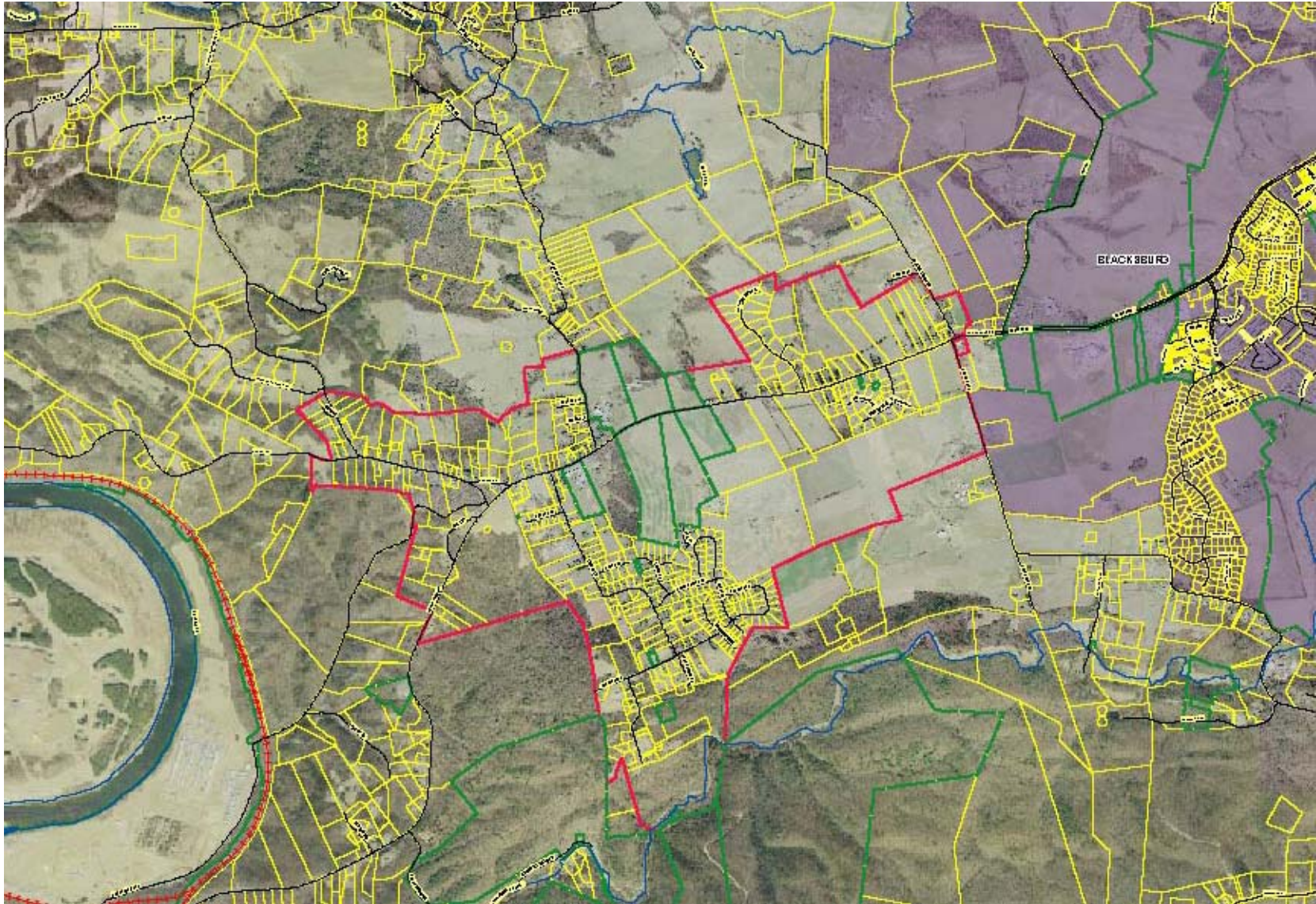
C. Land Use and Village Design

Planning and Design Analysis

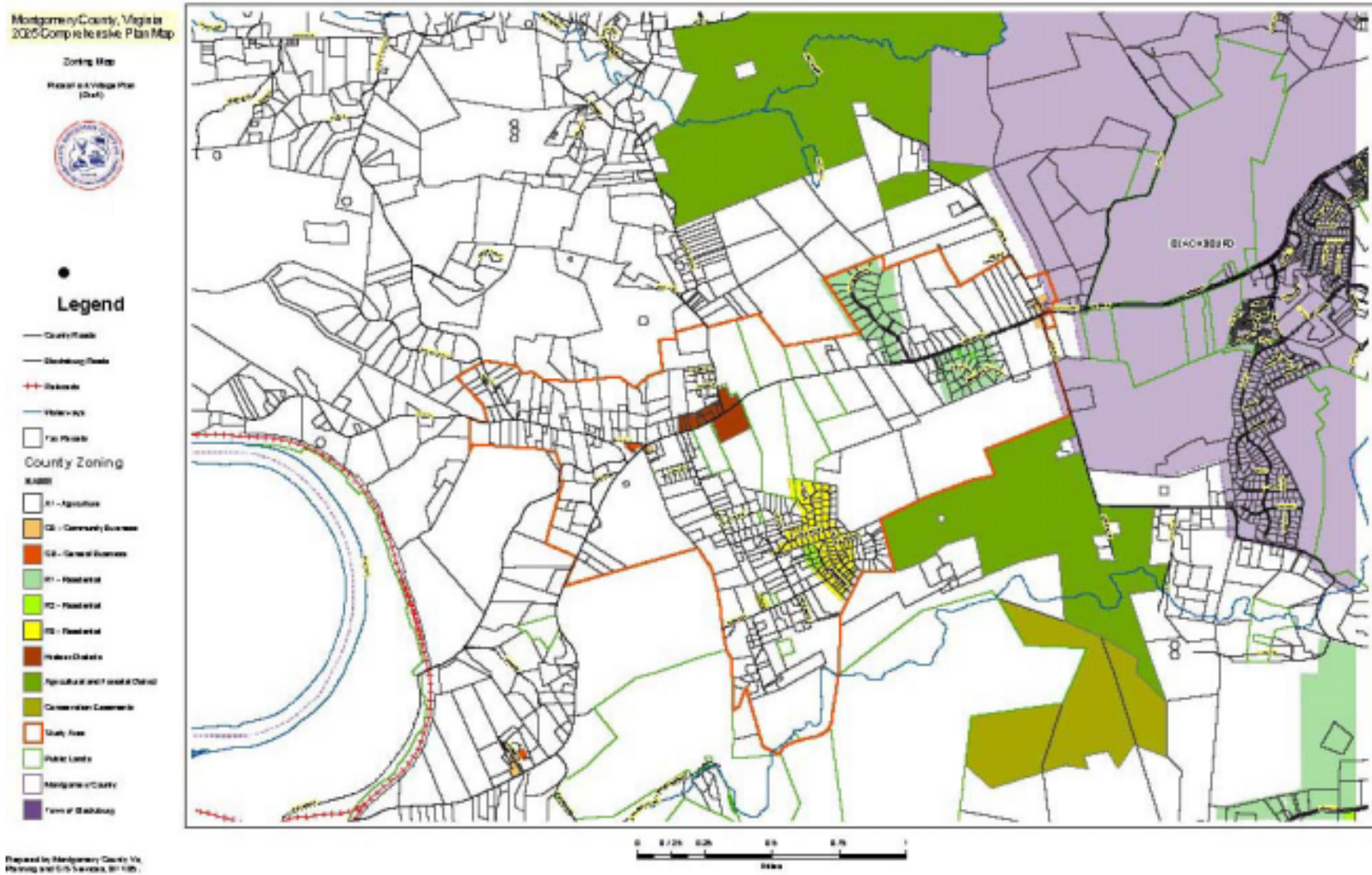
On the following pages is an analysis of the settlements patterns and built form of development within the village. This analysis was used as the basis for envisioning the kinds of development that would be appropriate for the village as it grows – what aspects should be continued, what should be changed.



The aerial photos below show the boundaries of the study area (in red), the Town of Blacksburg (in purple) and the pattern of subdivided land (in yellow).



Zoning



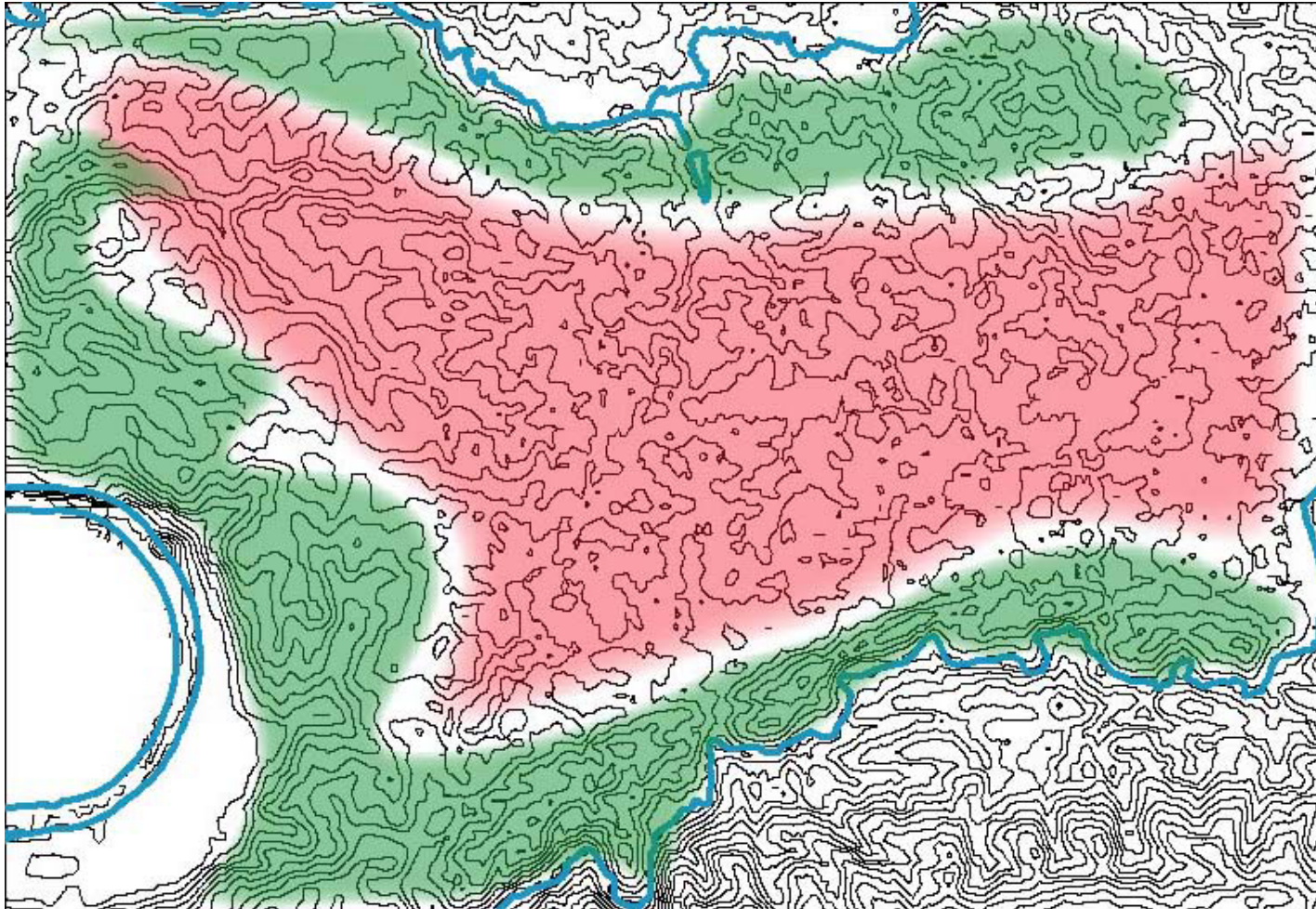
Land Forms

As shown on the topographic map below, the landforms in the Princes Fork area comprise a rolling upland plateau that sits between the drainage areas of Tom’s Creek to the north and Strouble’s Creek to the south. The western end of this plateau also drains directly to the New River, through a series of steep riverine palisades. This basic landform was a logical site for the old roadway leading from Blacksburg to the west and the village of Princes Fork that grew up beside it. The character of the topography and form of the landscape determined the ultimate built form of the village, and it is important to understand the influence of the site’s “geomorphology” on the pattern of human settlement that developed over time in Princes Fork.



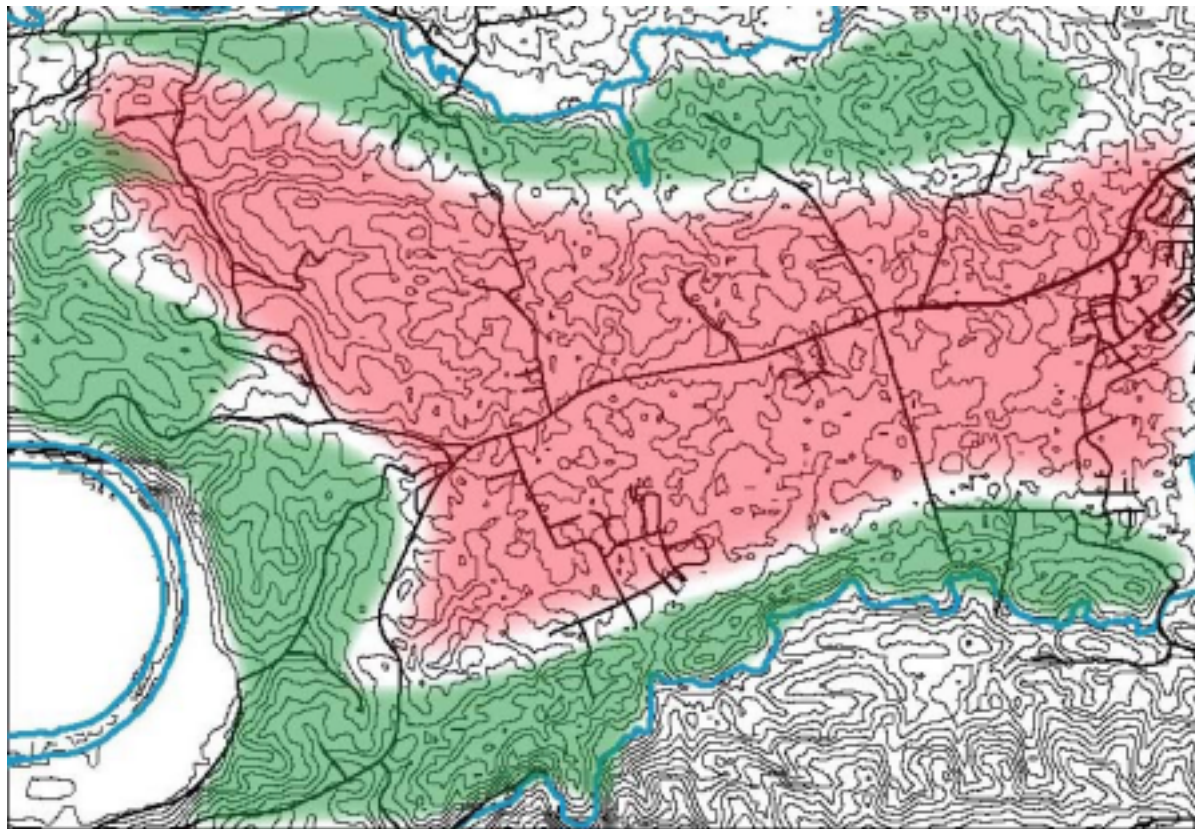
Land Form Character

There are two broad landform types in the vicinity of Pricess Fork. One is the rolling upland mentioned above, and shown as shaded in red on the map below. The other is the area of steep slopes associated with the watercourses that border this upland (shown in green on the map below). The steep slope areas provided a natural boundary to the expansion of farms and settlement, and bound the upland plateau on three sides.



Roadway Patterns

As shown on the map to the right, the pattern of roads and settlement in the Prices Fork area was influenced by the underlying landforms. The primary east-west axis of Prices Fork road straddles the backbone of the ridge between the Tom’s and Strouble’s Creeks. The generally short roads perpendicular to the main axis of Prices Fork Road served farms or isolated clusters of settlement elsewhere on the plateau. Most significantly, the westward trend of the main roadway splits into the famous “Fork” directly at a break in the plateau, where it meets the steeper ravines leading to the New River. From there, the northern and southern forks of the road edge the crowns of the slope that leads down to the river. As is characteristic in pre-industrial road construction in America, the roadway alignments took the paths of least resistance (or lowest cost) and have, as a result, an organic quality and a direct and intimate connection to the landscape.



Community Settlement Patterns

There are a number of different settlement patterns and types in the Prices Fork vicinity. These have been influenced by the underlying patterns of topography and land ownership. The oldest settlement, in the historic core of the village, is a relatively compact cluster of buildings close to the roadway. There are also linear settlements that developed later along the roadways that lead to the village. These have a casual, dispersed character, consistent with their incremental development over time. Finally, there are the subdivisions of more recent vintage, such as Montgomery Farms and Phillips Acres. These tend to form a consistent and compact settlement form, but one that is generally disconnected from other earlier settlement areas.

The overall character of settlement in the area is a fairly disconnected one. There are few connecting roads and a number of mostly separate clusters of housing that together form the overall Prices Fork community.

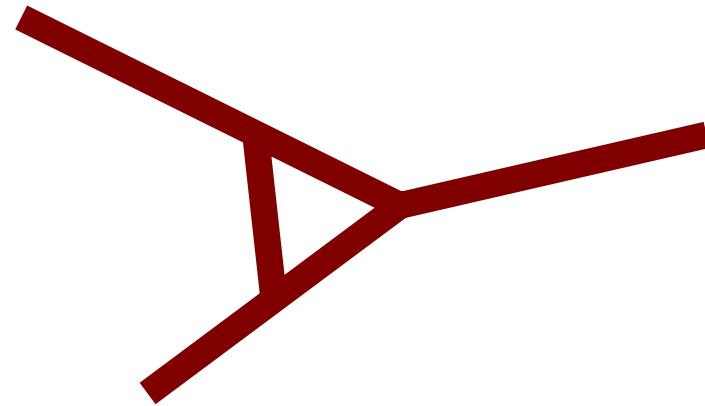


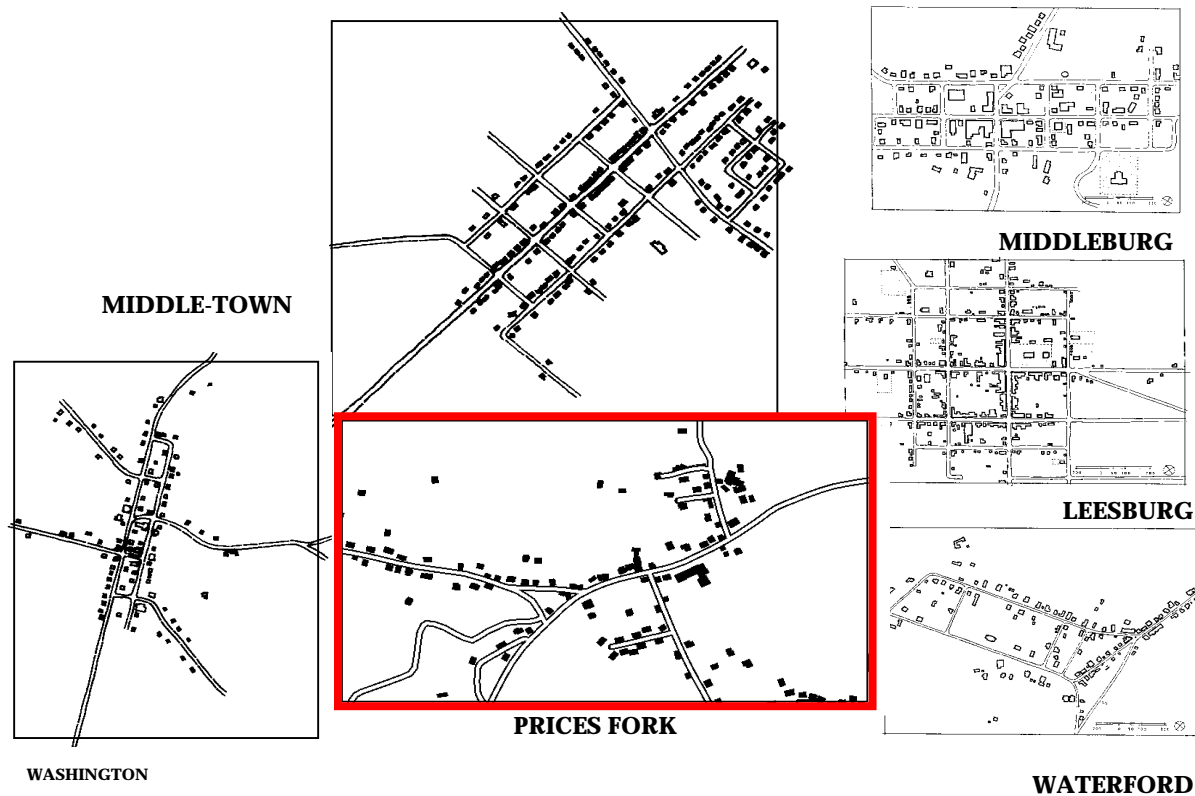
Village Form

The form of the historic part of Prices Fork follows a classic “crossroads” type of community, found in many older Virginia settlements. The buildings closely follow the roadway and define a fairly consistent built “edge” to the road. This edge, however, is also broken repeatedly with gaps and open spaces along the road that contribute to the rural and casual quality of the village. The gaps provide views to the surrounding rolling farmland, and the mountains beyond, and are an important part of the overall visual effect.



Growth in the village has taken place away from the center, with a few perpendicular roads, around which houses have clustered. A few of these roads have also formed perpendicular small roadway spurs. There is a tendency for these types of crossroads communities to develop loose “block patterns as these spurs begin to connect, and a casual grid system of roads can develop over time.





Comparison of Built Form

The above map shows a comparison of Prices Fork with the built form of several traditional Virginia small towns and villages. The comparison points out the casual nature of the Prices Fork settlement pattern, in contrast to the towns that were historically “founded” and laid out at one time.

However, Prices Fork has a number of features in common with the small village of Waterford in Loudoun County. Both communities are essentially Crossroads villages that have grown beyond the original crossroad. They also both rely on a dispersed pattern of houses, with ample “view gaps” in the road that reinforce an intimate connection with the adjacent rural landscape.

Visual Analysis of Prices Fork Road

Rural Context

The visual experience of Prices Fork Road – the “view from the road” is an important component of the overall visual character of the community and its surroundings. This experience begins, as one leaves the Blacksburg corporate limits, with a series of wide-open views of the surrounding countryside. The rolling meadows, dispersed hedgerows and tree groupings and distant mountains all contribute to the high quality of the rural viewshed along both sides of the road.



Dispersed Settlements

At a few points along this sequence, the views are interrupted by isolated groupings of houses or modern rural subdivisions. While these interrupt the rural context and block views to the mountains, they are sufficiently dispersed and of low intensity, so that they do not significantly affect the general rural character of the area.



Village Approach

As one approaches the village proper, the groupings of houses become more frequent. Although the roadway still retains its rural character, the increasing frequency of driveways and buildings serve to gradually “announce” the entry to the village as one traverses Prices Fork Road from west to east.



Village Character

As one enters the historic part of the village, the houses are considerably closer to each other and to the road itself. This pattern is by no means uniform, though, and several homesteads sit apart from the road, retaining a more rural setting and look within the village. The structures themselves have a consistency and harmonious design character. This design character is reinforced by a similar palette of massing, materials, proportion, and repeated architectural elements, such as porches and gable ends facing the street.



Roadway Character

The character of the roadway also changes subtly as one enters the village. Large sections of it are sunken below the surrounding land, and the steep road cuts on both sides are reminiscent of an earlier, pre-industrial era of road grading and construction.



Village Center

A unique feature of Prices Fork is the dispersed character of the “fork” or center of the village. This area may at one time had a greater concentration of buildings. In its current form, however, it is a relatively open and undifferentiated space, where the buildings do not edge the roadway and the space flows out at the edges of the village, with no street wall or built fabric to define it.

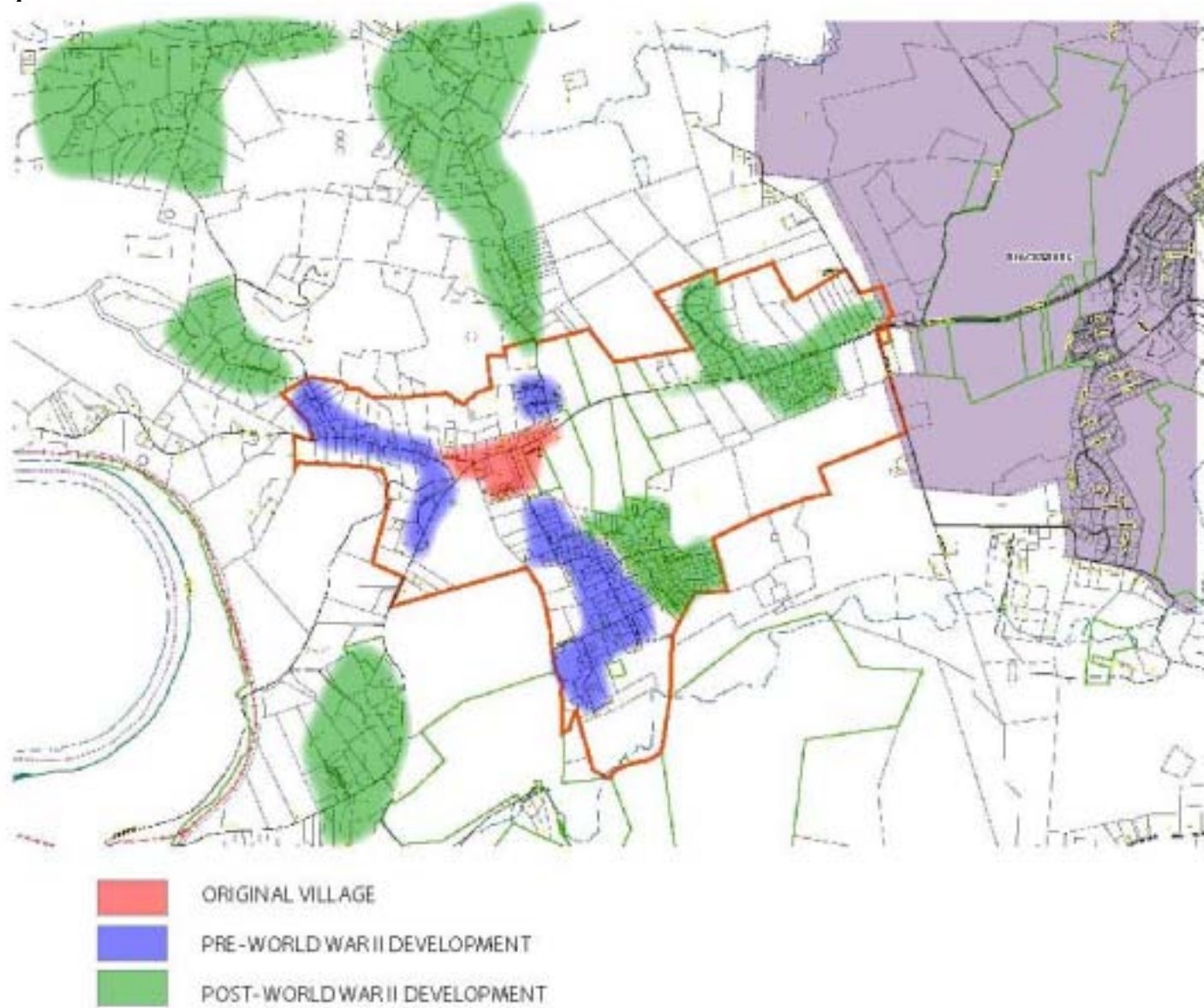


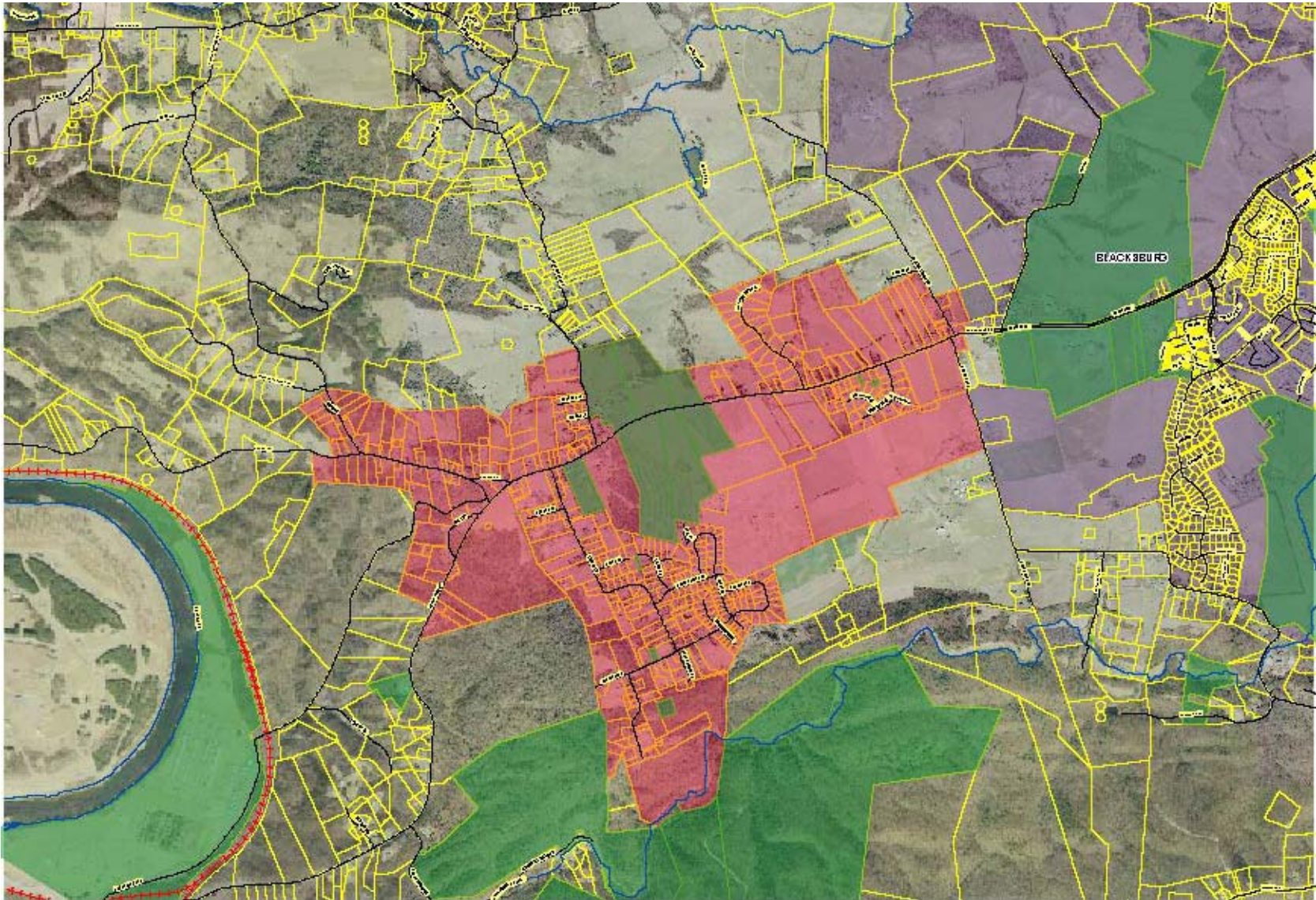
Village Landmarks

Finally, among the key features that distinguish Prices Fork, are the local landmark buildings. Buildings such as the school, the Grange and local churches help reinforce the well-developed sense of community in the village and give a focus and location for the events, encounters and ceremonies, both casual and formal, that give Prices Fork its soul and spirit.

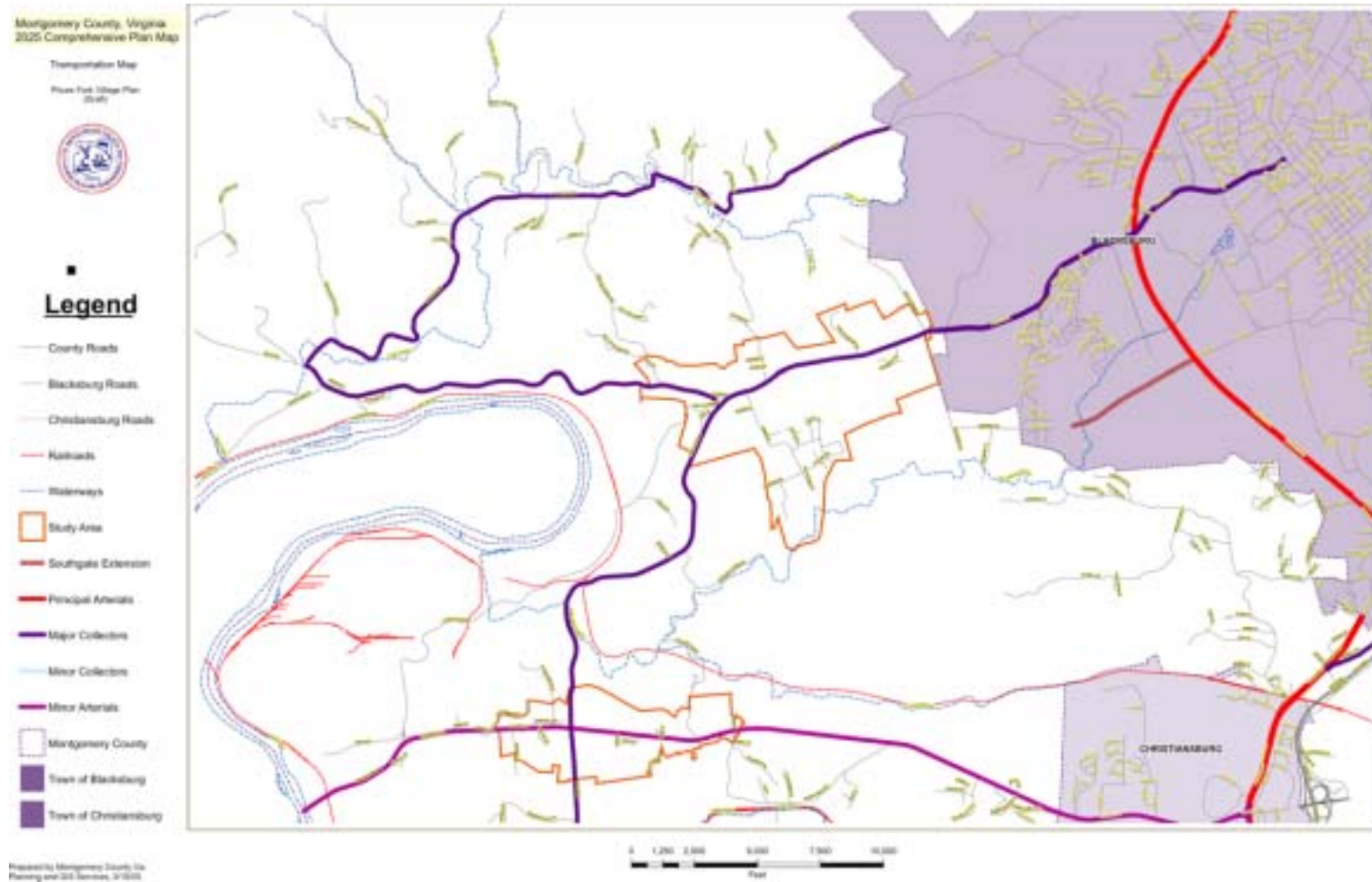


Past Development Patterns in Prices Fork

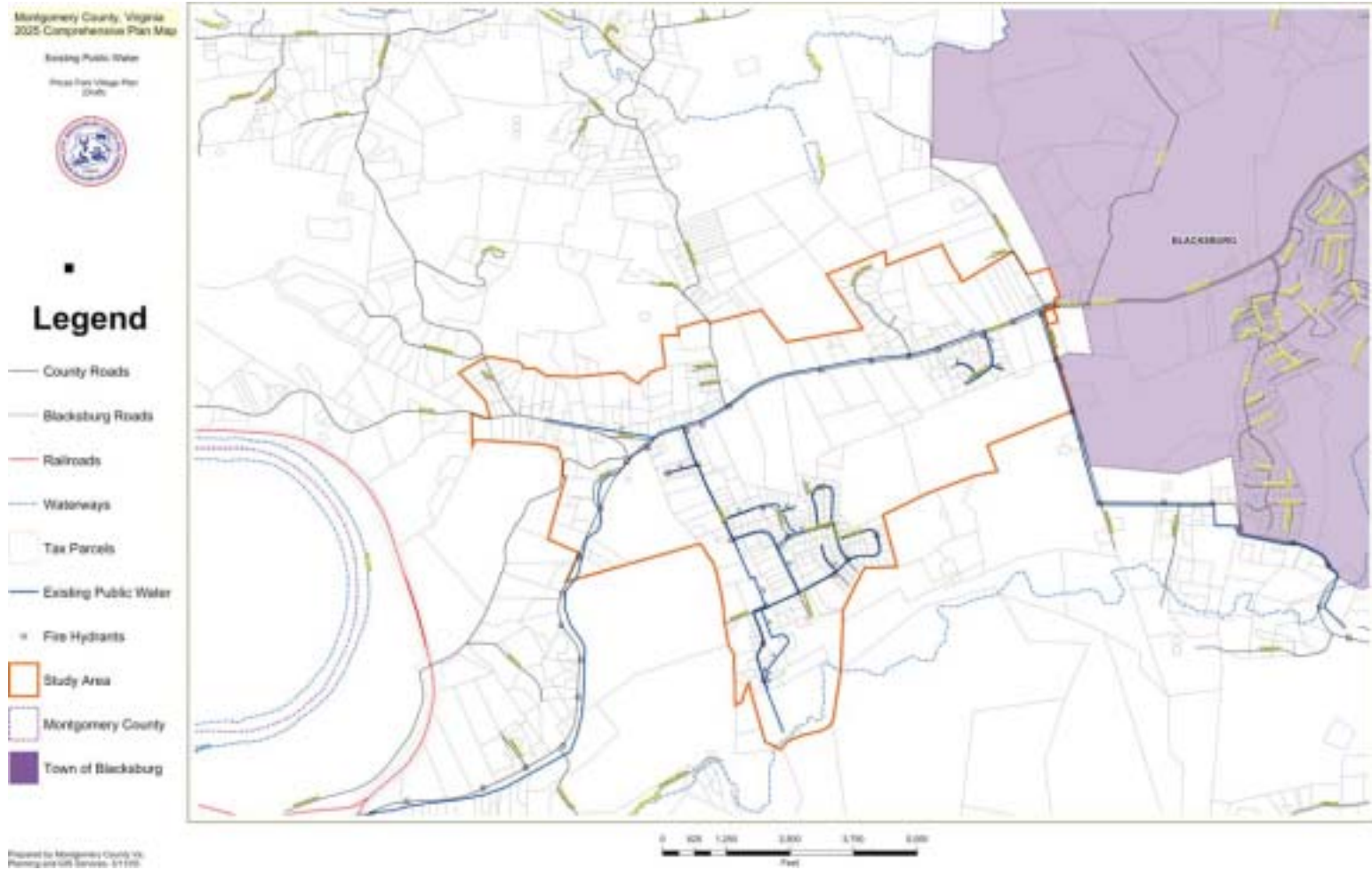




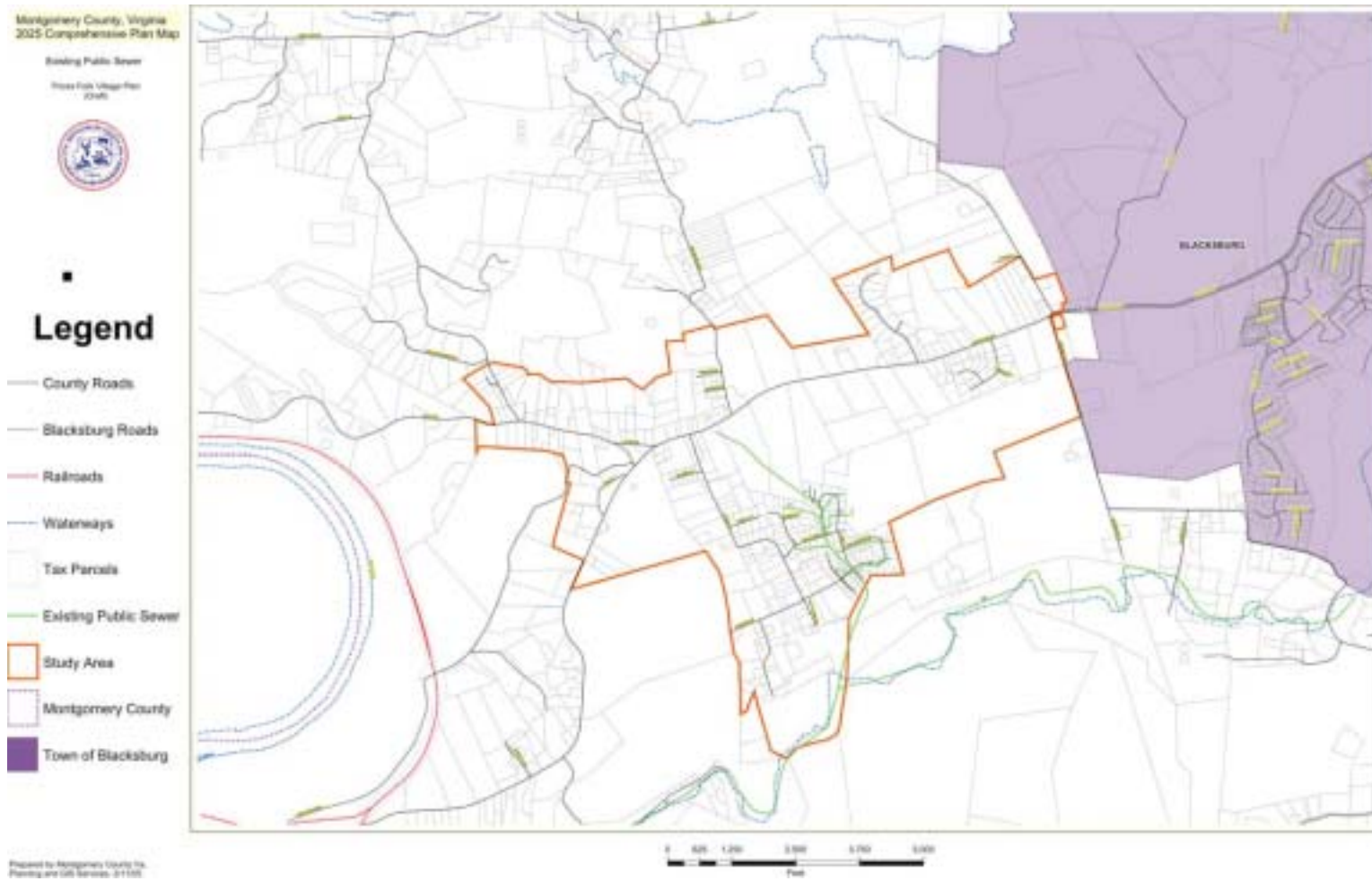
D. Transportation Resources



E. Utilities: Public Water



F. Utilities: Public Sewer



2. Major Planning Issues Facing Prices Fork

The brainstorming exercises that citizens did at the first public workshop produced a list of strengths and opportunities, as well as weaknesses and threats. (The complete list is included in the Appendix to this plan). Following are key issues that emerged from that discussion.

- ⌘ Maintaining the “tightly knit” nature of the community.
- ⌘ Preserving the natural beauty of the surroundings – fields, forests
- ⌘ Preserving the historic character and heritage of the Village
- ⌘ Housing affordability
- ⌘ Preserving the Prices Fork School
- ⌘ Growth pressure due to Blacksburg being rated as one of the top 50 cities in U.S. to live in and the high school as one of top 25 in the U.S.
- ⌘ Managing the impacts of new development
- ⌘ The University (strength and weakness) attracts growth to the area
- ⌘ Traffic – volume and existing road infrastructure
- ⌘ Threat of creating a "bedroom community" – already partly there
- ⌘ Lack of bike and pedestrian links
- ⌘ What Tech builds on its land in the village – can the citizens influence it?

3. The Vision Process – Summary of Meetings

1. Planning Exercises

Treasured Places

The work groups also brainstormed and mapped “treasured places” that are critical for preservation, including:

⚡ Historical District:

- Extend through Fork, Schoolhouse
- through trailer park
- Johnson property

⚡ Also for Preservation:

- Wall Farm
- Price's Mountain (view)
- New River
- Various Cemeteries
- View of drive when entering village (scenic)
- Prices Railroad and tunnel
- "Lover's Leap"

⚡ Entrance to Price's Fork

⚡ Church

⚡ Grange

⚡ "Fork" store – don't take it away

⚡ Price's Fork Elementary School – re-use building if it can't be an elementary school

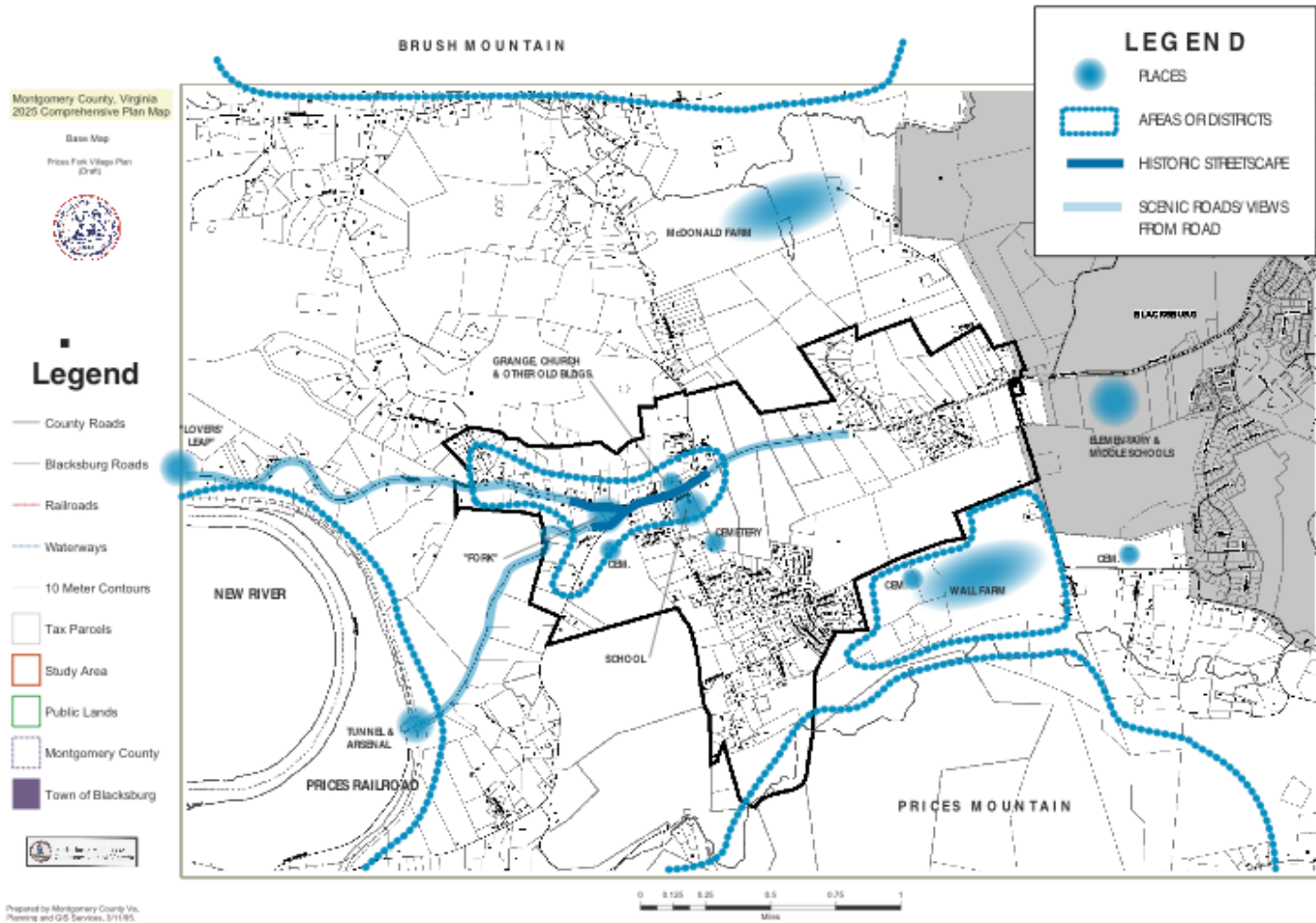
⚡ Old Fort Property (Wolfe house)

⚡ School Gateway to Price's Fork (historic houses)

⚡ Snuffy's!

⚡ Views of Brush and Price Mountain

A consolidated map of treasured places was prepared, shown as follows:



PRICES FORK VILLAGE PLAN
MAPPING EXERCISES from COMMUNITY MEETING - MARCH 19, 2005
"TREASURED PLACES"

HERD PLANNING & DESIGN - PARADIGM DESIGN

Protect from Change

The work groups also brainstormed places that should generally be protected from change.

- ⊘ Scenic Drive from Price's Fork to River
- ⊘ No traffic lights
- ⊘ Do not widen Price's Fork Road
- ⊘ Keep separation between town and village
- ⊘ Mrs. Kinner's 59 acres (will donate to Tech)?
- ⊘ Creek/Mountain – protect from high amount of development
- ⊘ The Fork – historical structures
- ⊘ If school moves, use current school property as park/green space
- ⊘ Scenic views along Price's Fork Road – support Agricultural uses
- ⊘ Not residential development – school is OK
- ⊘ Rural nature of Brookfield Road
- ⊘ Wetlands
- ⊘ Farmland (Thornhill, MacDonald and Virginia Vaughn, Virginia Tech land)

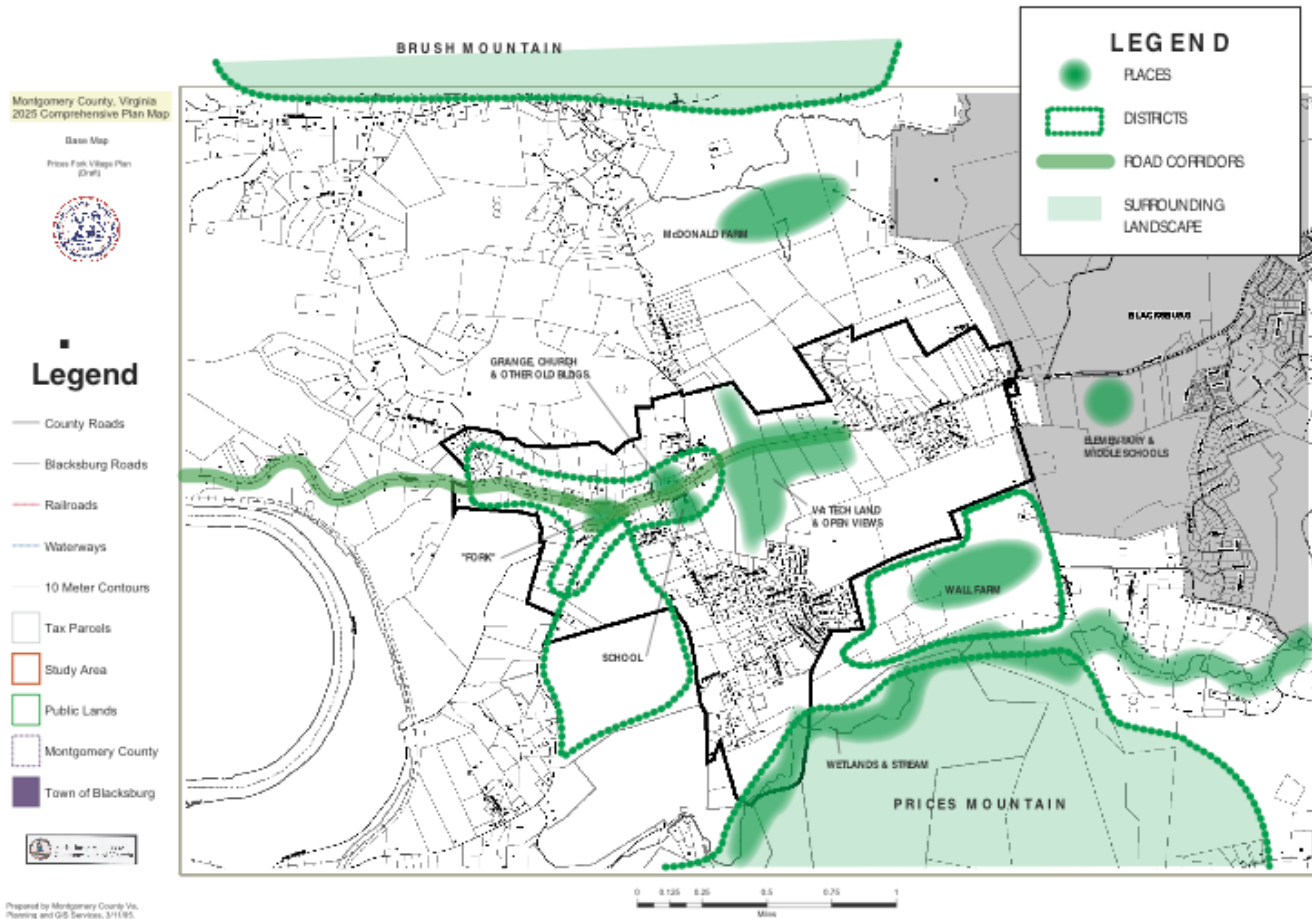
The consolidated map of features to protect from change and is shown on the following page.

Change and Improve

Then the work groups identified areas that could or should be changed or improved.

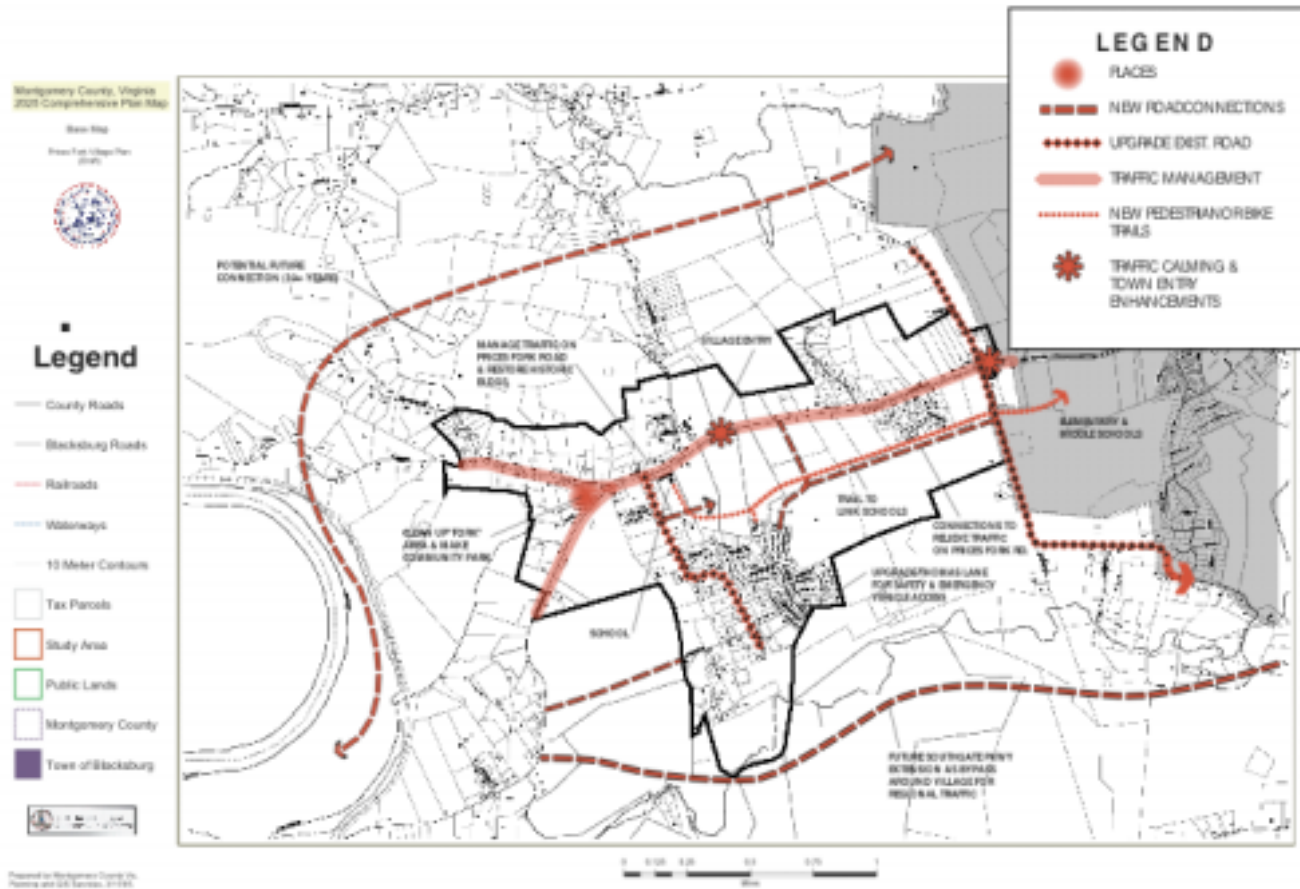
- ⊘ Thomas Lane – needs outlet; needs to be widened for fire/emergency vehicles
- ⊘ Thomas Lane and Price's Fork Road intersection
- ⊘ Traffic management/alternative connections on Prices Fork Road
- ⊘ Clean Up Fork Area; make community park
- ⊘ Connect Montgomery Farms to Blacksburg Middle School and Price's Fork Elementary School by Bike Trail
- ⊘ Improve Thomas Lane/Entrance into Montgomery Farms
- ⊘ Add second access to Montgomery Farms
- ⊘ Improve Parkland – connect to Hethwood trail
- ⊘ Cluster development instead of 6 to 8 acre lots spread over mountainside
- ⊘ Merrimac and Price's Fork Road intersection
- ⊘ Slow down the McCoy Road/Tucker Road intersection
- ⊘ Bypass road to south of Village
- ⊘ Create Price's Fork Bypass to slow down Price's Fork Road traffic and to create alternate route for commuters going to Blacksburg and Radford (growth corridor?)
- ⊘ Extend Shepard Drive and direct development there
- ⊘ Add Thomas Lane bypass
- ⊘ Add houses along a Thomas Lane bypass (leaving Thornhill, Virginia Vaughan, MacDonald Farms open)

The consolidated map of features to change and improve is shown on the page following the map of features to protect.



PRICES FORK VILLAGE PLAN
MAPPING EXERCISES from COMMUNITY MEETING - MARCH 19, 2005
"PROTECT FROM CHANGE"

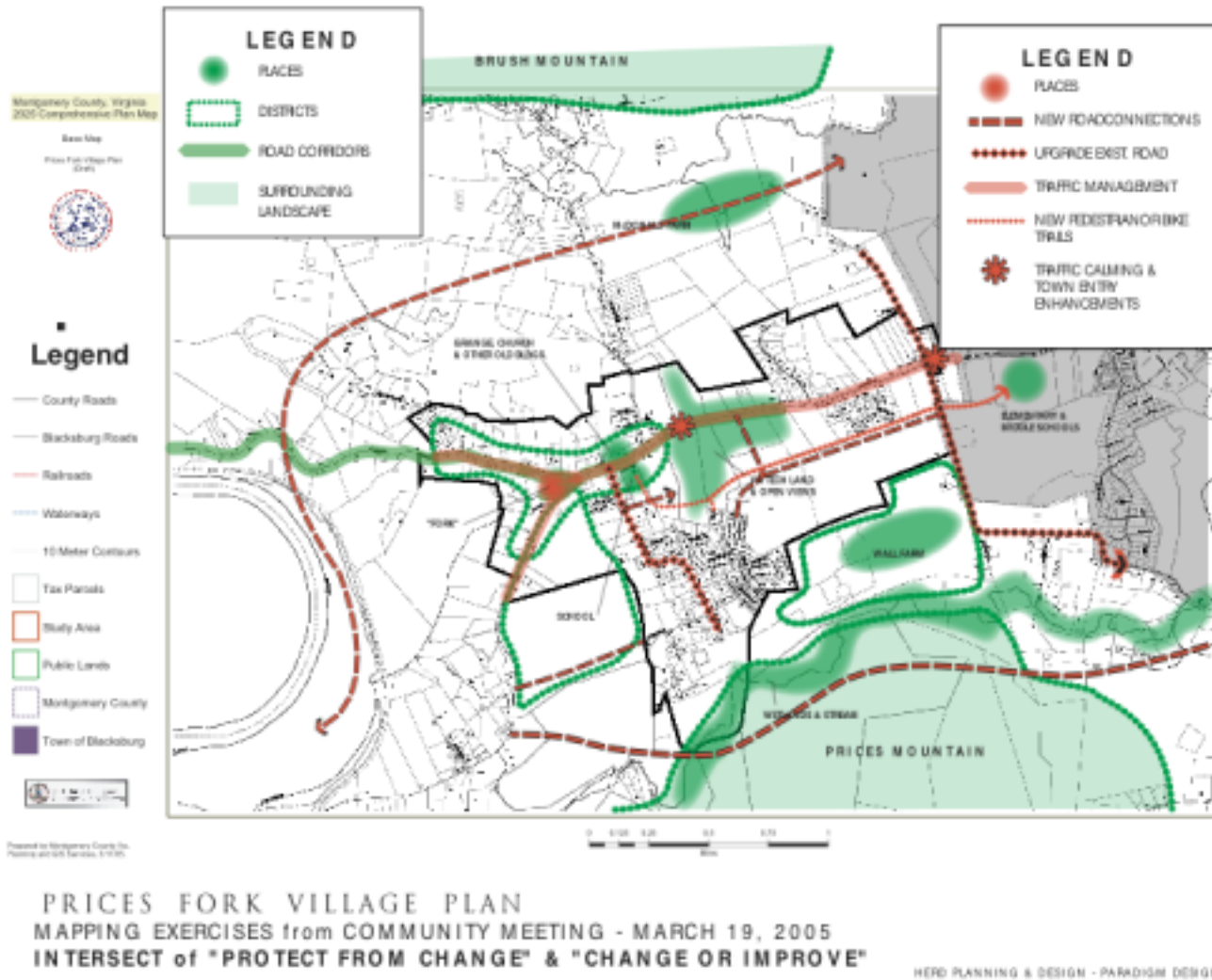
HERD PLANNING & DESIGN - PARADIGM DESIGN



PRICES FORK VILLAGE PLAN
MAPPING EXERCISES from COMMUNITY MEETING - MARCH 19, 2005
"CHANGE OR IMPROVE"

HERD PLANNING & DESIGN - PARADIGM DESIGN

The consulting team then compiled a map showing the “intersection of the ideas for protection and change, shown below.



Vision Ideas

At the first public workshop, citizens divided into work groups and brainstormed ideas to describe a preferred vision of the future of the village.

A Vision is an image of the future that reflects the power of imagination and foresight. It is about creating, not forecasting, the future. It chronicles the hopes, dreams, and aspirations of the community. It answers the question “What do we want?” through a concise description of the ideal - *yet real* - future of the community, as we hope it will be in 20+ years. It’s a description of what we want our community to become for the next generation of people.

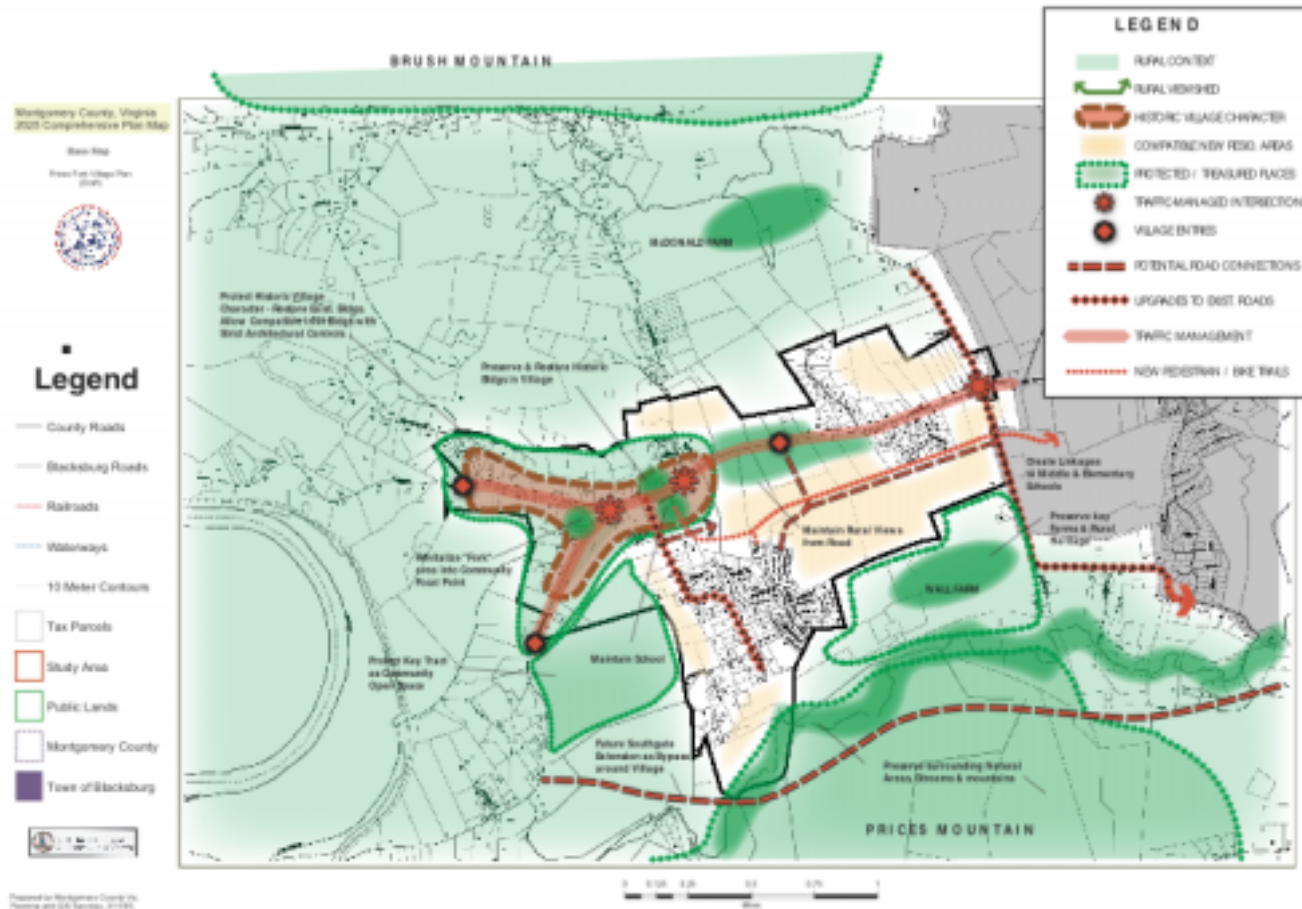
Ideas generated by the citizens included the following.

- ⚡ Preservation and restoration of history in Price's Fork
- ⚡ Have local history in the schools so next generation will grow up knowing it.
- ⚡ Interpretive programs/markers to show history
- ⚡ Not a lot of large scale commercial development (e.g. mall "big box")
- ⚡ Some small new development that "fits in" and defines Price's Fork as a village – "anchors it"
- ⚡ Art museum – Music – local Appalachian cultural activities – "concerts in the Park"
- ⚡ Community Park, family gathering place (act as "anchors" for community)
- ⚡ Welcome Sign and clear limits or entry into Village
- ⚡ A sense that you're entering the Village

- ⚡ People that know each other – know their families (bring food when you're sick); not a transient place
- ⚡ A place where generations grow up and stay
- ⚡ Continue Mom & Pop stores – no "Troutville"
- ⚡ Less Traffic (may mean new roads); slow existing traffic
- ⚡ More family activities; Something like the Price's Fork Fair
- ⚡ Village starts at Merrimac Road East
- ⚡ Want to *control destiny* – have governance and town meetings
- ⚡ OK to have most folks work outside the Village
- ⚡ Want to see community grow – will add vitality
- ⚡ Growth that is scaled appropriately to school capacity
- ⚡ Elderly housing – All age groups in the Village
- ⚡ Maintain a community school in the Village
- ⚡ The building, the site and the function of the school are important
- ⚡ Keep road narrow but slow traffic down
- ⚡ Plan for affordable housing – use creative planning techniques
- ⚡ Keep it the way it is – historical; Improve Thomas lane improved
- ⚡ Children have sense of place; are valued; know history
- ⚡ Rural heritage (scenic views)
- ⚡ Natural Resources (forest, mountain views, wildlife)
- ⚡ Place to come home to
- ⚡ Rural history is rich
- ⚡ Country living
- ⚡ Know/recognize people
- ⚡ Want people to contribute – not bedroom community
- ⚡ Places to eat and offices (doctors); Provide something so you don't have to go to Blacksburg
- ⚡ Don't have people move in just because of land availability
- ⚡ Little business area (few things available)
- ⚡ Safe place

- ⌘ Self-contained village
 - ⌘ Parks, trails
 - ⌘ Park
 - ⌘ Scenic Trail
 - ⌘ Connectivity (especially Phillips Acres and Montgomery Farms)
 - ⌘ Community Advisory Board
 - control appearance, signage, etc.
 - type of house built, setbacks
 - ⌘ Build lower density toward village and higher density toward Blacksburg
 - ⌘ Virginia Tech property should maintain Agricultural tradition
 - ⌘ Question about closing Tucker Road
 - ⌘ Additional roads connect to Merrimac and Southgate
 - ⌘ Some intensification but pattern new architecture after the historical district
 - ⌘ Cultural Attraction
 - ⌘ Pastoral sense of community
 - ⌘ Managed Growth – some clustered development
 - ⌘ Open Space – large lot/common space with small lots
 - ⌘ Lot Diversity
 - ⌘ Preserve History
 - ⌘ Connectivity (Southgate "parkway")
 - ⌘ NO Industrial Park
 - ⌘ Affordable Housing
 - ⌘ Daycare – enhance village services
 - ⌘ Improve Mobility; footpaths to schools, connect community
 - ⌘ Nature Center
 - ⌘ Post Office

Vision Plan Map Using these ideas, the work groups created vision maps. These were consolidated into a single map, as follows:



**PRICES FORK VILLAGE PLAN
DRAFT SUMMARY VISION PLAN - FOR EVALUATION AT APRIL 16, 2005 COMMUNITY MEETING**

HERD PLANNING & DESIGN - PARADIGM DESIGN

Initial Planning Assumptions

- €# Population growth will continue during the next 25 years, in general accord with County 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 to 8,000 in the unincorporated areas and the remainder in the Towns).

- €# Residential development will be concentrated mainly in the County’s designated growth areas, i.e., six villages, of which Prices Fork is one.

- €# Residential development densities in the Prices Fork area will occur in general accord with County Comprehensive Plan (2 units per gross acre; 3 units per net acre).

- €# Small amounts of job growth will occur in the immediate vicinity of Prices Fork, mainly small scale local services and telecommuting jobs.

- €# Public sewer and water service will be limited to those areas designated in the County Comprehensive Plan.

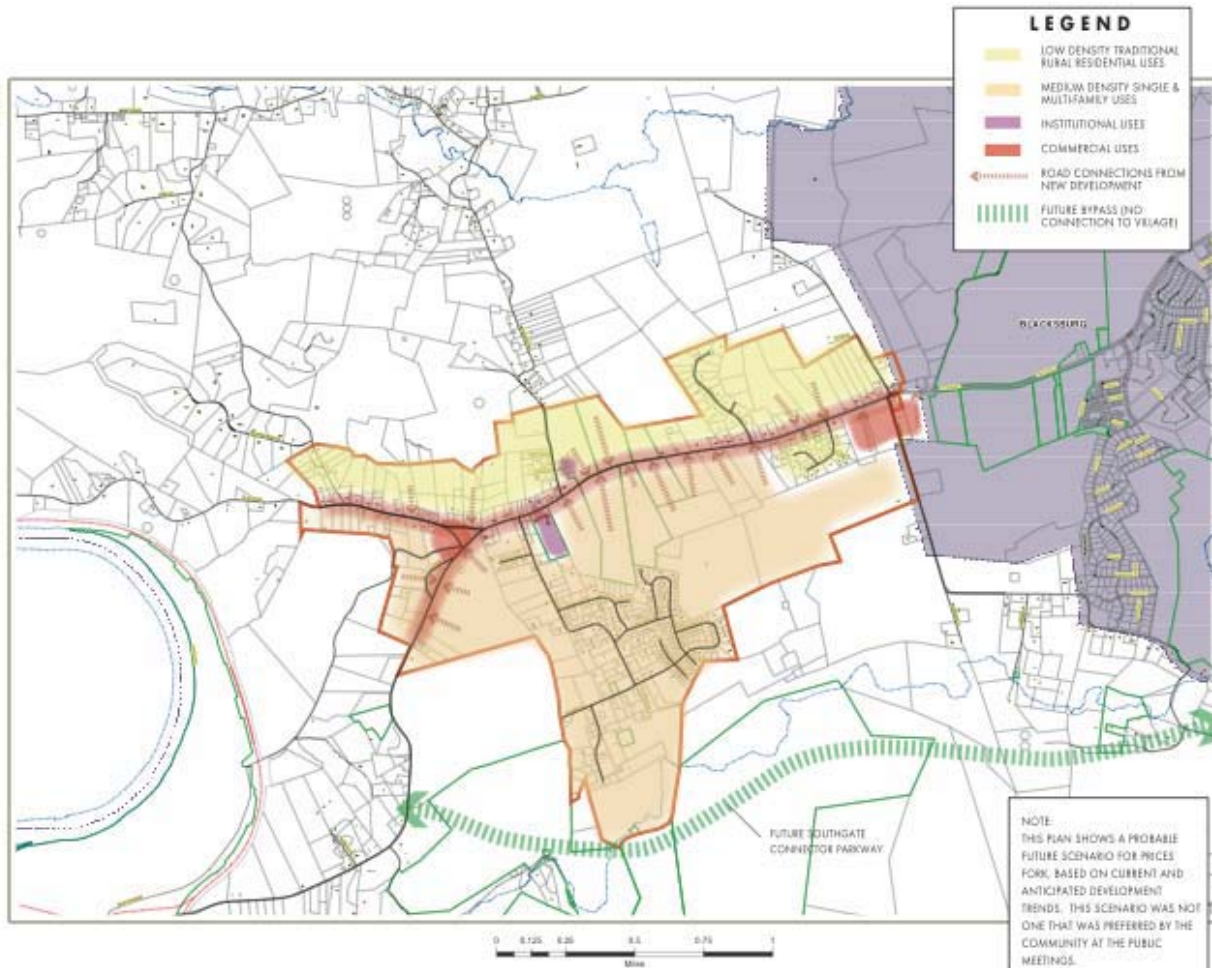
2. From Vision to Plan

After the initial workshop session, alternative scenarios were prepared for evaluation by the citizens.

One scenario was a “trend” alternative. This reflects an extrapolation of recent trends into the future to show what is likely to happen over the course of time if the same planning policies and zoning regulations that are currently in place are continued.

Trend Alternative Land Use Plan

Following is the Trend Land Use, at “build out”, which would likely not occur until beyond a 20 year time horizon.



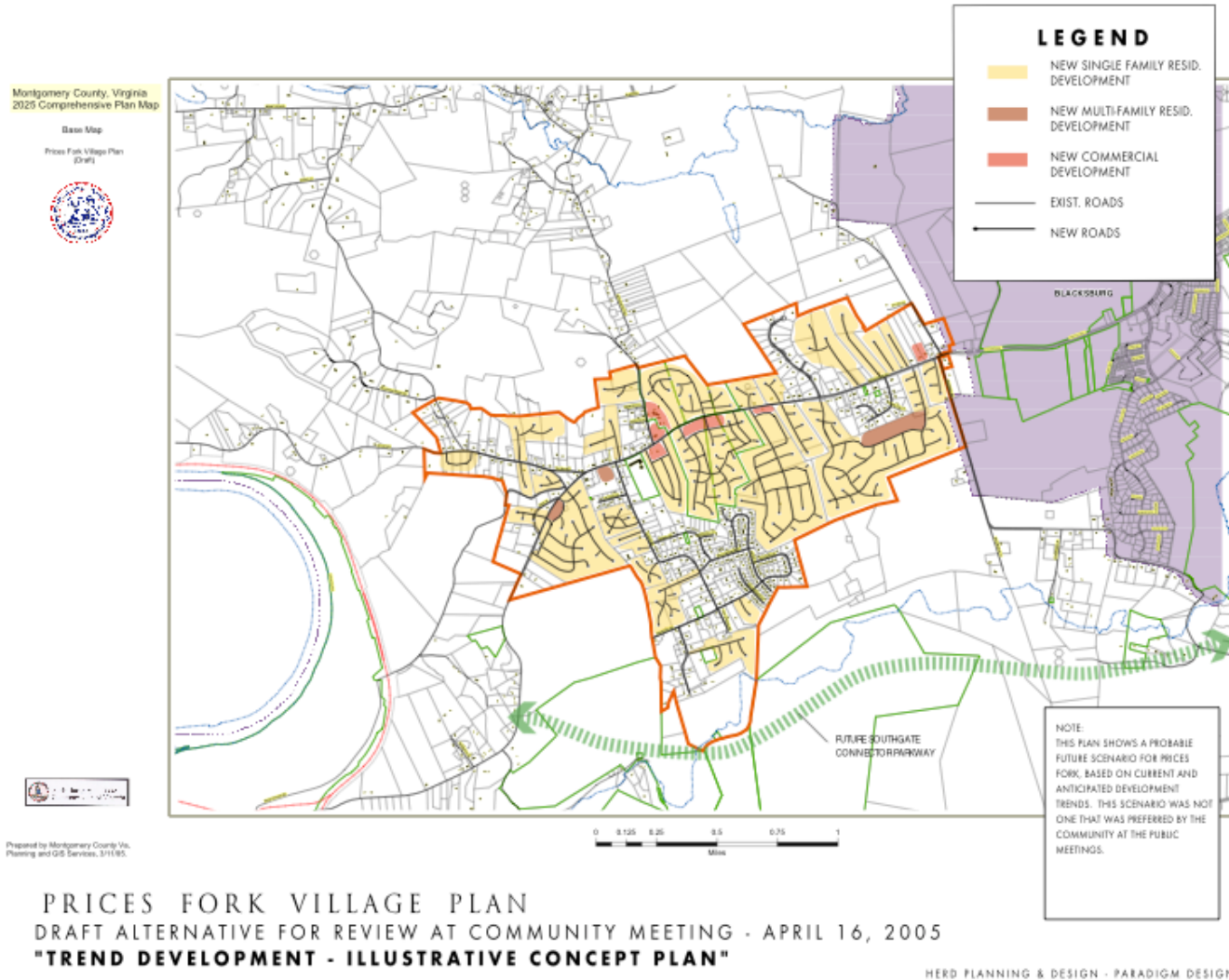
Prepared by Montgomery County Via
Planning and GIS Services, 3/11/05.

PRICES FORK VILLAGE PLAN
DRAFT ALTERNATIVE FOR REVIEW AT COMMUNITY MEETING - APRIL 16, 2005
"TREND DEVELOPMENT" - LAND USE PLAN

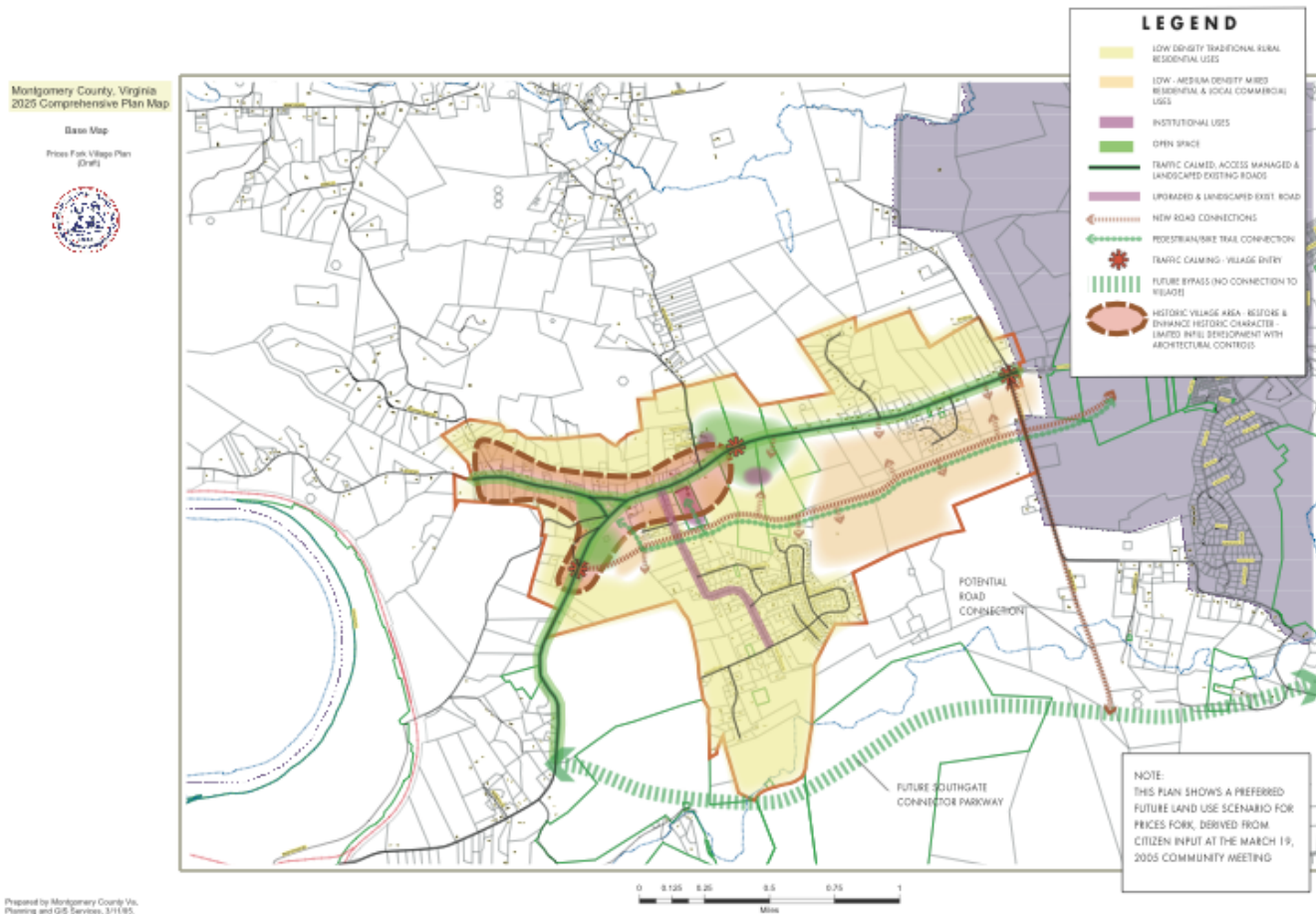
HERD PLANNING & DESIGN - PARADIGM DESIGN

Trend Alternative Illustrative Plan

Following is the Trend Illustrative Plan, showing a conceptual pattern of streets and land uses under the trend scenario.



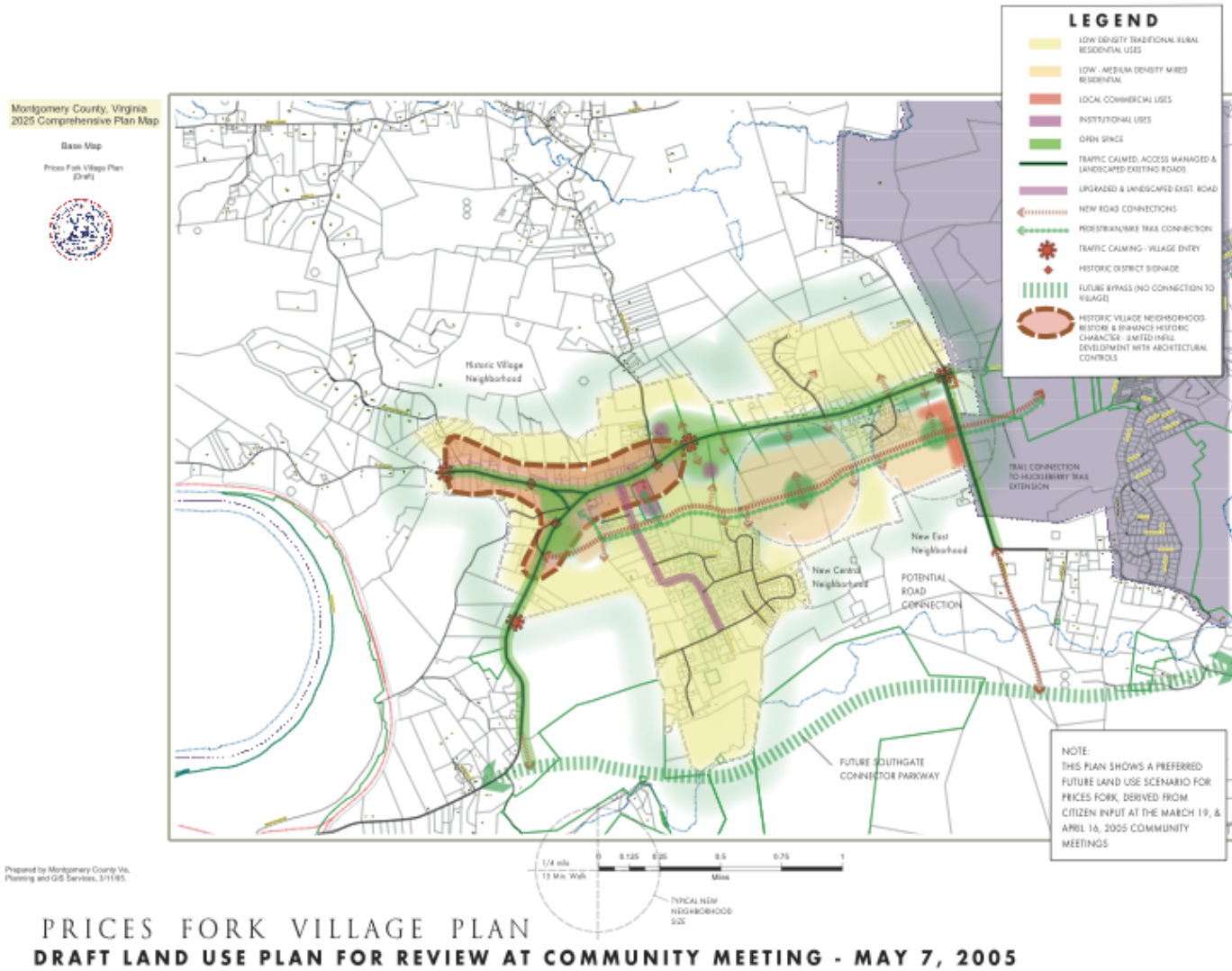
Draft Preferred Alternative Land Use Plan



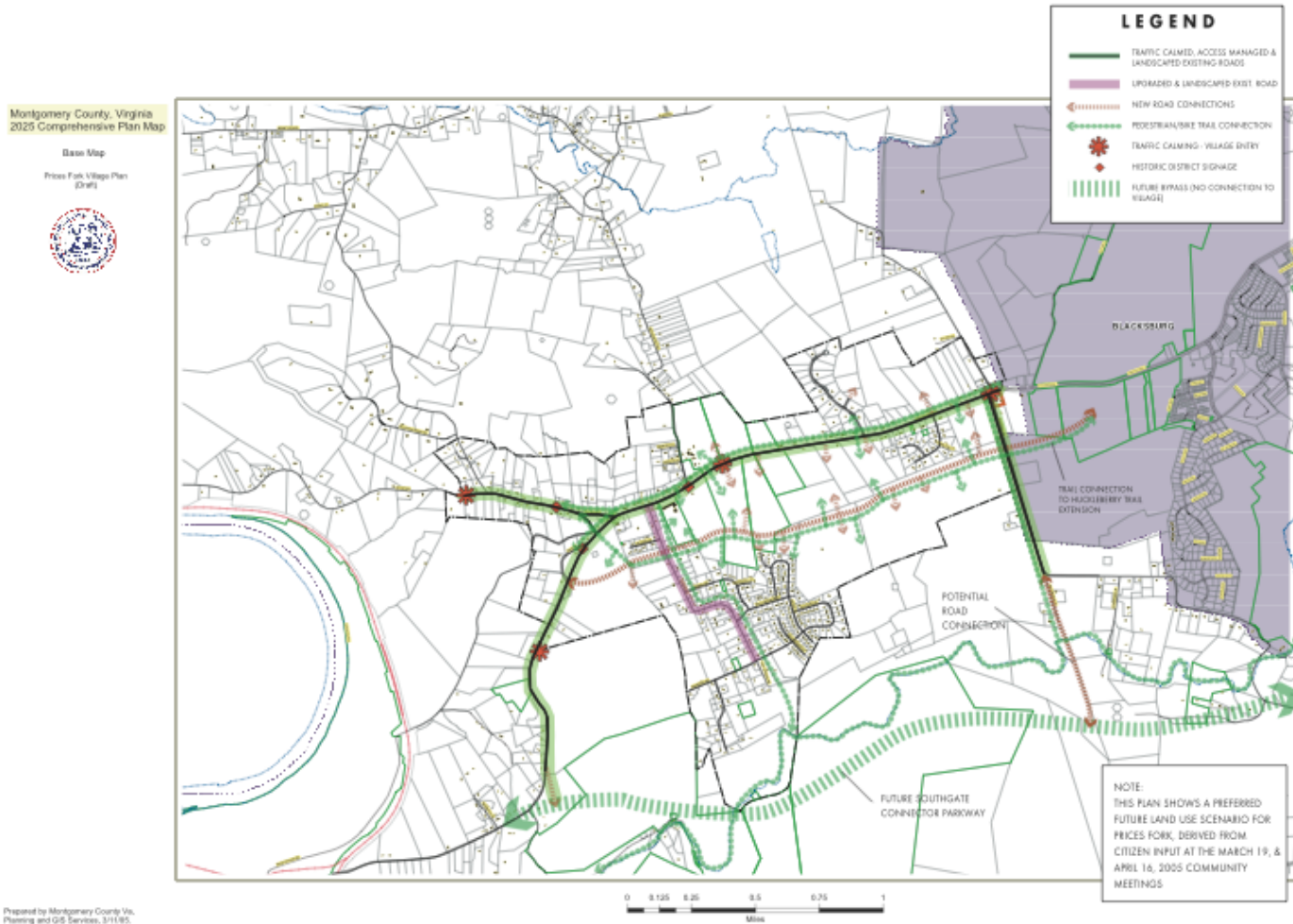
PRICES FORK VILLAGE PLAN
DRAFT ALTERNATIVE FOR REVIEW AT COMMUNITY MEETING - APRIL 16, 2005
"ALTERNATIVE DEVELOPMENT" - LAND USE PLAN

HERD PLANNING & DESIGN - PARADIGM DESIGN

Refined Preferred Alternative Land Use Plan



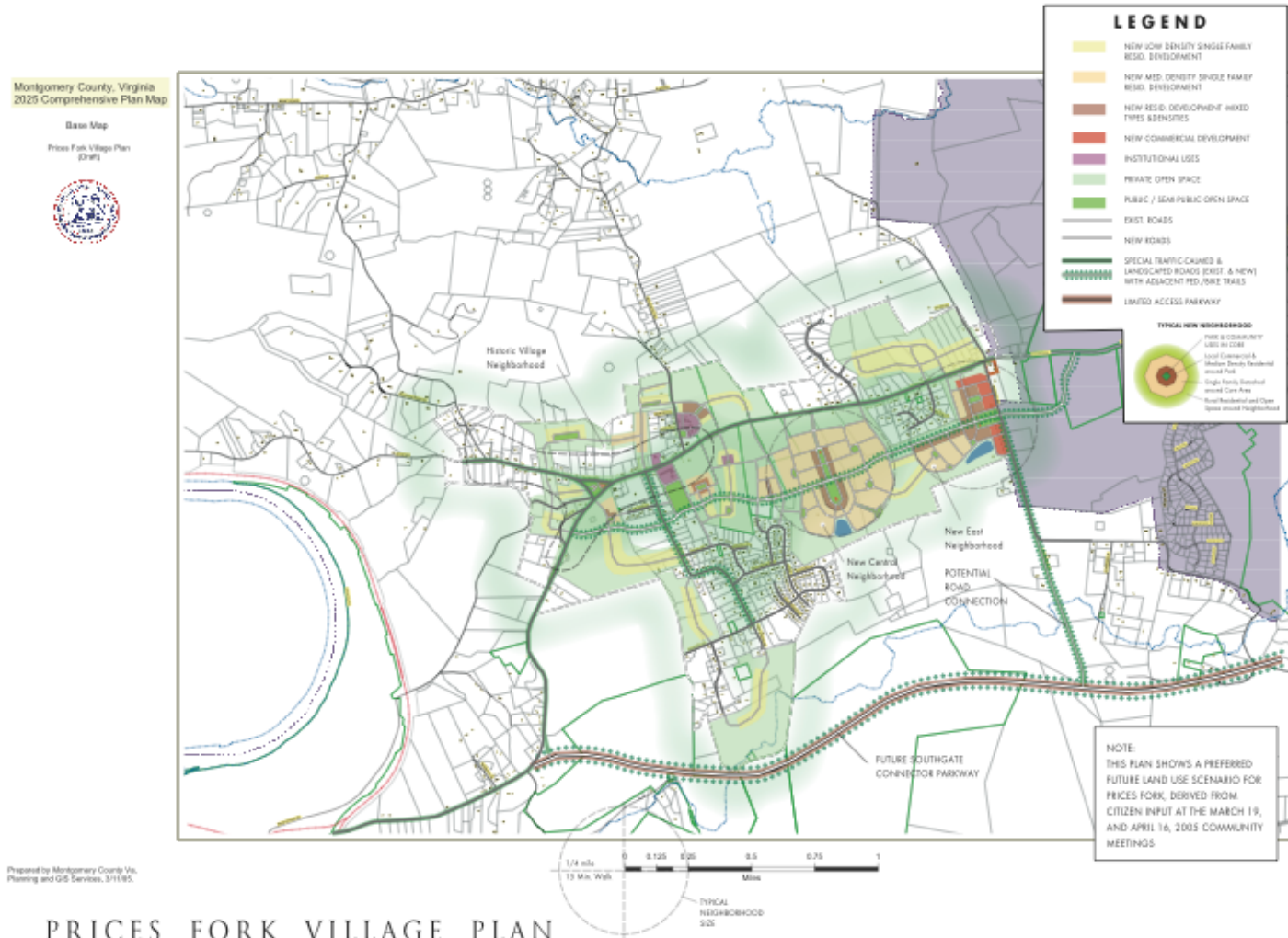
Draft Transportation Plan



**PRICES FORK VILLAGE PLAN
DRAFT TRANSPORTATION PLAN FOR REVIEW AT COMMUNITY MEETING - MAY 7, 2005**

HERD PLANNING & DESIGN - PARADIGM DESIGN

Draft Illustrative Concept Plan



PRICES FORK VILLAGE PLAN
DRAFT ILLUSTRATIVE PLAN FOR REVIEW AT COMMUNITY MEETING - MAY 7, 2005

HERD PLANNING & DESIGN - PARADIGM DESIGN

Part II – The Plan for the Village

1. A Vision of the Future of Prices Fork

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

In the Year 2030, Prices Fork:

Remains a Historic, Rural Village with a Strong Community Identity. Prices Fork is still a place where people know each other and where generations grow up and stay. It is a place where children are valued and residents know the local history. It remains a village surrounded by scenic views of fields, forests and mountains.

The village has accommodated a substantial number of new residents as well as some new, small scale businesses, but important historic buildings have been preserved and new development has been integrated sensitively into the historic fabric, with special attention paid to preserving the historic relationship of buildings to the street. Citizens and businesses are active in organizing fairs, festivals, farmers markets and other events and activities that enhance the sense of community identity.

As one approaches Prices Fork, there is a clear sense of leaving the Town and approaching the village, as well as a clear sense of entering the historic village core. Prices Fork is more than just a “bedroom” community – it has a group of small businesses that

provide some services and employment opportunities for local residents - although the majority of residents still commute to jobs outside of the village.

Has Good Community Facilities and Services that Support the Vision. The local elementary school continues to serve as an important unifying feature of the community. Traffic on Prices Fork Road has been stabilized through traffic-calming measures, improved connectivity of streets within the village, the completion of a limited access parkway to the south of the village and a system of bicycle and pedestrian paths.

A range of park and recreation areas have been created, including small parks within neighborhoods, and a new community park that serves as a gathering place to anchor the community, all connected to each other and to residential areas by safe streets, biking trails and sidewalks.

Public water and sewer service is provided for a defined, compact area around the village, thereby providing adequate capacity to accommodate a reasonable amount of future growth, but preventing a scattered, dispersed pattern that would worsen traffic and undermine the rural character of the community.

Has a Harmonious Pattern of Compatible Land Uses. The core of the village has some small-scale stores and service businesses. Overall, the village has a moderate level of residential density, including a diverse mixture of housing types and lot sizes, including housing for all age groups and income levels. Neighborhoods are clearly defined and are interconnected with each other and with the village core through streets, sidewalks and trails. New development is sited so as to preserve the views of open space surrounding the village and rural visual character of Prices Fork Road. The village is mainly

a residential community, with no heavy industrial uses and only limited commercial uses.

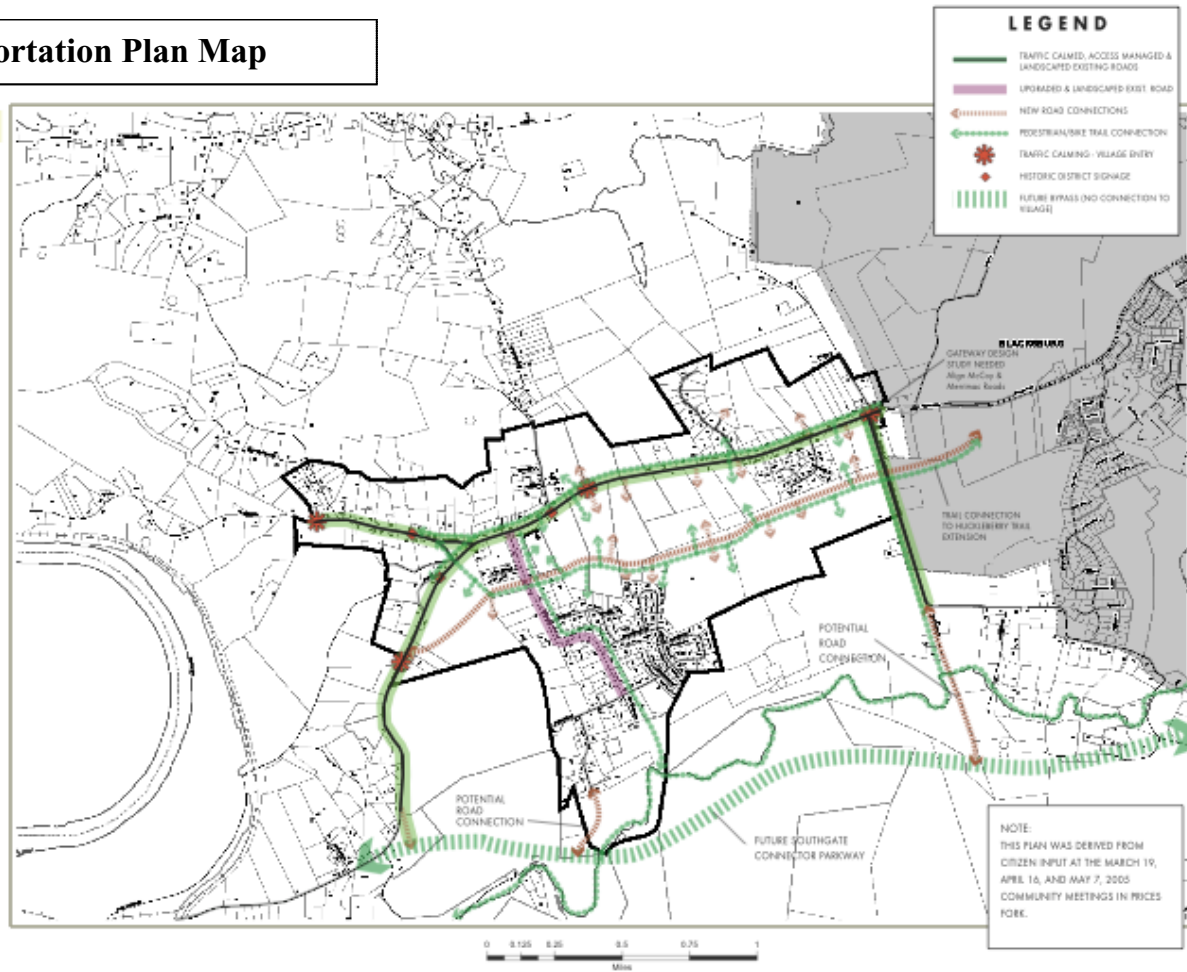
Collaborates with the County, the Town and Virginia Tech in order to Achieve its Vision. Knowing that the success and well being of the village depends upon mutual cooperation with neighboring jurisdictions, the village leaders of Prices Fork have established effective relationships with Montgomery County, Blacksburg, and Virginia Tech in order to achieve mutual goals. Each of the parties respects the needs and desires of the others and continues to work toward common goals and mutually acceptable solutions to issues that arise. The Town respects the Village's desire to control its own destiny and remain an independent community under the County's jurisdiction. The village continues to plan for the future, in an open, collaborative and orderly process.

1. Transportation Plan Map

Montgomery County, Virginia
2025 Comprehensive Plan Map

Base Map

Prices Fork Village Plan
(Draft)



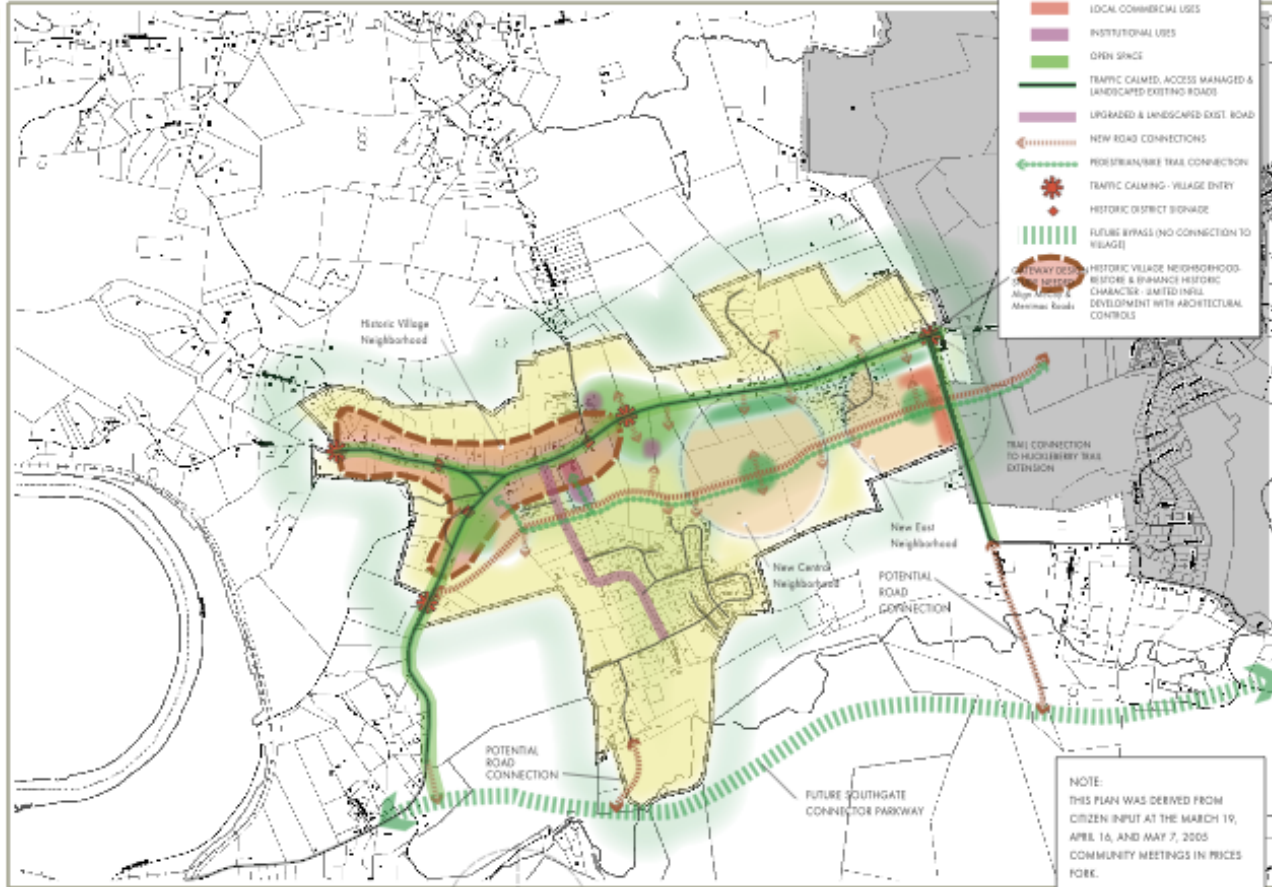
Prepared by Montgomery County Va.
Planning and GIS Services, 3/1/05.

PRICES FORK VILLAGE PLAN FUTURE TRANSPORTATION PLAN AFFIRMED AT COMMUNITY MEETINGS DRAFT - MAY 23, 2005

HERD PLANNING & DESIGN - PARADIGM DESIGN

2. Land Use Plan Map

Montgomery County, Virginia
2025 Comprehensive Plan Map



Prepared by Montgomery County Va.
Planning and GIS Services, 3/11/05

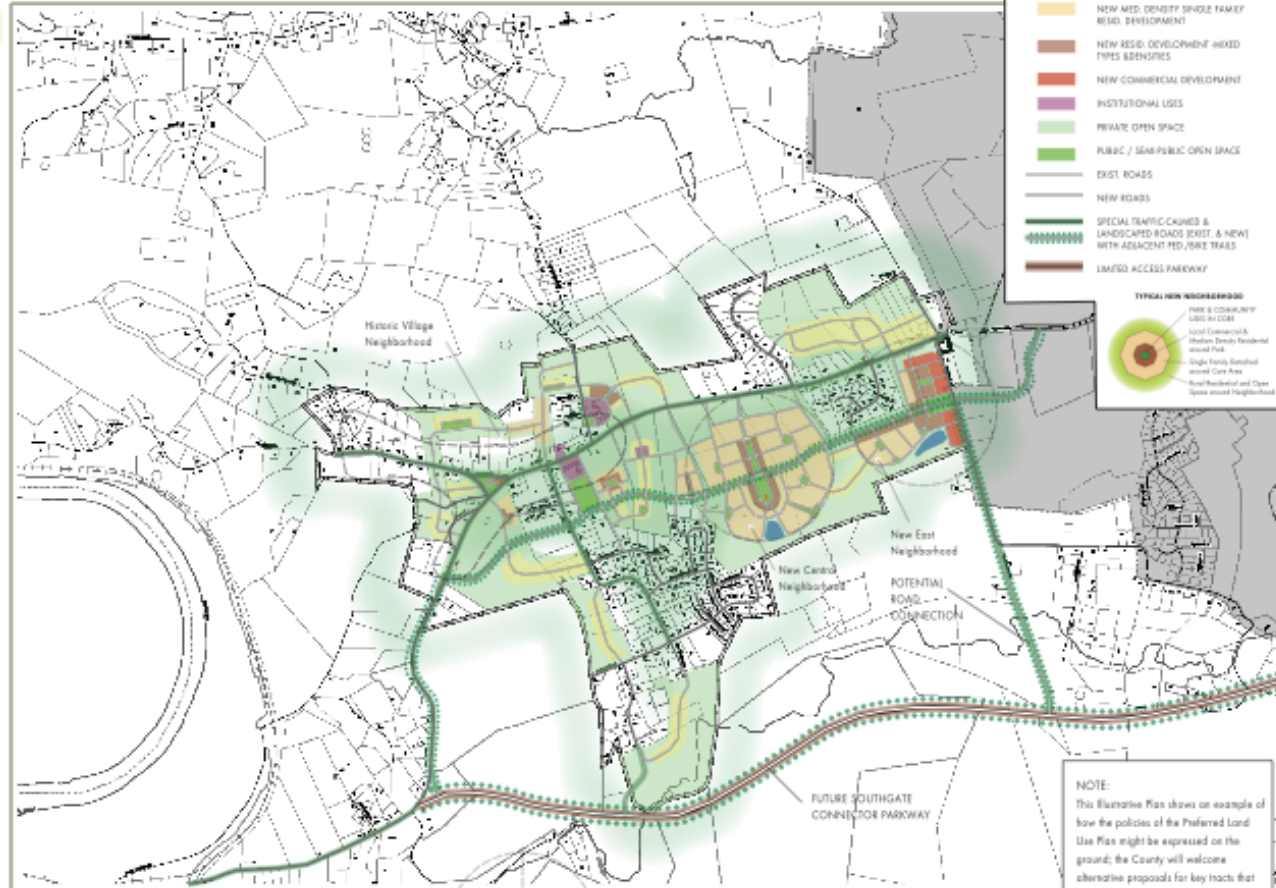
PRICES FORK VILLAGE PLAN FUTURE LAND USE PLAN AFFIRMED AT COMMUNITY MEETINGS DRAFT - MAY 23, 2005

HERD PLANNING & DESIGN - PARADIGM DESIGN

3. Illustrative Plan Map

Montgomery County, Virginia
2025 Comprehensive Plan Map

Base Map
Prices Fork Village Plan
(Draft)



LEGEND

- NEW LOW DENSITY SINGLE FAMILY RESID. DEVELOPMENT
- NEW MID. DENSITY SINGLE FAMILY RESID. DEVELOPMENT
- NEW RESID. DEVELOPMENT MIXED TYPE RESIDENCES
- NEW COMMERCIAL DEVELOPMENT
- INSTITUTIONAL USES
- PRIVATE OPEN SPACE
- PUBLIC / SEM-PUBLIC OPEN SPACE
- EXIST. ROADS
- NEW ROADS
- SPECIAL TRAFFIC CALMS & LANDSCAPED ROADS (EXIST. & NEW) WITH ADJACENT PED./BIKE TRAILS
- LIMITED ACCESS PARKWAY

TYPICAL NEW NEIGHBORHOOD

NOTE:
This Illustrative Plan shows an example of how the policies of the Preferred Land Use Plan might be expressed on the ground; the County will welcome alternative proposals for key tracts that achieve the principles of this plan in an equal or better manner. THIS PLAN WAS DERIVED FROM CITIZEN INPUT AT THE MARCH 19, APRIL 16, AND MAY 7, 2005 COMMUNITY MEETINGS IN PRICES FORK.

Prepared by Montgomery County Va.
Planning and GIS Services, 3/11/05.

**PRICES FORK VILLAGE PLAN
ILLUSTRATIVE PLAN AFFIRMED AT COMMUNITY MEETINGS
DRAFT MAY 23, 2005**

HERD PLANNING & DESIGN - PARADIGM DESIGN

4. Land Use Summary

I. OVERALL ASSUMPTIONS

Total Expansion Area: 875 ac. Approx.; Infrastructure Capacity: 1,750 d.u. Approx.¹; Projected Gross Density: 2 du/ac. Approx.

II. LAND USE TOTALS

SETTLEMENT TYPE²	PLAN REFERENCE³	Acreage	Existing Units	New Units	TOTAL UNITS	AVERAGE DENSITY	TOTAL COMMERCIAL SQUARE FEET
Mixed Use Neighborhood	New East Neighborhood	70 ac.	0	500	500	5 du/ac ⁴	150,000
Residential Neighborhood	New Central Neighborhood	125 ac.	0	500	500	4 du/ac	30,000
Village Infill	Historic Village Neighborhood	125 ac.	100	50	150	1.2 du/ac	40,000
Rural Settlement	Rural & Infill Areas	555 ac.	300	300	600	1 du/ac	10,000
	TOTALS	875 ac.	400	1,350	1,750	2 du/ac	230,000

GENERAL NOTES:

1. The above table summarizes estimates for the FULL BUILDOUT of the Prices Fork Draft Land Use Plan, as affirmed at the Community Meetings in March to May, 2005
2. The Full Buildout of this planning area is beyond the 25-year time horizon of the Comprehensive Plan
3. All acreages and unit totals (both existing and new) are approximate and have not been verified

¹ Estimated

² See "Settlement Types" on following page for description of each Settlement

³ As shown on the Draft Land Use Plan dated May 23, 2005

⁴ Requires density transfer from surrounding viewshed to achieve 5 du/ac

3. Policies to Guide Decision-Making

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

1. Land Use and Urban Design Policies

General Policies

- 1. The General Land Use Pattern is shown on the Land Use Plan Map.** Three major new neighborhoods are shown. The highest intensity neighborhood is at the edge of Blacksburg while the lowest intensity neighborhood is associated with the historic district.
- 2. The Illustrative Concept Plan Shows an Example.** It is only an *example* of how the policies of this plan might be expressed on the ground; the County will welcome alternative proposals for key tracts that achieve the principles of this plan in an equal or better manner.
- 3. 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 (not expected to occur for at least two or three decades).

- 4. 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 *Land Use Plan Map*. New development must be compatible with the traditional forms and architectural character of the village.
- 5. 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.
- 6. 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, but may include accessory units, small single-family detached dwellings, apartments on the second floor levels of employment or civic buildings, and housing for elderly citizens.
- 7. 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 Prices Fork Road from the east and south, and on McCoy Road from the 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.

- 8. **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.
- 9. **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.

Land Use and Urban Design in the Low Density Traditional Rural Residential Area

- 1. **Residential Density.** The net density on a given tract of land should not exceed an average of 1.1 dwellings per gross acre in the areas designated on the Land Use Plan Map as Low Density Traditional Rural Residential Uses.
- 2. **Streetscape Features.** Streetscape improvements should include all-weather walking paths, street trees and parking behind buildings.
- 3. **Connectivity.** All new streets must connect into other streets, including the existing street network in order to maintain and improve the connectivity of the local street system, for safety and efficiency of travel.

Land Use and Urban Design in the Low to Medium Density Mixed Residential and Local Commercial Area (New Central Neighborhood)

- 1. **Residential Density.** The residential density on a given tract of land should generally not exceed a maximum of four (4) dwellings per gross acre, with a goal of preserving some useful open space on each site, with the higher density levels achieved in conjunction with proffers of conservation easements on significant open land adjacent to the village.

Net residential density on a portion of a given tract of land should not exceed five (5) dwellings per net acre in the areas designated on the Land Use Plan Map as Low to Medium Density Mixed Residential. The density of a particular new development site may be somewhat lower or somewhat higher than this guideline, depending upon the constraints of the site and how well the developer meets the policies of this plan and mitigates the impacts of the development.

- 2. **Areas with Higher Net Densities.** Areas with higher net densities should be dispersed throughout the planning area as shown conceptually on the Land Use Plan Map. Each such area should be small and compact so as to form a focal point for a particular neighborhood or development, and should be designed to reinforce the traditional, grid street network.
- 3. **Streetscape Features on Major Streets.** Streetscape improvements in these areas should include curb and gutter, sidewalks, on-street parking with curb bump-outs, pedestrian cross-walks at intersections, parking

behind buildings and in alleys, building heights of two stories above the front street level, small front building setbacks, traditional street lights and street furniture, pocket parks and public greens or squares defined by adjacent building facades.

4. **Streetscape Features on Minor Streets.** Streetscape improvements should include walking paths, street trees and parking behind buildings.
5. **Street and Walking Connections.** New development should provide street and pedestrian path connections within the site and to adjacent properties, including “stub” connections to the property line of sites that are planned but not yet rezoned or developed.
6. **New Local Commercial Uses.** New commercial uses in the Prices Fork area should be aimed primarily at providing goods and services to local residents.

⚡ Commercial uses should be located only at the key points in the eastern neighborhood on Merrimac Road as shown on the Land Use Plan Map (as well as a small amount of commercial infill development within the designated historic area). Such uses should be small scale and compatible with the historic nature of the village.

⚡ Commercial uses are not planned to be a major part of the land use mix in Prices Fork. Rather, a small amount of local retail and personal service businesses are expected, along with significant numbers of home occupations. In the eastern neighborhood retail uses and carefully integrated

auto-related uses may be allowed. In the historic area, only small scale, “mom & pop” style stores are appropriate.

- ⚡ This plan discourages major commercial or industrial uses such as shopping centers, big-box stores or industrial parks.
 - ⚡ The only potential major employment center called for in this plan is an agricultural-related research center on the Virginia Tech property, near the historic area. Any use of this property should adhere to all applicable policies of this plan.
 - ⚡ Parking should be located to the side or to the rear of commercial uses. Access points onto existing roads should be coordinated with adjacent properties in order to keep the number to a minimum.
 - ⚡ Signage should be small scale, traditional and in keeping with the rural nature of the village.
 - ⚡ Landscaping should include street trees and vegetative buffers at the rear of commercial sites and along any edge contiguous with residential uses.
7. **Fire and Rescue Facilities.** The existing Blacksburg-Hethwood station and the existing Longshop & McCoy station will continue to serve the Prices Fork area. The County should plan for and reserve a long-term site for a fire and rescue and sheriff substation, with good access to Prices Fork Road and Thomas Lane.

Land Use and Urban Design in the Historic Village Neighborhood Area

1. Density for the Historic Village Neighborhood Area.

The overall density of new residential development should generally not exceed on average, approximately 1.2 dwellings per gross acre in the designated historic area as shown on the Land Use Plan Map. (Net densities at the rear portions of tracts may be higher to balance the lower densities on the front portions of tracts, in order to preserve the rural, historic character of the village).

2. Maintain the Historic Settlement Pattern of the Village.

This Plan strongly encourages new development to follow the historic pattern of development in Prices Fork, including small-scale, compact development, and maintaining a variety of building setbacks, entry configurations and parking arrangements.

3. Encourage Smaller Lots to Locate at Rear of Sites.

New residential development should locate larger lots of an acre or more along the frontage of existing streets, especially Prices Fork Road, with the smaller lots located behind the larger lots, away from the road, in order to maintain the historic character of the streetscape. Any townhouse units in this area should consist of not more than three or four units in a row and not more than two stories above the street.

4. Encourage Infill Development. Most of future growth in the historic 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 Prices Fork Road. Such development should be a small-scale mix of shop fronts and civic buildings interspersed with residential properties.

5. Encourage Mixed-Uses. Land uses along Prices Fork Road in the Historic Neighborhood Area should be a mix of residential, commercial, office and institutional uses.

Limit new commercial and employment uses to small-scale, individual or stand-alone buildings with small building footprints that are architecturally compatible with the existing commercial and institutional uses. Auto-oriented and higher volume retail uses should not locate in this area; those should instead be in the designated eastern neighborhood.

6. 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.

7. 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.

8. Design Details. The County and the Prices Fork community will strive to maintain the rural, informal character of the historic village neighborhood area by:

≠ Preserving of the “context” of historic structures, as well as the structures themselves, including their

natural settings, contributing outbuildings, fences, hedgerows and other elements of the natural and historic landscape that enhance and frame the historic structure.

- ⌘ 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.
- ⌘ Providing a strong pedestrian orientation along the street frontage, with parking located mainly at the rear of the buildings
- ⌘ Prohibiting auto-oriented functions like drive-through windows
- ⌘ Encouraging new buildings to *generally* match the setbacks of adjacent buildings while *also* maintaining a *variety* of setbacks and orientations.
- ⌘ Orient building fronts toward main streets, and service backs of buildings through alleyways, wherever feasible
- ⌘ Encouraging porches, street trees, street furniture, sitting areas and other pedestrian-friendly design elements.
- ⌘ Establishing an all-weather path system through the historic neighborhood area, along – but not on - the major streets and connecting commercial and institutional sites to each other.
- ⌘ Encouraging adaptive reuse of historic structures.

9. Retain the Elementary School in the Historic Neighborhood Area. The County will make every effort to keep the existing elementary school on its current site.

- ⌘ The County will strive to acquire adjacent land as necessary to upgrade the current facility so it can continue as an elementary school.
- ⌘ If the County has to acquire a new elementary school site it will be located within or at the edge of the historic area of Prices Fork.
- ⌘ If the current site cannot be made suitable for continuing as an elementary school, the policy of this plan is that it be converted to a civic use that reinforces the identity and function of the historic area, such as a community center and/or museum of local history or compatible private uses such as a gym, trade school, day care center, or elderly housing. *(Note that elderly housing or an assisted living facility would be an exception to the general guideline of one dwelling per acre; however, the school is an existing structure and further, the impacts of an elderly housing facility would be generally far less than higher density conventional housing).*

Prices Fork Road Corridor

1. Preserve Views. As development occurs along the corridor, site new buildings away from the existing roadway so that they are at a low enough elevation to preserve the views of the surrounding farms, forests and mountains.

2. **Avoid Reverse-Frontage Development.** New development adjacent to Prices Fork Road should front a new parallel street so that the fronts of new buildings (rather than the rear) face toward Prices Fork Road.
3. **Manage Access.** Develop and implement an access management plan along Prices Fork Road to limit the number of access points on the road, consistent with the land use and design policies for this corridor.
4. **Encourage Connectivity.** Encourage inter-parcel connections between all sites along Prices Fork Road for both vehicles and pedestrians, including making new connections to existing neighborhoods that need better and safer access, such as Montgomery Farms.
5. **Calm the Traffic.** Calm traffic that flows into adjacent residential areas through the use of traffic-calming devices and street design, and to provide safe pedestrian crossings.

Town/County Boundary (New East Neighborhood)

1. **Encourage Mixed-Use Development of a Neighborhood-Scale.** Most new commercial development in the Prices Fork planning area, as well as the higher density residential development, should be located along the Town boundary, south of Prices Fork Road, on Merrimac Road.

This area should be developed in a traditional pattern with mixed uses closely knit together, wide sidewalks and street trees, small building setbacks, apartments above the stores and parking behind the buildings. Small-scale apartment

buildings of up to twelve units per building and two stories above the street, with units not exceeding three bedrooms each, may be interspersed with the commercial uses. The maximum gross density in this area should not exceed five (5) units per acre, achieved by proffering the preservation of open land adjacent to the village.

This plan recognizes the likelihood that most future commercial development in the planning area will occur after further residential development has occurred, in order to provide a stronger market for local business services.

2. **Create a Clear, Major Gateway to the Prices Fork Area.** The Town/County boundary at Prices Fork Road is the key entry point to Prices Fork. The change in road width from four lanes to two lanes should be maintained, but the intersection should be redesigned to improve traffic flow and provide a strong sense of identity when entering Prices Fork. Landscaping, signage and pavement configuration should reinforce a transition from Town to County.

Virginia Tech Property

1. **Preserve the Open Fields Adjacent to Prices Fork Road.** The Virginia Tech property is critical to the future of Prices Fork. The strong desire of the local community and the County is that the open, agricultural fields be preserved.

If, in the future, development occurs on the site, the fields adjacent to Prices Fork Road should still be preserved, while more intensive land uses could be developed in areas away from the road and buffered from adjacent properties. Such development should be a mix of uses,

including institutional uses such as research and educational facilities, as well as a variety of housing types and densities, linked to the employment uses and to the village core with pathways and local street connections.

2. Transportation Policies

1. 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.

2. Extend, Connect and Complete the Streets, Incrementally.

☞ Extend existing streets as shown on the Future Street Network Map;

☞ Interconnect new streets to form a loose grid network;

☞ Incorporate pedestrian paths or sidewalks into all new and existing street systems to protect pedestrians and improve mobility;

☞ Incorporate bike lanes into collector and arterial roads to protect cyclists and improve mobility.

3. Strongly Discourage Cul-de-Sacs. As shown on the Illustrative Plan Map, cul-de-sacs undermine the desired connectivity of Prices Fork. In order to achieve safe streets with a sense of privacy, courts or “eyebrows” can be created rather than cul-de-sacs.

4. “Calm” the Traffic. The use of traffic calming devices is a priority for the major roadways through the village, especially on Prices Fork Road within the designated Historic Area.

5. 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.

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

7. 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.

8. Plan for Long-Term Through-Traffic. Limit the impact of through traffic by providing new alternative street connections through the village, as shown and described in this plan, and by constructing the Southgate Parkway along the southern edge of the planning area. This new road should be a controlled access, scenic, high-volume roadway that carries through traffic around rather than through the village.

9. Pursue Public Transit. The County will pursue opportunities for public transit, such as a trolley or bus system service to key points within Prices Fork.

10. Collaborate with Metropolitan Planning Organization (MPO). The MPO provides an excellent

opportunity for effective regional transportation planning, and an opportunity for the localities to coordinate their plans for land use and transportation, including the proposed Southgate Parkway connector road.

3. Utilities Policies

1. **The County Will Provide and Manage Public Water and Sewer Service for Prices Fork.** The County will require that new development connect to these systems and will prohibit new private wells and septic systems.
2. **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 village's historic character, is affordable for the County to serve, and enhances rather than degrades the quality of life for local residents. A potential exception to this policy is the possibility of extending water service to the Brooksfield Road and Mt. Zion Road area to serve existing residents.
3. **The County Will Monitor Available Treatment Capacity.** The County will approve rezonings to higher intensity uses only in conjunction with assurances that adequate water and wastewater treatment capacity will be available. Treatment capacity will be expanded in accord with the County's long-range capital improvement plans. Public utility capacity will be planned to accommodate the orderly growth in the area,

in accord with the County's overall Comprehensive Plan, rather than to create or "drive" that growth.

4. **Capacity for Employment Uses.** The County will reserve a modest amount of capacity (roughly 20% of total allocated to the planning area) for non-residential development/expansion.
5. **Require Developers to Place Utilities Underground in All New Developments.**

4. Environment Policies

1. **Preserve Floodplains.** The County will encourage preservation of the 100-year floodplains in their natural state to protect against floods and to function as an integral part of the County's network of open space.
2. **Preserve Buffers Adjacent to Floodplains and Karst Formations.** The County will encourage the preservation of a natural riparian "buffer strip" adjacent to floodplain areas and setback buffers from Karst sinkholes, in order to protect and enhance water quality and to maintain wildlife habitat areas adjacent to stream corridors.
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.
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.

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.
6. **Promote Regional Stormwater Management.** The County will create guidelines and regulations for coordinating stormwater management facilities on a regional and sub-regional basis rather than site by site.
7. **Solve Existing Drainage Problems.** The County will work with landowners and VDOT to address existing drainage problems in existing neighborhoods.

5. Cultural Facilities Policies

1. **Encourage Awareness and Knowledge of Local History.** Encourage better understanding and education about the value of its historic resources and ways that they can be better preserved.
2. **Encourage Historic District Expansion.** Encourage the expansion of the Prices Fork State and National Historic Districts to include all qualifying sites and structures.
3. **Encourage Adaptive Re-Use of Historic Structures.** Encourage the adaptive re-use and rehabilitation of historic structures throughout the Prices Fork area.

6. Governance Policies

1. **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.
2. **Coordinate with Town on Boundary Issues.** The County will work closely with the Town of Blacksburg to maintain the current Town boundary, coordinate land uses along the edge, coordinate road linkages and coordinate the provision of public services and facilities.
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.
4. **Encourage Coordination Among Property Owners Associations.** The County will foster the creation of Property Owners Associations as may be needed to provide funding and management of various public facilities within the planning area as new development occurs. Such associations should be designed, managed and coordinated so that the Prices Fork community remains a unified community and not a disconnected assembly of separate quasi-governments. Shared ownership, funding and maintenance of certain facilities may help promote such unification.
5. **Encourage a Unified Community.** The County will encourage the people of Prices Fork 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.

4. Village Design Matrix

<u>SETTLEMENT TYPE: RURAL INFILL</u>			
<u>GENERAL POLICIES</u>			
<ul style="list-style-type: none"> ⊘ Development should be located in environmentally suitable areas, designed to preserve important environmental and cultural resources ⊘ New streets should match rural character of existing roads, including streets that are relatively narrow, which slows traffic ⊘ Civic buildings, such as churches should be on prominent sites with good circulation and access ⊘ A loosely connected street network, providing a variety of routes to any destination, which disperses traffic should be employed ⊘ There should be a variety of dwelling types, densities and costs ⊘ New development should tie into existing settlement areas, either as a large lot rural grid pattern or as limited extension of the existing road pattern. ⊘ New construction should be done in a way that minimizes disruption of existing landforms and removal of existing vegetation, particularly significant specimen trees or wooded groves 			
LIMITED COMMERCIAL	MULTI FAMILY	SINGLE-FAMILY ATTACHED (TOWNHOMES)	SINGLE-FAMILY DETACHED HOMES
<ul style="list-style-type: none"> ⊘ New retail and office uses generally not appropriate – except where integrated with housing or small-scale adaptive reuse of existing structures ⊘ Encourage “live/work” units, which feature a shop or small-scale office use on the ground floor and a residential dwelling above the shop ⊘ Locate parking or service yards behind or to the side of the buildings; screened from adjacent uses ⊘ Home business or workshops as small ancillary buildings in backyards of houses are acceptable 	<ul style="list-style-type: none"> ⊘ Generally not appropriate in Rural Infill areas 	<ul style="list-style-type: none"> ⊘ Generally not appropriate in Rural Infill areas 	<ul style="list-style-type: none"> ⊘ Ensure that houses fronting on public highways be on large lots with deep setbacks from the road to give a rural or “farmstead” architectural character ⊘ Houses should have traditional forms and massing, outbuildings, hedgerows and other features of the agricultural landscape ⊘ House sites need not be working farms, but rather should simply be designed to create a skyline or profile that is sympathetic with the traditional rural farmscape

SETTLEMENT TYPE: NEW RESIDENTIAL NEIGHBORHOOD

GENERAL POLICIES

- ⌘ New neighborhood development should be pedestrian oriented, with streets laid out generally in a “grid” pattern, forming blocks and a connected sidewalk system. Design elements should include traditional street trees and lighting and on-street parking as part of the neighborhood streetscape.
- ⌘ A variety of dwelling types, densities and costs, for all kinds of people should be included - younger, older, singles, families, lower income, upper income, etc.
- ⌘ The scale, massing, colors and materials of new buildings should be traditional and compatible with the historic rural context.
- ⌘ Parking lots and garage doors should rarely front the street; parking should be at the rear of buildings, accessed by alleyways when possible.
- ⌘ Streetscape features should include sidewalks, on-street parking with curb bump-outs, parking behind buildings and in alleys, accessory structures, building heights of predominantly one to two stories, small front setbacks, traditional street lights and street furniture, pocket parks and public plazas
- ⌘ New development should provide pedestrian connections within the site and to adjacent properties.

RETAIL & OFFICE	MULTI FAMILY	SINGLE-FAMILY ATTACHED (TOWNHOMES)	SINGLE-FAMILY DETACHED HOMES
<ul style="list-style-type: none"> ⌘ New retail and office should be contained in a small-scale cluster along the neighborhood’s new “Main Street.” ⌘ Encourage “live/work” units, which feature a shop or small-scale office use on the ground floor and a residential dwelling above the shop ⌘ Locate 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 ⌘ Prohibit exclusively auto-oriented retail uses 	<ul style="list-style-type: none"> ⌘ Generally not appropriate in the New Residential neighborhood 	<ul style="list-style-type: none"> ⌘ Limited small-scale clusters of attached units permissible as cottage courts, duplexes or traditional row-type townhouses ⌘ Limit attached units to no more than 6 per row. ⌘ All units should be compatible with the traditional architectural context 	<ul style="list-style-type: none"> ⌘ Houses should have traditional massing and architectural details compatible with the neighborhood context. ⌘ Encourage porches, street trees, street furniture, sitting areas and other pedestrian-friendly design elements ⌘ Encourage inter-parcel connections and access for both vehicles and pedestrians. ⌘ Tie new residential streets into the overall neighborhood street grid and connect the streets in a rectilinear block pattern as much as possible

SETTLEMENT TYPE: NEW MIXED USE NEIGHBORHOOD

GENERAL POLICIES

- # New neighborhood development should be pedestrian oriented, with streets laid out generally in a “grid” pattern, forming blocks and a connected sidewalk system. Design elements should include traditional street trees and lighting and on-street parking as part of the neighborhood streetscape.
- # A variety of dwelling types, densities and costs, for all kinds of people should be included - younger, older, singles, families, lower income, upper income, etc.
- # The scale, massing, colors and materials of new buildings should be traditional and compatible with the historic rural setting.
- # Parking lots and garage doors should rarely front the street; parking should be at the rear of buildings, accessed by alleyways when possible.
- # Landscaping and signage should provide a clear visual demarcation between the Town of Blacksburg and the rural, transitional environment as one nears Prices Fork. These entry features should be reinforced by the street design and architecture so that traffic will naturally slow down as it approaches the Village.
- # Streetscape features should include sidewalks, on-street parking with curb bump-outs, parking behind buildings and in alleys, accessory structures, building heights of predominantly one to two stories, small front setbacks, traditional street lights and street furniture, pocket parks and public plazas
- # New development should provide pedestrian connections within the site and to adjacent properties.

RETAIL & OFFICE	MULTI FAMILY	SINGLE-FAMILY ATTACHED (TOWNHOMES)	SINGLE-FAMILY DETACHED HOMES
<ul style="list-style-type: none"> # The architecture of any new commercial development should reflect the history and character of the Village and not be just another “strip” commercial center. # Locate parking areas behind or to the side of the buildings; screen parking from adjacent uses with landscape buffers. # Encourage small-scale commercial and employment uses, with small building footprints, that are architecturally compatible with the existing Village. # Prohibit auto-oriented features such as drive-through windows # Create substantial buffers and landscaping along the frontage of Prices Fork Road, carefully designed and placed so as to reduce the visual impacts of structures and parking, but not to completely block the visibility of buildings from the road. # Limit the height and size of signs and require that all freestanding signs be “monument” style and all wall signs not protrude above the building façade 	<ul style="list-style-type: none"> # Small-scale apartment buildings of up to twelve units per building, with units not exceeding three bedrooms each, may be interspersed with the other land uses in the neighborhood. # Multi-family areas should be compact and higher density dwellings dispersed or mixed within the neighborhood, all designed to fit comfortably within the traditional, grid street network 	<ul style="list-style-type: none"> # Limited small-scale clusters of attached units permissible as cottage courts, duplexes or traditional row-type townhouses # Limit attached units to no more than 6 per row. # All units should be integrated into the Village architectural context 	<ul style="list-style-type: none"> # Houses should have traditional massing and architectural details compatible with the traditional rural context. # Encourage porches, street trees, street furniture, sitting areas and other pedestrian-friendly design elements # Encourage inter-parcel connections and access for both vehicles and pedestrians. # Tie new residential streets into the overall neighborhood street grid and connect the streets in a rectilinear block pattern as much as possible

5. Implementation Actions

Short Term Actions

Planning Process and Governance

1. **Continue the Prices Fork Citizen Advisory Committee** as an ad-hoc committee to work with the County on finalizing the Plan.
2. **Appoint a designated Village representative** and alternate to coordinate with the County during plan refinement, adoption and implementation.
3. **Ask that development proposals be initially presented in the community** (e.g. at the Grange or the school), rather than in (or in addition to) Christiansburg.
4. **The Town and County will adopt a formal agreement to maintain the current Town/County boundary** adjacent to Prices Fork.

Policies, Programs and Regulations

1. **Work with property owners to extend National and State Historic District** to include other historic sites and structures in and around the historic neighborhood of the village.
2. **Establish a series of Historic Interpretive Markers** at key points throughout the village.

3. **Develop and adopt historic architectural guidelines**, either as policy recommendations to land owners, or as part of a County historic overlay district for the designated historic area.
4. **Develop comprehensive corridor design guidelines** for new development and redevelopment in the Prices Fork Road corridor to ensure compatibility with the existing, historic design context, including signage, lighting, and streetscape.
5. **Review and amend the County Zoning and Subdivision Ordinances** and other development standards to ensure that they do not present barriers to achieving the vision for Prices Fork and to implementing the policies of this plan.

An important element of such amendments will include the adoption of Traditional Neighborhood Design techniques in accord with the policies of this Plan. Such techniques will be appropriate for both development on open sites as well as infill development within the historic neighborhood area. Actions should include:

- ≠# Adopt a Traditional Neighborhood Design (TND) ordinance for the County, including provisions applicable to designated growth areas such as Prices Fork.
- ≠# Identify and eliminate barriers to TND development in the current zoning and land subdivision and development ordinances of the County.

≠ Provide density and other incentives to make TND a preferred choice of landowners.

6. **Review all ordinances**, and amend as needed to ensure that all new development is required to place utilities and wires underground.
7. **Develop standards for regional and sub-regional stormwater management facilities** – the County Engineer will develop guidelines and regulations for developers to coordinate plans for stormwater management facilities.
8. **Evaluate the feasibility of bus transit** from the Village (and possibly a location for a commuter parking lot). Prepare and present a report to the Board of Supervisors.

3. **Design and develop a “Historic trail”** through the village, linking key sites with a walking/biking trail system.
4. **Develop a community center for the village**, located within the historic area.
5. **Complete an alignment study for the Southgate Parkway** and acquire the necessary right-of-way for that road.
6. **The County Public Service Authority (PSA) will work with the Planning Commission to develop a policy for allocating sewer and water capacity** in the area in conjunction with rezoning approvals so as to ensure that treatment capacity is reserved for such approved development.

Investments and Infrastructure

1. **Design a Detailed Streetscape Plan for the Prices Fork Road** corridor and seek funding for streetscape enhancements and traffic calming measures, such as parking islands, streetlights, landscaping and street furniture.
2. **Coordinate with the County and VDOT to implement “traffic calming”** elements within and around the village, especially along Prices Fork Road.

Ongoing and Long Term Actions

- 1. The County will work closely with local rural landowners to maintain a green buffer of farmland** and open space surrounding the village, through techniques such as agricultural zoning, agricultural and forestall districts, agri-tourism and open space land acquisition. The County will work to develop incentives for landowners to preserve those areas, including an economic development strategy for agricultural areas.
- 2. The County will encourage compatible infill development** of vacant sites within the village through zoning or other regulatory incentives.
- 3. The County will use the Comprehensive Plan to guide rezoning decisions;** it will not rezone to higher density until feasible and only in accord with adopted plan priorities and policies.
- 4. The County will track total population growth and land use changes** in and around the village to ensure that the policies of this Plan are being met.
- 5. 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.
- 6. Place overhead wires underground in the historic area.**
- 7. Complete construction of the Southgate Parkway.**

Appendix

1. Land Use and Design Trends and Issues

Prepared by Herd Planning & Design, Ltd.

At the first Prices Fork public workshop, citizens reviewed some of the trends in modern land use, the reasons why these trends have emerged, and some of the issues associated with them. The major ideas reviewed are summarized below.

A recognition that historic land use patterns in Virginia (and many other areas) have generally had the following features:

Streetscapes have a “human scale”, with narrow streets “enclosed” by a wall of buildings that front the street with minimal building setbacks, creating “outdoor rooms”. (This feature is less pronounced in Prices Fork itself, which is a relatively dispersed, rural settlement, situated along a rural highway, yet parts of the village do reflect some aspects of human scale patterns).

Mixed Uses occur within buildings and within blocks.

Land uses have a “fine grain”, of interwoven land uses close to one another, rather than separated in large, homogenous groupings.

Street is interconnected, typically in a grid pattern. (This feature is also less prominent in Prices Fork because it was a dispersed, rural settlement, with mainly rural roads leading out to farming areas, rather than a more intensive system of “town” streets).

Open spaces within the village are small and well defined; views look outward to surrounding open land.

These features were caused largely by the need for pedestrian access and the limited technology of the time (no motor vehicles; no telephones).

These historic settlement patterns largely prevailed until the advent of the motor vehicle. Then, after World War II, motor vehicle use and ownership increased substantially. In subsequent years, several other trends have had a substantial affect on land use patterns. The Interstate highway system was constructed largely between 1950-1980. Household incomes increased. Gasoline remained relatively cheap. The industrial economy has focused on “just in time” delivery, economies of scale and national distribution networks. Telecommunications technology has improved rapidly since the advent of the Internet and the development of cellular telephones.

All of these factors have contributed to an increase in mobility and an increase on the reliance and need for motor vehicle access, which in turn has altered the pattern and scale of streets and buildings.

Local governments have tried to manage the impacts of these changes through planning and zoning techniques, with largely mixed results. Conventional zoning separates uses and restricts densities, thereby undermining the human scale, mixed-use settlement patterns of the past. Developers typically specialize and target “niche” markets and thus build single use developments rather than mixed-use developments. Retail businesses and public services seek to serve larger market service areas, thus tending to promote larger, “big box” facilities. Highway engineers require wide streets and radii to accommodate larger vehicles and higher

vehicle speeds and volumes. Localities, businesses (and citizens) require plenty of (convenient) parking.

Thus, the “Big Box” form of building has become more common in most non-residential land uses such as stores, schools, post offices, etc. Citizens tend to love the convenience and economy of such uses, but tend to dislike the visual impact.

In sum, the causes of growth problems are regional and national, but the tools are implemented locally.

Thus, two major challenges facing most growing communities today are:

- ⊘ To achieve human-oriented streets and public spaces while still conveniently accommodating our need for good motor vehicle access.
- ⊘ To achieve a desirable pattern and pace of development in the face of outside pressures and market demand.

These challenges often cause difficult trade-offs and conflicts among citizens, including:

- ⊘ Citizens typically tend to dislike “sprawl” *but also* higher densities (which combat sprawl)
- ⊘ Citizens typically tend to dislike traffic and also new roads (which tend to alleviate congestion, when built in an interconnected grid pattern)
- ⊘ Citizens typically tend to dislike costly housing (because it causes difficulties for young people, older people and service workers to find housing) but also dislike

inexpensive housing (because it doesn’t provide as much tax revenue for schools and other public services)

- ⊘ Citizens typically tend to oppose street connectivity (in order to limit traffic volumes in a particular neighborhood, thereby causing greater traffic problems in other neighborhoods)

2. Major Planning Tools Available in Virginia

Prepared by Herd Planning & Design, Ltd.

Long Range Planning (40+ years)

When local comprehensive plans take a longer-range view of 30, 40 or even 50 years into the future, it is more likely that potential issues and challenges will be fully identified. One approach taken by some localities is to envision preferred development patterns 50 years into the future, while preparing specific policies to guide land use decisions on a 20-year time horizon. Of course, comprehensive plans are reviewed at least every five years to keep them current.

Urban Growth Boundaries

Comprehensive plans often contain policies that limit “urban” development to specific areas within defined boundaries, often defined mainly by a utility service area. Higher density development may occur in such areas, while outside the urban growth boundary, low density, rural land use patterns can be maintained.

Special Service Districts; Governance Agreements

The Virginia Code allows various options for providing and funding public services and facilities, including special service districts and community development authorities. It also permits voluntary agreements between localities regarding land use, zoning and subdivision provisions, provision of infrastructure, revenue and economic growth sharing and other matters of governance.

Conventional Zoning Regulations

Conventional “Euclidean” zoning is used by a majority of localities in Virginia, in order to better ensure compatibility of land uses and to control the height and bulk of structures.

Cluster Development

Cluster development is a variation of conventional zoning, often used in rural areas to protect farmland and open space. Under clustering provisions, houses are clustered together onto smaller lots, thereby leaving a large portion of the parent tract available for open space, farm or forest uses.

Traditional Neighborhood Design (TND)

Also known as “new urbanism” or “neo-traditional” design, TND is an effort to design new developments in such a way as to recapture some of the positive attributes of historic settlement patterns, including human scale streetscapes, mixed land uses and “walkability”. TND developments typically have an interconnected grid network of streets, a mixture of uses, lot sizes and dwelling types, well-designed open space in the form of public greens and squares and narrower street widths with buildings set closer to the street to provide a “human scale” environment.

Historic Districts

The Virginia Code permits localities to establish historic zoning districts within which architectural design controls may be established in order to ensure that new structures are architecturally compatible with the historic structures.

Historic Entrance Corridor Districts

The Code also permits the establishment of historic zoning districts to govern corridors that serve as entrances to historic districts.

Access Management

Controlling the number and design of access points along major roadways is a critical aspect of managing growth, preventing undue traffic congestion and ensuring a functional street system. This can be achieved through establishing policies in the comprehensive plan and implementing these through the rezoning and site plan review processes, in conjunction with VDOT.

Use Value Assessment

Used by most rural localities in many states, use value assessment (sometimes known as the “land use” program) assesses farmland for real estate tax purposes at its actual use value rather than its market value, thereby lowering the tax burden on farmland owners in most cases.

Agricultural and Forestal Districts

AFDs are voluntary provisions in which one or more landowners, upon approval by the local government, can establish a district that provides some protection from eminent domain and which ensures the availability of use value assessment, among other benefits. Districts last from four to ten years and may be renewed.

Agricultural Enhancement

Many localities are promoting the rural, agricultural economy in a similar manner as conventional business and industrial development has traditionally been promoted. Examples include:

New Markets/Products. Many localities are encouraging farmers to develop and sell specialty products with higher market values than traditional commodity products.

Direct Marketing. Particularly for farms located near population centers, techniques such as “pick-your-own” operations and community supported agriculture (CSAs) are becoming more common as a way of tapping into the higher value, urban market and bypassing wholesalers.

Agri-tourism. Many farms are capturing a portion of the tourist economy through hayrides, corn mazes, farm tours and other such on-site services and activities.

Conservation Easements

A Conservation Easement is defined by the Virginia Code as “a nonpossessory interest of a holder in real property, whether easement appurtenant or in gross, acquired through gift, purchase, devise, or bequest imposing limitations or affirmative obligations, the purposes of which include retaining or protecting natural or open-space values of real property, assuring its availability for agricultural, forestal, recreational, or open-space use, protecting natural resources, maintaining or enhancing air or water quality, or preserving the historical, architectural or archaeological aspects of real property.”

Conservation easements may be donated by landowners to public bodies and/or non-profit conservation organizations (with potentially significant tax benefits); may be purchased by governing bodies or private entities (sometimes referred to as the purchase of “development rights”); or may be “leased” by government bodies through a provision in the Code that allows short term easement acquisitions of as little as five years.

Limited Development

Limited development is a “custom” approach to a particular property which combines conventional or cluster zoning provisions with the use of conservation easements so as to achieve an optimal combination of land preservation and development value to the landowner.

3. Summaries of the Public Meetings

PRICES FORK VILLAGE PLAN
MONTGOMERY COUNTY, VIRGINIA

Kick-Off Workshop for the Prices Fork Village Plan
“Create The Vision”

March 19, 2005
8:30 a.m. to 3:15 p.m. at the Grange

NOTES FROM FLIPCHARTS

1. WHOLE GROUP BRAINSTORMING (strengths, opportunities, threats, weaknesses)

STRENGTHS/OPPORTUNITIES

- ⌘ Tight knit community – will attract people in the future – want to see it stay that way
- ⌘ Natural beauty of surroundings – fields, forests
- ⌘ Close proximity to Blacksburg and services
- ⌘ Historic context of the Village – why and how it developed and grew; It's "Reason for Being". Newcomers often unaware of its history (have descendants of Hessian soldiers in community)
- ⌘ Affordable homes (Land is cheaper but not always houses)
- ⌘ The Prices Fork School and its reputation
- ⌘ Recreation on New River and surrounding area
 - Kayaking, hunting, fishing, biking
- ⌘ Blacksburg is one of the top 50 cities in U.S. to live in
 - (The secret is out, will create growth pressure)
- ⌘ High school is one of top 25 in the U.S.

WEAKNESSES/THREATS

- ⚡ Development
- ⚡ The University (strength and weakness) attracts growth to the area
- ⚡ Traffic – Volume and existing road infrastructure
- ⚡ Threat of creating a "bedroom community" – already partly there
- ⚡ Tech gives stable economy but has a lot of untaxed land in the County (40% of all land in County is untaxable)
 - Sales tax provides some income – but sales taxes is about one quarter as large as the real estate taxes in the County
 - Tech reduces out-migration of the younger generation

- ⚡ Tech is a big question mark – Community frustration over land swap in the 1980s
 - Tech said it is going to keep student population stable, but it will bring more graduate students which will put pressure on housing in the surrounding area

- ⚡ Can't walk on any of the roads in the Village – kids can't walk to school – lack of bike/pedestrian links
- ⚡ Tech's Corporate Research Center – works to develop businesses, but they don't pay taxes
- ⚡ County has asked State to look at amount of taxable land in the County
- ⚡ Can we influence what Tech builds on its land?
 - Technically, County has no formal control but considerable influence
 - The Village Plan makes it less likely that State will ignore County
 - Town may reconsider Southgate extension in order to channel roads and traffic to Corporate Research Center
 - Corporate Research Center may "incubate" new companies that will ultimately expand into surrounding area
 - Tech makes some limited contributions for use of County's facilities

- ⚡ Could we zone Tech's land against commercial land?
 - Yes – this doesn't preclude Tech overriding the zoning as long as they own it. BUT – it could control the land if there was a future land swap with private developers.
 - A plan could also influence the Tech to work with the County

- ⚡ Existing Tech building in village are already research related – this use could expand

- ⚡ Tech could buy Wall Farm or other areas and build research there
 - However, it's not in Tech's Master Plan to expand beyond areas they already own

2. SMALL GROUP MAPPING EXERCISE (Treasured Places, Areas to Protect, Areas to Change/Improve)

GROUP 1

Treasured Places

⚡ Historical District:

- Extend through Fork, Schoolhouse
- through trailer park
- Johnson property

⚡ Also for Preservation:

- Wall Farm
- Price's Mountain (view)
- New River
- Various Cemeteries
- View of drive when entering village (scenic)
- Prices Railroad and tunnel
- "Lover's Leap"

Protect From Change:

⚡ Scenic Drive from Price's Fork to River

⚡ No traffic lights

⚡ Do not widen Price's Fork Road

⚡ Keep separation between town and village

⚡ Mrs. Kinner's 59 acres (will donate to Tech)?

⚡ School (protect)

Change/Improve:

- ⌘ Thomas Lane – needs outlet
 - traffic management/alternative connections on Prices Fork Road
- ⌘ Clean Up Fork Area
 - make community park

GROUP 2

Treasured Places

- ⌘ School
- ⌘ Entrance to Price's Fork
- ⌘ Church
- ⌘ Grange
- ⌘ "Fork" store – don't take it away
- ⌘ Price's Fork Elementary School – re-use building if it can't be an elementary school

Protect From Change

- ⌘ Creek/Mountain – protect from high amount of development
- ⌘ The Fork – historical structures
- ⌘ School still in Village
- ⌘ If school moves, use current school property as park/green space
- ⌘ Scenic views along Price's Fork Road – support Agricultural uses
- ⌘ Not residential development – school is OK

Change/Improve

- ⌘ Connect Montgomery Farms to Blacksburg Middle School and Price's Fork Elementary School by Bike Trail
- ⌘ Improve Thomas Lane/Entrance into Montgomery Farms

- €# Add second access to Montgomery Farms
- €# Bypass road to south of Village
- €# Improve Parkland – connect to Hethwood trail
- €# Cluster development instead of 6 to 8 acre lots spread over mountainside

GROUP 3

Treasured Places

- €# Old Fort Property (Wolfhouse)
- €# School (elementary)
- €# Gateway to Price's Fork (historic houses)
- €# Snuffy's!
- €# View of Brush Mountain
- €# View of Price Mountain

Protect From Change

- €# Rural nature of Brookfield Road
- €# Wetlands
- €# Farmland (Thornhill, MacDonald and Virginia Vaughn, Virginia Tech land)

Change/Improve

- €# Thomas Lane – especially to be widened for fire/emergency vehicles
- €# Merrimac and Price's Fork Road intersection
- €# Thomas Lane and Price's Fork Road intersection
 - people pass cars turning onto Thomas by going through ditch
- €# Slow down the McCoy Road/Tucker Road intersection

- ⚡ Create Price's Fork Bypass to slow down Price's Fork Road traffic and to create alternate route for commuters going to Blacksburg and Radford
 - -growth corridor?
- ⚡ Extend Shepard Drive and direct development there
- ⚡ Add Thomas Lane bypass
- ⚡ Add houses along a Thomas Lane bypass (leaving Thornhill, Virginia Vaughan, MacDonald Farms open)

3. SMALL GROUP VISIONING EXERCISE (Describe Vision for Prices Fork in 20-25 years)

VISION – Group 1

- ⚡ Preservation and restoration of history in Price's Fork
- ⚡ Have local history in the schools so next generation will grow up knowing it.
- ⚡ Interpretive programs/markers to show history
- ⚡ Not a lot of large scale commercial development (e.g. mall "big box")
- ⚡ Some small new development that "fits in" and defines Price's Fork as a village – "anchors it"
- ⚡ Art museum – Music – local Appalachian cultural activities – "concerts in the Park"
- ⚡ Community Park, family gathering place (act as "anchors" for community)
- ⚡ Welcome Sign and clear limits or entry into Village
- ⚡ A sense that you're entering the Village
- ⚡ People that know each other – know their families (bring food when you're sick)
 - not a transient place
- ⚡ A place where generations grow up and stay
- ⚡ Continue Mom & Pop stores – no "Troutville"
- ⚡ Less Traffic (may mean new roads)
 - slow existing traffic
- ⚡ More family activities
 - Something like the Price's Fork Fair
- ⚡ Village starts at Merrimac Road East
- ⚡ Want to control destiny – have governance and town meetings
- ⚡ OK to have most folks work outside the Village

- ⚡ Want to see community grow – will add vitality
- ⚡ Growth that is scaled appropriately to school capacity
- ⚡ Elderly housing – All age groups in the Village

- ⚡ Maintain a community school in the Village
- ⚡ The building, the site and the function of the school are important, but maybe OK if they have to go to new school in the future.
- ⚡ Keep road narrow but slow traffic down
- ⚡ Plan for affordable housing – use creative planning techniques

VISION - Group 2

- ⚡ Keep it the way it is – historical
 - Thomas lane improved
- ⚡ Children have sense of place
 - are valued
 - know history
- ⚡ Rural heritage (scenic views)
- ⚡ Natural Resources (forest, mountain views, wildlife)
- ⚡ Place to come home to
- ⚡ Rural history is rich
- ⚡ Country living
- ⚡ Know/recognize people
- ⚡ Want people to contribute – not bedroom community
- ⚡ Places to eat and offices (doctors)
 - Provide something so you don't have to go to Blacksburg
- ⚡ Don't have people move in just because of land availability
- ⚡ Little business area (few things available)
- ⚡ Safe place
- ⚡ Self-contained village
- ⚡ Parks, trails
 - connectivity (especially Phillips Acres and Montgomery Farms)
- ⚡ Community Advisory Board

- control appearance, signage, etc.
- type of house built, setbacks (Planning Commission)
- ≠# Build lower density toward village and higher density toward Blacksburg
- ≠# Virginia Tech property should maintain Agricultural tradition

- ≠# Question about closing Tucker Road
- ≠# Additional roads connect to Merrimac and Southgate
- ≠# Some intensification but pattern new architecture after the historical district

VISION - Group 3

- ≠# Cultural Attraction
- ≠# Pastoral sense of community
- ≠# Park
- ≠# Scenic Trail
- ≠# Managed Growth – some clustered development
- ≠# Open Space – large lot/common space with small lots
- ≠# Lot Diversity
- ≠# Preserve History
- ≠# Connectivity (Southgate "parkway")
- ≠# NO Industrial Park
- ≠# Affordable Housing
- ≠# Daycare – enhance village services
- ≠# Improve Mobility
 - footpaths to schools, connect community
- ≠# Nature Center
- ≠# Post Office

PRICES FORK VILLAGE PLAN
MONTGOMERY COUNTY, VIRGINIA

Workshop II for the Prices Fork Village Plan
“Refine the Vision”

April 16, 2005
8:30 a.m. to 1:00 p.m. at the Grange

NOTES FROM FLIPCHARTS

1. WHOLE GROUP DISCUSSION
(Vision Statement)

1. DISCUSSION ON DRAFT VISION STATEMENT

- ⚡ General agreement with opening Statement on the community
- ⚡ The school should stay in the center of the community – it gives the village identity – it's how you give someone directions on getting to Prices Fork.
- ⚡ Widening of prices Fork Road has created a "speedway"
 - Look at calming such as where Prices Fork road comes into Rt. 114
- ⚡ Rumble strips area a 2-edged sword – slow traffic but could keep residents up at night
- ⚡ Concern that we are creating a nice vision but there is nothing to stop Blacksburg from annexation of the Village.
 - Need to add a statement about other jurisdictions respecting Prices Fork's ability to control its own future.
 - Mayor of Blacksburg has said that the Town has not interest in annexing Prices Fork (could change in future – but the County serves the village with Water and Sewer and this would make it very hard for Blacksburg to annex without County's permission)
- ⚡ How do we do we deal with the need for school to expand its site? – Could it move from the site but stay in the village somewhere?
 - School is looking for 16 ac. (it is now on a 9 ac. site)
- ⚡ Need to consider what happens to the site if the school moves off it
- ⚡ Draft Vision does good job of capturing the spirit and intent of the groups from the last meeting.

- ⚡ Is it possible to forge an agreement with Town of Blacksburg to forestall annexation for a period of time (25 yrs. or so)?
 - Could be pursued, also, the Town could formally adopt the Village Plan as part of its Comprehensive Plan.
- ⚡ Do we have population numbers and projections for the Village
 - Current population in study area is approximately 800-1000
 - Roughly, the population could be assumed to double in 25 years or so
 - The plan shows a "buildout" scenario which is considerably beyond the time frame of the plan.
- ⚡ Consider fire and rescue, fiber optics and telecommunication issues in the final Plan

2. DISCUSSION ON TREND & ALTERNATIVE SCENARIOS – Whole Group

- ⚡ Make sure trail system is linked to the Fox Ridge and Huckleberry Trail systems.
- ⚡ Who will regulate housing types and who will address service and utility needs resulting from anticipated growth?
 - Homeowner's Associations would have a role in a governance within the new neighborhoods
 - County zoning would regulate the development character – depends on how aggressively you want to manage it.
(County already has some guidelines)
- ⚡ Need to consider Public Transit to Prices Fork
- ⚡ Jeannie Strosser opinion on Alternative Scenario – Feasible as shown in the alternative; housing costs driven by land value and amenities increase costs
- ⚡ Elder Housing could be a possible future use for old Prices Fork School (conversion)
- ⚡ We need to define "affordable" housing
- ⚡ Public transit will grow in importance as the price of gas goes up
 - o Consider adding parking in village core, etc.
- ⚡ Consider how to do a historic district overlay (pros and cons of Architectural Review Board, effect on property owners, etc) – limit area to historic district

2. DISCUSSION ON TREND & ALTERNATIVE SCENARIOS – Small Groups

GROUP 1

- ⚡ Concern about Sewer Line on Johnson property next to school
- ⚡ Possibility that a developer may offer land for school as proffer
- ⚡ Mrs. Kinnear's Donation to Virginia Tech – could this area be a community park?
- ⚡ Realistically determine new site for school – on Tech land?

- ⚡ Protect school building as community center (if it moves)
- ⚡ Suggestion of Trees and Curbs on Prices Fork Road to create a tight corridor to slow traffic
- ⚡ No traffic signal in old village
- ⚡ Make traffic signals pole – mounted, not wire-mounted
- ⚡ Entry points – key in defining this place
 - Two types of village entries: Primary at Highway entrances (include traffic calming), and Secondary at entry to historic core (include interpretive markers)
 - Put in Historical marker ASAP

GROUP 2

- ⚡ A lot of it is predicated on what happens with school
 - prefer to build new school without taking or condemning land
- ⚡ Kinnear property option for alternate school site
- ⚡ Tech property is another alternative
- ⚡ Current school – develop as a museum (coalmines, Appalachian history)
 - This building is still important
- ⚡ New building for school should be consistent with village
- ⚡ School has already been saving pictures, etc. towards museum – type display
- ⚡ Tech Property – research facility
 - Single story, use in connection with elementary school – hands-on technology
 - Still appear "agricultural" in architecture
- ⚡ Location of secondary road seems to make sense
- ⚡ Research Facility on Tech land – No Big Structures
- ⚡ Maintain current scale for any new buildings 2- 3 stories max.
- ⚡ Highlight "Fork" - landscaping, marker noting Prices Fork
- ⚡ Not "New England Village" – too formal
- ⚡ Diversity of types of structures, building materials, Eclectic!! Hard to write guidelines for that
- ⚡ Set backs – not too far back, not necessarily consistent (don't want row of buildings)
- ⚡ Streetscape – old trees were important point of entry
- ⚡ Tech property – food services – combo research and commercial – handcrafted cheese, wine, etc.
 - grow food that's served at local restaurants – organic supply to Gillie's, etc.

- Floyd's model of "incubator" program –small businesses related to organic agricultural products. Not residential development

GROUP 3

- ⌘ What percent of certain housing types?
 - multi-family/Single Family, etc.
- ⌘ Who will maintain roads?
- ⌘ Influence government agencies – to adopt vision
 - incorporation
 - zoning
 - comeback to Prices Fork village committee with new development for approval
 - Agreement with Blacksburg – good for 25 years
 - Talk to VDOT (Southgate extension, size of Prices Fork Road)
- ⌘ Housing Densities
 - Gross levels
 - Cluster Developments
- ⌘ Development of ad-hoc group. County supports with funding (matching funds)
- ⌘ Annual Meetings – something to tune in residents with Planning Commission
- ⌘ Promote civic projects (Grange) lead
- ⌘ Housing Types
 - No Fox Ridge types
 - Housing for families, couples – especially towards village
 - If student housing – locate toward Blacksburg sections of higher densities (couples, grad students?)
- ⌘ Where to put school?
 - Off road
 - Preference is current site but must be tied to other development with roads and trails
 - Acquiring adjacent land for school– see whether rented or not
 - Renovate IF not too expensive and feasible
 - Use old building as community facility – library, senior center, daycare?
- ⌘ How Urban should the village look?
 - maybe shop/housing combo
- ⌘ VT Research Activity on their land?
 - feasible

PRICES FORK VILLAGE PLAN

MONTGOMERY COUNTY, VIRGINIA

Workshop III for the Prices Fork Village Plan
“Affirm the Vision”

May 7, 2005
8:30 a.m. to 1:00 p.m. at the Grange

NOTES FROM FLIPCHARTS

REVISED VISION

⚡ There was general affirmation of the revised Vision statement, as written and presented.

REVISED PLAN

⚡ The traffic alignment at Walnut Springs/Merrimac Road is an issue – it will need detailed planning and gateway design.

⚡ Montgomery Farms needs another way out

- The Comprehensive Plan is calling for that and it can get that eventually.

⚡ Opportunity to dovetail this plan with P.S.A. planning to be aware of future needs, such as protecting future groundwater by planning for Water and Sewer.

⚡ What protection does the Comprehensive Plan have from future changes?

- The Plan is a guide, not a law, BUT, it reflects the will of the community –it cannot be changed without a public process and public hearings
- The Plan will be on the web too and any proposed changes will be posted on the web and a letter sent to the Advisory Committee members if there are any proposed amendments.

⚡ Opportunity for Montgomery Farms connection to the future Southgate Parkway – not to provide a cut-through, but to allow people from Montgomery Farms in and out without going through the Village.

⚡ Need to do an analysis overlay of land that is developable in the area

- The County did a preliminary analysis of development constraints at the start of the process, and will include it in the final report.
- ⚡ Concern that surrounding farmland can't be farmed profitably and don't want to be locked in" to preserving it and taking out potential for developing it at a future date
 - There is an opportunity to change Comp. Plans every 5 years as conditions change
 - The plan doesn't imply that areas outside the Village couldn't develop under their existing zoning
- ⚡ Concern that Purchase of Development Right programs benefit a current generation but burden future generation with a lack of options on their land.
- ⚡ Include a statement in the plan that development of the village will create development pressure on surrounding farmland

DRAFT POLICY FRAMEWORK

- ⚡ The participants reviewed a series of draft policies as part of a Draft Policy Framework.
- ⚡ Specific recommendations for wording on selected policies were made on an enlarged version of the document taped to the wall.
- ⚡ The recommendations will be incorporated into a revised Policy Framework

SCHOOL

- ⚡ County is looking at options for downsizing its school standards so the new school could fit on the current site – alternatively, it is also looking at a new site around the Village, such as VA. Tech land.
- ⚡ Can the County justify expenditure on a community center?
- ⚡ Can the community have right of first refusal if school site is put up for private sale?

PRICES FORK ROAD

- ⚡ How will left turns from Merrimack Road to Prices Fork road work at full buildout?
 - Will need to align McCoy and Merrimack Road
 - Will need a separate “gateway” design study for that intersection.

TRANSPORTATION

- ⚡ Should new the "Main Street" shown on the plan cut through Montgomery Farm and connect to Thomas Lane?
 - Bike path is O.K., but don't want major road connection through Montgomery Farms

WHAT HAPPENS NEXT?

- €# Consultants will compile the results of the meeting into a "Draft Plan Framework"
- €# County Staff will send copies of the Draft Plan Framework to all participants
- €# Staff will develop a formal draft of a Comprehensive Plan Amendment based on the Village Plan
- €# The draft Comprehensive Plan Amendment will go to the Planning Commission and Board of Supervisors for formal review.
The Prices Fork Village Plan and Comprehensive Plan Amendment will not need to wait for other County Village Plans to be completed before it is adopted.