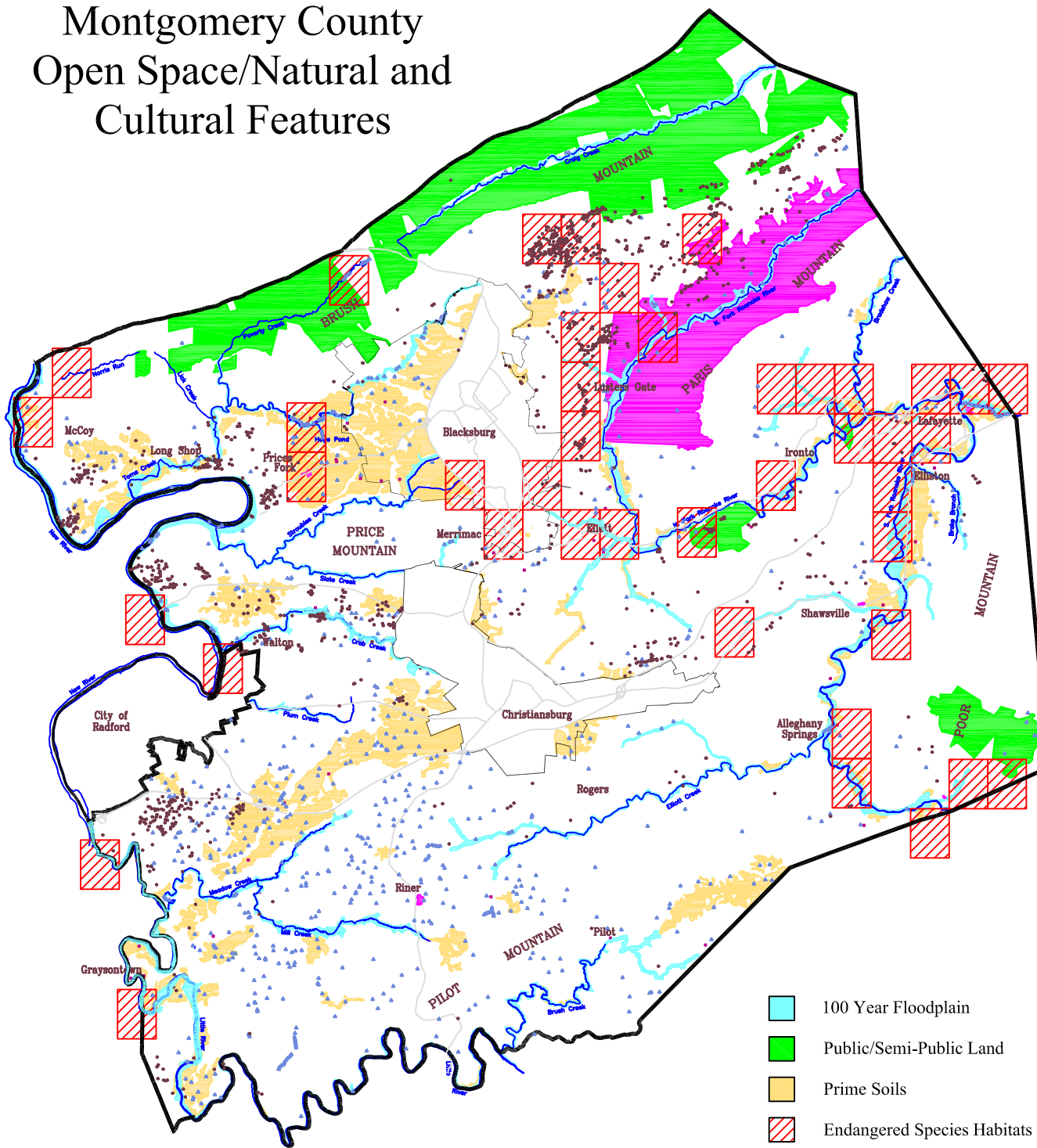


**Blacksburg 2046:  
Administrative Manual  
Section B**

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**Supplemental Chapter Information**

# Montgomery County Open Space/Natural and Cultural Features



Map prepared by the New River Valley Planning District Commission, 1995.  
Sources: Montgomery County E911 mapping provided by Anderson & Associates; U.S. Dept. of Agriculture, Soil Conservation Service, 1980; Dept. of Conservation and Recreation, Division of Natural Heritage, 1993; FEMA FIRM maps; Montgomery County Planning Department; VirGIS; VA Dept. of Mines, Minerals & Energy; VA Dept. of Game and Inland Fisheries, 1994.

0 2.5 mi. 5 mi.

- 100 Year Floodplain
- Public/Semi-Public Land
- Prime Soils
- Endangered Species Habitats
- Historic Sites
- Historic Districts
- Karst Features
- Wetlands

## Administrative Directive

Title: Town of Blacksburg Recycling Program		Index Number: 00003-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 1 of 1

### Purpose

This policy is established to formalize a long standing internal recycling program within all Town government operated facilities.

### Directive

#### Applicability

1. This policy shall apply to all facilities owned and operated by the Town of Blacksburg.
2. This policy shall require the placement of containers for the recycling of all mixed paper (cardboard, printing/copy paper, notepads, envelopes, magazines, newspaper, etc), co-mingled containers (plastic, aluminum, glass, etc.), toner cartridges, portable electronics (cell phones and pagers) and batteries (rechargeable and alkaline) in all facilities.
3. This policy shall also require the recycling of all computers and large electronics equipment used in all facilities.

#### Goals & Targets

1. The goal of this policy is to facilitate the reduction of waste and toxins generated from the use of ongoing consumable products by building occupants and building operations that are hauled to and disposed of in landfills.
2. The Target of this policy is to re-use or recycle 50% of the ongoing consumables waste stream.

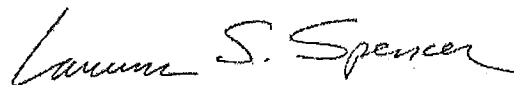
### Procedure to Accomplish Directive

1. All town buildings and facilities currently have in place the recycling containers required by this policy.
2. The Environmental Manager shall conduct a waste stream audit of each building's entire ongoing consumables waste stream. The audit's results shall be used to establish a baseline that identifies the types of waste making up the waste stream and the amounts of each type by weight or volume.
3. The Environmental manager shall conduct an annual recycling audit at each building to verify diversion performance.

### Responsibility and Authority


The Environmental Manager shall be responsible for administering all aspects of the internal recycling program.

Approved as to Legal Sufficiency:

  
Town Attorney

09/30/2008  
Date

Approved:

  
Town Manager

09/30/2008  
Date

## Administrative Directive

Title: LEED		Index Number: 00004-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 1 of 2

### Purpose

This policy is established to adopt the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating System as a requirement for new construction and major renovations of Town of Blacksburg owned facilities.

### Directive

#### Applicability

1. This policy shall apply to all new construction and major rehabilitations to existing town buildings whenever the gross occupied area of the building is equal to or greater than five thousand (5,000) square feet.
2. The policy shall require that all qualifying projects shall achieve LEED-NC Silver certification, or higher.

#### Qualifications of Design Professionals

1. Design and project management teams for all qualifying projects shall include a LEED accredited professional (LEED-AP) which is involved directly in the day-to-day management of the project.
2. Criteria for choosing designers, architects, construction managers, and consulting teams shall include demonstrated knowledge of sustainable building practices in their specific fields, and as applicable, a familiarity and experience with life cycle cost analysis (LCCA) and LEED Green Building Rating Systems.

#### Performance Measurement & Verification

1. Projects achieving LEED-NC certification under this policy shall include requirements for monitoring applicable equipment and systems to ensure they are installed properly and perform according to the design intent. This equipment performance monitoring shall be achieved by requiring enhanced building commissioning during the design, construction and initial operation period (10-months) by an independent commissioning authority.
2. Projects achieving LEED-NC certification under this policy shall include requirements for monitoring building energy performance for a period of no less than one year of post-construction occupancy. This energy performance monitoring shall be achieved through the development and implementation of a building energy Measurement & Verification (M&V) Plan.

### Procedure to Accomplish Directive

All Requests for Proposals for professional A/E services for new construction and major building renovations greater than five-thousand (5,000) square feet in gross occupied area shall 1) include the requirement for the project to achieve LEED-NC certification rating at the Silver level; 2) include the requirement for the A/E to have a LEED-AP on their staff; 3) include qualifications and experience requirements for demonstrated knowledge of sustainable design practices; 4) include a requirement for enhanced building commissioning from design through the initial operation period; and 5) shall include a requirement for a building energy Measurement & Verification (M&V) Plan.

A team approach to design and construction shall be established to assure the development and implementation of an integrated building and site design that aligns with and enhances the sustainable building design ideals of each project. The team philosophy shall successfully combine the talents of the various team members to reach the common goals of the project. The Project Team shall be inclusive of all applicable building design, construction and operations staff who shall be directly involved in all aspects of the project from initial conception through occupancy.

Title: LEED		Index Number: 00004-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 2 of 2

### Responsibility and Authority

The Town Manager shall be responsible for the administration of this directive through the appointment of a Project Manager. The Project Manager shall be responsible for establishing the Project Team in accordance with the team approach and ensuring that all sustainable building project requirements are met in the execution of the project.

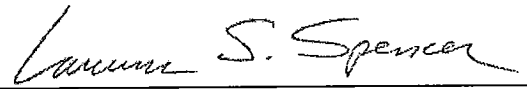
### Definitions

The LEED Green Building Rating System refers to the most recent version of the LEED for New Construction and Major Renovations (LEED-NC).

### Exceptions


The Blacksburg Town Council may make a determination that such certification is not in keeping with the use or purpose of the building or is otherwise inappropriate.

Approved as to Legal Sufficiency:

  
Town Attorney

09/30/2008  
Date

Approved:

  
Town Manager

09/30/2008  
Date

## Administrative Directive

Title: Green Fleet Policy		Index Number: 00005-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 1 of 3

### Purpose

This Green Fleet policy is established to promote environmentally friendly vehicle purchases and vehicle operating practices.

### Directive

#### Applicability

1. This policy shall require a review of every new vehicle purchase request to ensure that the requested vehicle is appropriately sized for the duty requirements with an emphasis placed on purchasing smaller more energy efficient vehicle as is appropriate.
2. This policy shall require, to the maximum extent practicable, the purchase of Green Vehicles (low-emitting, fuel efficient, hybrid, electric, or that use an alternative fuel) for all new vehicle purchases, as appropriate to the duty requirements of each vehicle.
3. This policy shall adopt an Anti-Idling policy prohibiting Town of Blacksburg employees from idling Town owned or operated vehicles for an excessive period of time. This provision shall not apply to fire apparatus during a fire suppression operation, other emergency vehicles at an emergency scene or police vehicles conducting traffic stops or other emergency police operations. This Anti-Idling policy shall require the following:
  - a. No Town owned or operated vehicle or piece of equipment shall be idled in a non-emergency situation.
  - b. For diesel powered engines, vehicles may be idled for the purpose of start-up for a period of five (5) minutes when the ambient temperature is more than 32 degrees F.
  - c. If the outside temperature is between 32 degrees F and minus-10 degrees F, idling to operate defrosters and heaters is permitted for no longer than fifteen (15) minutes.
  - d. There is no time restriction on idling if the temperature is below minus-10 F.
  - e. Idling is permitted if it is necessary to operate defrosters, heaters, air conditioners or other equipment for safety and health considerations.
  - f. Idling is permitted if it is necessary to verify that a vehicle is in safe operating condition as part of the daily pre-trip vehicle inspection, or as otherwise required for maintenance purposes.
  - g. Idling is permitted if it is necessary to keep a vehicle or a piece of equipment running to perform a job function, such as waiting in a cue at the landfill/recycling area, emergency lights at work zones, or running construction equipment. Employees shall use common sense and recognize when the vehicles and equipment should be turned off.
4. This policy shall promote the importance of Good Driver Habits to keep vehicles in optimal operating condition and to operate vehicles efficiently.

#### Monitoring of the Green Fleets Policy

This policy shall require the formation of Fleet Management Review Committee to monitor compliance with the provisions of the Green Fleet policy. The Town Manager shall appoint members of this Review Committee, with representations, to include but not be limited to, the following:

- Public Works Operations Superintendent
- Public Works Fleet Operations Supervisor

Title: Green Fleet Policy		Index Number: 00005-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 2 of 3

- Public works Environmental Manager
- Purchasing Agent
- Police Department
- Fire Department
- Rescue Department
- Parks & Recreation Department
- Blacksburg Transit

#### Procedure to Accomplish Directive

1. The Fleet Management Review Committee shall review all new vehicle purchase requests for conformity to the Green Fleet policy and shall make a recommendation to approve the purchase, or reject the purchase and provide a recommended alternative.
  - a. An appeals process shall be established that includes a requirement for appeals to be made in writing to the Review Committee accompanied by appropriate documentation. Valid reasons for an appeal include:
    - i. The appropriate Green Vehicle is not in stock and cannot be purchased within a reasonable time frame.
    - ii. The incremental cost of the available Green Vehicle significantly exceeds the full life-cycle savings that would accrue from the acquisition of the Green Vehicle.
    - iii. The vehicle's operational duty requirements cannot be met with a Green Vehicle.
  - b. Decisions of the Review Committee may be appealed to the Town Manager for final administrative determination.
2. The Town of Blacksburg Biodiesel Implementation Plan - Converting from Petrodiesel to B20 Blend Fuel, dated April 11, 2007, shall be a part of this policy by reference. This plan requires the use of B20 blend biodiesel fuel in all diesel fueled vehicles assigned to the Public Works department and the Parks & Recreation department. This plan also addresses a demonstration project using two Blacksburg Transit vehicles operating with B20 biodiesel fuel. The Fleet Management Review Committee shall investigate the expansion of the Biodiesel Implementation Plan to include the remainder of diesel fueled vehicles in the Town fleet.
3. The Fleet Management Review Committee shall promote Good Driver Habits that address "driving green" tips and general maintenance tips to improve efficiency and mileage. These Good Driver Habits shall be provided to all Town of Blacksburg employees required to operate a Town owned or operated vehicle.

#### Responsibility and Authority

1. The Fleet Management Review Committee shall be responsible for the administration of this Green Fleet policy and communicating the requirements of this policy to all Town departments, in coordination with the Environmental Manager.
2. Department Heads shall be responsible for complying with this Green Fleet policy for all vehicle purchase requests and ensuring that all employees assigned to their department comply with the Anti-Idling policy.
3. The Financial Services department shall be responsible for bringing all vehicle purchase requests to the attention of and for review by the Fleet Management Review Committee.

#### Definitions

- |                         |  |
|-------------------------|--|
| Green Vehicle:          | Vehicles that are low-emitting, fuel efficient, hybrid, electric, or that use an alternative fuel.   |
| Low-emitting vehicle:   | Vehicles classified as zero-emission vehicles (ZEV) by the California Air Resources Board.   |
| Fuel efficient vehicle: | Vehicles that have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy annual vehicle-rating guide. |

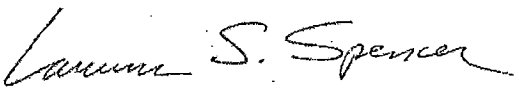
Title: Green Fleet Policy		Index Number: 00005-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 3 of 3

Hybrid Vehicle: Vehicle that is propelled by two or more sources of power, usually a battery and an internal combustion engine.

Electric Vehicle: Vehicle that operates solely on electricity.

Alternative Fuel Vehicle: For the purpose of this policy, any vehicle operated using fuel that is substantially non-petroleum in nature (typically E85 ethanol, or B100 biodiesel) or partially non-petroleum in nature (typically B5 or higher biodiesel).


Approved as to Legal Sufficiency:

  
Town Attorney

09/30/2008

Date

Approved:

  
Town Manager

09/30/2008

Date



## Administrative Directive

Title: Green Commuting		Index Number: 00006-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 1 of 2

### Purpose

This policy is established to promote Green Commuting opportunities for Town of Blacksburg employees and to provide incentives for employees to participate.

### Directive

#### Eligibility

1. All Town of Blacksburg employees, both full-time and part-time, are eligible to participate in this policy.
2. For the purpose of this policy, Green Commuting opportunities include carpooling, walking, biking, taking public transportation, and commuting in a Green Vehicle.

#### Goals & Targets

1. The goal of this policy is to encourage employees to use Green Commuting opportunities to reduce the impact on the environment, reduce employee transportation costs, and promote employee health and fitness.
2. The Target of this policy is for a minimum of 20% of the eligible workforce participate in Green Commuting opportunities by the end of calendar year 2010.

#### Benefits Program

1. Public Transportation: This policy authorizes Blacksburg Transit to provide unlimited ridership year-round on all Blacksburg Transit routes to all eligible Town of Blacksburg employees displaying a valid Town of Blacksburg employee badge.
2. Carpooling and Green Vehicles: This policy authorizes the establishment of priority parking spaces at all Town government facilities for employees who carpool to work with other Town of Blacksburg employees and for employees who commute to work in a Green Vehicle.
3. Walking/Biking to Work: This policy authorizes the issuance of rewards for employees walking and/or biking to work as a part of the existing employee "BeTuff" program.

#### Procedure to Accomplish Directive

1. Blacksburg Transit shall coordinate with the Human Resources office and the Financial Services department to establish the procedures necessary to financially account for the transportation services provided to eligible Town of Blacksburg employees.
2. The Human Resources office and Blacksburg Transit shall establish procedures in support of a Town of Blacksburg Employee Carpooling program or shall work with the regional Planning District Commission (PDC) to coordinate Town participation in the PDC's existing Rideshare Program. Signage granting priority parking for Carpool Vehicles and Green Vehicles displaying a TOB issued hang tag shall be placed at designated employee parking areas at all Town facilities, where appropriate. In instances where signage is not appropriate, the TOB issued hang tags may be used to authorize personal vehicles to park in spaces reserved for official town vehicles and/or the public.

Title: Green Commuting		Index Number: 00006-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 2 of 2

3. The Human Resources office shall include employee benefits for walking and/or biking to work as part of the existing "BeTuff" program. This incentive program shall address frequency of walking/biking to work requirements and shall stipulate program rewards.

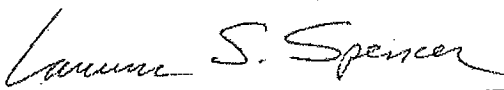
#### Responsibility and Authority

- Each Department Head shall be responsible for communicating this Green Commuting policy to departmental employees and reporting participation figures to the Environmental Manager on or about September 1<sup>st</sup> of each year.
- Blacksburg Transit shall be responsible for administering all aspects of the Public Transportation program for Town of Blacksburg employees.
- The Human Resources office and Blacksburg Transit shall be responsible for administering the Carpooling program.
- The Human Resources office shall be responsible for administering the walking/biking to work incentive program as part of the existing Be Tuff program.

#### Definitions

- Green Vehicle: Vehicles that are low-emitting, fuel efficient, hybrid, electric, or that use an alternative fuel.
- Low-emitting vehicle: Vehicles classified as zero-emission vehicles (ZEV) by the California Air Resources Board.
- Fuel efficient vehicle: Vehicles that have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy annual vehicle-rating guide.
- Hybrid Vehicle: Vehicle that is propelled by two or more sources of power, usually a battery and an internal combustion engine.
- Electric Vehicle: Vehicle that operates solely on electricity.
- Alternative Fuel Vehicle: For the purpose of this policy, any vehicle operated using fuel that is substantially non-petroleum in nature (typically E85 ethanol, or B100 biodiesel) or partially non-petroleum in nature (typically B5 or higher biodiesel).


Approved as to Legal Sufficiency:

  
Town Attorney

09/30/2008

Date

Approved:

  
Town Manager

09/30/2008

Date

Title: Alternative Work Schedule		Index Number: 00007-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 1 of 2

**Purpose**

This policy is established to promote general work efficiencies by permitting departments to allow designated employees an alternative work schedule (AWS) instead of the traditional work schedule where all employees work an identical time schedule and/or all employees work an eight (8) hours per day forty (40) hours per week shift.

**Directive**

**Eligibility**

1. All full-time benefit employees required to work forty (40) hours per week, two thousand eighty (2080) hours per year are considered eligible employees for the purpose of this policy.
2. Part-time employees working less than eight (8) hours per day, forty (40) hours per week, or two thousand eighty (2080) hours per year may participate at the discretion of the department head.

**Goals & Targets**

1. The goal of this policy is to enable employees to have work schedules that help the employee balance work and family or personal responsibilities, and reduce individual vehicle commutes.
2. The Target of this policy is for a minimum of 20% of the eligible workforce participate in alternative work schedules by the end of calendar year 2010.

**Procedure to Accomplish Directive**

1. Department Heads shall designate positions within their department where the implementation of alternative work schedules would not adversely impact departmental operations/services and advise employees in these positions that they are eligible to participate in alternative work schedules.
2. An alternative work schedule plan shall be developed by each department identifying the designated positions and the alternative work schedule for each. Where applicable, departmental plans shall identify the "Core Hours" and the "Flexible Hours" for the alternative work schedules.
3. On an annual basis, Department Heads shall provide the Environmental Manager with the number of employees participating in alternative work schedules within their department. This communication shall be on or about September 1<sup>st</sup> of each year.

**Responsibility and Authority**

The Department Head shall be responsible for the administration of this directive within their department.

**Definitions**

AWS:	Alternative Work Schedule
Core Hours:	The designated period of the day when all employees must be at work.
Flexible Hours:	Part of the work day when employees may choose their time of arrival and departure.
Eligible Work Force:	Total number of full-time benefit employees working for the Town of Blacksburg.

Title: Alternative Work Schedule		Index Number: 00007-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 2 of 2

Approved as to Legal Sufficiency:

Lauren S. Spencer  
Town Attorney

09/30/2008  
Date

Approved:

M. Val  
Town Manager

09/30/2008  
Date

## Administrative Directive

Title: 30% Post Consumer Recycled Content Paper		Index Number: 00008-08
Date of Adoption: 09/30/2008	Date of Revision:	Page 1 of 1

### Purpose

This policy is established to require a minimum post-consumer recycled content for office paper use, consistent with current federal government policy.

### Directive

#### Applicability

1. This policy shall apply to everyday office paper use in all Town of Blacksburg government facilities.
2. All office paper subject to this policy shall be a minimum 30% post-consumer recycled content.

#### Goals

The goal of this policy is to help create a demand for post-consumer waste paper, to support markets for recyclables, to lessen the town's impact on the environment, and to help preserve the earth's natural resources.

### Procedure to Accomplish Directive

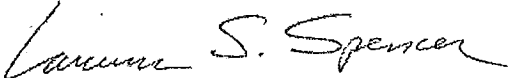
1. The Environmental Manager will coordinate with the Purchasing Agent to identify everyday office paper products meeting the 30% post-consumer recycled content requirement.
2. All purchases of everyday office paper made after the effective date of this policy shall be restricted to the products meeting the 30% post-consumer recycled content requirement.
3. The Purchasing Agent shall certify in a report to the Environmental Manager that all everyday office paper use purchased and stocked in the Purchasing Warehouse during the previous year met the 30% post-consumer recycled content requirement. This certification shall be made on or about September 1<sup>st</sup> of each year.

### Responsibility and Authority

The Purchasing Agent shall be responsible for ensuring that all of the purchases of everyday office paper use stocked in the Purchasing Warehouse meet the 30% post-consumer recycled content requirement.

Department Heads shall be responsible for communicating the 30% post-consumer recycled content requirement to all of their departmental employees for all direct purchases of everyday office paper use.


Approved as to Legal Sufficiency:

  
Town Attorney

09/30/2008

Date

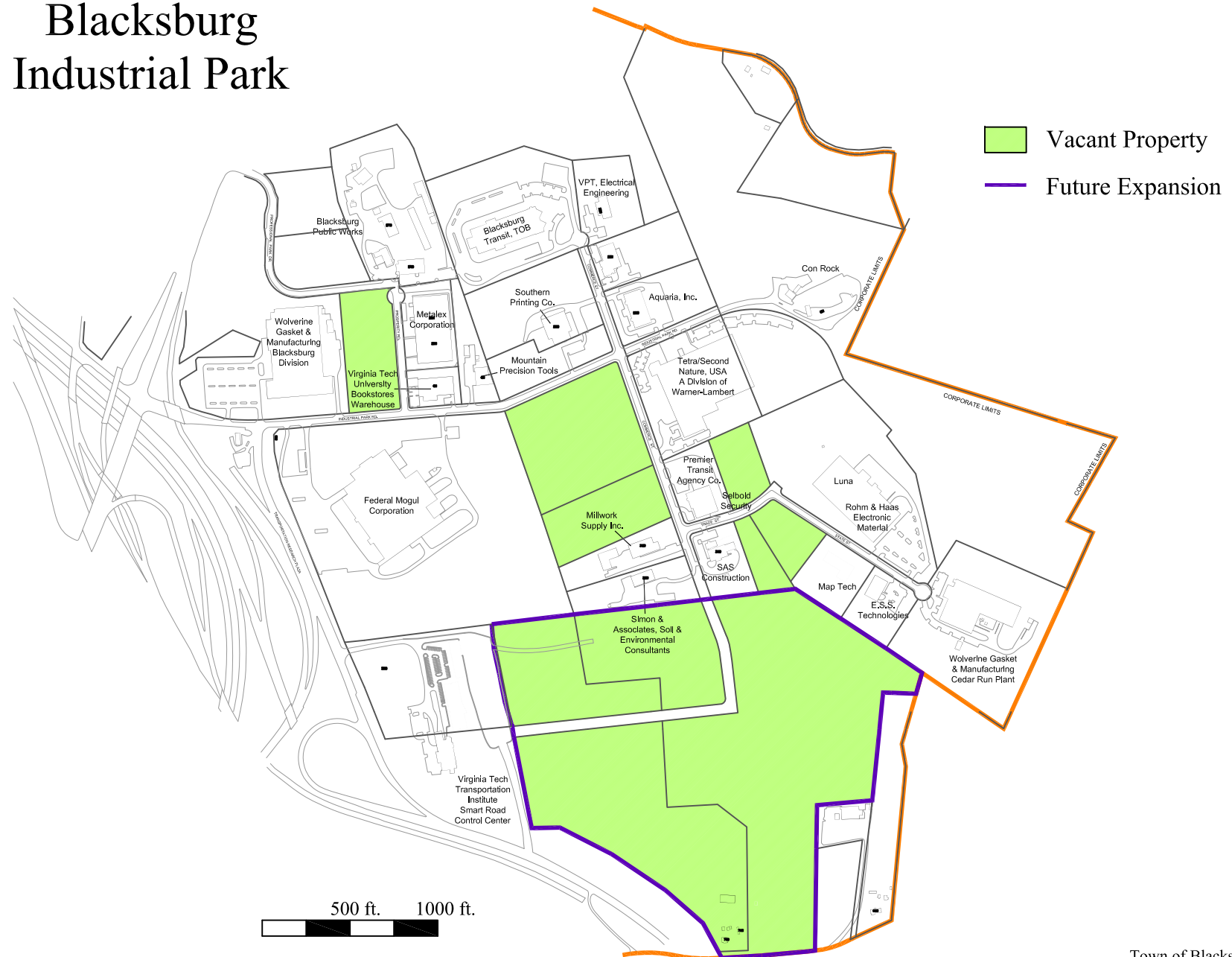
Approved:

  
Town Manager

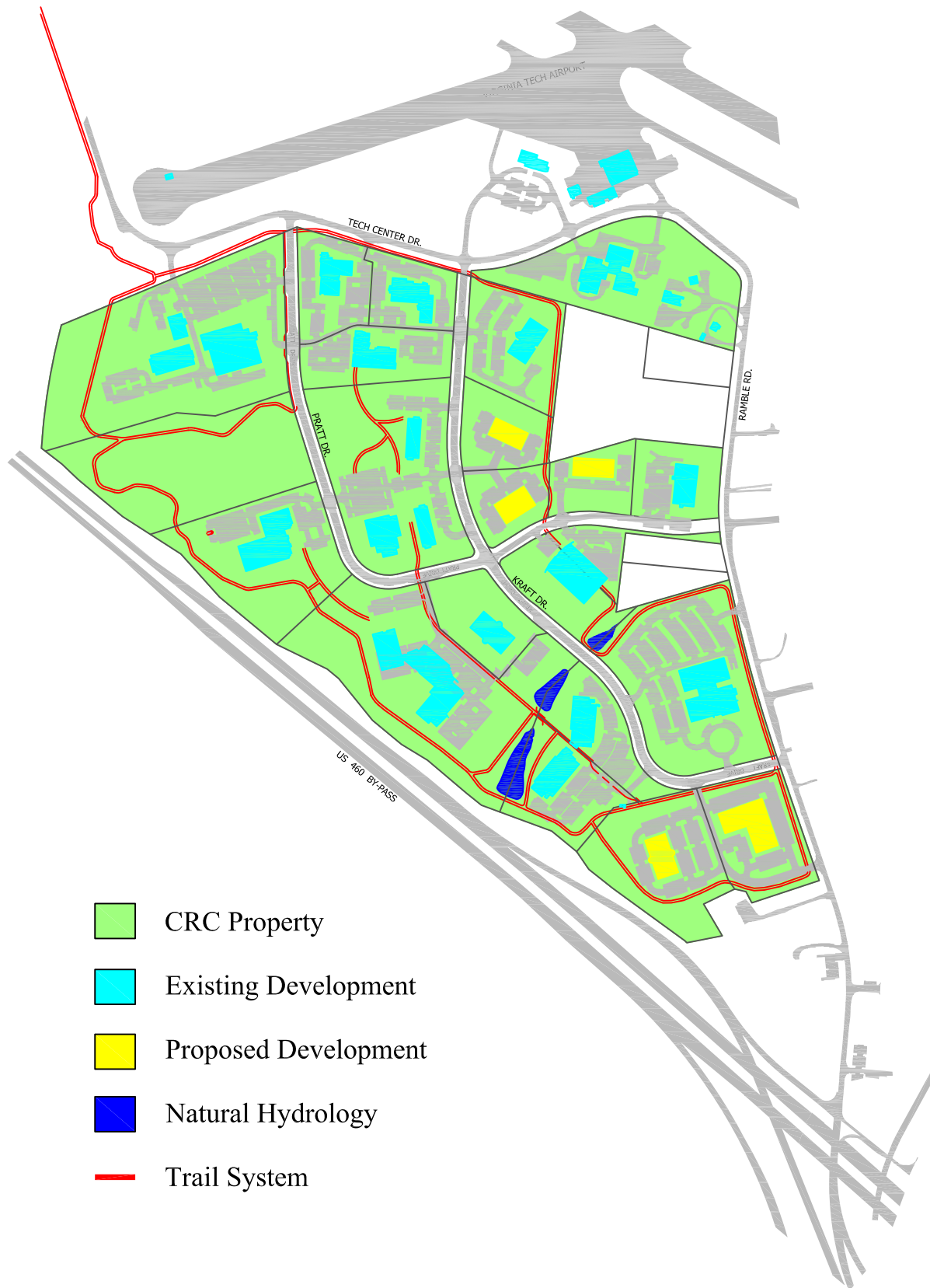
09/30/2008






Date

# Blacksburg Industrial Park



# Corporate Research Center Master Plan



-  CRC Property
-  Existing Development
-  Proposed Development
-  Natural Hydrology
-  Trail System

0 .5 mi. 1 mi.

## Park Classification Standards

### ***Regional Park***

Regional parks typically provide a wide variety of activities for the greater community, and also present opportunities for non-traditional recreation. These parks are often funded, developed, or operated as multi-jurisdictional facilities. Nature and community centers, festival grounds, extensive trail systems, and water activities are features that can typically be found in regional parks. To accommodate their unique amenities, regional parks span a minimum of 100 acres and have a service radius of approximately 25 miles. Additionally, the typical acreage/population ratio for regional parks is four to five acres per 1,000 persons. The Heritage Park & Natural Area (169 acres) is a regional park due to its attraction of specific users from well beyond the town's boundaries. Features proposed for the Heritage Park & Natural Area include a lake, wetlands enhancement and preservation, a nature center, several miles of paved and unpaved trails, a national forest connection, a small amphitheater, and other family-oriented recreational amenities.

### ***District Park***

District parks serve a wide variety of community interests and include intensively developed areas for active recreation, as well as supporting infrastructure. Typical active recreational amenities include playgrounds; athletic fields for soccer, baseball/softball, and for multi-use; tennis and volleyball courts; and trails. Typical infrastructure may include restrooms, concession stands, benches, picnic areas, shelters, and parking areas. Access to district parks should be along or near a major road, and access should be multi-modal in nature. District parks are a minimum of 50 acres in size and have a service radius of approximately five miles. Blacksburg does not have a district park but, based on population projections for 2010 and on a typical acreage/population ratio at four acres per 1,000 persons for district parks, needs one with approximately 180 acres. Current park acreage including Kipps Park, Kipps Elementary School and the Blacksburg Middle School totals just over 70 acres.



***Heritage Park***

### ***Community Park***

Community parks serve several neighborhoods within a community. They typically provide active recreation facilities for neighborhoods, but otherwise they act as oversized neighborhood parks. Typical recreational amenities found in community parks are similar to those provided in district parks; however, differences include varying scales, more traditional neighborhood park amenities like horseshoes, basketball courts, recreation centers, and similar amenities unique to the community. Community parks are usually a minimum of 20 acres in



***Municipal Park  
Hand-in-Hand Playground***



size and have a service radius of approximately one-mile. Access should be along, or near, a major road that is multi-modal in nature. A typical acreage/population ratio for community parks is three to four acres per 1,000 persons. For the Town of Blacksburg this ratio translates into 125 – 175 acres of park land, including the Municipal Park. The only community park in Town, the Municipal Park is Blacksburg's main recreational facility, and serves as an undersized district park. The 35-acre facility includes a lighted ball field, a multi-use field, two playgrounds, five shelters, eight tennis courts, a roller hockey court, a skate park, an aquatic center, a community center and the Parks and Recreation administrative offices.

### ***Neighborhood Park***

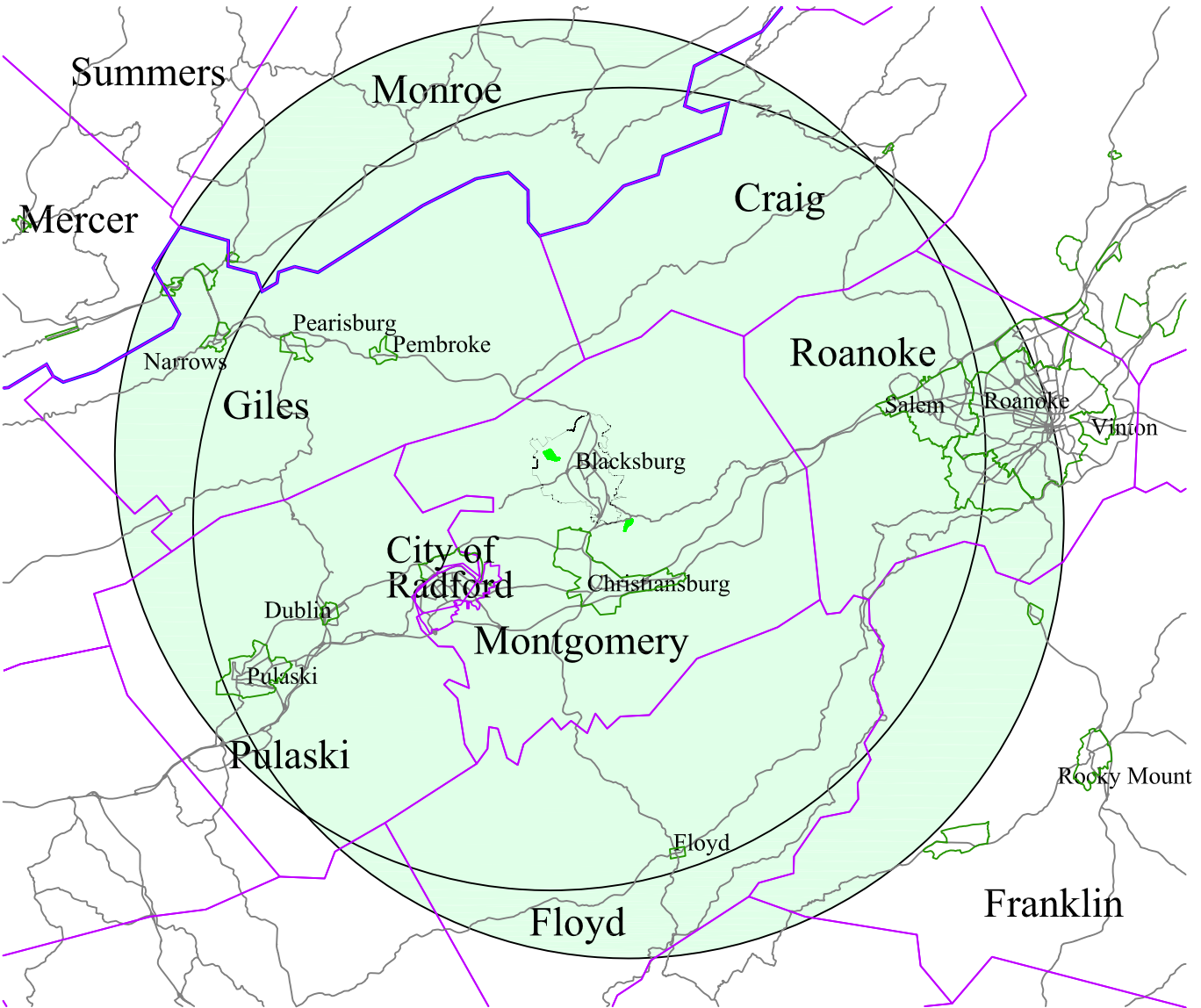
Neighborhood parks are located within walking distance of adjacent neighborhood(s) and serve the area's specific recreational interests. A neighborhood park usually does not provide parking or restrooms, but depending on service level demand, a park may offer such facilities. Typical neighborhood park amenities include playgrounds, shelters, trails, and multipurpose fields. School parks may also be considered functional neighborhood







parks. Neighborhood parks span a minimum of five acres and have a service radius of one-half mile. A typical acreage/population ratio for neighborhood parks is three acres per 1,000 persons. Tom's Creek and Nellie's Cave Park are both neighborhood parks that function as community parks and include facilities for athletics.

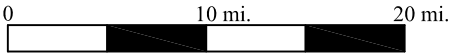


***Nellie's Cave Park***

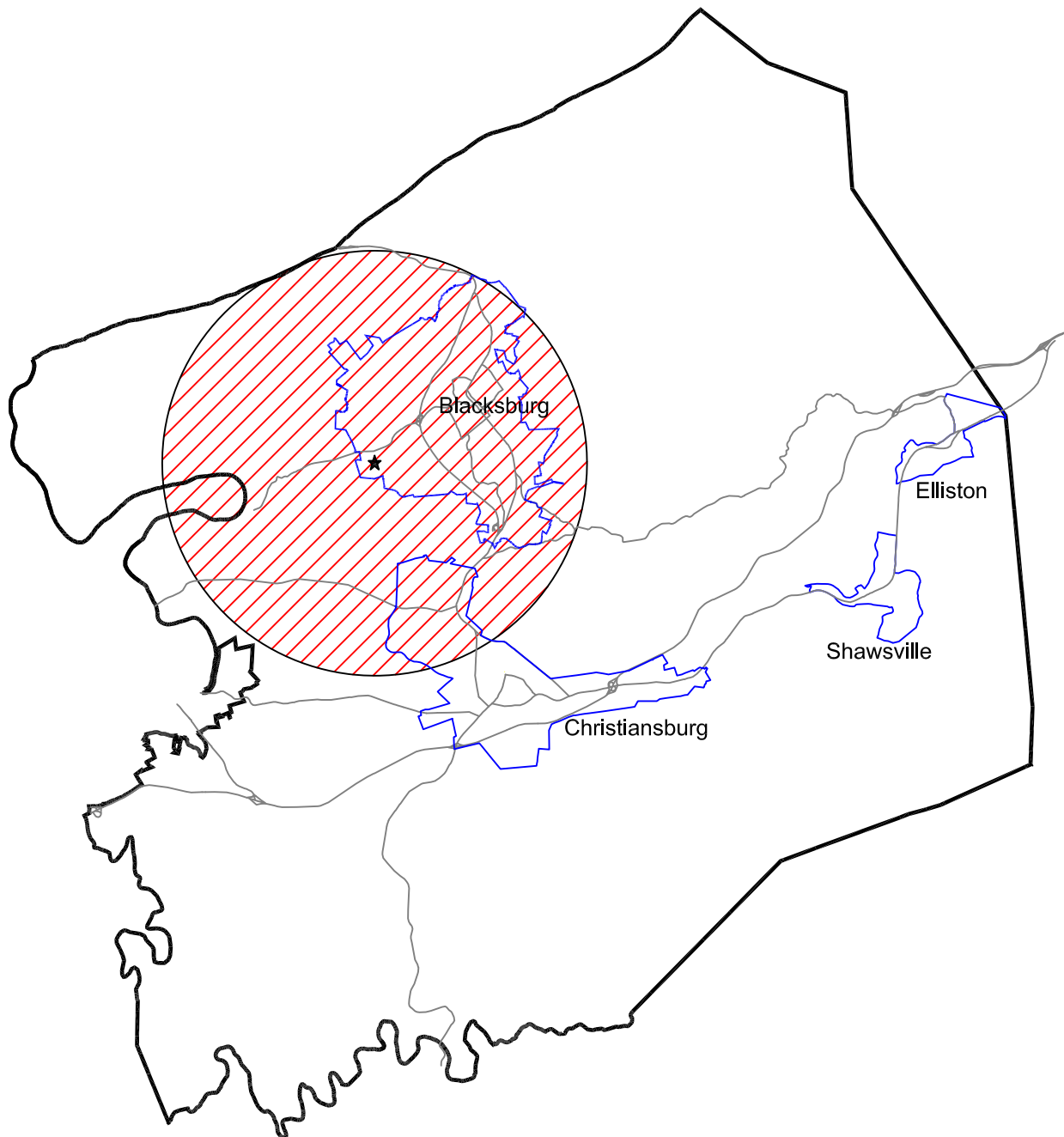
# Regional Parks



-  Existing Parks  
(25 Mile Service Area)
-  Park Properties
-  Major Roadways
-  Town Limits
-  County Limits
-  State Line



# District Park



Future District Park Needed  
(5 Mile Service Area)



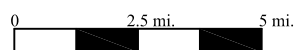
Major Roadways



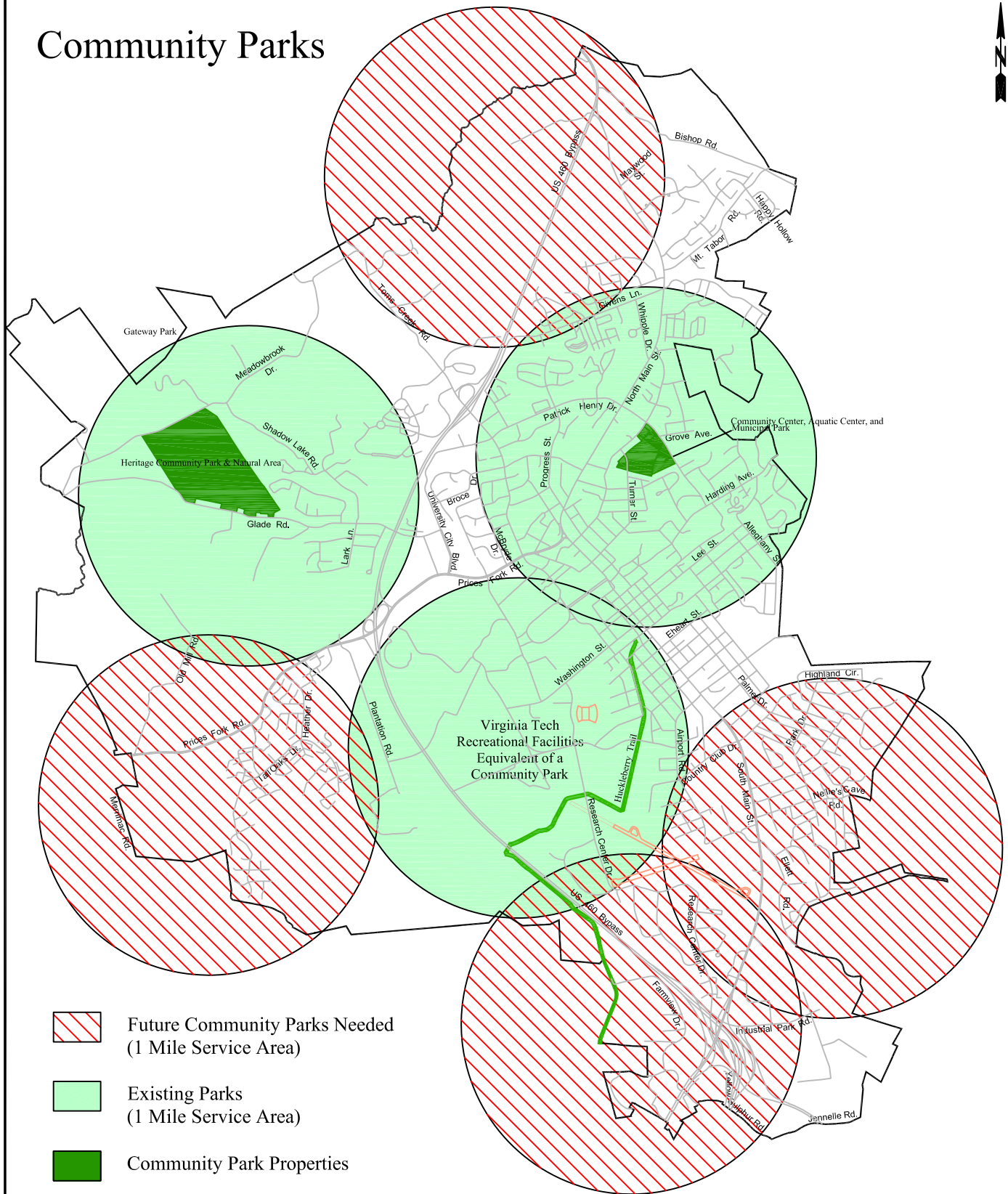
Town Boundries






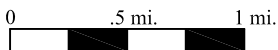
County Boundries

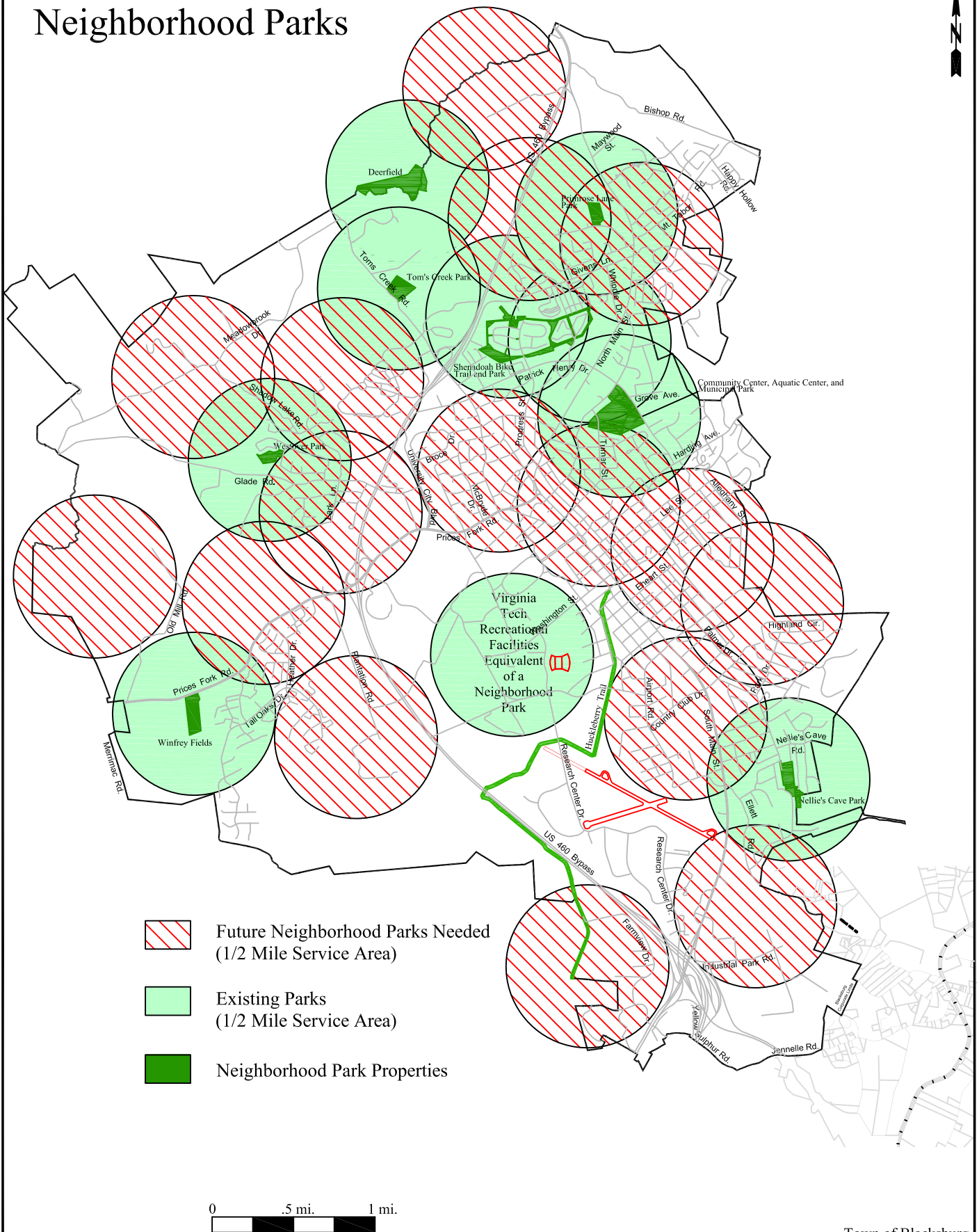


# Community Parks



-  Future Community Parks Needed  
(1 Mile Service Area)
-  Existing Parks  
(1 Mile Service Area)
-  Community Park Properties







## Greenway Priority Construction Chart

Trail Name	Location	Status
<b>High Priorities</b>		
<b>National Forest Connector</b>	Meadowbrook Drive to National Forest	Complete
<b>Huckleberry Trail Extension</b>	Existing Trail west of Rt. 460 Bypass to Hethwood and Heritage Park	Master Planned
<b>North Main St. Connector</b>	Patrick Henry Drive to Wyatt Farms	Construct Summer 2004
<b>Central Blacksburg Greenway</b>	Bicentennial Trail from College Avenue to Community Center	Master Planned
<b>Corporate Research Center (CRC) Connector</b>	Complete southwest segment of Airport Loop	
<b>South Main Greenway</b>	Ramble Road to Margaret Beeks Elementary School	
<b>Margaret Beeks Trail</b>	Margaret Beeks School to Hubbard Street and Cedar Run Creek	
<b>Cedar Run Greenway</b>	Ellett Road at Main Street via Cedar Run Creek to Industrial Park Drive	Master Planned
<b>Tom's Creek Greenway</b>	Extending the length of the stream	
<b>North-South Connector</b>	Prices Fork Road at Plantation Road, along Rt. 460, north to Brush Mountain Road	
<b>Ellett Loop Trail</b>	Cedar Run Greenway by Blacksburg Transit to Ellett Park via Ellett Road, parallel to the RRX in the park to the Smart Road ROW into town	Master Plan Proposed
<b>Medium Priorities</b>		
<b>Stadium Trail</b>	Behind Lane Stadium (on campus) from Washington St. to Southgate Drive	TEA-21 Request VT
<b>Hethwood Trail Extension</b>	Plantation Rd. to Duck Pond Dr. north of Stroubles Creek	TEA-21 Request VT
<b>University Trail System</b>	Trails throughout campus per the University Master Plan	
<b>Patrick Henry Trail</b>	High School to North Main	
<b>Givens Trail, Section A</b>	Shenandoah Trail system to Givens Lane, Wyatt Farms, and Bishop Road	
<b>Givens Trail, Section B</b>	From the Shenandoah Loop following the abandoned Givens Lane right-of-way	
<b>Stroubles Creek Greenway</b>	West from the existing Hethwood trail to the corporate limits	
<b>Wharton Street Connector</b>	Huckleberry Trail at library via former BMS and Wharton Street to Harding Elementary	
<b>Hubbard Street Trail</b>	Connects the South Main Trail with the Huckleberry Trail; NE segment of airport loop	
<b>Shadow Lake Road Trail</b>	Parallel to Shadow Lake Rd. from Glade Road to Meadowbrook Dr.	
<b>Other Priorities</b>		
<b>Mary Draper Ingles Trail</b>	Duck pond via Glade/Shadow Lake Roads to Tom's Creek Greenway and the National Forest east of Laurel Ridge	
<b>Nellie's Cave Road Trail</b>	Grissom Lane to Luster's Gate Road	
<b>Municipal Golf Course Trail</b>	Middle School to the Golf Course	
<b>North Main Trail</b>	Wyatt Farms to US 460 Bypass	
<b>CRC Loop</b>		
<b>Harding to Main Connector</b>	Harding Avenue to North Main Street	
<b>U.S. Bicentennial Bikeway Connector</b>	Connects the town's trail system to the Bicentennial Bikeway (Rt. 76) with connections to Roanoke County	
<b>Old Stagecoach Road Trail</b>	Follows un-built Roanoke Street right of way and makes a connection to Apperson Drive	
<b>Blacksburg Outer Loop</b>	Arterial trail system around the entire Town	

## SIDEWALKS

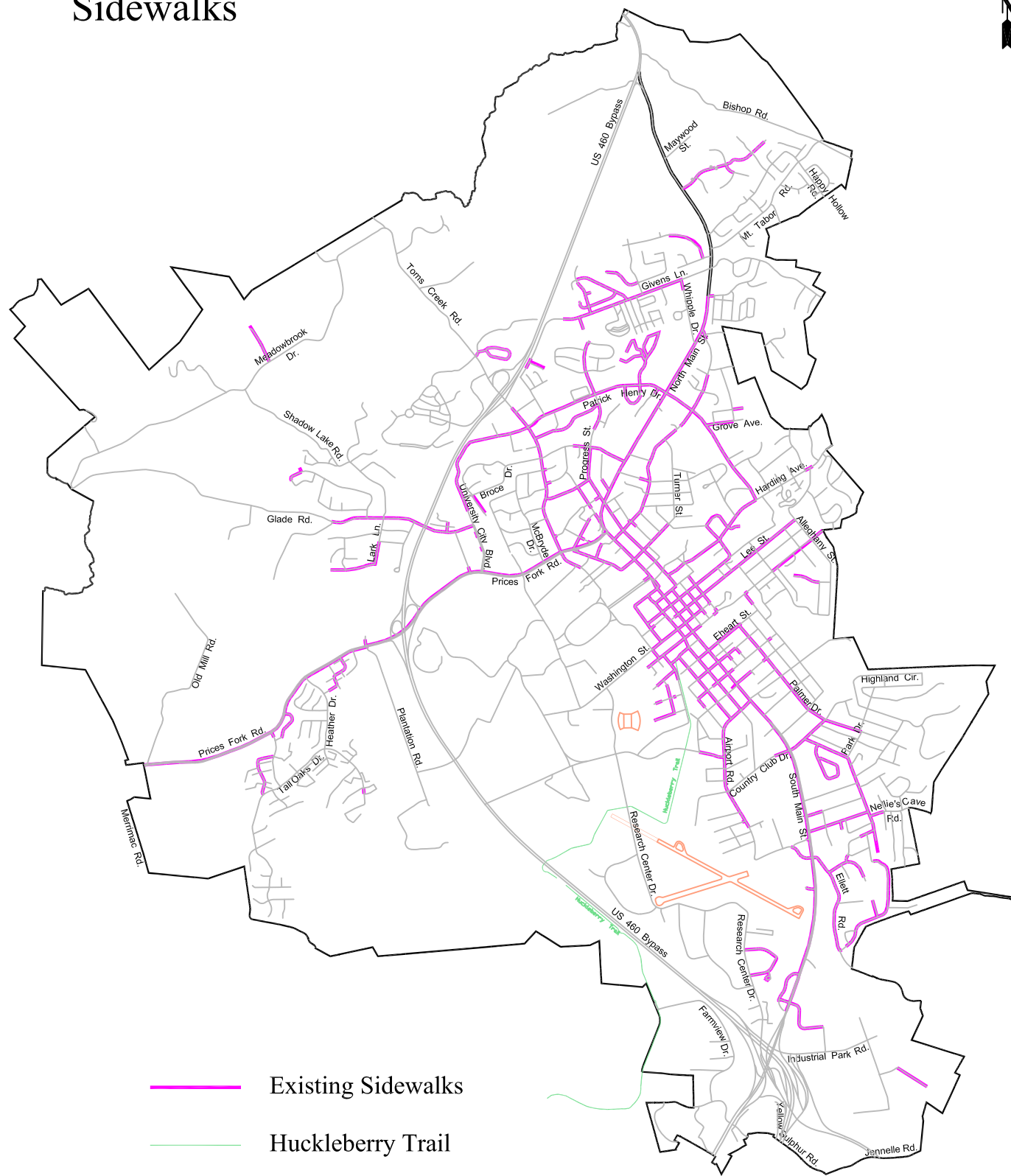
Sidewalk planning consists of the prioritization of projects in the Capital Improvements Program and modifications to the Subdivision Ordinance. There are three methods of financing sidewalks in Town. The first is the inclusion of sidewalks in new developments, where the developer incurs all of the costs. The second is a cost-sharing arrangement for construction of sidewalks along the road frontage of private property at the request of the property owner. Under this arrangement, the Town provides the labor and equipment, and the property owner pays for the cost of materials. The third method of financing sidewalk projects is through Town installation, whereby all of the costs are borne by the Town. Funding for these projects can be from a variety of sources such as the Capital Improvements Program, the VDOT Revenue Sharing programs or grants.

Sidewalk projects funded by the Town are prioritized by a ranking system developed by the Greenway/Bikeway/Sidewalk/Corridor Committee that is approved by Town Council. Until such a time that a new ranking system is approved, the Sidewalk Project Ranking System adopted October 12, 2009 is in effect and listed below.

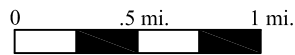
### Sidewalk Project Ranking System

<i><b>Criteria</b></i>	<i><b>Weight</b></i>
½ mile distance to a school	2
½ mile distance to a Town park	1
Project along a collector or arterial road	1
½ mile distance to downtown commercial area	1
½ mile distance to Virginia Tech academic campus	1
½ mile distance to a general commercial area	1
Project distance less than ¼ mile in length	1
Project within ¼ mile of a bus stop	1
Project directly adjacent to high density development	1
<i><b>Maximum Points</b></i>	<i><b>10</b></i>

# Sidewalks



- Existing Sidewalks
- Huckleberry Trail





# Top Sidewalk Priorities as Submitted by Corridor Committee Members

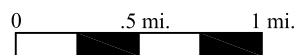
Updated November 2011

Road	From	To	Side of Street	Quadrant	Easement Issues	Connect Coherence	Potential Funding Source
Giles Road	North Main	Tee	west	NE	On-street parking	N. Main to Giles	General Fund
Harding Ave.	Roanoke	Patrick Henry	north	NE	Utility poles. Other issues	connect to downtown, Harding Elem.	General Fund / future Safe Routes to School (SRTS)?
Harding Ave.	Windsor Hills	Patrick Henry		NE	Utility poles. Other issues	High density housing connect to downtown, Harding Elem., BT	General Fund / Future SRTS?
Main	Woodbine	Red Maple		NE	Utility poles. Other issues	connects high density neighborhoods to two bus stops	Under design, funded, 2011 rev sharing funded
Mount Tabor	N. Main	Bishop	south	NE	Utility poles. Other issues	connects many high density neighborhoods to Main.	General Fund
Meadowbrook	trailer park, 3110 Meadowbrook	Brown Farm crosswalk		NW	North: yards, South: town	connect trailer park to town, eventually would connect through Obenshain Farm to Kipps and Huck.	General Fund
Old Glade Rd	Price's Fork	Glade		NW	VT – Univ. Mall. Space for sidewalk	connects apartments and rental houses to BT stops	General Fund
Oriole	Cul-de-sac	Prices Fork/hotel		NW	VT-owned, existing dirt road through some of route.	would connect NW quadrant to Hethwood-VT asphalt trails via hotel's existing path. Connection to schools	General Fund
Shadow Lake	Lake Wood Dr	Glade	north	NW	private yards	Connect Shadowlake Village to Glade	General Fund
Clay	Willard	Prospect		SE	issues. Street is narrow		General Fund
Clay	Willard	Middle School Property		SE	Issues on SE side		General Fund
Nellies Cave	Gardenspring	Town Limits		SE	narrow, steep		General Fund
Park	Palmer	Grissom	north	SE	houses near road, steep.	Critical connector for most of highland Park to South Main area.	General Fund
Prospect	Clay	Washington		SE	utility poles. Steep side grade.	Connector.	General Fund
Hubbard	Kennedy	Airport	south	SW	none. Along the airport fence.	completes to S. Main.	Pending Grants
Research Center Drive	Industrial Dr.	Tech Center Drive		SW	East: private, West: VT/CRC	Asphalt segment on west at RRC.	General Fund

# Bike Routes



— Existing Bike Routes  
(on road routes)



## Bicycle Route Priorities

Name	Location	Status
<b>High Priorities</b>		
<b>Bishop Road</b>	Route 460 Bypass to Mount Tabor Road and North Main Street	Signed
<b>Broce Drive</b>	University City Boulevard to Main Street	Signed
<b>Clay Street</b>	Main Street to Clay Street Terminus	Signed; lanes designed
<b>Country Club Drive</b>	Extend from Main Street to Palmer Drive and along Palmer to the golf course via Graves Avenue	Signed
<b>Ellett Road</b>	Main Street to Town Limits	Signed
<b>Giles Road</b>	Main Street to Main Street	Signed
<b>Glade Road</b>	Boxwood Drive to Meadowbrook Dr	Signed
<b>Industrial Park Rd.</b>	Main Street to Town Limits	Signed
<b>Mount Tabor Road</b>	Main Street to Town Limits	Signed
<b>Patrick Henry Drive</b>	High School to Harding Avenue	Signed; some lanes
<b>Professional Park Drive</b>	South Main Street to Prosperity Drive	Signed with lanes
<b>Roanoke Street</b>	Harding Avenue to Main Street	Signed
<b>Tom's Creek Road</b>	Route 460 to Meadowbrook Drive	Signed with lanes
<b>University City Blvd</b>	Prices Fork Road to Tom's Creek Road	Signed; lanes planned
<b>Washington Street</b>	Duck Pond Drive to Kent Street	12' shared pathway
<b>West Campus Drive</b>	Entire length	Signed with lanes
<b>All high priorities are signed as bike routes with lanes to follow, as feasible, when roads are repaved or improved in the future.</b>		
<b>Other Priorities</b>		
<b>Drill Field Drive</b>	Entire length	
<b>Duck Pond Drive</b>	Entire length	
<b>Farmview Drive</b>	Entire length	
<b>Happy Hollow Road</b>	Mount Tabor Road to Harding Ave.	
<b>Harding Avenue</b>	From Corporate limits to Happy Hollow Road	
<b>High Top Road</b>	End of S. Main Street at Yellow Sulphur Rd to Merrimac Rd	
<b>Main Street</b>	Entire length where possible and where there is no parking	
<b>Meadowbrook Dr.</b>	Glade Road to Tom's Creek Road	
<b>Merrimac Road</b>	Prices Fork Road to High Top Road	
<b>Progress Street</b>	Prices Fork Road. via Webb, Kabrich, Watson streets along Progress to North Main Street via Givens Lane	
<b>Ramble Road</b>	Tech Center Drive to Yellow Sulphur Road	

## **VDOT Street Classifications<sup>1</sup>**

### **Arterial Streets**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Miles</b>	<b>1993 Traffic (vpd)</b>	<b>1995 Traffic (vpd)</b>	<b>2001 Traffic (vpd)</b>	<b>2005 Traffic (vpd)</b>
Clay Street	South Main Street	Allegany Street	1.36	N/A	N/A	N/A	1,900
Harding Avenue	East Town Limit	Owens St.	0.84	6,217	6,292	7,108	5,100
North Main Street*	College Ave.	Rt. 460 Bypass	3.27	21,587	23,444	21,701	18,000
Owens Street	Roanoke St.	Harding Ave.	0.10	N/A	5,119	6,143	4,500
Patrick Henry Drive	Harding Ave.	Toms Creek Rd.	1.46	N/A	N/A	NYA	5,900
Prices Fork Road*	West Town Limit	North Main St.	3.03	29,689	40,516	30,543	27,000
Roanoke Street	South Main St.	Owens St.	0.42	5,716	6,945	7,468	5,700
South Main Street	Hightop Rd.	College Ave.	3.10	17,761	19,063	19,801	19,000
Toms Creek Road	Rt. 460 Bypass	Prices Fork Rd.	0.95	10,994	11,580	14,808	11,000
University City Blvd.*	Prices Fork Rd.	Toms Creek Rd.	1.11	11,615	12,852	9,159	7,900

### **Collector Streets**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Miles</b>	<b>1993 Traffic (vpd)</b>	<b>1995 Traffic (vpd)</b>	<b>2001 Traffic (vpd)</b>	<b>2005 Traffic (vpd)</b>
Airport Rd.	Country Club Dr.	South Main St.	0.88	1,830	2,001	2,159	2,289 (2002 Count)
Country Club Dr.	Airport Rd.	Palmer Dr.	0.43	3,327	3,315	4,831	3,800
Ellett Rd.	South Main St.	East Town Limit	0.84	5,128	5,726	4,438	2,100
Glade Rd.	West Town Limit	Prices Fork Rd.	2.42	3,858	5,171	5,642	4,700
Southgate Dr.	Rt. 460 Bypass	Spring Rd.	0.71	7,816	10,893	12,328	8,010 (2004 Count)
Mt. Tabor Rd.	East Town Limit	North Main St.	0.97	3,704	4,097	NA	3,100

*Figure T-7, VDOT Street Classification Listing*

\*counts may be taken at different locations

<sup>1</sup> *The above chart of VDOT Street Classifications is established in accordance with VDOT standards based upon existing road conditions and existing traffic counts. The map below of Town Street Classifications is the Town's desire of how the road network within the Town of Blacksburg will operate in 2046. Therefore, there may be some discrepancies between the chart and map.*

### **Alley and Right-of-Way Vacation Process**

- 1) When requests for a vacation of an alley or unbuilt right-of-way are received by the Town,
  - ensure requirements for application contained in Town Code § 21-114 have been complied with.
  - make an assessment of the monetary value of the alley or unbuilt rights-of-way according to the general guidelines:
    - residential property value may be estimated according to current assessed values of adjacent property and square footage to be vacated; or
    - when the vacation allows for an additional buildable lot or when the property is non-residential, property value may be established by a formal appraisal; or
    - a formal appraisal may be required by Town Council; **and**
  - the applicant shall provide a statement of title concerning the alley or right-of-way (before and after the vacation), satisfactory to the Town Attorney; **and**
  - provide notification to all neighborhood representatives about the vacation request and associated public meetings; **and**
  - provide all adjacent property owners an opportunity to apply for an equal right-of-way; **and**
  - The cost of any formal appraisal or title research, as may be required, shall be the burden of the applicant.
- 2) Vacate alleys and unbuilt rights-of-way only when the following three conditions are met:
  - The alley or unbuilt right-of-way is judged as not important to the Town's neighborhoods in terms of providing rear access for residents, space for utilities, and a means to provide Town services; **and**
  - The alley or unbuilt right-of-way is not important to the Town's present or future transportation network in terms of automobile, bicycle, or pedestrian traffic; **and**
  - The alley or unbuilt right-of-way does not serve as the primary access to parcels.
- 3) Vacate built right-of-way only when all three conditions of Paragraph 2 are met, with the presumption that the built right-of-way is important to the Town's neighborhoods and the Town's present and future transportation network.
- 4) Assess whether or not the alley or right-of-way could be used for another public function such as park land or public open space
- 5) If there is no other public function to which the property could be used, and the Town is able to claim an interest in the alley or right-of-way, and the applicant is willing to remit to the Town the value of the alley as computed in 1) above, consider disposition of the alley or right-of way.
- 6) The disposition of an alley or right-of-way shall not be acted upon without public hearings before the Planning Commission and the Town Council, duly advertised, in accordance with the Virginia Code.
- 7) The disposition of an alley or right-of-way shall not be acted upon without public hearings before the Planning Commission and the Town Council, duly advertised, in accordance with the Virginia Code.

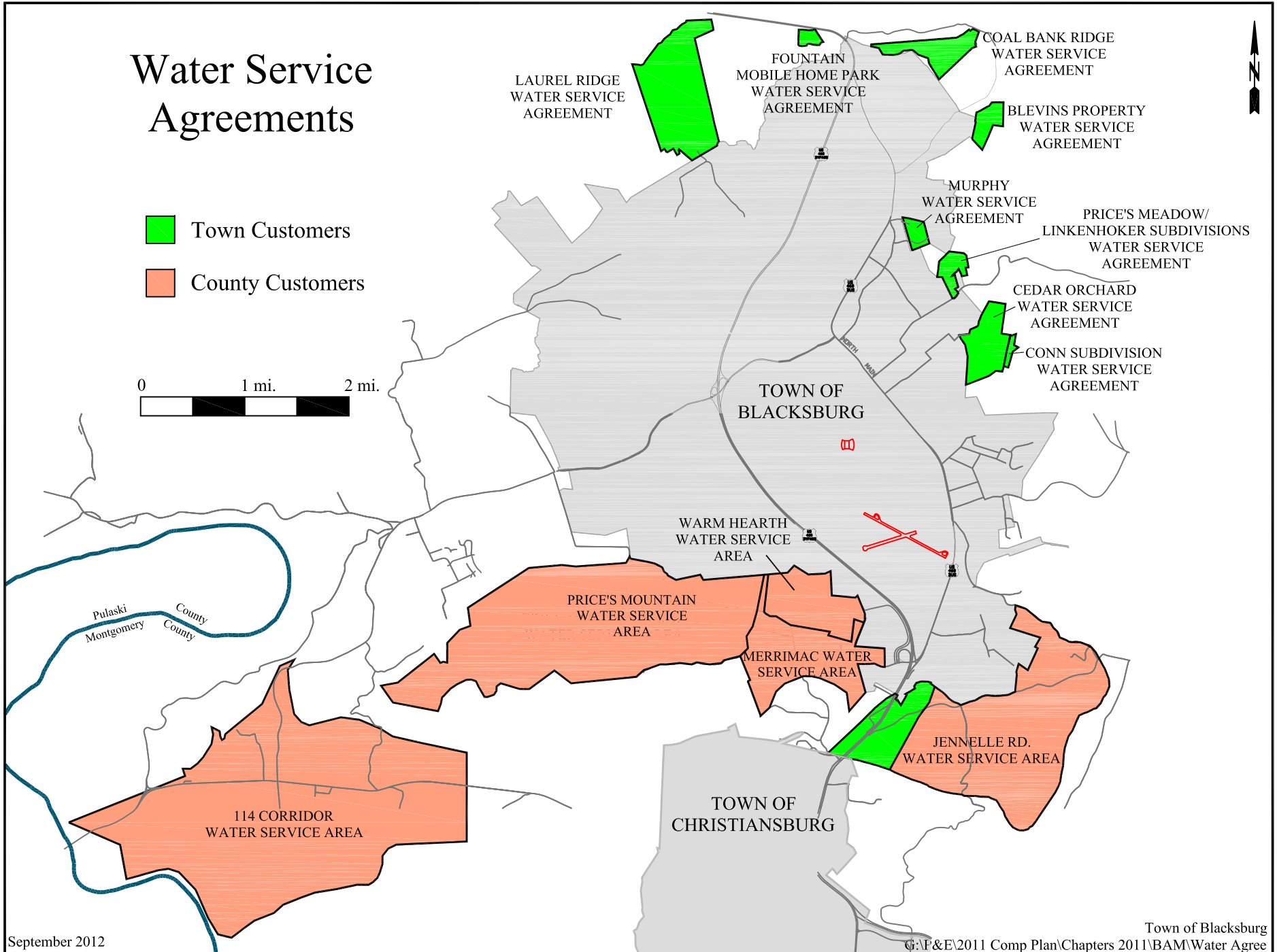
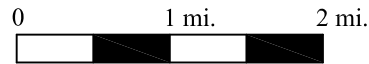
***Alley and Unbuilt Rights-of-Way Retention Recommendation***

<b>Right of Way</b>	<b>Recommendation</b>	<b>Reason</b>
Airport Road in Airport Acres	Retain	May be needed for Hubbard/Country Club extension
Cedar Hill Drive	Retain	Necessary for future subdivision
Country Club Drive, by campus	Retain	Future access should be retained for extension of Country Club and path
Craig Drive	Retain	Craig Drive extension anticipated with future subdivision plans
Dehart Street	Retain	Area needed for future Hubbard Street extension
Eastview Terrace	Retain	Possible extension for residential development
Eheart Street	Retain	Possible Eheart Street extension
Emerald Street Extension	Retain	Possible future alternative route through this neighborhood
End of Eakin Street	Retain	Access to bike path
First Street	Retain	May be needed for Hubbard/Country Club extension
Grayland Street	Retain (up to residential)	Access to commercial buildings
Grove Avenue	Retain	Possible extension of Grove Avenue or bike path
Lincoln Lane	Retain	Possible extension for residential development
Lindale Drive	Retain	Access to Shadow Lake Road
Mabry Lane	Retain	Possible future VDOT project (Roanoke Connector)
Montgomery Street Extension	Retain	Access to undeveloped site; aligned with existing street
Near Ramble Road 0.6 miles from Industrial Park	Retain	Access to undeveloped site
Old Roanoke Road-Piedmont to New Roanoke Street, Eastern Link, & Harding to Eastern Link	Retain	Possible street extension or bikeway
Oriole Drive	Retain	Possible extension of Oriole Drive
Pineridge Drive	Retain	Access to Pineridge Drive in Laurel Ridge Subdivision from Tom's Creek
Second Street	Retain	May be needed for Hubbard/Country Club extension
Sunrise Drive Middle Link	Retain	Possible extension or bike path
Valleyview Drive	Retain	Possible extension for future development
Virginia Street in Airport Acres	Retain	May be needed for Hubbard/Country Club extension
Washington Street Middle Link	Retain	Possible future connection of Washington Street segments
Yellow Sulphur & Ramble Rds.	Retain	Part of VDOT ROW for Route 460



\*\*\*Note: The above list is not an inclusive list of all rights-of-way within town. Other rights-of-way exist and may not have a specific future use as set forth in the Comprehensive Plan. These unlisted rights-of-way should be evaluated under the established Comprehensive Plan Policies and Objectives

# Water Service Agreements

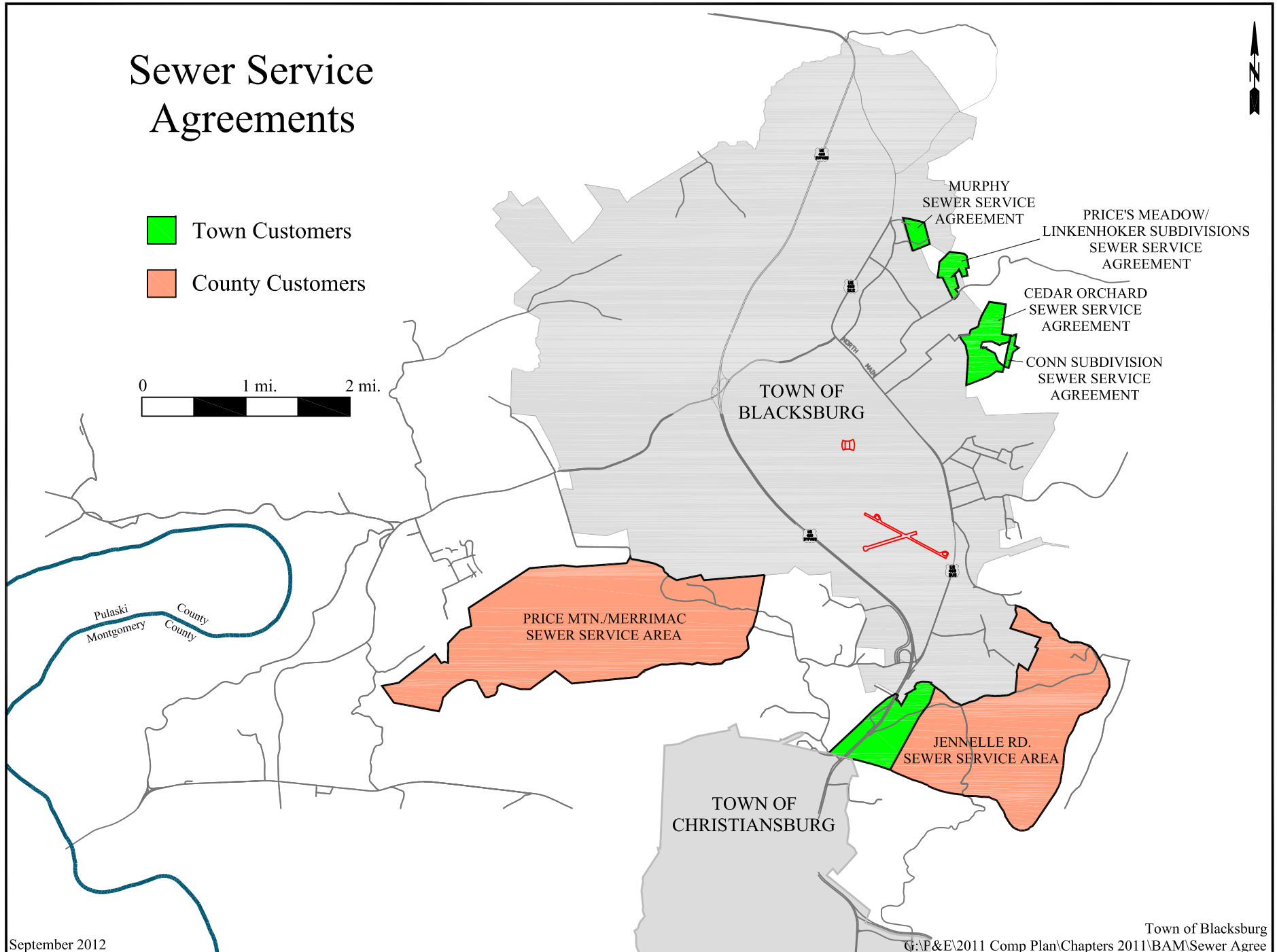
- Town Customers
- County Customers



# Sewer Service Agreements

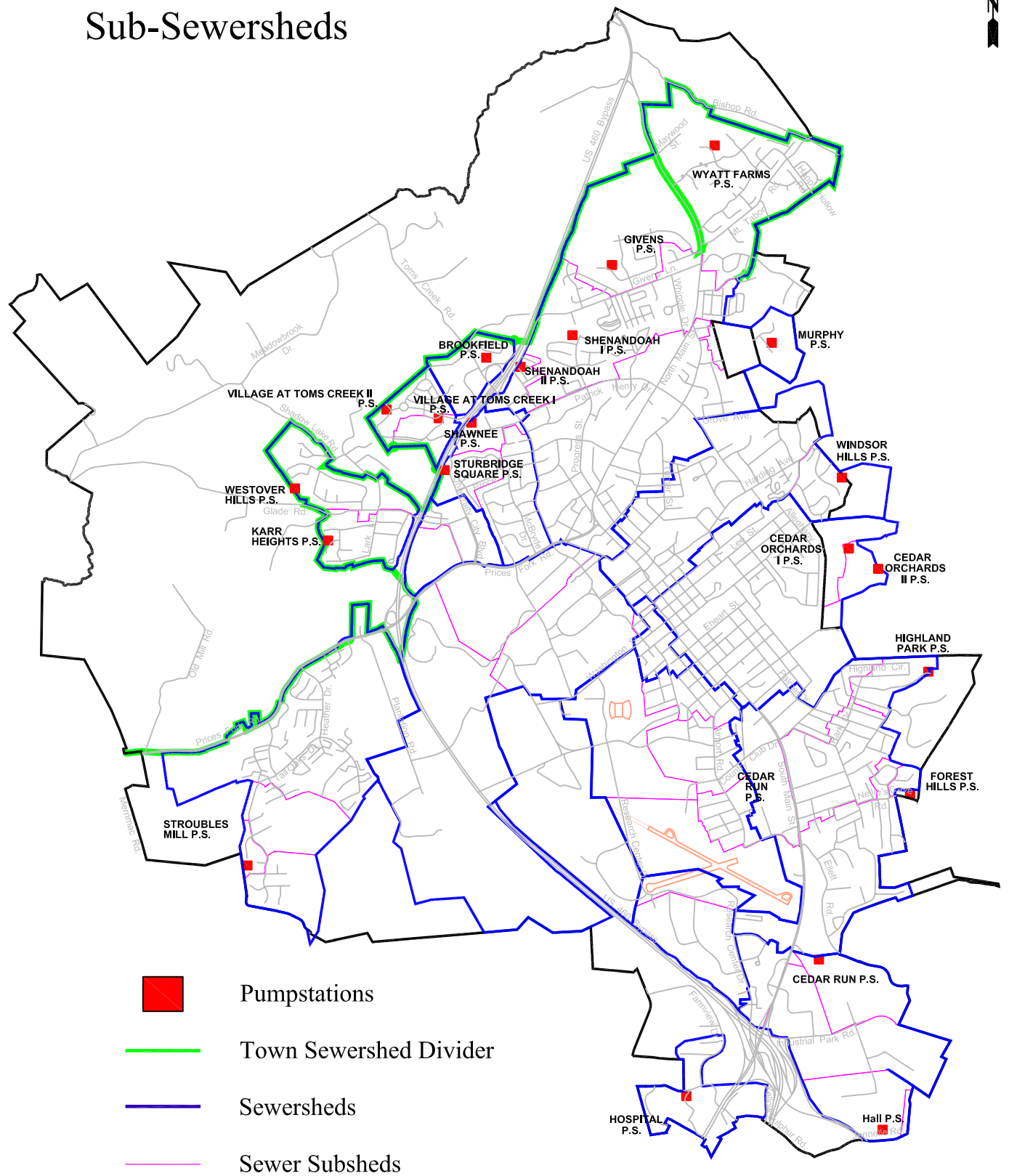
-  Town Customers
-  County Customers





0 1 mi. 2 mi.

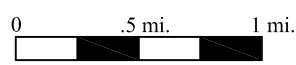




# Town Sewersheds and Sub-Sewersheds



-  Pumpstations
-  Town Sewershed Divider
-  Sewersheds
-  Sewer Subsheds



## *Town of Blacksburg Communications Corridor Priority Construction Chart*

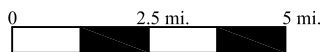
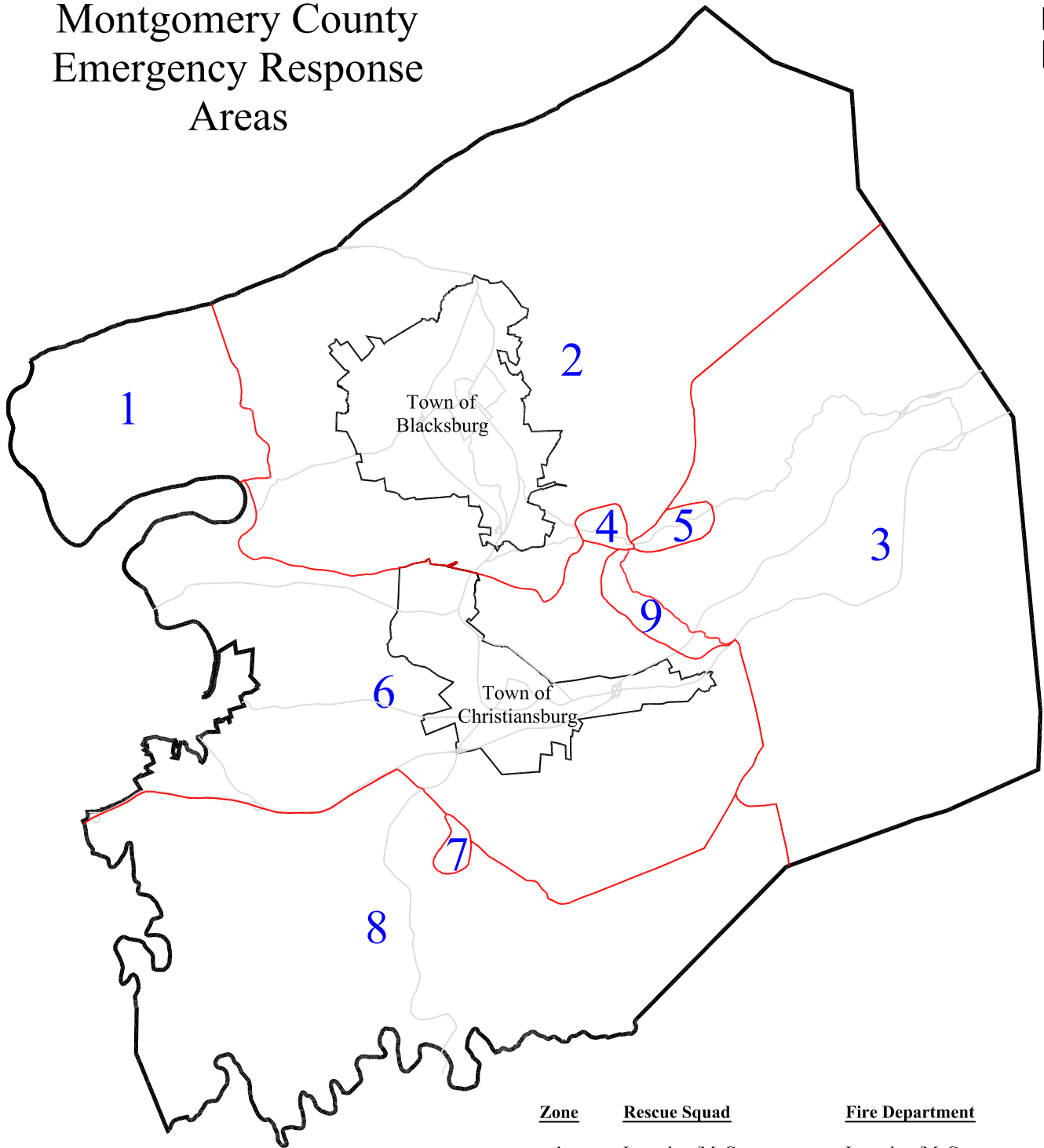
Name	Description / Location	Status
<b>Existing</b>		
Hospital Meet Point (HMP)	South Main near M.R. Hospital	Existing
Industrial Park	TCMP to Industrial Park	Existing
Old Town Hall	Blacksburg, Old Town Hall	Existing
Plantation Rd. Meet Point (PRMP)	Plantation Rd near Prices Fork	Existing
Progress St. Fire Station (PSFS)	Progress St. to Municipal Bldg	Existing
Rec. Campus to Municipal Building	Progress, Giles, Patrick Henry	Existing
Thomas Connor Meet Point (TCMP)	Wall St.	Existing
Wong House	Municipal Building, Wong House	Existing
<b>High Priority</b>		
Fire Station #2, Prices Fork	PRMP to Station #2	Pre-planning
Fire Station #3, Airport Rd	From S. Main along Hubbard Street to Station #3	
New River Valley Mall TOB fiber at Montgomery Regional Hospital	NRV Mall to Hospital Fiber splice point	Pre-planning
North Main St. road improvements Renovation	Main St/College Ave to Prices Fork. Needed to connect Arts sites	Pre-planning. Need conduit at minimum.
PRMP to TCMP	Connect fiber meet points for redundancy. Create loop.	Pre-planning
Telecommunications Master Plan	All locations	In Progress
<b>Medium Priority</b>		
Blacksburg Farmers Market Alley	Farmers Market To N. Main St.	
Blacksburg Farmer's Market	TCMP along Draper to Farmers	
Blacksburg High School	Cross Patrick Henry to existing fiber RC	Shovel Ready
Blacksburg Library (MFRL)	Library to Municipal Building	Shovel Ready
Blacksburg Police, Five Chimney's House, Municipal Building to Old Town Hall	Replace existing 15 year old fiber	Shovel Ready
Gilbert Linkous Elementary School	Toms Creek to Price Fork Rd	
Harding Ave Elementary School	Harding ES to Wong House or Harding ES to Progress St Fire Station	Shovel Ready
Industrial Park – HMP Loop	N. Main to HMP for loop / redundancy	
Kipps Elementary - Blacksburg Middle School	Kipps to Blacksburg Middle School and PRMP	
Margaret Beeks Elementary School	Margret Beeks ES to new Airport Rd FS	
N. Main to YMCA Thrift/Red Cross	YMCA Thrift on N. Main to TCMP	
N. Main, YMCA Building to Broce Dr.	N. Main YMCA to corner Broce Dr	
Prices Fork, Toms Creek to UCB	Along Prices Fork -Toms Creek to UCB	
Prices Fork, UCB to Plantation Rd Meet Point	Prices Fork UC Blvd to PRMP	
University City Boulevard (UCB)	Prices Fork to Broce Dr	

Virginia Tech Art Gallery/Dept.	Farmers Market to Old Armory	
<b>Other Priorities</b>		
Businesses	Various	As conduit passes by/open ditch
Jackson St as sidewalk repaired	Draper to N. Main conduit	Town maintenance schedule
New sidewalk planning/install	Various	New subdivision & Town maintenance schedules
Sewage Pumping for monitoring	Various	As conduit passes by/open ditch
Shopping centers	Various	As conduit passes by/open ditch
Town owned buildings	Various	As conduit passes by/open ditch
Town parks	Various	
Traffic lights	Data backbone	As conduit passes by/open ditch
Warm Hearth and Heritage Hall	Warm Hearth Drive	As conduit passes by/open ditch
Water facilities for monitoring and cell site data feed	Network backbone for water tank mounted wireless equip, and telemetry.	As conduit passes by/open ditch
Water, Sewer pipe installation	Connect existing conduit installation	As conduit passes by/open ditch

Notes:

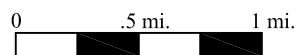
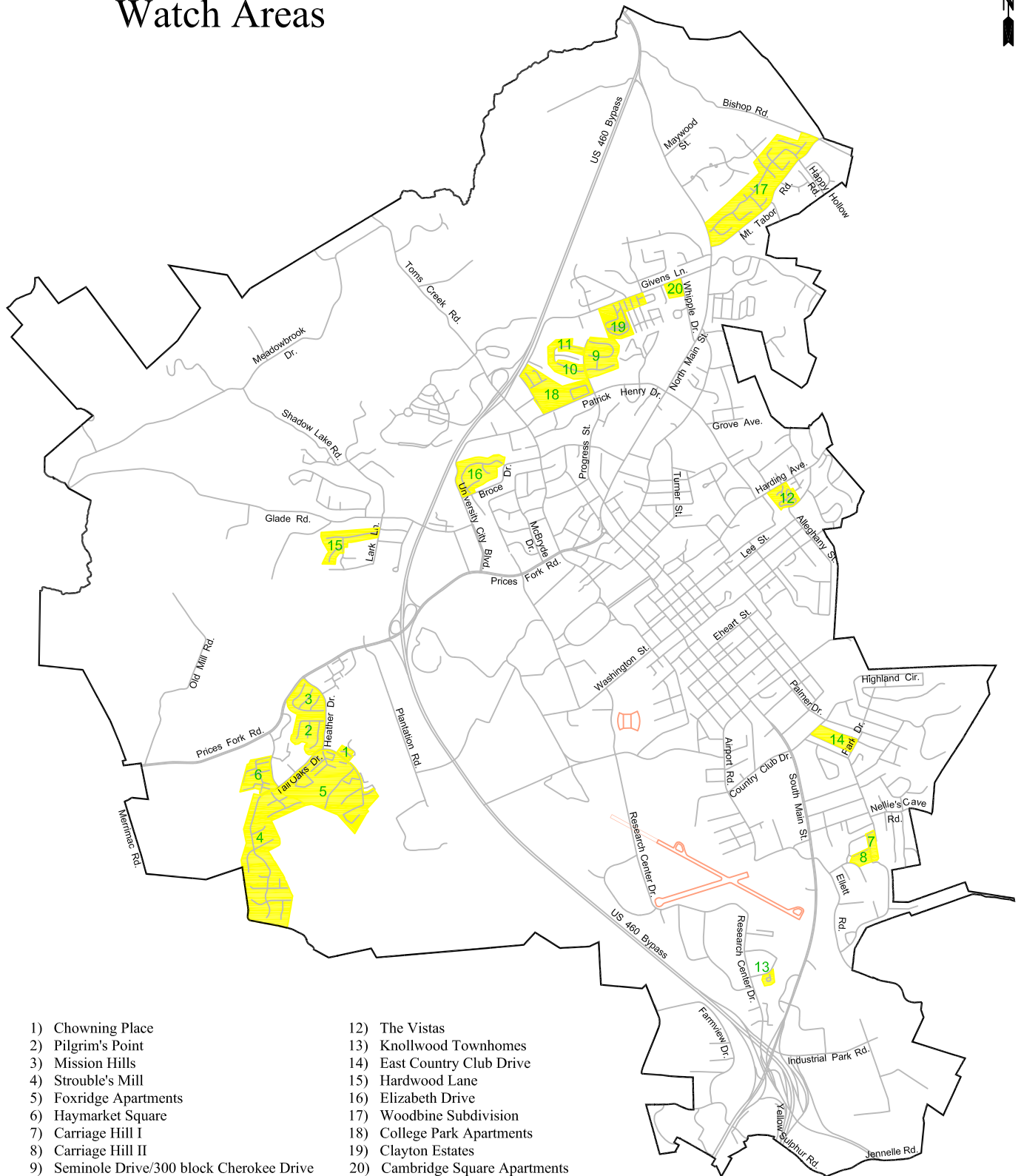
1. Chart provided January 2009, by Town of Blacksburg Information Technology Department in cooperation with BTAC.

# Montgomery County Emergency Response Areas



<u>Zone</u>	<u>Rescue Squad</u>	<u>Fire Department</u>
1	Longshop/McCoy	Longshop/McCoy
2	Blacksburg	Blacksburg
3	Shawsville	Elliston
4	Blacksburg/Christiansburg	Blacksburg/Christiansburg
5	Shawsville	Christiansburg/Elliston
6	Christiansburg	Christiansburg
7	Christiansburg	Christiansburg/Riner
8	Christiansburg	Riner
9	Shawsville	Christiansburg

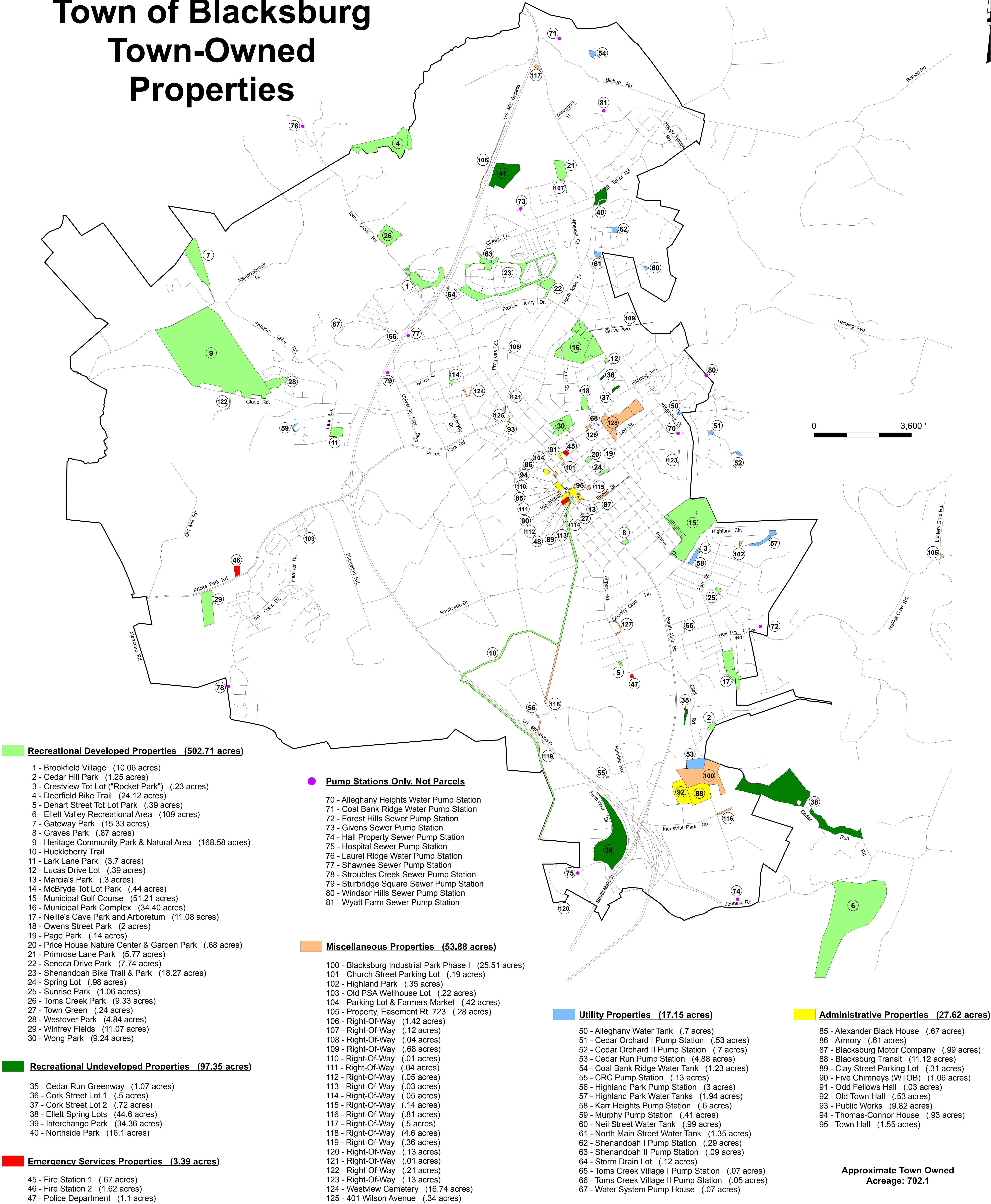
# Neighborhood Crime Watch Areas





# Town of Blacksburg

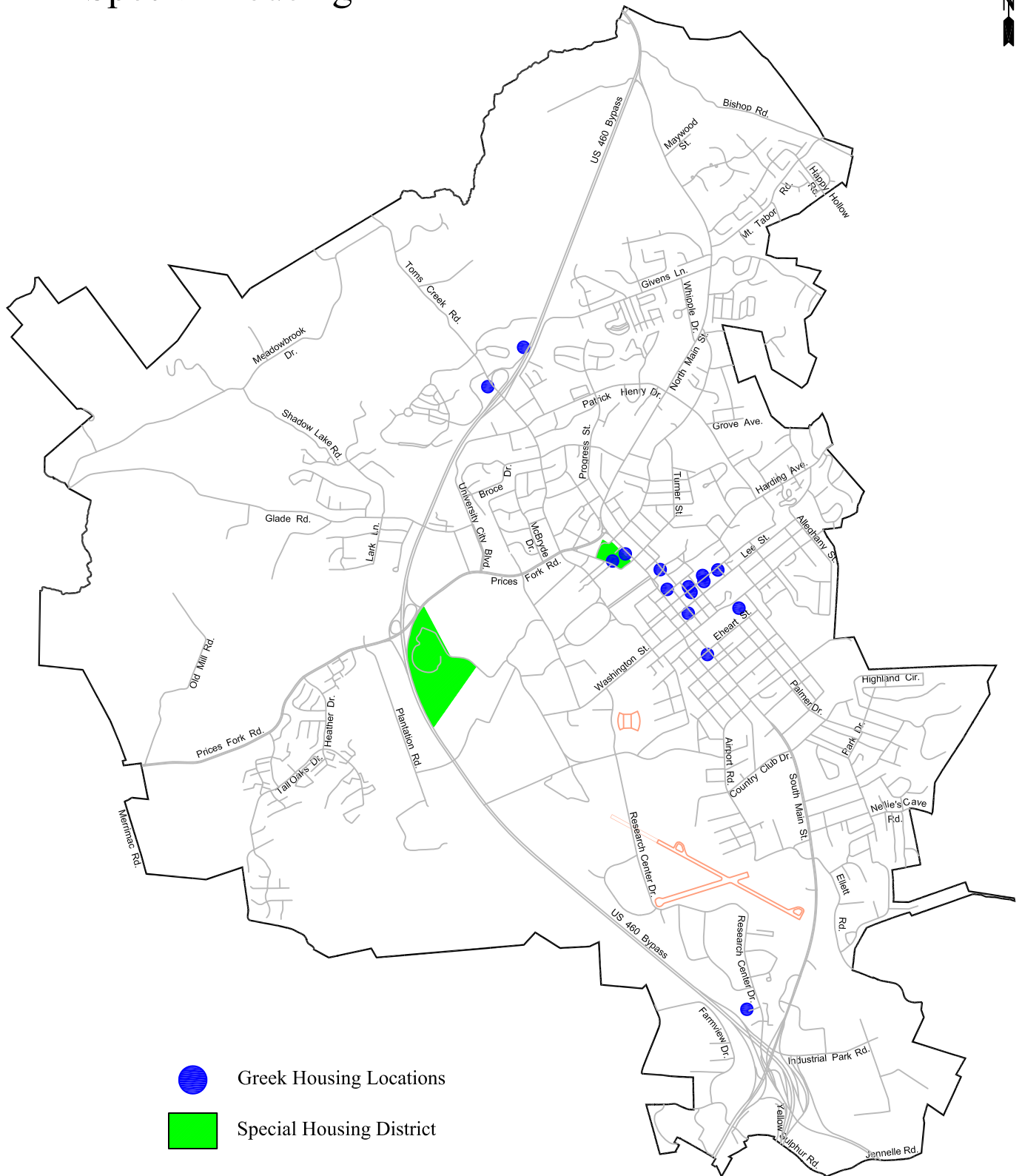
## Town-Owned Properties





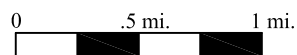
Approximate Town Owned  
Acreage: 702.1



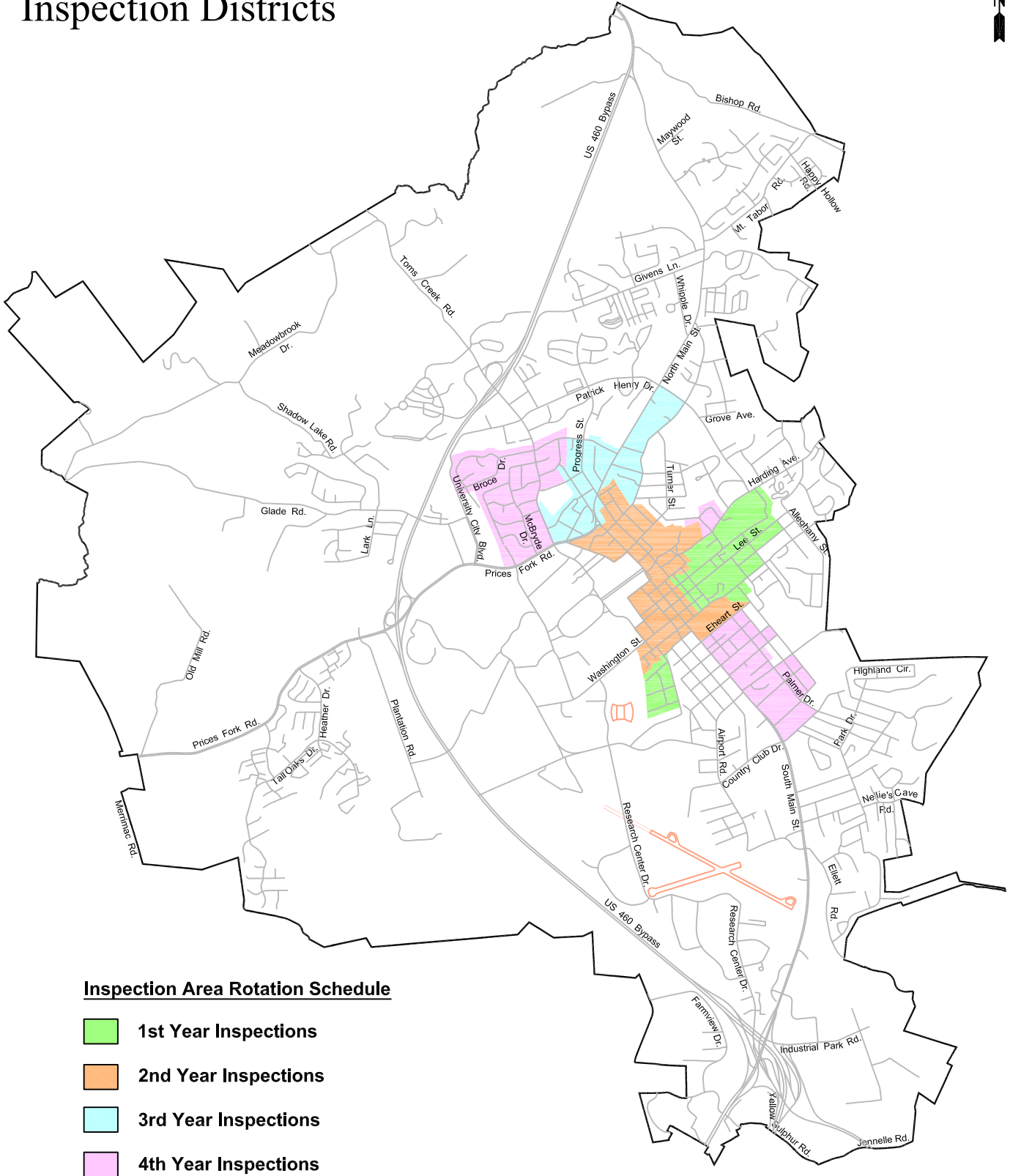
# Special Housing



-  Greek Housing Locations
-  Special Housing District

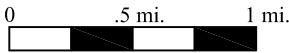


# Rental Permitting Inspection Districts



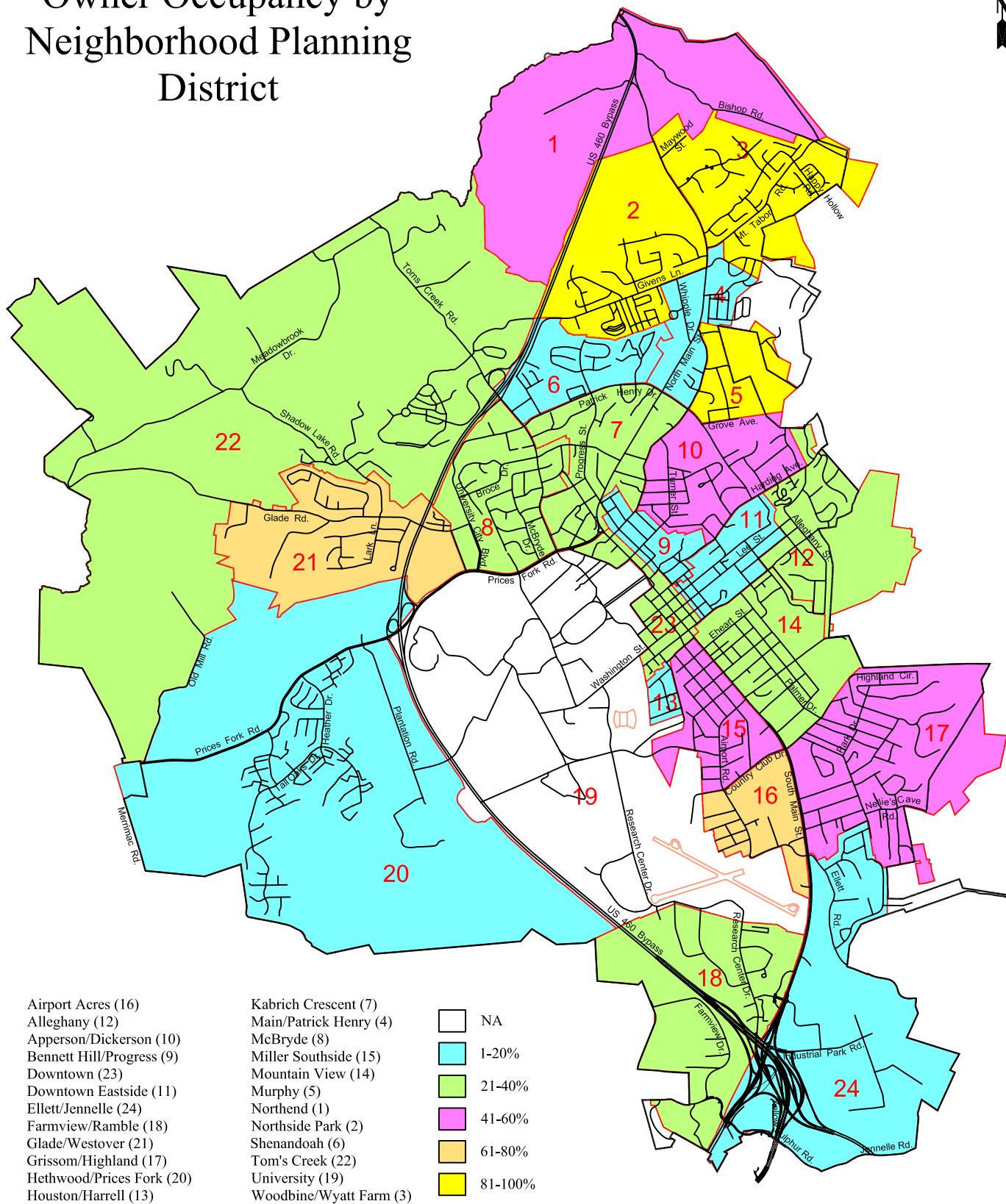
## Inspection Area Rotation Schedule

- 1st Year Inspections
- 2nd Year Inspections
- 3rd Year Inspections
- 4th Year Inspections





# Owner Occupancy by Neighborhood Planning District



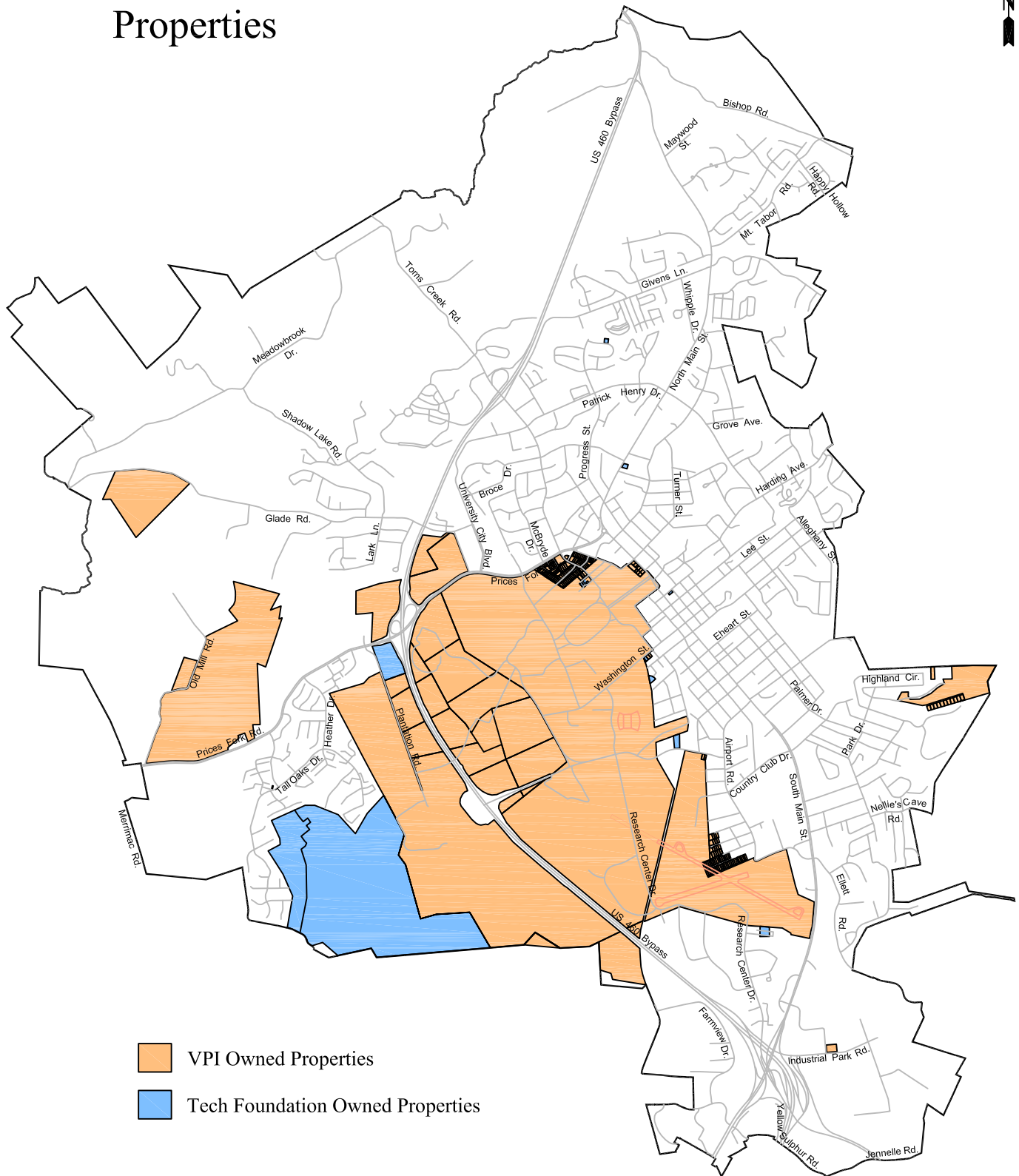
Airport Acres (16)  
Alleghany (12)  
Apperson/Dickerson (10)  
Bennett Hill/Progress (9)  
Downtown (23)  
Downtown Eastside (11)  
Ellett/Jennelle (24)  
Farmview/Ramble (18)  
Glade/Westover (21)  
Grissom/Highland (17)  
Hethwood/Prices Fork (20)  
Houston/Harrell (13)

Kabrich Crescent (7)  
Main/Patrick Henry (4)  
McBryde (8)  
Miller Southside (15)  
Mountain View (14)  
Murphy (5)  
Northend (1)  
Northside Park (2)  
Shenandoah (6)  
Tom's Creek (22)  
University (19)  
Woodbine/Wyatt Farm (3)



0 .5 mi. 1 mi.

# University-Related Properties



## Extraterritorial Areas

As part of Montgomery County, the Town of Blacksburg's Planning Commission provides comments on development projects located in the County within one mile of the Town limits and on significant development projects in the County near the Town that will impact Town residents. Impacts include those factors identified in Government Relations Objective and Policy #16 such as density, transportation, watershed, wastewater, stormwater and viewsheds. Comments are forwarded to the Montgomery County Planning Commission and Board of Supervisors for their consideration during the review and approval process of a development project.

The following list of Extraterritorial Area Identifying Characteristics was first established in the 1996 update of *Blacksburg 2046*. These characteristics have been updated in subsequent reviews of the Town's Comprehensive Plan and moved to the Administrative Manual during the 2012 review. These characteristics identify and detail concerns of the Town regarding future development projects in the County as the two jurisdictions grow. The impacts are not listed in priority order and may not be applicable to all proposed projects:

1. ***Extraterritorial Areas watersheds include the Roanoke River, James River, New River, and groundwater aquifers.*** A distinguishing feature of the area is the Eastern Continental Divide, which separates watersheds that drain into the Atlantic Ocean from those that drain to the Gulf of Mexico. The Roanoke River is the main Atlantic drainage waterway in this area, and the New River is the large Gulf drainage. Craig Creek, a small tributary of the James River (Chesapeake Bay-Atlantic drainage) lies north of Blacksburg in Montgomery County. The continental divide was an important feature to settlers headed west, and access across the divide is reflected in historic trails. The groundwater resources of Blacksburg are influenced by land uses outside the Town boundary, and *vice versa*. Areas within and around Blacksburg contain karst terrain with uncharacterized flow regimes, having interconnections between ground and surface waters distinguished by easily impacted elements such as caves, sinkholes, and springs. Bottom Creek in Montgomery and Roanoke Counties and Little Stony Creek in Giles County are protected by the state as exceptional state waters.
2. ***The George Washington - Jefferson National Forest borders the Town to the north and provides recreational facilities primarily geared to hiking, trail riding, mountain biking, and fishing.*** The national forest runs primarily between the ridgelines of Brush Mountain and Gap/Sinking Creek Mountain. It is wooded and provides a mountain habitat for plants and wildlife. Pandapas Pond Recreational Area is located within this area on the west side of U.S. Route 460. The Town should carefully monitor the potential sale of any National Forest lands and the associated impact on the Town's viewshed. The Town supports maintaining the integrity of the National Forest lands.
3. ***The Town is nestled between largely undeveloped, wooded mountains, which provide scenic views from areas in Town.*** Brush Mountain is located to the north and west, Paris Mountain to the east, and Price Mountain to the south. These mountains provide a visual boundary and a community identity to Blacksburg. ***Suburbanization of mountain slopes***

***and ridgelines threatens these natural and scenic resources that are widely valued in the region as contributing significantly to the quality of life in the area.*** Most of the mountain slopes facing Blacksburg are in private ownership and not protected with conservation easements. Further, the spectacular views afforded from points on these slopes make them attractive for housing development. In many cases the lack of well and septic sites, and the unavailability of public utilities, have limited development. In addition, poor road access has constrained development. The designation of much of the County (including the western half of Price Mountain, the undeveloped portions of Brush Mountain, the North Fork Valley, Paris Mountain, and other features in the Blacksburg area) as Resource Stewardship has curtailed future development of large-scale subdivisions on mountain slopes; the eastern portion of Price Mountain is the exception and will likely have the greatest visual impact on Blacksburg. The Town should work with the County and other organizations to protect the viewshed, which is currently zoned R-2 and is designated as “Residential Transition” in the County’s comprehensive plan. ***Development on mountain slopes, if any, should be in a conservation pattern where either very large lots retain natural forest cover and the subsequent clearing of individual properties is severely limited, or in a planned development where building sites are carefully chosen to minimize clearing and grading and large portions of the property are permanently preserved in their natural state, with greenway and trail connections.***

4. ***Montgomery County’s Heritage Trail System is an opportunity to link the Town’s greenway trail system to a regional network in Christiansburg, Radford, and Prices Fork, providing an alternative transportation system.*** The Huckleberry Trail provides a greenway connection from Blacksburg through the mid-County area, past the Coal Miner’s Heritage Park, to the New River Mall in Christiansburg. In addition, the TransAmerica Bikeway (Route 76) runs through North Fork Valley, following Ellett Road from Christiansburg to Lusters Gate Road and Catawba Road to the Roanoke County boundary. The Town-owned nature park, site of a former spring along Ellett Road, provides the potential for a greenway link between jurisdictions. The Town supports the New River Planning District’s work to extend the Huckleberry Trail in Christiansburg to the New River Trail in Pulaski. The Town also supports the County’s proposed Village Transportation Links (VITL) plan that would design trail systems for each of the seven villages and a linkage plan among the County Villages, Blacksburg, Christiansburg, and res of the New River Valley and Roanoke Valley.
5. ***Agricultural areas located adjacent to the Town include Mount Tabor to the northeast, North Fork (Ellett) Valley to the east, and Prices Fork to the west. Suburbanization of agricultural land surrounding Blacksburg is an increasing trend.*** Uses are primarily livestock grazing with some crop production. The rolling terrain at the foot of mountains provides a peaceful, pastoral, and open quality to the landscape. There are more than 5,900 acres in Agricultural and Forestal Districts (AFD) in the North Fork Valley area, approximately 1,000 Agricultural and Forestal District acres in the Mount Tabor area, and 1,700 AFD acres in the Prices Fork area. The Town supports the work of the New River Land Trust and other organizations that identify areas for potential conservation easements. Private conservation easements are encouraged for these valuable properties.

Large landowners are the key to successful preservation of significant open spaces in and near Town, and throughout the County. It should be noted that agricultural areas in the Prices Fork Village Expansion Areas are decreasing due to development pressures. It is important that new developments in these areas do not contribute to suburban sprawl. Commuting traffic is increased, particularly in corridors entering the Town such as Glade Road, Prices Fork Road, Ellett Road, Nellies Cave Road, and Mount Tabor Road. These traffic impacts need to be addressed.

6. ***The North Fork Valley Rural Historic District, a state and federally recognized historic area, extends from approximately one mile south of the community of Lusters Gate along the river valley approximately nine miles to the Roanoke County boundary.*** This district contains a significant rural landscape, an important collection of domestic and agricultural buildings, an early twentieth-century school, two nineteenth-century churches, and five nineteenth-century industrial sites, which include three mills, a tan yard, and a brick kiln. The Town supports the County's encouragement in the use of conservation, riparian, and historic easements to maintain the visual quality of the district.
7. ***Water and sewer utility extensions and stormwater management throughout the area will contribute to development pressures on mountainsides and on agricultural land.*** There is a strong linkage between the provision of water and sewer services, stormwater management, efficient land use, and the delivery of other vital municipal services. Extension of utilities without a strong and detailed plan to control and direct growth will contribute to suburban sprawl, the elimination of agricultural uses and the loss of the unique rural and scenic character of the region.
8. ***Telecommunication and broadcasting tower placements on mountain ridges will be a common request.*** With the explosion of cellular and digital phone use and the burgeoning wireless communication industry, there is an increasing demand for tower sites. In addition, many companies are reluctant to share towers due to competitive pressures. The mountain ridges provide locations for good tower reception and transmission. However, the proliferation of prominent towers on the surrounding ridges would be detrimental to retention of the aesthetic natural qualities of the surrounding mountains. Refer to the Utilities and Community Design chapters for further information regarding the Town's Telecommunication Policy.
9. ***Development adjacent to Town boundaries provides the greatest potential for urban densities due to the utility connection feasibility.*** Three of the primary routes into Town, Prices Fork Road, Mount Tabor Road and Merrimac Road are in the Metropolitan Planning Organization (MPO) 2035 Transportation Plan for improvement. In addition, the Town boundary is invisible to most residents of these adjacent neighborhoods, who consider themselves residents of the Town, and identify with the Blacksburg community. These developments contribute to traffic congestion within Town while not contributing to the Town revenue stream for street improvement. These residents use Town recreational facilities and often expect the same basic municipal service levels such as snow removal, trash collection, recycling programs, and police response. The County

does not currently provide the same level of urban services, and the Town receives no revenue from these residents to support the extension of services. ***Development immediately adjacent to Town boundaries should be similar in use, street standards, and other amenities to the area of Town to which it is adjacent in order to assure compatibility and a seamless transition across the corporate limits. This consideration is valid for residential, industrial, and all other major use types. The Town should work with Montgomery County to develop a plan for future development of Urban Expansion areas along the Town boundary.***

10. ***Prices Fork Village is an urbanizing area that will influence developments along Prices Fork Road and within the Town of Blacksburg, generating additional traffic.*** The Hubbard-Southgate/Route 314 Road extension and the cross-county connector planned by the Town and the County from the Route 460 Bypass to Prices Fork Road, south and west of the Village of Prices Fork, will greatly improve access to Radford and Pulaski counties and may contribute to the increase in land value and development pressures of this area. The road will enable the traffic to bypass the village of Prices Fork, thereby enhancing its desirability for future residential development. This road will also improve access to the western area of Town, including Hethwood, and will reduce traffic on Prices Fork Road. The University supports this extension to improve access to the Corporate Research Center. With the new Blacksburg High School stadium scheduled to be constructed on Prices Fork Road, future development in this area should be carefully monitored and studied by the Town, and in conjunction with the County.
11. ***The Interstate 73 (I-73) route designation through this area by Congress is the Route 460 Corridor.*** North of and through Town, it is anticipated that I-73, if built, will lie within the right-of-way of the current Route 460 and Blacksburg Bypass. This route will increase traffic along this corridor, and the traffic will likely have a high concentration of tractor-trailers, due to the route's intended use as a commerce corridor from Detroit, Michigan, to Charleston, South Carolina. This designation will result in grade-separated interchanges along this route, and probable access roads parallel to the highway to serve adjacent parcels. Development pressures at these interchanges are likely for common interstate services such as gasoline, food, and lodging. In addition, any realignment or significant grade change of the highway on the Brush Mountain south slope may impact the natural forested and scenic character of that mountain. Working in conjunction with the County on this issue is critical for having a unified land use approach that minimizes the potential impact of this project. ***Interstate and primary highway construction should minimize use of frontage roads and associated strip development tendencies, and no interchange should be provided in the North Fork Valley between Blacksburg and Interstate 81 on the Smart Road. Interchanges within the North County area are to remain scenic and consistent with surrounding uses. Extensive landscaping and attractive, efficient signage should be an integral part of all roadway development.***
12. ***Warm Hearth Retirement Village is located to the southwest adjacent to and partially within the Town.*** This transitional retirement community provides a variety of living styles for the elderly that range from independent units, to assisted living, to a nursing home facility, including an Alzheimer's Unit. It is located within a wooded setting,

removed from the hubbub of daily activity, and screened from view except during winter. As noted in the Community Design chapter, providing housing options and services for senior citizens is an issue the Town and County will need to partner together to address.

13. ***Traffic congestion will continue to worsen and must be addressed regionally by the University, County, and both Towns, especially along Harding Avenue, Nellies Cave, Ellett, Mt. Tabor, Glade, Toms Creek and Prices Fork Roads.*** Route 460 Business has 65,000 vehicles per day traveling along its corridor. The Town, the New River Valley Planning District Commission, and the MPO have conducted studies on commuter patterns in the area which should be heeded and updated in order to formulate an effective transportation policy for the region. Regional public transportation services, such as the Two-Town Trolley, should be expanded countywide and to neighboring counties. ***Future land use development patterns will be a key traffic generator to be monitored. The Town should work with the County and Christiansburg to establish, maintain, and preserve gateway entrances to Blacksburg along major roads.***