Bellevue
VILLAGE MASTER PLAN

April 2017

TRANSMITTAL LETTER

Forthcoming

This Village Master Plan was prepared by Lardner/Klein Landscape Architects in partnership with Talbot County using Federal funds under award number NA15NOS4190165 from NOAA, U.S. Department of Commerce. The statements, findings, conclusions, and recommendations are those of the author(s) and do not necessarily reflect the views of NOAA or the U.S. Department of Commerce.

Bellevue
VILLAGE MASTER PLAN

Prepared for:
Talbot County, Maryland

April 2017

LARDNER/KLEIN
LANDSCAPE ARCHITECTS

in association with:
Heritage Strategies, LLC — Preservation Facilitation
CodeWright, LLC — Code Development

ACKNOWLEDGMENTS

Bellevue Citizen Advisory Committee
On April 26, 2016 , the Talbot County Council appointed the following individuals to the Bellevue Citizen's Advisory Committee:

William Fields - St. Luke's Methodist Church
Jacqueline Greene - Village Center Board Member
Mark Hill - Bailey Marine Construction
Ann M. Moore - Retired Correctional Administrator
Vincent Payne - Realtor and Village Property Owner
Edzel Turner - Retired Businessman and former Board of Appeals Member

Maryland Department of Natural Resources Working Waterfronts Program Staff
Kelly Collins, MDNR
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Thank you to the many residents and friends of Bellevue who attended public meetings, filled out the community survey, and offered other valuable insights throughout the planning process.

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INTRODUCTION

Talbot County's development pattern reflects the traditional mix of farms interspersed with small settlements, villages and towns, and water-oriented residential enclaves. Maintaining this traditional pattern is important to protecting land for agricultural use, open space, and the conservation of fragile environmental resources.

The Village of Bellevue is one of twenty-two unincorporated villages within Talbot County (Map 1). Bellevue, a historically African American community, grew initially around employment provided by the W.H. Valliant Packing Co., which operated a large seafood and vegetable cannery and packing house in Bellevue from 1899 to 1946. Subsequently, the W.A. Turner and Sons Packing Co. and the Bellevue Seafood Co. operated in Bellevue from 1945 to 1996 and 1964 to 1998, respectively. These two seafood processing facilities were owned and operated by the Turner family and represented the only two African American owned seafood packing houses on the Eastern Shore. As late as the 1970's, W.A. Turner and Sons Packing Company and the Bellevue Seafood Company employed up to 70 crab pickers and oyster/clam shuckers.

Today, Bellevue is comprised of approximately 70 residential dwellings, a Methodist Church, and a public landing. The County owned and maintained public landing is the second-largest in Talbot County and also accommodates the Oxford-Bellevue Ferry.

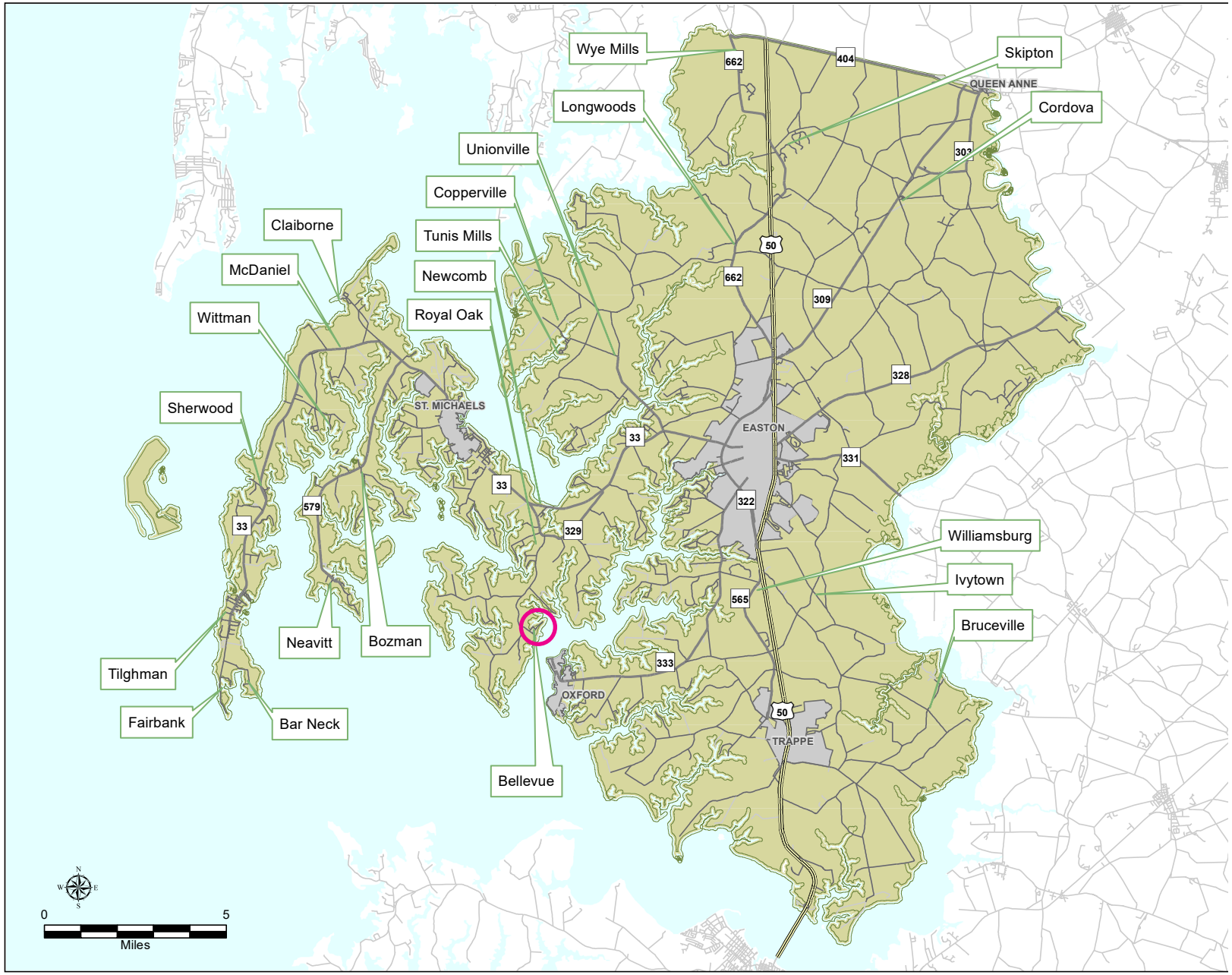
In 2016, Talbot County received a Maryland Working Waterfront Enhancement Grant from the Maryland Department of Natural Resources and supported by the National Oceanic and Atmospheric Administration to support the protection and revitalization of working waterfront communities and the retention of maritime-related businesses. The program also recognizes that historic waterfront uses may need to expand to recognize the new or changing demographic, market and environmental shifts

What is a "Village"?

According to the Talbot County Comprehensive Plan, villages are recognized for their significant heritage and pattern of development. Villages are designated in the Comprehensive Plan as a Community Character land use in order to safeguard these attributes while providing for some measure of growth and redevelopment. In its Smart Growth Act of 1998, the State of Maryland defines a rural village as an:
"...unincorporated area that is primarily residential, including an area with historic qualities, that is located in an otherwise rural or agricultural area and for which new growth, if any, would derive primarily from in-fill development or limited peripheral expansion."

Figure 1 Tar Creek

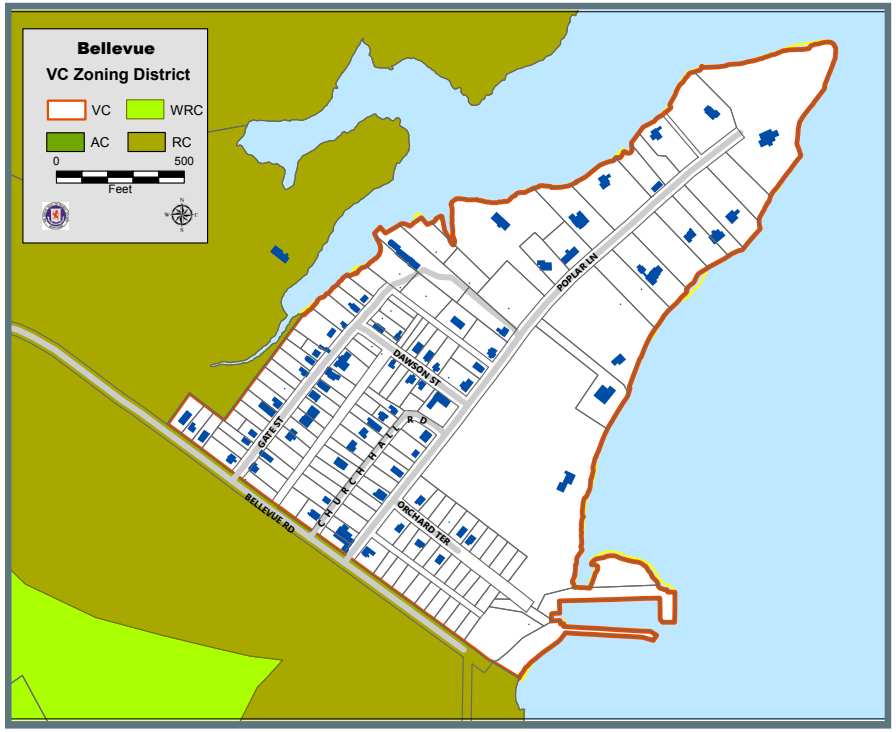
Figure 2 Poplar Lane



Map 1 Talbot County's twenty-two unincorporated villages (SOURCE: Talbot County Comprehensive Plan)

affecting historic communities. To this end, the program provides local planning assistance to support traditional maritime uses and the protection of property for public access and maritime-related services. The program also supports the exploration of opportunities for maritime heritage tourism, recreation, natural resources conservation and hazard mitigation within the traditional culture of the historic community.

Talbot County initiated the Bellevue Village Master Plan to balance often competing interests between working watermen and neighboring residences, or between long-time residents, newcomers, and weekend visitors for the betterment and long-term viability of the community as a whole.



Map 2 Study Area

PURPOSE

The master planning process supported the efforts by Bellevue's residents and community stakeholders to collectively formulate a long-term vision for the village. The master plan establishes that community-based vision along with recommended strategies and actions to guide future changes within the Village of Bellevue in adherence to that vision.

STUDY AREA

The study area for the project is the area zoned as Village Center along the Bellevue Peninsula (Map 2). All of Bellevue is within the State of Maryland's Critical Areas[1] and is designated as a Limited Development Area (LDA).

Figure 3 Historical photograph of Valliant Plant at Bellevue, date unknown (courtesy of Jacqueline Green, St. Luke's United Methodist Church)

GEOGRAPHY

Those who live, work or spend leisure time in Bellevue appreciate the fact that the community is off the beaten path and surrounded by water. Bellevue has a distinct community character and scale reflected in the housing stock and layout of the town, much of which was built by the Valliant Seafood Company in the early 20th Century to house its workers.

1 *Chapter 190, Talbot County Zoning, Subdivision and Land Development Ordinance, as set forth by the Code of Maryland Regulations, Title 27, and the Critical Area Law, Natural Resources Article, Title 8, Subtitle 18.*

Map 3 Shoreline Conditions

Land and Water

Bellevue is a peninsula surrounded by tributaries of the Choptank River—the Tred Avon River to the southeast and Tar Creek to the northwest. The Oxford-Bellevue Ferry, believed to be the nation's oldest privately operated ferry service, has crossed the Tred Avon River since its establishment in 1683[2]. The Bellevue Seafood Company and W.A. Turner and Sons operated on the waters of Tar Creek from 1964–1998, where clams, oysters, and crabs were shucked or shelled and processed.

Shoreline

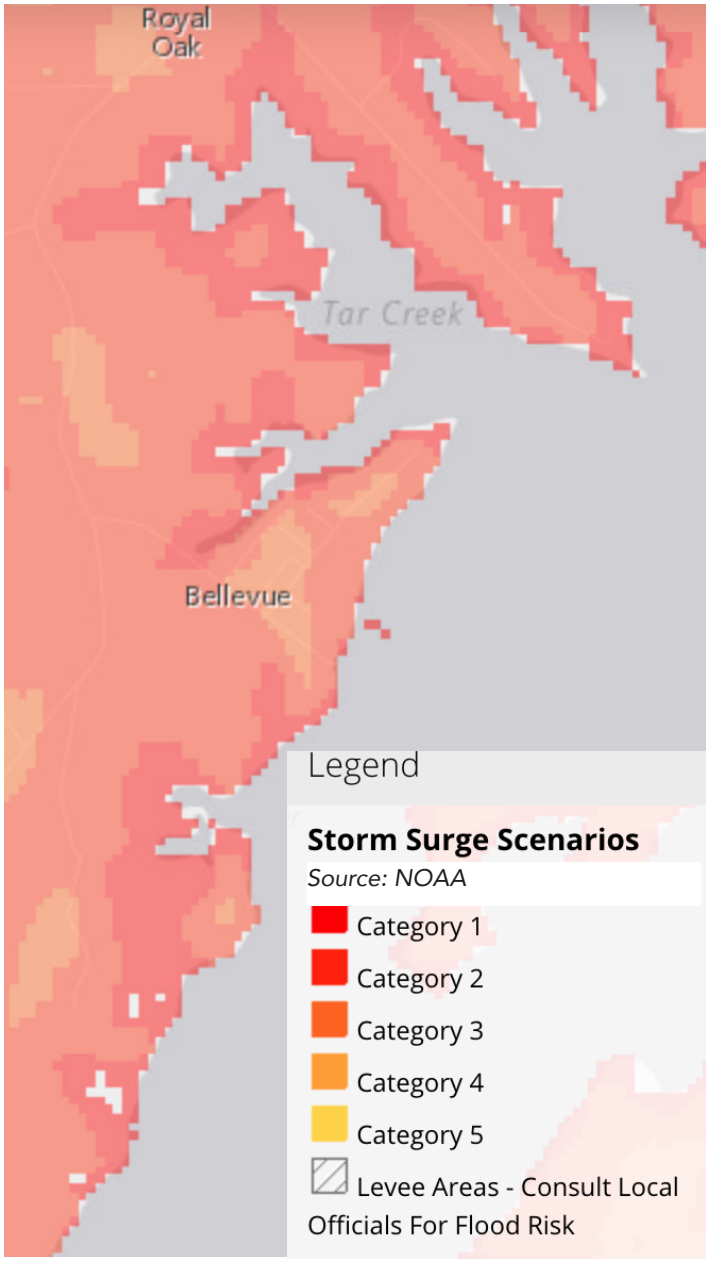
According to a 2011 Chesapeake & Coastal Program Coastal Communities Initiative (CCI) funded shoreline assessment report, a significant majority of Bellevue's shoreline has been protected by individual property owners that have newer homes on larger lots.[3] Map 3 identifies the existing shoreline conditions. Of the approximately 6,000 linear feet of shoreline, approximately 30% of the shoreline appeared to be in an unstable condition in 2011. The majority of the protection on the southeast side of the peninsula is either bulkhead or revetment armoring. The area that was found to have significant erosion is the northwest of the peninsula where Tar Creek empties into the Tred Avon River.

Substantial shoreline changes have occurred in the general area of Bellevue Landing, where the Valliant Plant once existed. Aside from the Bellevue Ferry Landing, most residential land on the southeastern shore meets the Tred Avon with bulkheads, riprap, and several piers. Tar Creek shorelines, particularly at the northwest, are not hardened, but form a natural, vegetated channel as the creek narrows. An existing bulkhead remains at the former W.A. Turner and Sons property, but the shoreline report calls for its replacement. Moving east, the shoreline is dotted with bulkheads and privately owned piers.

The report provides a dozen concepts for consideration to address both shoreline erosion and water quality management for surface runoff that is flowing directly into the Chesapeake Bay. The report's recommendations should be consulted prior to undertaking any future road, park, and/or redevelopment projects in Bellevue.

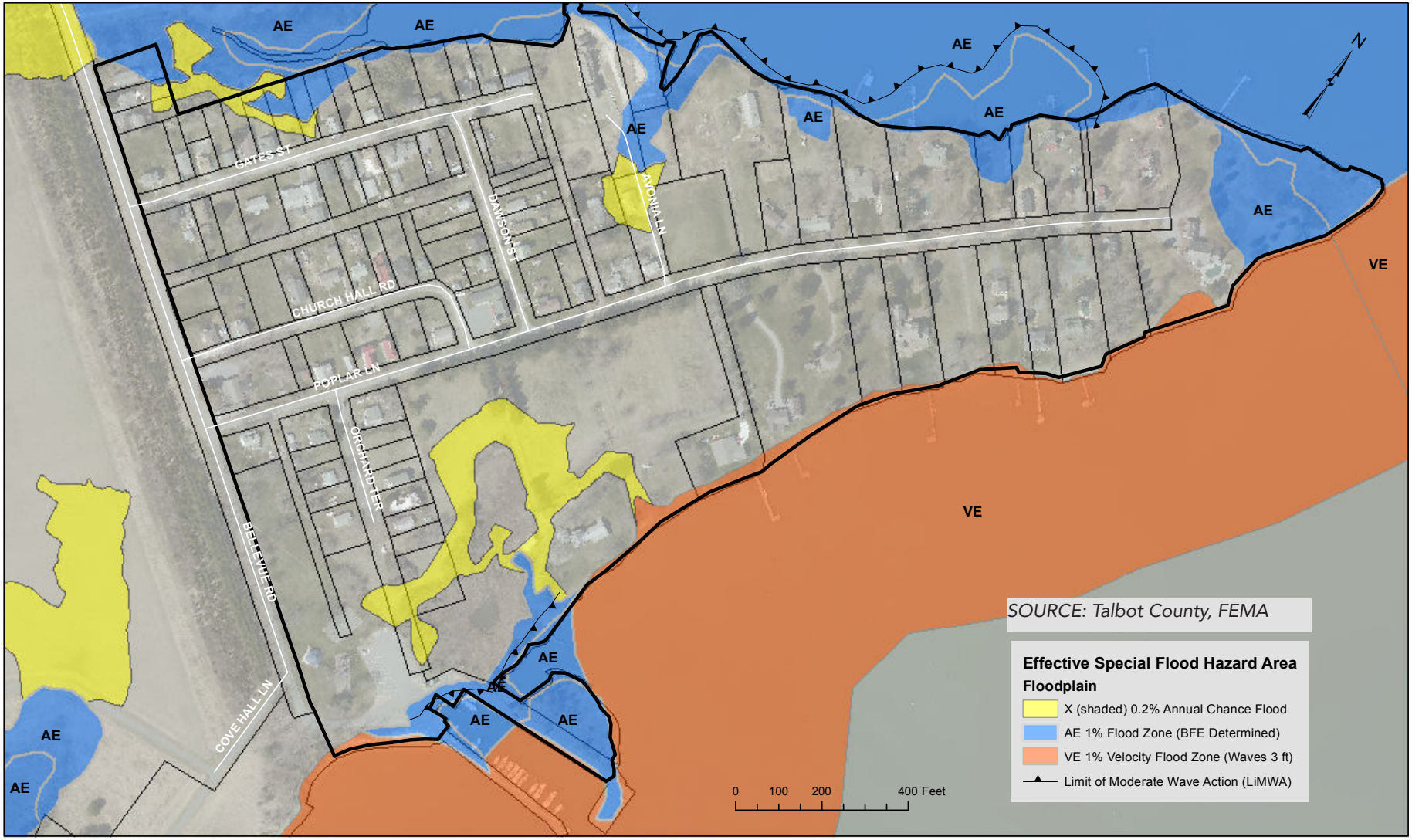
2 *Maryland Historical Trust, National Register Determination of Eligibility Form prepared by Anne Broder, Maryland State Highway Administration, 2004*

3 *Bayland Consultants, Bellevue Coastal Community Comprehensive Analysis of Stormwater Management and Shoreline Erosion Control, April 2011*



Map 4 Storm Surge

Rural Village of Bellevue
Effective FEMA Floodplains: Effective date July 2016



Map 5 Floodplain

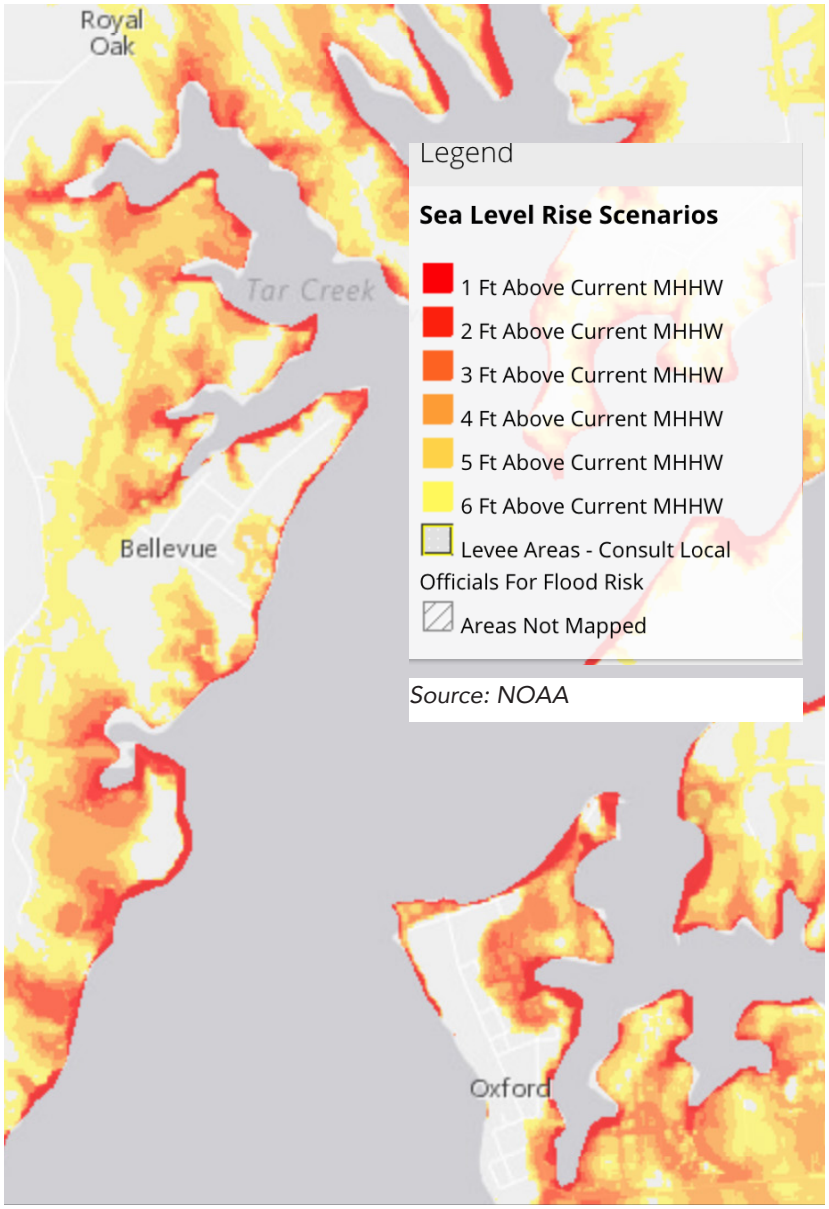
Flood Risk

While most of Bellevue lies outside of the Effective Flood Hazard Area (Map 5) as mapped by the Federal Emergency Management Agency (FEMA), portions of the Bellevue Ferry Landing, the northern tip of the Bellevue Peninsula, and low elevation areas along the Tar Creek shoreline are located within the 100-year floodplain (1% chance of flooding in any given year). The 500-year flood zone (0.2% chance of flooding in any given year) is located just upland of the 100-year flood zone in an expanse in Bellevue 'Gardens,' a portion of Avonia Lane, and an area at the headwaters of Tar Creek, which includes portions of Bellevue Road.

A storm surge inundation map created by the National Hurricane Center (NHC) Storm Surge Unit (Map 4) shows the highest degree of exposure to storm surge. The Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model is used to calculate storm surge heights and the extents of inundation for hurricane evacuation studies. The model calibrates many factors that influence storm surge heights and combines them into a composite map with categories of 1 through 5. A Category 2 storm would breach Bellevue Road at the headwaters of Tar Creek and affect access to the community. A Category 4 storm would affect all of Bellevue.

Flood risks are also likely to be exacerbated by the potential effects of sea level rise. The NOAA Coastal Flood Exposure Mapper, (Map 6) illustrates sea level rise scenarios of 0 to 6 feet, which represent a rise in water above the average of the highest high tides (called mean higher high water, or MHHW) for hydrologically connected areas. Areas that are lower in elevation will be exposed to flooding from sea level rise first and are represented by the darkest red. A sea level rise scenario of four feet would begin to affect Bellevue Road at the headwaters of Tar Creek and affect access to the community.

Changes in local, or relative, sea level have long-term implications, including increased extent and frequency of events such as storm surge, as well as permanent changes to shorelines and coastal habitats. [4]



Map 6 Sea Level Rise Scenarios

4 *To get more details about the data shown in this map, visit the Sea Level Rise and Coastal Flooding Impacts Viewer (https://coast.noaa.gov/flood exposure/#/splash).*

Rural Village of Bellevue
Maryland Inventory of Historic Places (MIHP)

Map 7 MIHP map

Critical Areas

As stated on page 3, all of Bellevue is within County's adopted Critical Area boundary and is designated as a Limited Development Area. In Resource Conservation Areas (RCA) and Limited Development Areas (LDA), lot coverage is generally limited to 15 percent of a parcel or lot. Smaller lot sizes and other factors may allow for increased lot coverage as specified in the Talbot County Zoning, Subdivision and Land Development Regulations (Chapter 190 of the Talbot County Code).

Figure 4 1940 photo of Oxford Bellevue Ferry (source http://www.oxfordbellevueferry.com/history.html)

COMMUNITY CONTEXT

Although Bellevue is no longer a center of maritime commerce, the village's significant African American maritime heritage is still evident and an important historical context that should continue to shape its future. Bellevue hosted two African American owned seafood operations (Bellevue Seafood and W.A. Turner and Sons), a rarity on the Eastern Shore. Family members, employees and their descendants are still active in the community and the Bellevue United Methodist Church continues to be the keeper of much of the community's African American history and heritage.

Figure 5 Valliant Plant at Bellevue (source St. Luke UMC)

Early Settlement

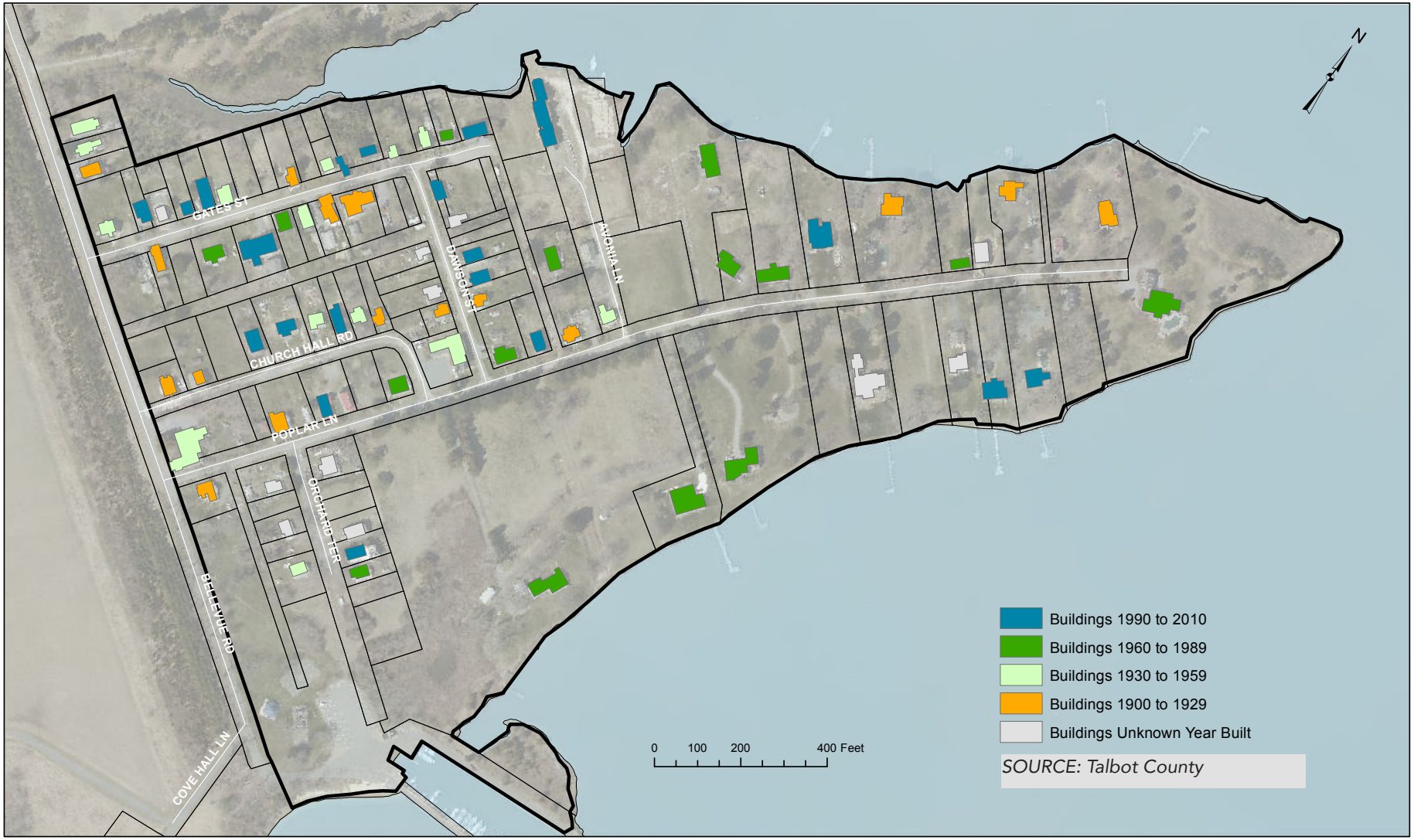
The modern day community of Bellevue evolved from its early history as a landing for the Oxford-Bellevue Ferry in 1683. Since then, Bellevue has hosted water dependent business including: a wharf for the Choptank Steamboat Company; the Baltimore, Chesapeake & Atlantic Railroad Company (from at least 1906 until at least 1921); W. H. Valliant Seafood and Packing (established in 1895); W.A. Turner and Sons (established in1945); .and Bellevue Seafood (established 1964). Today, Bellevue still serves as a landing for the Oxford-Bellevue Ferry, but is now a predominantly residential community with a community park and boat landing operated by Talbot County.

Oxford-Bellevue Ferry

The establishment of a ferry service for "Horses and Men" was first authorized by Talbot County on November 20, 1683 (see http://www.oxfordbellevueferry.com/history.html). Richard Royston was paid 2,500 pounds of tobacco per year (about $25) to operate the ferry. He came to Talbot County from London as a merchant, and settled in what is now called Ferry Neck, across the river from Oxford, with his wife Mary. The Ferry is still in private operation after over 300 years—recognized as one of the oldest, if not the oldest, privately operated ferries in the country.

Figure 6 Captain Sam Turner (Source: Black Men Blue Waters, Anderson)

Rural Village of Bellevue
Year Built



Map 8 Age of Structures Map

William H. Valliant Seafood and Packing

It was not until the turn of the twentieth century that Bellevue developed into a thriving community with the establishment of William H. Valliant's seafood packaging and processing plant, as well as his company store, ca. 1890. Valliant's seafood plant was in operation from 1895 to 1946[5]. A 1901 plat[6] shows Valliant's properties south of Avonia Ave. and east of what was then called Ferry Neck Road. Valliant's Packing House was located adjacent to the northern of two piers, the other pier serving as the steam boat wharf.

Bellevue Seafood and W. A. Turner and Sons

The Bellevue Seafood packinghouse, erected between 1964-1966, and adjacent W. A. Turner and Sons facilities established in 1946, were the only two structures representing African American owned seafood businesses in Maryland's Eastern Shore. Originally located at the end of Avonia Lane along Tar Creek, the W. A. Turner plant was established after William H. Valliant's packing plant closed with the postwar collapse of local canning companies. What started with four people shucking oysters became up to 45 people picking crabs. Family members and local watermen supplied the fresh catch. Bellevue Seafood was subsequently established as a packing company and remained in operation until December 1998[7].

Bellevue Gardens and Bellevue Landing

Former Valliant properties were sold and further subdivided. By 1955 the subdivision of "Bellevue Gardens" recorded 31 building lots of record on lands under the current ownership. Two decades after Valliant closed Bellevue Landing property was purchased by Talbot County in the 1960's, and improved to include rented boat slips, a boat ramp, and other amenities (see page 14)

Historic Character and Significance

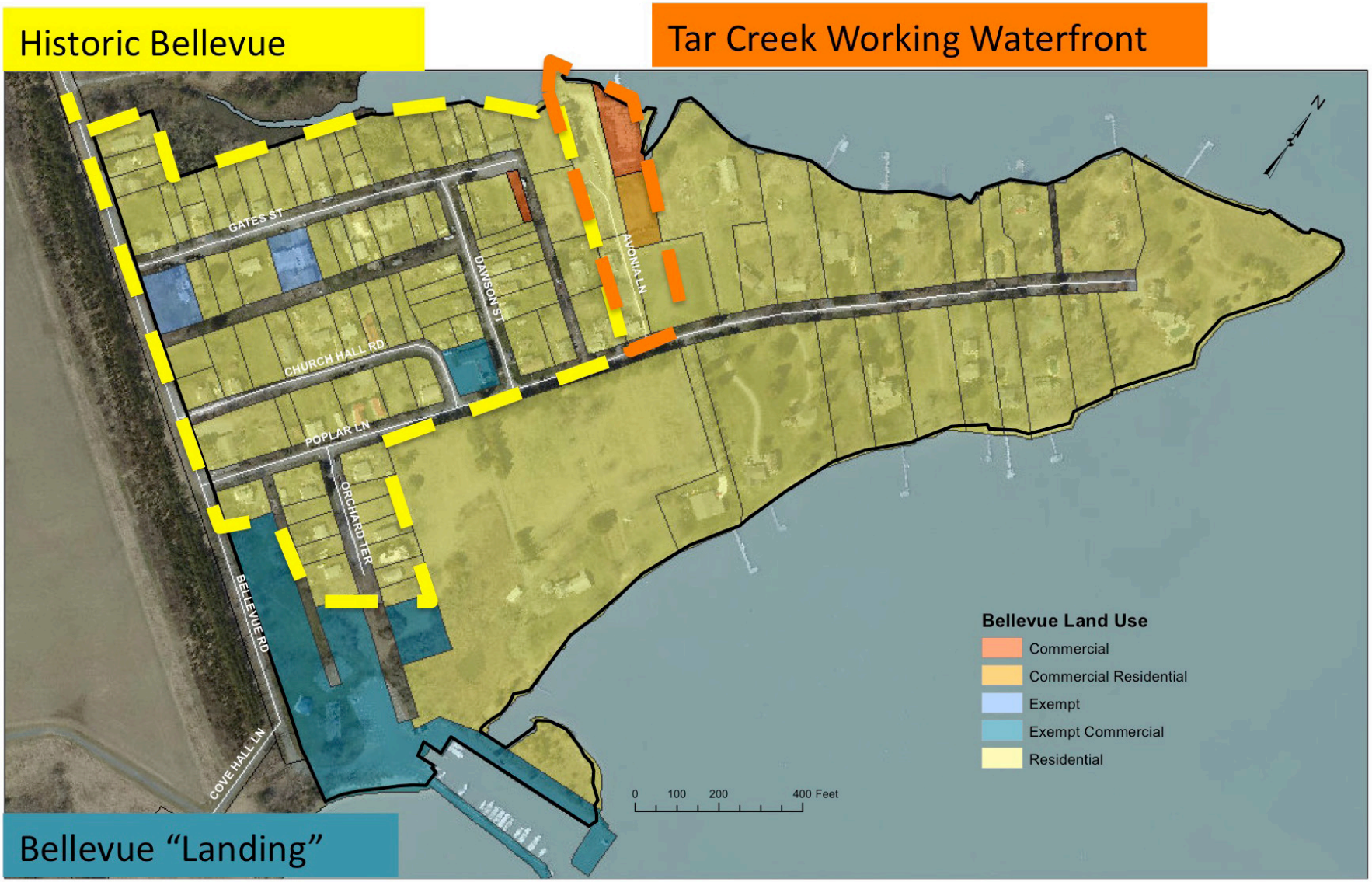
The population of Bellevue through the first half of the twentieth century is unknown, but in historical research gleaned through interviews and observations of the current layout of the village, Harold Anderson suggests that there could have been 100–200 residents. The center of Bellevue is St. Luke United Methodist Church, built on its current location in 1903. Today, the church has between 30 and 40 active members. The extended church membership also includes supporters that no longer live in the community but return for the church's annual homecoming and other events. The church's chicken barbecue is well known and a

Figure 7 St. Luke UMC

5 *See Maryland's Lower Choptank River Cultural Resource Inventory by Ralph E. Eshelman and Carl W. Scheffel, Jr. http://choptankriverheritage.org/wp3/crh-inventory/heritage-sites-on-the-lower-choptank-river/ accessed 2/27/17*

6 *Talbot County Circuit Court (Plats from Land Records) Land Records FGW 135, p. 29, MSA_C2277_576. Date available 1901/01/15. Printed 05/27/2016.*

7 *See "Black Men, Blue Waters: African Americans on the Chesapeake" by Harold Anderson, Maryland Research Marine Notes, Maryland Sea Grant, March-April, 1998.*



Map 9 Existing Land Use and Character Areas of Bellevue

source of its operating and maintenance funds. The church has a collection of historic photographs and records that provide a glimpse into the community's history, such as the former baseball team, and many descendants that lived and worked to support the seafood industry in Bellevue—an important part of African American heritage on the Eastern Shore and all of Maryland.

Maryland Inventory of Historic Properties

In addition to the aforementioned Oxford-Bellevue Ferry, Valliant Store, Bellevue Seafood, and W.A. Turner and Sons, several other historic sites are listed among the Maryland Inventory of Historic Properties (MIHP). Twenty houses and four historic store sites (including W. H. Valliant Store, Thomas Store, John U. Green House & Store, and Nicholas B. Gardiner Store) are on the inventory (Map 7). St. Luke United Methodist Church at Poplar Street and Church Hall Road is an anchor in the community. The former Bellevue School was centrally located in the community on Dawson Street. The original center bay of the three bay structure was moved from Ferry Neck Road to its Dawson Street location, and four or five bays were added in a later expansion. Local residents familiar with the history of the community identified the former school as a Rosenwald School, but further research is needed to document its history and significance.

Community Character and the Built Environment

Today, Historic Bellevue and its remaining working waterfront retain a distinct and identifiable character. The Village of Bellevue's character can be discerned from its historical development pattern as shown on by the map illustrating the year that the remaining structures were built (Map 8) and by he various plats such as the first known survey plat for Bellevue in 1901 (Figure 8).

Historic Bellevue

Historic Bellevue, (Map 9), the most densely populated area of this small community, is characterized by one to two story buildings fronting rural, local roads. Parcel lots are narrow and range in size from .15 to .7 acres. According to the Talbot County "Age of Structures" map (Map 8), approximately half of the structures were built from 1900 to 1959, while a surge of growth occurred after 1990.

Tar Creek

On Tar Creek, fragments of bulkhead and dock are all that remain of the W. A. Turner & Sons facility. Tar Creek itself commands beautiful views across the water to Clay's Hope, listed on the National Register of Historic Places.

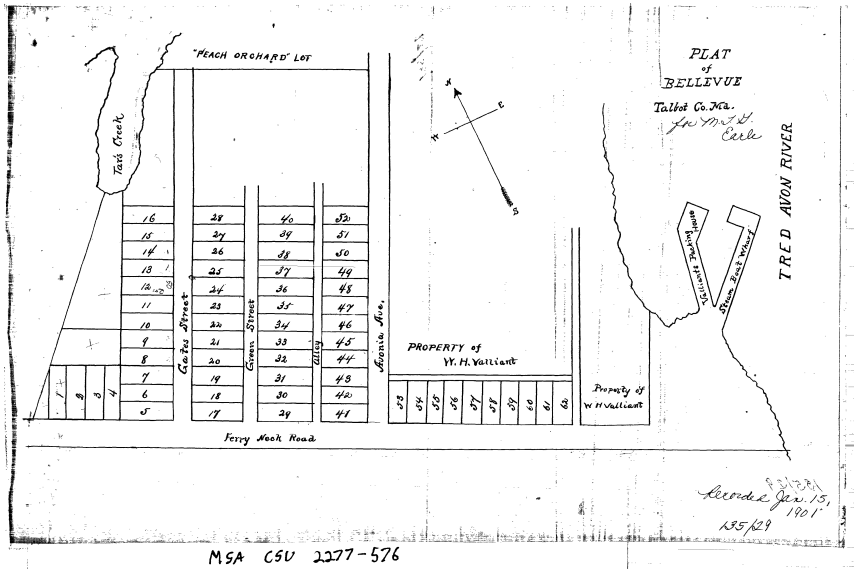


Figure 8 1901 Plat for Bellevue

Figure 9 Bellevue Peninsula from Bellevue Gardens shoreline

Bellevue Landing

Bellevue Landing is comprised of the County-operated park and marina with parking spaces for twelve boat trailers, thirty-one cars, and eight to ten motorcycles. A basketball court, picnic shelter, and playground are among park amenities. Portable toilets are located near the landing. The Oxford-Bellevue Ferry uses a separate dock, while a second landing is available to the general public for water access.

Community Infrastructure

Bellevue is served by both County and privately owned and maintained roads. County roads include Bellevue Road, Poplar Lane, and Gates Street. Church Hall Road, Dawson Street, Orchard Terrace and Avonia Lane are privately owned. The Oxford-Bellevue Ferry crosses the Tred Avon every 15 to 20 minutes between April and mid-November from nine AM to sunset. Up to nine vehicles can be accommodated at one time depending upon size and weight, along with additional pedestrian's and bicycles. RV's and trailers can also be transported.

The majority of County roads are surfaced with chip seal. Private streets are primarily gravel and are in poor condition. Shoulders are limited to non-existent and drainage is by surface conveyance to adjoining ditches or by sheet flow across adjoining natural surfaces.

There are no existing or known roadway maintenance agreements for the private roads that are the responsibility of the owners of individual lots that have frontage along those roads.

COMMUNITY PROFILE

Socio-economic conditions

Bellevue is comprised of four census blocks (Census Blocks 9606 1192, 9606 1198, 9606 1199 and 9606 1160) located within Census Tract 9606, which includes the Royal Oak area. The 2010 population of the four census blocks was approximately 89 people living in approximately 68 residential dwellings, some of which are vacant[8]. According to 2010 US Census Block data, 55 of the 89 people (62%) living in these four census blocks are of African American ethnicity.

The median income of the census tract that includes the four census blocks for Bellevue is $50,083 and the unemployment rate is 6.8% neither of which qualify Bellevue as economically distressed. Such a

8 *Census block 1160 also includes one residential structure and adjoining farmland along Bellevue Road to the north of the study area. The 2010 Census block data reports higher margins of error than larger Census Tract areas.*

designation could provide access to certain types of economic development funding. The median age for the entire census tract (population of 1,727) is 56.3 years.

COMMUNITY ENGAGEMENT PROCESS

This plan is based upon direct community involvement through the efforts of a Citizen Advisory Committee (CAC), two public meetings, a community survey, and additional small group and individual meetings.

The CAC represented a broad range of interests in Bellevue and was appointed by the County Council to identify issues and opportunities and to help vet and refine the plan's recommendations.

Community Meetings

Two public meetings were conducted. The first community meeting in August of 2016 served as a brainstorming session to review the range of community issues to be addressed by the plan and to brainstorm ideas about how best to address those issues. The second community meeting was to further review the resulting draft goals and strategies for incorporation into the draft plan.

Community Survey

Throughout July and August of 2016, the Department of Planning and Zoning conducted a survey of residents in the Village of Bellevue regarding their most pressing concerns and recommendations for improvements in the village. Thirty-six residents participated in the community survey. The results and recommendations are documented in Appendix 1 and are incorporated directly into the recommendations for the plan.

Figure 10 October 2016 community workshop to review proposed strategies

Additional Stakeholder Outreach

Throughout the planning process, County staff and consultants reached out to meet with and discuss specific issues and concerns, including meetings on the following topics:

- Redevelopment of the bulkhead and dock along Tar Creek at the former WA Turner and Sons Property
- Development and lot line adjustments for the Bellevue Gardens subdivision
- Roadway maintenance in the community (both public and private roads)

Figure 11 Shoreline between Bellevue Landing and Bellevue Gardens

Figure 12 Vacant Lots adjacent to former Bellevue Seafood

Figure 13 Bellevue Gardens

COMMUNITY PLANNING ISSUES AND CONCERNS

The plan includes recommendations to address the following issues as identified by the CAC and at the initial August 2016 community meeting:

- **Preserving Working Waterfront Assets Along Tar Creek and at Bellevue Landing** – barge access is under consideration along with dredging on Tar Creek to maintain access to the Former Turner & Sons property, which is the only commercial land with waterfront access on Tar Creek.
- **"Bellevue Gardens"** – redevelopment of the recorded subdivision (1955) has raised concerns about potential community impacts associated with views to the Tred Avon river, generation of traffic on local streets, and the impact of new home construction on the character of the community.
- **Water Access at Bellevue Landing** – including pedestrian access, how to support working watermen that use the landing to access the Chesapeake Bay and the dawn to dusk hours of operation.
- **Manage Recreational Users** – the landing is very popular for recreation (ferry users, bicycling, fishing, boating) and traffic backs up on weekends in season. Conflicts over the amount of trailer space available and the overflow, especially on peak weekends, causes problems on Bellevue Road. High vehicular operating speeds traveling in both directions where speed limits change from 25 to 50 mph are also a serious concern of local residents.
- **Street Maintenance** – the County only maintains roads originally accepted into the County system as public roads, leaving the community to maintain the remaining private streets. There is no organizational structure that is conducive to road maintenance funding or implementation. Upgrading private streets to a level that would allow them to be accepted into the County system would be very challenging.
- **Vacant Homes** - an increasing number of vacant houses has raised concerns about deferred maintenance and upkeep.
- **Increased Development Pressure on Lot Consolidation** - as Bellevue Gardens is built out, more attention to the community may likely come from real estate interests, resulting in more pressure for lot consolidation, tear downs, and new construction of large homes on multiple lots in Historic Bellevue.

COMMUNITY VISION AND GOALS

As part of the CAC meetings, public meetings, and through a community survey, Bellevue residents were asked to express opinions about the desired character of the community and about values that were important to them, such as what they enjoyed about living in Bellevue, what would make Bellevue a better community, and potential threats to the quality of life in Bellevue. Based on the responses to these efforts, the following statements reflect the desired vision and key goals for Bellevue, which form the basis for the development of the Bellevue Village Master Plan.

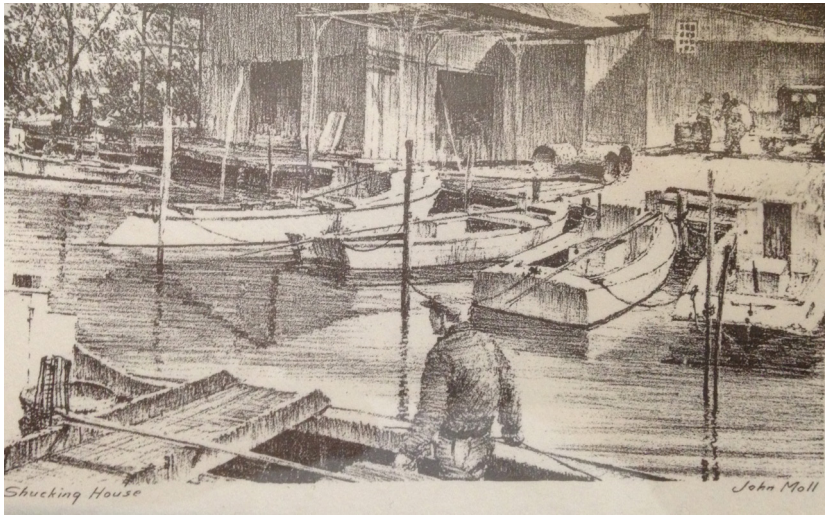


Figure 14 Sketch of former Valliant Packing Plant (courtesy of St. Luke UMC)

COMMUNITY VISION

Shared values: Bellevue's residents share a strong sense of community, roots, and place, and regard it as a peaceful, beautiful, and historic village. They value visual and physical access to the waters of the Chesapeake Bay, quiet days and nights, safety, and walkability.

New people, homes and businesses will soon add to Bellevue's numbers and strength as a community. As a ferry landing and gateway to the Bay Hundred, residents want to put Bellevue's best foot forward and continue to be a welcoming place, but they also ask for respect from visitors and those who are passing through.

Taking action: Maintaining these values requires continuous planning, the cultivation of personal connections within Bellevue, with property owners and county leaders, and information-sharing and dialogue. Building Bellevue as a community also requires periodic events and gatherings that offer fun and reflection on Bellevue's shared heritage and village life. By undertaking these activities, Bellevue's residents will continue to build their ability to work together to maintain and enhance Bellevue's quality of life.

Hopes for change: Bellevue's roads and waterfront park especially require more thought and care, as do the redevelopment of buildable lots and preservation of existing homes in the original village. Residents would like to see modest commercial development that offers local employment and services. They value the spaces that allow gatherings and performances indoors and out, especially St. Luke United Methodist Church, and would support improvements in such spaces. Bellevue is a community that is naturally supportive of all phases of community life from young families to retirees — but only so far as residents, local organizations, and county government can help one another to enjoy the benefits of both access to

A Vision for Bellevue:
Bellevue's residents share a strong sense of community, roots, and place, and regard it as a peaceful, beautiful, and historic village. Through shared values and by working together to take action that support those values, residents hope to preserve the village character while making improvements to its park, streets, and community gathering spaces that will attract a new generation of devoted residents.

K-12 education and aging in place. Bellevue's residents want development that protects the Chesapeake Bay to the maximum extent possible, while allowing the village to flourish.

How this plan will help Bellevue: This plan offers thoughts on how to achieve improvements that support Bellevue's values and hopes for the future. Implementation of the master plan will rely on a continued dialogue and partnership between the County and Bellevue's residents. The residents and Talbot County's leaders, aided by the Talbot County Department of Planning and Zoning, will need to monitor, adapt, communicate, and celebrate the fruits of this planning, now and in the years to come.

Goals

With the overriding vision of keeping Bellevue as a peaceful, beautiful, and historic village, the following five goals are intended to address the community issues while providing for modest economic development and achieving the community vision:

1. **Land Use and Community Character:** Preserve the character defining features of Bellevue's original village fabric while effectively incorporating new construction for those proposing to make changes to that fabric.
2. **Working Waterfront:** Preserve and improve the existing working waterfront assets for complementary and appropriately-scaled water-dependent businesses and commercial access while being sensitive to the concerns of adjoining neighbors.
3. **Recreation and Public Access:** Increase access to Bellevue Landing for nearby residents while reducing the ongoing community impacts from traffic, noise, litter, and overflow parking.
4. **Transportation:** Improve safety and neighborhood quality by balancing the transportation needs of all users while maintaining character-defining features of the community.
5. **Community:** Develop a community-based organizational structure to help facilitate the collaborative development of community-based projects and maintenance responsibilities.

The following strategies are organized according to the five goals. Each strategy includes a discussion of its rationale and a set of recommended actions needed to implement that strategy. Potential funding sources identified in the implementation notes have been added to reflect current programs that are either open, or have a high probability of continuing into the following fiscal year.

LAND USE AND COMMUNITY CHARACTER

GOAL 1: Land Use and Community Character: Preserve the character defining features of Bellevue's original village fabric while effectively incorporating new construction for those proposing to make changes to that fabric.

EXISTING LAND USE AND ZONING

The overall land use pattern and density of residential development has changed very little in Bellevue since at least the 1930s (Figure 15 and Figure 16). A part of William Valliant's seafood packing plant (shown in the 1938 photo) became Bellevue Landing and Community Park (shown in the 1977 photo), while the remaining lands are owned by the Ripple/Payne family ownership group. Many of the homes in Bellevue were built by Valliant to house African American workers.

On Tar Creek, the only two African American owned seafood businesses on Maryland's Eastern Shore, W.A. Turner and Sons and Bellevue Seafood did not exist in 1938, but are still visible in the 1977 photograph. Both are now closed.

The largest anticipated changes in residential land use will likely occur as part of Bellevue Gardens. The 1955 Subdivision of "Bellevue Gardens" recorded 29 building lots of record. Under current Chapter 190, Talbot County Zoning, Subdivision and Land Development Ordinance and critical area regulations it would not be possible to build this subdivision as platted (Figure 17).

At the October 22, 2016 Bellevue Community Design Workshop, a spokesperson for the current owners indicated that 14-15 residential lots are likely to be proposed, and the lots are likely to be sited along two private side streets that feed on to Poplar Lane.

Another potential impact to residential land use is likely to include infill development within Historic Bellevue. This could take the form of lot consolidation to allow larger homes within the lot coverage limitations of the Limited Development Area.

Figure 15 Aerial imagery of Bellevue in 1938

Figure 16 Aerial imagery of Bellevue in 1977

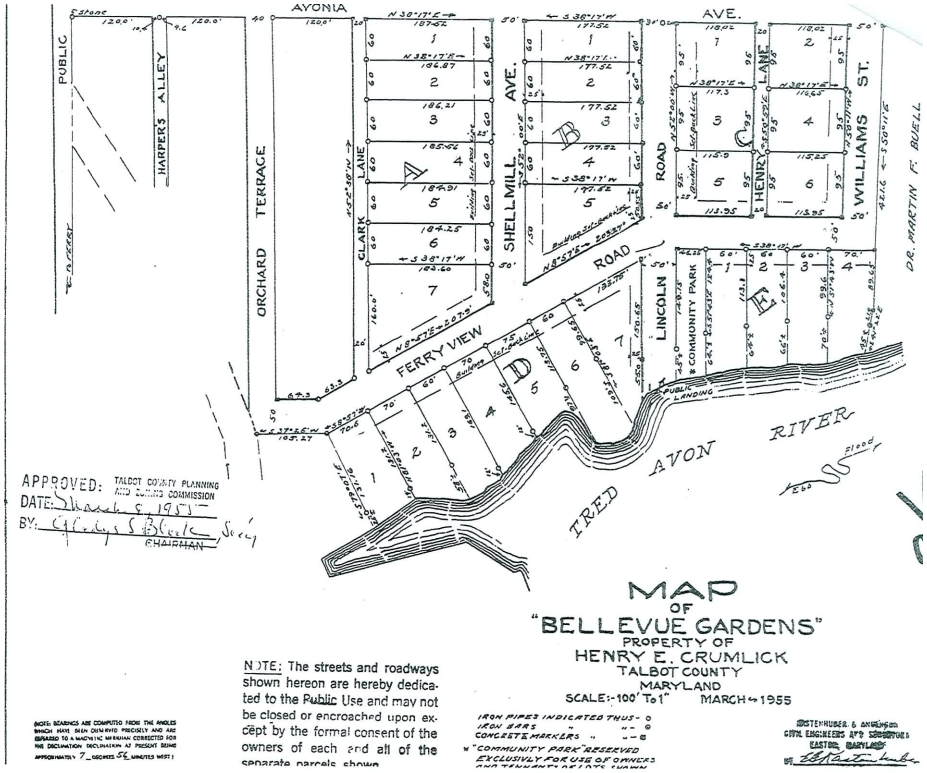


Figure 17 Original Plat for Bellevue Gardens

DESIRED COMMUNITY CHARACTER

As part of the first community workshop in August of 2016, participants were given a brief visual preference survey to help define the desired community character.

Community Preferences for Historic Bellevue

The results of the visual preference survey indicated a strong preference for retaining the architectural characteristics of existing and historic homes in Historic Bellevue as well as the traditional lot pattern established by the 1901 Plat (Figure 8 on page 13).

Figure 18 and Figure 19 were the clear choice of participants when asked to rank photographs that represent the desired character of new homes built as infill within Historic Bellevue. Figure 20 was the clear choice when asked to rank images representing the desired neighborhood character for homes as infill along Poplar Lane.

Character Defining Features

Figure 21 and Figure 22 are examples of the architectural features that best represent the desired character of new buildings constructed as infill within Historic Bellevue. These original Bellevue structures are well proportioned being taller than they are wide with a roof pitch that is approximately 9-12 to 12-12. The orientation of homes facing the street with garages in the rear and not dominating the front yards, and the relationship of homes to each other reflects a system of lots and blocks that have been in place since the Valliant Company subdivided the original building lots in 1901.

Figure 18 Photograph of Choptank, Maryland exhibits the desired character for Bellevue as derived from a visual preference survey of a two-lane road with no curb or sidewalk and structures that frame the street with approximately 80' between buildings from building face to building face.

Figure 19 Photograph of Port Penn, Delaware exhibits the desired character for Bellevue as of a traditional neighborhood architectural form with a diversity of home sizes, styles and setbacks. Participants noted that the curb and double yellow line were not desirable characteristics.

Figure 20 Single family home infill on vacant lots with front yard

LAND USE STRATEGIES

The following strategies are recommended to achieve the desired character for Bellevue as expressed through the visual preference survey.

1.1 Guide new infill development within Historic Bellevue to retain its existing scale and architectural character.

As "Option A" consider the designation of a Village Overlay District. The Village Overlay District would be an additional zoning district designation that is added (or "overlayed") on top of an existing base zoning district designation. The overlay district would be established to guide new infill development within Historic Bellevue to retain the existing scale and architectural character. An overlay district is used to address development-related concerns for specific places such as a community entrance corridor, a floodplain or for specific uses. The County currently has seven overlay districts.

The overall objectives for establishing the Village Overlay District would be to:

- Identify and promote those aspects of development that contribute the most to established community character
- Identify and avoid those aspects of development that detract the most from established community character
- Help ensure infill or redevelopment is compatible with its surroundings

The Village Overlay District would have the following elements:

- **Purpose Statements**: Why are we protecting community character?
- **Applicability:** Where are we applying the standards?
- **Exemptions:** What kinds of activity are exempted from the requirements?
- **Character Description:** What, exactly, is being preserved or maintained?
- **Standards:** What are the rules?

The proposed Village Overlay District for Historic Bellevue would address issues of infill development to minimize lot consolidation, tear down of existing homes and reconstruction of new homes that are not consistent with the existing and desired character of this historic portion of Bellevue.

Figure 21 William H Valliant Store

Figure 22 William L. Thomas House

Talbot County Village Center Design Policies
Excerpted from the Talbot County Comprehensive Plan, Chapter 9

9.12 New development and redevelopment in villages should be compatible with existing character in terms of land use, density, scale, setbacks, site layout, mix of use, and general design to maintain their unique "sense of place." In Village Planning Areas, Master Plans shall be required for review of small scale and major subdivision, and major site plans. Master Planning shall include a comprehensive study addressing compatibility and suitability of existing and proposed land uses, infrastructure, facilities and services associated with new development and redevelopment.

9.13 New village residential development and infill should be designed to be compatible with and complement that of the adjacent or surrounding community.

9.14 The County will review permitted land uses in the village zoning districts to ensure that those uses that are compatible with the existing village character will be permitted in the future. Review will include development of Master Plans to guide proposed new development in villages.

9.15 The County will review permitted density and bulk requirements for all village zoning districts. Densities shall reflect village lot sizes existing after zoning boundary modifications. Existing dwelling units per acre and other factors will be considered through the rezoning process, keeping in mind the unique character of each village or portion thereof.

9.16 The County will work to revise sewer connection and allocation policies in Water Quality Strategy Areas mapped Tier III-B to concentrate available capacity on addressing existing failing, inadequate and substandard septic systems within villages and allow for infill, redevelopment and new development on existing lots of record within established sewer service areas.

1.2 Encourage new construction outside of Historic Bellevue to minimize visual impacts of residential land uses along the shoreline.

As "Option B", consider adding a proposed Village Overlay District to include the remaining parts of the village with different objectives than within Historic Bellevue. The expanded area would be drawn to include the following objectives:

- Retain views or view corridors to the water from public streets
- Maximize the compatibility of new residential structures as viewed from public streets and adjoining private properties, as well as from the Tred Avon River

While critical area regulations that limit lot coverages can serve to protect views, larger lots sizes could result in the construction of homes with a high degree of visual contrast. Simple guidelines could be adopted that would encourage landowners to achieve their goals of maximizing water views without creating a wall effect along the shoreline.

WORKING WATERFRONT

GOAL 2: Preserve and improve the existing working waterfront assets for complementary and appropriately-scaled water-dependent businesses and commercial access while being sensitive to the concerns of adjoining neighbors.

Figure 23 Aerial view of Bellevue Seafood and W.A. Turner & Sons (2004)

WORKING WATERFRONT ASSETS

Although Bellevue's working waterfront has changed dramatically in recent years, there remain two important working waterfront assets that should be protected and revitalized. The bulkhead and water access associated with the former Bellevue Seafood and W.A. Turner and Sons businesses on Tar Creek should be repaired and maintained. Access to bulkhead and slips at Bellevue Landing should be maintained as working waterfront access.

In addition, the significance of W.A. Turner and Sons and Bellevue Seafood as the few, if only seafood operations owned and operated by African Americans on Maryland's Eastern Shore, should be recognized through interpretation. See page 35 for a more detailed strategy.

Figure 24 Tar Creek and former landings of W. A. Turner and Sons (2016)

STRATEGIES

The following strategies are recommended in support of the goal of maintaining working waterfront access.

2.1 Maintain and enhance opportunities for water-dependent businesses to take advantage of existing working waterfront assets (bulkhead at Tar Creek and use of slips at Bellevue Landing)

Figure 25 Bellevue Landing

The historical use of the bulkhead at Tar Creek as a working waterfront (Bellevue Seafood and W. A. Turner) should remain for such working waterfront uses. This includes the land side operations and keeping the channel dredged and navigable for working boats. A proposal for repairing the bulkhead on Tar Creek has been under consideration during the development of the Village Plan that would retain the working waterfront assets in operational condition. Although the proposed use in the near term is primarily to serve as a secondary access point for a marine construction use in case of inclement weather, the channel and bulkhead would be retained.

For Bellevue Landing, which is managed by Talbot County, the primary concerns for working waterfront access are the hours of operation, sanitation, and the use of slips and utility parking by non-County (and in a lot of cases, out of state) residents and watermen. Of the twenty five available slips, sixteen are currently rented to commercial operators and nine are rented to pleasure boaters. The waiting list consists of twenty

seven commercial operators and forty-five pleasure boaters. Many residents pointed out that nearly all of the current slip holders are from outside the area and that there is no preference given to Bellevue residents for the waiting list when slips become available.

2.2 Work with property owners and neighbors to address compatibility and community impact issues related to accommodating proposed water-dependent business activities.

The following key issues were identified through public outreach efforts, including both public meetings and the community survey.

- Potential negative impacts of commercial vehicular access to Tar Creek
- Desire for early morning operating hours at Bellevue Landing for working watermen
- Compatibility issues with adjoining residential areas (noise, light, smell, litter, etc.)

Residents of Bellevue need to use the site plan review process more effectively to address the issues they are concerned about (noise, light, smell, litter) whenever a change in land use is under consideration.

2.3 Guide the scale and architectural character of any new or associated land side structures with water-dependent uses to fit within the character and scale of adjoining properties.

Figure 26 Illustrates what the community views as acceptable character for land side structures associated with Tar Creek for marine related business (as determined in the first community meeting in August 2016)

Concerns were expressed at both public meetings and in the community survey about the nature of land-side operations and the potential traffic impacts. One respondent to the community survey noted that the "proposed use described in [the] brochure [handout provided by the proponent] for a company to store large construction barges at a new pier for frequent transit in and out of Tar Creek hardly seems 'traditional' or in keeping with the character of the village. Also, commercial vehicles used to keep these barges supplied with construction materials may overtax the roads and challenge pedestrian safety."

Figure 26 was the clear choice of participants of the visual preference survey when asked to rank photographs that represent the acceptable character for a land side structure associated with Tar Creek for marine and related business. Any proposal for water and land side uses along Tar Creek should be weighed against the long-term goal of preserving the working waterfront for water-dependent uses. As the next generation of water-based businesses evolve, whether it is related to new forms of aquaculture, or something similar to the renaissance in farm to table agricultural operations (sea to table), future working waterfront opportunities should be supported while allowing for more immediate and near term uses.

RECREATION AND PUBLIC ACCESS

GOAL 3: Increase access to Bellevue Landing for nearby residents while reducing the ongoing community impacts from traffic, noise, litter, and overflow parking.

ISSUES AND OPPORTUNITIES

As noted in the community survey responses and at public meetings, Bellevue Landing is both a community asset and a community burden. Many residents appreciate the visual and recreational value of having a nearby public access to the Tred Avon River. Yet, during peak season, the parking lot overflows, trailers line Bellevue Road, and many vehicles travel at a high rate of speed.

Another concern noted was that nearby residents do not get any preference when it comes to the position on the waiting list for securing a slip when one becomes available. In addition, nearby residents do not feel safe walking to the park during peak season when visitors to the landing and park are highest and the issues of trailer parking and vehicular operating speeds are the greatest.

Finally, there was a strongly expressed concern by many members of the community that the portable toilets need to be enclosed within a permanent structure and that drinking water should be provided at the landing.

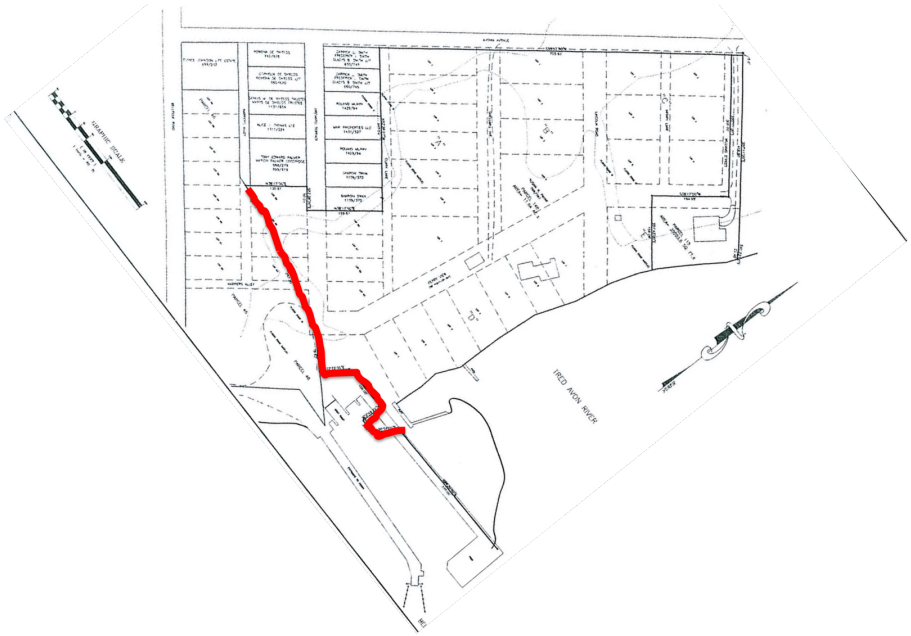


Figure 27 Annotated plan of Ripple/Payne property showing approximate location of Bellevue Landing Park derived from historical plats (red)

STRATEGIES

The following strategies are recommended in support of the goal of increasing access to Bellevue Landing while addressing and reducing compatibility issues.

Bellevue Park

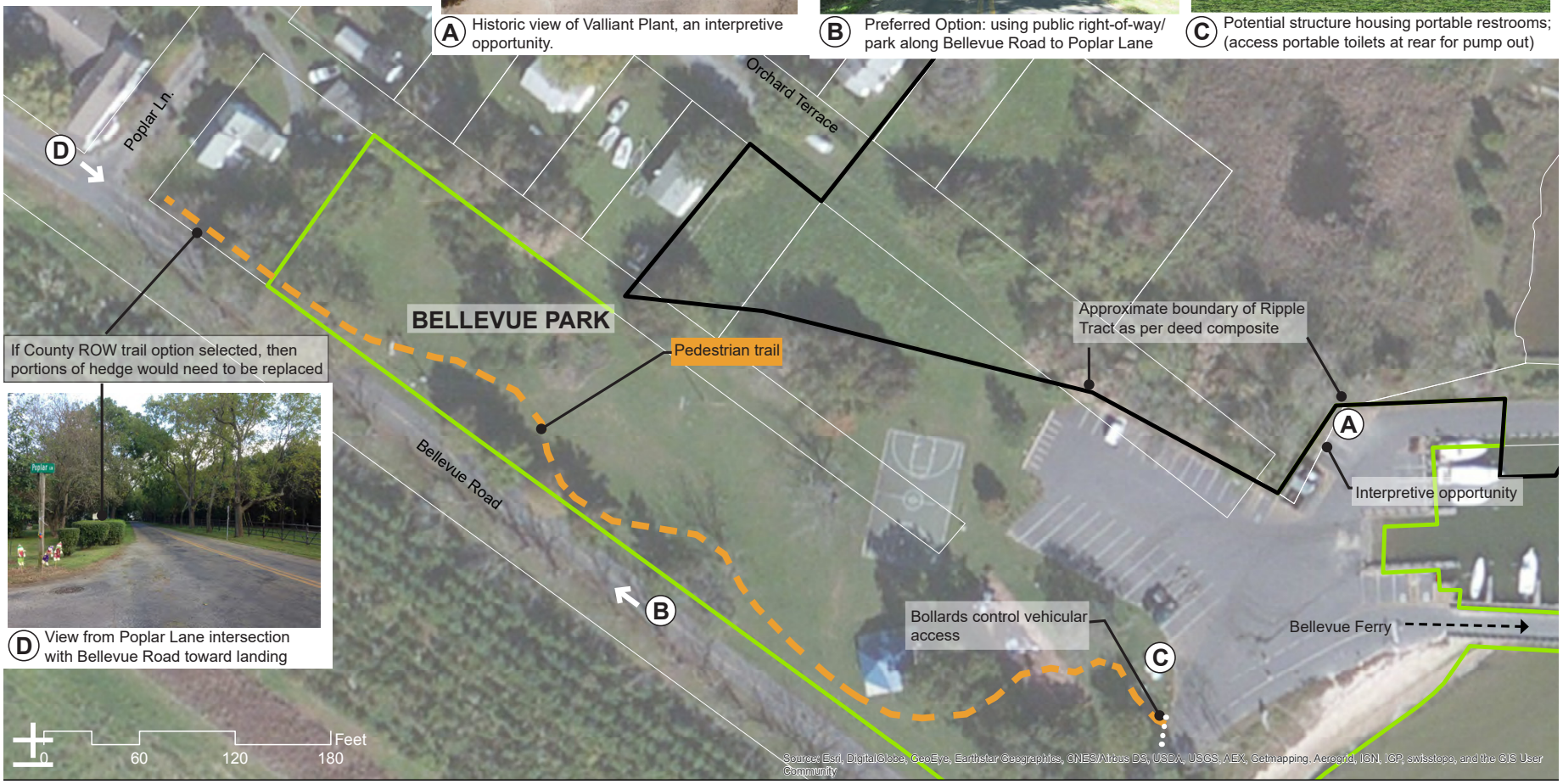
Preferred Trail Alignment Using County Park / R.O.W.

Talbot County Working Waterfronts

A Historic view of Valliant Plant, an interpretive opportunity.

B Preferred Option: using public right-of-way/ park along Bellevue Road to Poplar Lane

C Potential structure housing portable restrooms; (access portable toilets at rear for pump out)



D View from Poplar Lane intersection with Bellevue Road toward landing

Figure 28 Preferred pedestrian trail connection

3.1 Address overflow parking issues along Bellevue Road.

Two recommendations were developed as part of the plan (Figure 29) to address parking issues along Bellevue Road:

- Manage the overflow parking through better enforcement of no parking regulations
- Expand the existing parking lot to provide more room for additional trailers, providing space for seven additional trailers

The following steps resulted from discussion at the October 2016 community design workshop in Bellevue as the preferred approach for addressing parking issues.

1. Install and enforce no parking signs along Bellevue Road from the former store to the community entry.
2. Measure demand for additional trailer parking spaces through user surveys during peak weekends (count vehicles turned away, record license plates and/or develop a postcard survey to determine origin and destination of all users).
3. Consider the feasibility of using on-line web cam or mobile application technology for visitors to determine parking availability in advance of visiting (recommended study of county wide application, rather than just Bellevue Landing).
4. Consider the feasibility of expanding the trailer parking area, should demand be demonstrated, including consideration of purchasing additional land from the adjoining property owners on a willing seller basis.

3.2 Develop a preliminary design plan and seek funding to construct a pathway between HIstoric Bellevue and Bellevue Landing Park.

The preferred option for a pathway connecting Historic Bellevue with Bellevue Landing and Community Park that parallels Bellevue Road is shown on Figure 28. A second option was considering using Orchard Terrace to make the pedestrian connection (requiring an easement or acquisition). However, that option appears not to be feasible due to the complexity of working with all the adjacent owners of Orchard Terrace, a private road. The preferred option will require discussions with the owner of the property at the corner of Poplar Lane and Bellevue Road regarding relocating or pruning the hedge to provide more space for a short pedestrian connection to Poplar Lane (Photo D, Figure 28).

The next step would be for the County to develop design plans (suitable for bidding and construction with MDOT/SHA's Recreational Trails Program (federal funds) for a separated pathway along Bellevue Road to make the connection between Poplar Lane and Bellevue Community Park.

Bellevue Park

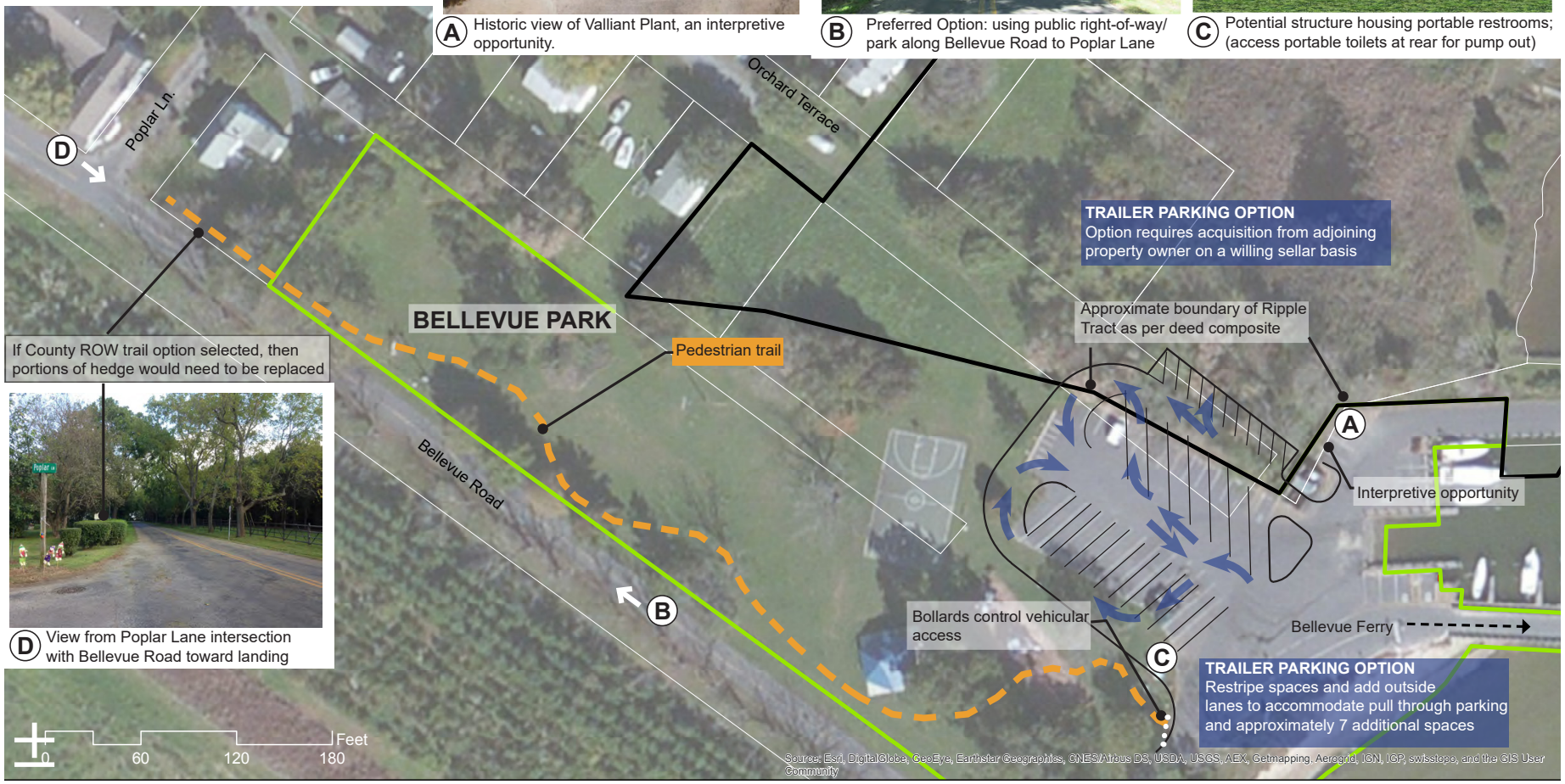
Expanded Boat Trailer Parking w/ Preferred Trail Alignment

Talbot County Working Waterfronts

A Historic view of Valliant Plant, an interpretive opportunity.

B Preferred Option: using public right-of-way/ park along Bellevue Road to Poplar Lane

C Potential structure housing portable restrooms; (access portable toilets at rear for pump out)



D View from Poplar Lane intersection with Bellevue Road toward landing

Figure 29 Parking lot expansion option

3.3 Develop a preliminary design plan and seek funding to construct a permanent structure to house portable toilets (similar to Oxford's community park).

Figure 29 (C) illustrates the concept of a permanent structure that can house portable toilets. The benefits of this concept would be better odor control, more attractive and secure restrooms, possible flood proofing, and less expensive utility work than a permanent restroom installation would require. Talbot County would implement the project as part of its capital improvement program for parks and landings, with the potential for outside funding to be explored.

3.4 Design and install new interpretive exhibits at Bellevue Landing Park to tell the story of the Oxford-Bellevue Ferry and the Valliant Packing Plant.

Many visitors to the Oxford-Bellevue Ferry or the park are unaware that Bellevue once was a bustling community supported by the Valliant Plant and subsequently two of the only African American owned and operated seafood plants on Maryland's Eastern Shore.

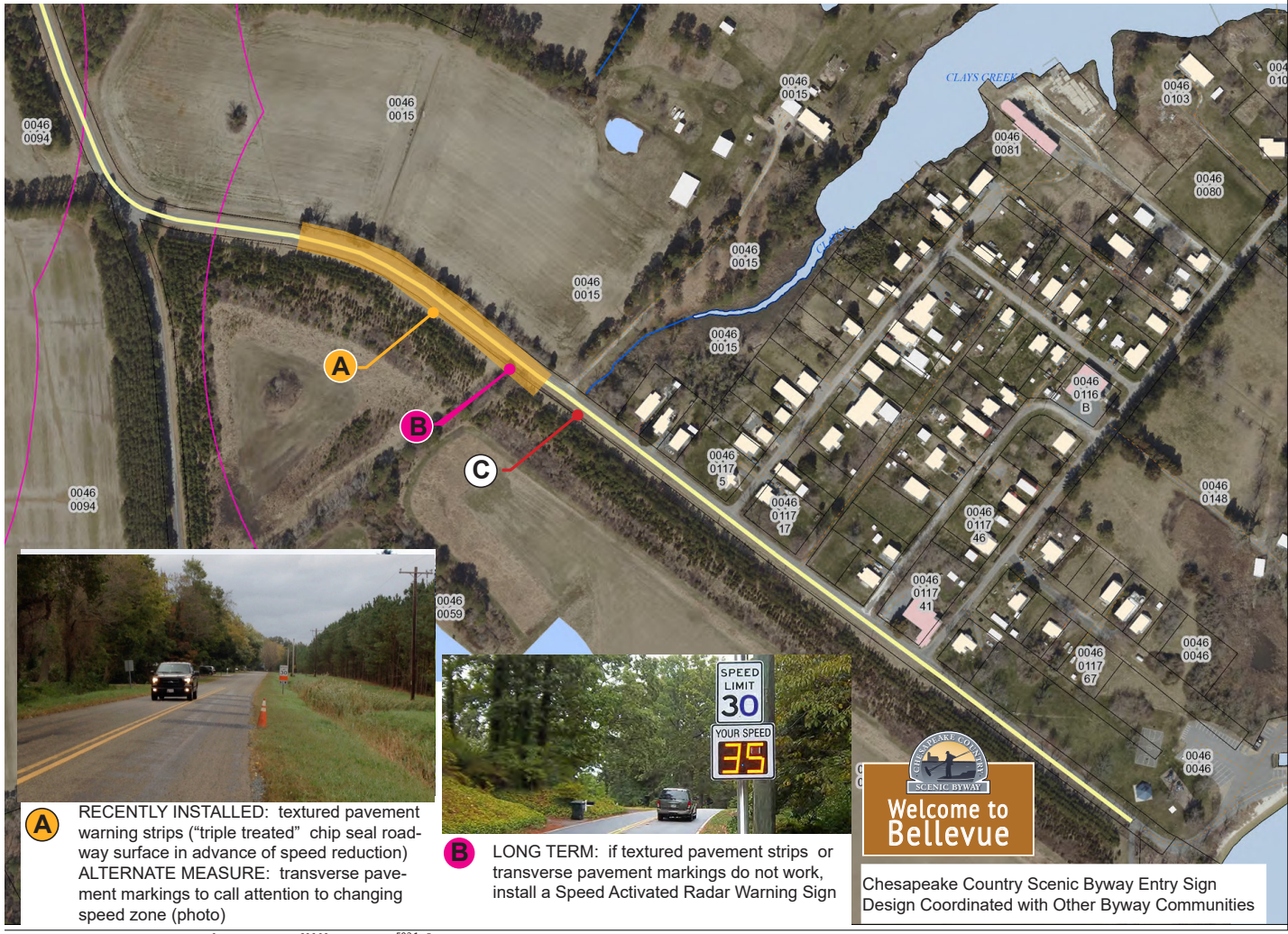
Bellevue is located on the mid-shore section of the Chesapeake Country Scenic Byway and both the corridor management plan and interpretive plans identified Bellevue Landing as an opportunity for interpretation. The interpretive plan recommends thematic site installations for Bellevue Landing and Community Park that might include the following enhancements:

- Add Byway Hub kiosk at Bellevue Ferry Dock or Landing
- Add thematic site installation at Bellevue Park, featuring story point panels, kid-friendly public art that provides photo opportunities, seating, landscaping and thematic elements

Bellevue is located within the Stories of the Chesapeake Heritage Area. Coupled with the already existing and extensive bicycle tourism traffic. This site is an excellent location to tell the stories of Talbot County and Bellevue's maritime heritage. The Stories of the Chesapeake Heritage Area offers small grants that could be utilized for this purpose.

Bellevue Road Gateway and Traffic Calming Concept Diagram

Bellevue Village/Waterfront Master Plan



A RECENTLY INSTALLED: textured pavement warning strips ("triple treated" chip seal roadway surface in advance of speed reduction) ALTERNATE MEASURE: transverse pavement markings to call attention to changing speed zone (photo)

B LONG TERM: if textured pavement strips or transverse pavement markings do not work, install a Speed Activated Radar Warning Sign

Chesapeake Country Scenic Byway Entry Sign Design Coordinated with Other Byway Communities

C Existing entry to Bellevue

Addition of Chesapeake Country Scenic Byway Entry Sign

Addition of "utility line friendly" small trees to reinforce community entry

592.1 0 296.06 592.1 Feet

This map is for reference only. Land use layers on this map may not be accurate.

Figure 30 Traffic calming recommendations

TRANSPORTATION

GOAL 4: Improve safety and neighborhood quality by balancing the transportation needs of all users while maintaining character-defining features of the community.

ISSUES AND OPPORTUNITIES

One of the top priorities for respondents to the community survey and for those attending public meetings was the need to address the issue of high operating speeds of vehicles entering and leaving Bellevue Landing. Suggestions included the need for traffic calming to increase driver awareness when entering the Village of Bellevue and to indicate to drivers that the road is not just a highway to Bellevue Landing.

With the strong regional interest in bicycle tourism, the Oxford-Bellevue Ferry receives an extensive amount of use by recreational bicyclists. The high vehicular operating speeds sometimes conflict with the leisurely pace of the bicyclists. While addressing the bicycle issue is beyond the scope of the plan, slowing vehicular operating speeds would address at least a portion of the issue.

The street system in Historic Bellevue is also another issue that was raised in both the community survey and the public meetings. As noted in the Community Infrastructure on page 14, Bellevue includes both private and county-maintained roads. The owners of property that have frontage on the private roads are responsible for maintaining those roads. However, there is no means of requiring property owners to pay for the upkeep of the road (such as a Homeowners Association). A roadway maintenance agreement was identified as the best solution to fund and implement road maintenance on private roads.

Finally, the impact of increasing traffic from both future residential and marine commercial development, including construction activities, has raised additional concerns that there is no practical way to require the developers to pay for their fair share of roadway maintenance and bond against any roadway damage for private roads.

STRATEGIES

The following strategies are recommended in support of the goal of balancing transportation needs of all users while maintaining character defining features of the community.

4.1 Install, maintain and monitor the success of traffic calming measures for Bellevue Road.

Talbot County's road supervisor attended several of the community meetings and spoke to the need for traffic calming on Bellevue Road. As part of a scheduled pavement maintenance operation, chip seal lifts were placed at the entry to Bellevue, approximately at locations A, B and C in Figure 30.

4.2 Evaluate the performance of the installed textured pavement strips between the 50 and 25 mph speed zones.

During peak travel periods (May-July) and times (Friday to Sunday), traffic volume and operating speeds should be recorded to determine the effectiveness of the measures at reducing operating speeds.

4.3 If the pavement strips are not compromised after winter plowing, install outbound strips on the outbound lanes leaving the landing area.

Consideration of the impacts of plowing on the effective height of the chip seal lifts should be evaluated after the winter season. If the lifts have not been damaged, then they should be installed in both directions.

4.4 Install a community gateway sign (as per Chesapeake Country Scenic Byway sign guidelines) at the entrance to Bellevue.

Installing a community gateway sign will reinforce the traffic calming measures by clearly communicating to each driver that they are entering a settled community (Location C, shown on Figure 30). A gateway sign will also help preserve the history and culture of the village by acknowledging that it is a separate village from the neighboring Royal Oak.

4.5 Install utility line friendly street trees at the locations of the textured pavement warning strips and community gateway.

A third reinforcement of the traffic calming measures is to narrow the look and feel of the roadway by planting trees as shown in photo simulation at location (C) shown on Figure 30.

4.6 Monitor operating speeds during peak usage periods for Bellevue Landing coupled with temporarily locating County-owned (or rented) speed activated warning signs to test effectiveness.

If 85th percentile operating speeds continue to exceed posted speed limits by more than 5 mph, then purchase and install speed activated warning signs and place them in advance of the 30 mph speed zone as shown at location B or install transverse pavement markings as shown on location C on Figure 30.

4.7 Design and implement pavement and shoulder engineering techniques that address impacts of larger vehicles while reducing visual impacts to Bellevue's narrow streets and intersections

The following are several practical solutions for addressing some of the common road maintenance problems in a rural village such as Bellevue that will also maintain the character defining features of the narrow roads and grass shoulders

- Reinforced grass shoulders and intersection radii - in areas where school buses, garbage trucks, large delivery and construction vehicles require a more generous turning radii, it is possible to reinforce the turning radius with more permeable and attractive material than chip seal. Figure 31 is an example of using concrete pavers that can still allow for infiltration through the joints. Figure 32 illustrates the use of reinforced concrete turf blocks that support less frequent vehicular use.
- Open drainage that encourages infiltration - in areas where water is ponding or where additional drainage is needed to handle surface runoff, a drainage system can be installed that encourages infiltration resulting in less area needed to handle the conveyance of the stormwater (Figure 33).
- Pavement surfaces - the private streets in Bellevue have not been maintained in many years. If a roadway maintenance agreement can be established with all adjoining property owners, it may be cost effective to install a new surface treatment.

Figure 31 Permeable pavers applied to the turning radius

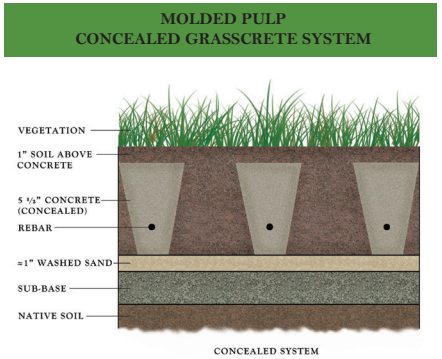


Figure 32 Concrete reinforced turf

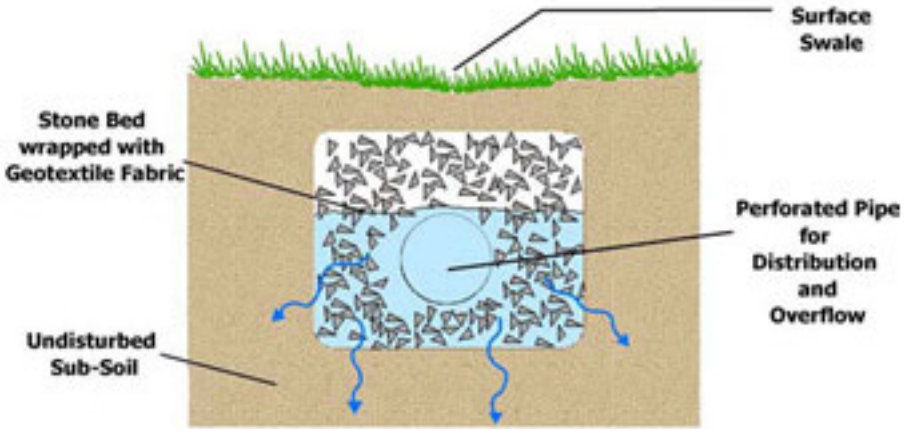


Figure 33 Infiltration ditch detail (Source: http://acronymonline.org/times-calls-measures-stormwater-infiltration/)

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COMMUNITY

GOAL 5: Develop a community-based organizational structure to help facilitate the collaborative development of community-based projects and maintenance responsibilities.

One of the biggest challenges for a community of 71 dwellings in a rural area is how to organize and advocate for its needs. Answering these three key questions would help Bellevue move towards addressing the issues raised in the plan and becoming a more sustainable community.

- Who speaks on behalf of Bellevue residents when addressing community-wide or county-wide issues?
- Is there a way to more efficiently address the issue of private road maintenance through a community-wide organization?
- How can Bellevue attract both public funding and private investments needed to make their community more livable.

STRATEGIES

The following strategies are recommended in support of the goal of developing a community-based organizational structure to facilitate the plan's implementation.

5.1 Identify the roles and responsibilities of the community relative to each of the recommended strategies noted above.

Unincorporated villages, like Bellevue, are reliant on the County to implement improvements including many of the measures recommended in this plan. In the case of County owned and maintained roads and parks, the County would take the lead for implementation. For each project, a more detailed plan would be developed, a budget established, and when funds are available, the County can then move forward with the project. In the case of Bellevue Road, the County was able to install a traffic calming measure as part of a planned maintenance project. Installing a new pathway to connect Historic Bellevue with Bellevue Landing may benefit from outside state funding such as the Recreational Trails Program (MDOT/SHA). The County has many priorities, and it would be helpful if the residents and users of these roads and facilities state their case for these projects, assist in the writing of grant applications, and work with the appropriate agencies during development and implementation.

Table1, Implementation Notes, provides a listing of the strategies included within the plan organized by goal, and lists coordination/partnership opportunities and potential funding sources for each strategy. This table can be used by County staff and residents to monitor the implementation opportunities for this plan.

5.2 Identify the potential role and responsibilities of roadway maintenance agreement(s) that could be administered through a community-based organization.

Private streets are owned by each of the lots that front along the street. Roadway maintenance agreements are recommended as the best tool to establish a maintenance program for the private roads. However, since the layout of the town is on a grid, private roads are also used by other town residents. In addition, it may be a challenge to get all property owners (especially those parcels that appear to be vacated and/or neglected) to sign on to the maintenance agreement. Some residents expressed the desire to create a community-based organization that might better spread out the costs of private roadway maintenance, sometimes referred to as a "Roadway Maintenance Organization" or RMO. The RMO would have three main benefits:

- Improve road safety and drivability: the RMO can devise a plan and budget to maintain the covered roads so they will be free of potholes, ruts, and other problems that make the road dangerous and difficult to travel.
- Reduce maintenance costs over time: the RMO can devise a preventative road maintenance program that over time is less expensive than paying to fix a road once it has developed significant problems.
- Provide liability protection for association members: a formal road association can provide limited immunity from civil liability for the association decision makers and an association can purchase liability insurance for the protection of the board of directors, and members.

5.3 Determine whether a community organization should be established and if so, what form should it take.

It may also be beneficial for the residents of Bellevue to form a community organization for other purposes besides roadway maintenance. Two specific activities would benefit from such an organization:

- Community Development: establishing a stronger voice to speak out on behalf of the community when new projects are proposed (including site plan review or subdivision plat for development projects)
- Community Enhancement: provide an organizational structure through which outside funding could be raised and utilized for community projects (including volunteer activities, park and landing enhancements and historic resource protection). Another option is to join forces with other unincorporated communities in Talbot to establish a non-profit, 501 (c) 3 organization that can receive charitable contributions as well as state and federal funds to implement projects and programs outlined in this plan.

IMPLEMENTATION

The following table summarizes the funding needs for each of the recommended strategies in the plan. A detailed list of potential funding sources follows the table.

Table 1 – GOALS AND STRATEGIES	IMPLEMENTATION NOTES	Potential Funding Source
GOAL 1: Land Use and Community Character: Preserve the character defining features of Bellevue's original village fabric while effectively incorporating new construction for those proposing to make changes to that fabric.		
1.1 Guide new infill development within Historic Bellevue to retain its existing scale and architectural character.	Coordinate with NextStep 190 Consider establishing eligibility of Historic Bellevue as historic district	Maryland Historic Trust - see African American Heritage Preservation Program and Non-Capital Grant note.
1.2 Encourage new construction outside of Historic Bellevue to minimize visual impacts of residential land uses along the shoreline.	Coordinate with NextStep 190 Coordinate with recommendations in 2011 Shoreline report	Consider additional Coast Smart programs through MDNR
GOAL 2: Preserve and improve the existing working waterfront assets for complementary and appropriately-scaled water-dependent businesses and commercial access while being sensitive to the concerns of adjoining neighbors.		
2.1 Work with property owners and neighbors to address compatibility and community impact issues related to accommodating proposed water-dependent business activities.	Coordinate with NextStep 190	Incorporate as part of site plan review for development proposal
2.2 Guide the scale and architectural character of any new or associated land side structures with water-dependent uses to fit within the character and scale of adjoining properties.	Coordinate with Talbot County Planning and Zoning (NextStep 190)	Consider opportunity for USDA grant to determine potential for sea-table market program
GOAL 3: Increase access to Bellevue Landing for nearby residents while reducing the ongoing community impacts from traffic, noise, litter, and overflow parking.		
3.1 Address overflow parking issues along Bellevue Road.	Coordinate with Talbot County Parks and Recreation (Public Landings Improvement Plan)	Waterways (may be limited to waterway specific improvements, not parking)
3.2 Develop a preliminary design plan and seek funding to construct a pathway between Historic Bellevue and Bellevue Landing Park.	Coordinate with Talbot County Parks and Recreation	Transportation Alternatives Program (design services)
3.3 Develop a preliminary design plan and seek funding to construct a permanent structure to house portable toilets (similar to Oxford's community park).	Coordinate with Talbot County Parks and Recreation (Public Landings Improvement Plan)	Community Parks and Playgrounds

3.4 Design and install new interpretive exhibits at Bellevue Landing Park to tell the story of the Oxford-Bellevue Ferry and the Valliant Packing Plant.	Coordinate with Stories of the Chesapeake Heritage Area and Chesapeake Country Scenic Byway Interpretive Plan	MHAA (small grants/Stories of the Chesapeake
GOAL 4: Transportation - Improve safety and neighborhood quality by balancing the transportation needs of all users while maintaining character-defining features of the community.		
4.1 Install, maintain and monitor the success of traffic calming measures for Bellevue Road.	Coordinate with Talbot County Roads Department	
4.2 Evaluate the performance of the installed textured pavement strips between the 50 and 25 mph speed zones.	Coordinate with Talbot County Roads Department	
4.3 If the pavement strips are not compromised after winter plowing, install outbound strips on the outbound lanes leaving the landing area.	Coordinate with Talbot County Roads Department	
4.4 Install a community gateway sign (as per Chesapeake Country Scenic Byway sign guidelines) at the entrance to Bellevue.	Coordinate Chesapeake Country Scenic Byway Interpretive Plan	MHAA (small grants/Stories of the Chesapeake
4.5 Install utility line friendly street trees at the locations of the textured pavement warning strips and community gateway.	Coordinate with Talbot County Roads Department	
4.6 Monitor operating speeds during peak usage periods for Bellevue Landing coupled with temporarily locating County-owned (or rented) speed activated warning signs to test effectiveness.	Coordinate with Talbot County Roads Department	
4.7 Design and implement pavement and shoulder engineering techniques that address impacts of larger vehicles while reducing visual impacts to Bellevue's narrow streets and intersections	Coordinate with Talbot County Roads Department; for private roads would benefit from establishment of roadway maintenance organization (5.2)	
GOAL 5: Community Develop - a community-based organizational structure to help facilitate the collaborative development of community-based projects and maintenance responsibilities.		
5.1 Identify the roles and responsibilities of the community relative to each of the recommended strategies noted above.	Seek assistance from Talbot County Planning	MAERDAF - see note below
5.2 Identify the potential role and responsibilities of roadway maintenance agreement(s) that could be administered through a community-based organization.	Seek assistance from County Roads Department	Rural Maryland Council may offer programs for empowering rural communities
5.3 Determine whether a community organization should be established and if so, what form should it take.	Seek assistance from Talbot County Planning	MAERDAF

POTENTIAL FUNDING SOURCES

The following more fully describes the potential funding sources listed in the implementation table. Note that many of the federal programs listed may change based on future federal budgets and priorities.

Waterway Improvement Grants

According to the DNR website:

"The Waterway Improvement Fund was established in 1966 (Annotated Code of Maryland Sec. 8-707 of the State Boat Act) for the purpose of funding projects which improve and promote the recreational and commercial capabilities, conditions and safety of Maryland's waterways for the benefit of the general boating public."

The Fund provides financial support in the form of grants and/or loans for capital projects and services that serve the boating public including the following selected project types directly relevant to Bellevue and Tilghman:

- Marking of channels and harbors and establishing aids to navigation.
- Clearing of debris and obstructions from navigable waters of the state.
- Dredging channels and harbors, and constructing jetties and breakwaters,including those projects in cooperation with the U.S. Army Corps of Engineers.
- Construction of marine facilities beneficial to the general boating public.
- Installation of marine sewage pump-out stations.
- Evaluation of water oriented recreation needs and capacities of Maryland waterways and the development of comprehensive plans for waterway improvement projects.
- Boating information and education.

Construction of marine facilities for marine firefighting, police, first aid and medical assistance, and communications for promoting safety of life and property and general service to the boating public. Recreational Trails Program (SHA):

A federally funded program assisting development and maintenance of smaller scale motorized and non-motorized trail, trailhead and restoration projects. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, canoing, kayaking, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Recreational Trails is now a part of the larger Transportation Alternatives Program due to the latest federal transportation law, but has retained dedicated funding for the following eligible activities:

- Construction of new trails;
- Maintenance and restoration of existing trails;

- Development/rehabilitation of trailside facilities and linkages;
- Purchase/lease of trail construction equipment;
- Trail/corridor easement and property acquisition; and
- Interpretive/educational Programs, signage and maps related to recreational trails use.

Funding source: Federal. Grant awards cannot exceed $40,000 for new construction and $30,000 for other projects; Local match: 20 percent of total project cost as a cash match.

Maryland Heritage Areas Financial Assistance Programs (MHT):

The Maryland Heritage Areas Program provides dollar-for-dollar matching grants to nonprofit organizations and government entities for capital and non-capital projects located within a Maryland Certified Heritage Area (CHA). Talbot County is located within the Stories of the Chesapeake Heritage Area. Grants can support projects involving historical, cultural or natural resources, sites, events or facilities. Eligible projects must have a heritage tourism component.

Non-Capital. Grants of up to $50,000 are available for non-capital projects, which can include Planning (research, field investigation, data recovery, feasibility and planning studies, design documents and other planning activities that support the heritage area); Interpretation (exhibits, signage, pedestrian wayfinding signage, interpretive brochures, educational programs and materials, other interpretive activities that support the heritage area); and Programming (seminars, conferences, performances, reenactments, commemorations, festivals).

Capital. Grants of up to $100,000 are available for Acquisition(fee title of real property, interest other than fee title (i.e. easement) of real property); Development (repair or alteration of an existing building, structure or site, new construction for heritage tourism purposes) among other purposes. For more information:

Jen.Ruffner@maryland.gov, 410-514-7612
Program Assistant Administrator

Maryland Agricultural Education and Rural Development Assistance Fund (MAERDAF) and Rural Maryland Prosperity Investment Fund (RMPIF)

According to its website, the Maryland Agricultural Education and Rural Development Assistance Fund (MAERDAF) "offers financial support to rural-serving nonprofit organizations that promote statewide and regional planning, economic and community development, and agricultural and forestry education efforts. The Fund also provides targeted financial assistance to community colleges that support small and agricultural businesses through enhanced training and technical assistance offerings.

The Rural Maryland Prosperity Investment Fund (RMPIF) supports the Rural Maryland Council's activities and the Maryland Agricultural Education and Rural Development Assistance Fund (MAERDAF), which provides capacity-building funds to rural nonprofit service providers. It also supports the states' five regional councils, regional infrastructure projects, rural entrepreneurship development, rural community development, and rural health care organizations.

Grant applications were due in July and August of 2016, respectively for FY 2017 funding. For more information visit http://rural.maryland.gov/maerdaf/

USDA Rural Business Development Grants

Most Recent Application Deadline: March 31, 2017

RBDG is a competitive grant designed to support targeted technical assistance, training and other activities leading to the development or expansion of small and emerging private businesses in rural areas that have fewer than 50 employees and less than $1 million in gross revenues. Programmatic activities are separated into enterprise or opportunity type grant activities.

https://www.rd.usda.gov/programs-services/rural-business-development-grants/md

According to USDA's web site there is no maximum grant amount for enterprise or opportunity type grants; however, smaller requests are given higher priority. Generally, grants range from $10,000 up to $500,000. There is no cost-sharing requirement. Opportunity type grant funding is limited statutorily to up to 10% of the total RBDG annual funding.

Enterprise type grant funds must be used on projects to benefit small and emerging businesses in rural areas as specified in the grant application. Uses may include:

- Training and technical assistance, such as project planning, business counseling/training, market research, feasibility studies, professional/technical reports, or product/service improvements
- Acquisition or development of land, easements, or rights of way; construction, conversion, renovation, of buildings, plants, machinery, equipment, access streets and roads, parking areas, utilities
- Pollution control and abatement
- Capitalization of revolving loan funds including funds that will make loans for start-ups and working capital
- Distance adult learning for job training and advancement
- Rural transportation improvement
- Community economic development
- Technology-based economic development

- Feasibility studies and business plans
- Leadership and entrepreneur training
- Rural business incubators
- Long-term business strategic planning

Opportunity type grant funding must be used for projects in rural areas and they can be used for:

- Community economic development
- Technology-based economic development
- Feasibility studies and business plans
- Leadership and entrepreneur training
- Rural business incubators
- Long-term business strategic planning

*** Applicants should contact Business and Cooperative Programs Department at 302.857.3628 to discuss proposed projects with a Program Specialist prior to submitting an application.

Maryland Program Contact: Letitia Nichols, Business and Cooperative Program Director 302-857-3628

Green Streets, Green Jobs, Green Towns

The Chesapeake Bay Green Streets-Green Jobs-Green Towns (G3) Grant Program funded by the United States Environmental Protection Agency, Region III (EPA), Chesapeake Bay Trust (Trust), and the City of Baltimore Office of Sustainability with support from the Maryland Department of Natural Resources, was created to support design projects, financing strategies, and/or implementation of green street projects. The goal of the is to help communities develop and implement plans that reduce stormwater runoff, increase the number and amount of green spaces in urban areas, improve the health of local streams and the Chesapeake Bay, and enhance quality of life and community livability. This collaborative effort supports implementation of the and serves as a key component of EPA's Green Streets, Green Jobs, Green Towns (G3) Partnership. The G3 Partnership provides support for local, grassroots-level greening efforts to reduce stormwater runoff from towns and communities in urbanized watersheds.

Up to $30,000 may be awarded for design projects. Up to $75,000 for implementation projects.

Deadline: March 17, 2017 at 5:00 pm.

Transportation Alternatives Program (SHA)

The program provides funding for projects that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system.

- Planning and design of bike/pedestrian facilities and safe routes for non-drivers;
- Construction of bike/pedestrian facilities;
- Construction of safe routes for non-drivers; and
- Conversion of abandoned rail to bike/pedestrian trails.

All TAP projects must meet the following criteria:

- Funding source: Federal. All TAP projects must comply with ADA, NEPA, Davis-Bacon wage rates, Buy America, and other applicable state and federal regulations;
- Local match: 20 percent of total eligible project costs as a cash match. A TAP grant can cover up to 80 percent of the design and/or construction costs. Prior project work and right-of-way acquisition and in-kind services match cannot be counted toward the 20 percent match requirement. In-kind services can be approved on a case by case basis;
- Open to the public and benefit all Marylanders, not a specific group or individual;
- Serve a transportation purpose, connecting two destinations (TAP projects cannot be solely recreational in purpose, but may be phased as long as each phase continues to serve transportation destinations);
- Unrelated to planned or existing highway projects, routine highway improvements, or required mitigation for a planned or existing highway project; and

Located on publicly owned right-of-way or on right-of-way encumbered with a permanent easement held by a state agency or the government agency sponsoring or co-sponsoring the project.

Contact: Transportation Alternatives Program Manager, SHA Regional & Intermodal Planning, 410-545-5659, http://www.sha.maryland.gov/Index.aspx?PageId=144.

Maryland Bikeways Program (MDOT):

The program supports projects that maximize bicycle access and fill missing links in the state's bicycle system, focusing on connecting shared-use paths and roads and enhancing last-mile connections to work, school, shopping and transit. The following projects are eligible for funding

- Feasibility assessments, design and engineering;
- Construction of shared use paths, cycletracks and bicycle lanes;

- Shared lane and other pavement markings;
- Bicycle route signage and wayfinding;
- Bicycle capital equipment (e.g. parking);
- Other minor retrofits to support bicycle routes; and
- Education materials to support bikeway projects.

Requirements:

- Funding source: State;
- Local match: Zero percent for Priority Minor Retrofit projects, 20 percent for other Priority Projects, and 50 percent for non-priority projects. Match may include cash or in-kind services contributing to the project, including expenditures up to 24 months prior to a Bikeways project award;
- All Bikeways Projects must meet at least one of the following criteria; and
- Located substantially within a Priority Funding Area, within 3 miles of a rail transit station or major bus transit hub;
- Provide or enhance bicycle access along any gap identified in the Statewide Trails Plan; and
- Identified as a transportation priority in the County's most recent annual priority letter submitted to MDOT.

Priority Projects are defined as any of the following:

- Enhance bicycle access within 3 miles of a rail transit station;
- Provide or enhance bicycle access along a missing link identified in the Statewide Trails Plan; and
- Enhance bicycle circulation within or access to a Sustainable Community, Designated Maryland Main Street, census tract at or below 60% of area median income, major university, central business district, or important tourist or heritage attraction.

Contact:

Marty Baker, MDOT Planning and Capital Programming, 410-865-1294, mbaker1@mdot.state.md.us, http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Bikeways.html.

Program Open Space (DNR):

The program consists of two components, a local grant component often called Local side POS and a component that funds acquisition and recreation facility development by the State. The local side component provides financial and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas. Note that in order to be considered for this program,

projects need to be referenced in the Kent County Land Preservation, Parks and Recreation Plan (last updated in 2012 and due for an update in the near future).

Contact:

Program Open Space Local Support Staff contacts can be found at
http://dnr2.maryland.gov/land/Pages/ProgramOpenSpace/home.aspx

Community Parks and Playgrounds (DNR):

The program provides funding to restore existing parks and create new park and green space systems in Maryland's cities and towns. Flexible grants are provided to local governments, which help them rehabilitate, expand or improve existing parks. Funding can help develop environmentally oriented parks and recreation projects, create new parks, or purchase and install playground equipment in older neighborhoods and intensely developed areas throughout the state.

Contact:

Community Parks and Playgrounds Local Support Staff contacts can be found at
http://dnr2.maryland.gov/land/Pages/ProgramOpenSpace/cpp-Intro.aspx

Wildlife & Sport Fish Restoration Program, Region 5

Boating Infrastructure Grant Program - Overview

The Boating Infrastructure Grant Program (BIG) provides grant funds to the states, the District of Columbia and insular areas to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program.

The BIG Program includes two funding tiers, Tier One (non-competitive) and Tier Two (nationally competitive). Under Tier One each state, the D.C. and insular area may receive funding for eligible projects up to $200,000 annually. Tier Two funds are made available through a nationally competitive process. Tier Two proposals received are reviewed, evaluated and ranked by a national panel with the final decision for funding made by the Director of the U.S. Fish and Wildlife Service. The ranking criteria, eligible projects and regulations are listed in 50 CFR 86.

Colleen Sculley, Chief, Division of Wildlife & Sport Fish Restoration Phone: 413 253-8501 Colleen_Sculley@fws.gov

Sport Fish Restoration and Boating Safety Trust Fund (Dingle-Johnson/Wallop-Breaux):

This program, administered by the U.S. Fish and Wildlife Service, may fund land acquisition and the development, operation, and maintenance of boating access facilities. Financial assistance requires a 25 percent match. NOTE: funding of approximately $600 million per year for the Sport Fish Restoration and Boating Trust Fund was authorized under the FAST ACT. Another positive feature of the reauthorization is resilience language that charges municipalities with designing infrastructure to withstand intense weather events, which will benefit fish and wildlife habitat connectivity. This program is accessed through state government.

Maryland Historic Trust - African American Heritage

The African American Heritage Preservation Program (AAHPP) was established by the General Assembly in 2010 to provide capital grants to assist in the preservation of buildings, sites, or communities of historical and cultural importance to the African American experience in Maryland. The AAHPP is administered as a partnership between the Maryland Historical Trust and the Maryland Commission on African American History and Culture (MCAAHC).

The FY2018 funding round of the African American Heritage Preservation Program (AAHPP) will open in February 2017. The application deadline will be 11:59 pm on Saturday, July 15, 2017.

See http://mht.maryland.gov/grants_africanamerican.shtml for details and application materials.

Maryland HIstoric Trust - Non-Capital Projects

NOTE: Governor Hogan has included a budget line item for the MHT in FY18 budget to allow local matching grants for non-capital projects. An African American Heritage Resource Inventory in Bellevue is an ideal candidate for such a grant – which will be on a tight timeline, with applications available on May 1 (assuming the legislature passes the budget as of mid-April with the grant program intact. A fast turnaround back to the selected grantees is expected.

ADDITIONAL PRIVATE GRANT OPPORTUNITIES

There are a variety of other public and private grant opportunities available to fund bicycle and pedestrian projects. The specific project type is the first step to determining funding eligibility. Several examples are included below.

The Robert Wood Johnson Foundation (http://www.rwjf.org/) invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area “walking and biking” include greenway plans, trail projects, advocacy initiatives, and policy development.

Bellevue
VILLAGE MASTER PLAN

APPENDICES

Appendix 1: Community Survey

Prepared for:
Talbot County, Maryland

February 2017

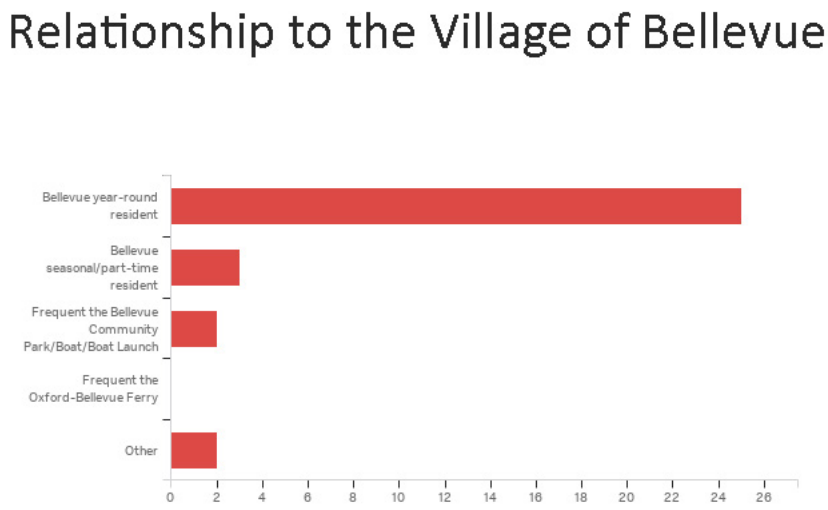
LARDNER/KLEIN
LANDSCAPE ARCHITECTS

in association with:
Heritage Strategies, LLC — Preservation Facilitation
CodeWright, LLC — Code Development

BELLEVUE COMMUNITY SURVEY
SEPTEMBER 9TH 2016, 11:39 AM EDT

Q1 - Please indicate the phrase that best describes your relationship to the Village of Bellevue:

Answer	%	Count
Bellevue year-round resident	78.13%	25
Bellevue seasonal/part-time resident	9.38%	3
Frequent the Bellevue Community Park/ Boat/Boat Launch	6.25%	2
Frequent the Oxford-Bellevue Ferry	0.00%	0
Other	6.25%	2
Total	100%	32

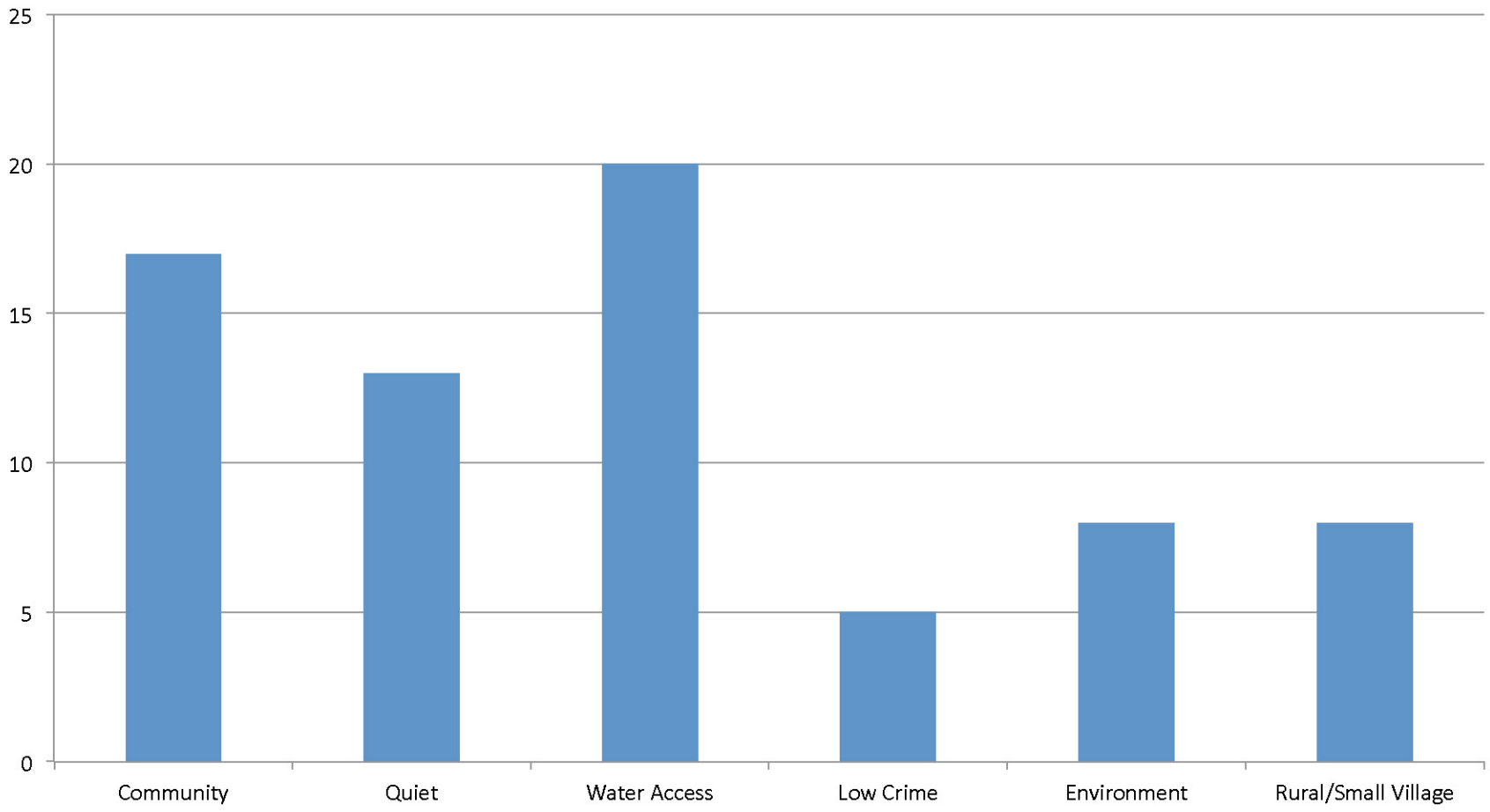


Q2 - In your opinion, what are the three most important things that you enjoy about living and/or visiting the Village of Bellevue?

Choice #1	Choice #2	Choice #3
It's laid back atmosphere	friendly community	
small village and its friendly atmosphere	access to public boat ramp	minimal outside intrusion
Laid back, quiet		
This was a predominately black community similar to Oxford and St. Michaels		
Location - including access to waterfront	Neighborhood - quiet, safe and friendly	Density - it's not!
Diverse village neighborhood community	Immediate access to walking and biking in beautiful countryside	Ease of water access for boating, fishing, kayaking, etc.
the quiet residential return of a well-cared-for rural community on the Eastern shore		
family community	beauty and tranquility of the area	easy walk to the ferry/park/landing
peaceful, beautiful place	Bellevue neighbors	access to water on our property - having ferry close by
The kindness of its residents	the beauty of the area	
tranquility	friendliness of neighbors	sense of community
no crime	quiet community	Friendly community. Mostly family
It's small	It's quiet	It's peaceful
great neighbors	quiet setting	access to water
water access community	excellent schools	low crime rate
peace and quiet, friendly neighbors	public boat ramp access	feeling of back in time
family community and everyone respects each other	beauty and tranquility of the area	easy walk to the ferry, park, landing.
Quiet village	proximity to water	low crime
no crime	quiet	not a lot of traffic
the view	convenience	central sewer
privacy within a small community	access to boat ramp	minimal municipality intrusion

Privacy in a community setting	waterfront access at public marina	minimal municipality intrusion
small village	people in the village	the community church
Tred Avon Access/water oriented	interaction with entire diverse community	TRANQUILITY mixed with interaction with weekend visitors/ferry passengers/boaters/ weekend activity in general
great neighbors	quiet setting	access to water
peaceful, beautiful place	Bellevue neighbors	access to water on our property - having ferry close by
that it is a small, contained village and not part of suburban-style sprawl	it's marine environment	the quiet
Water access	Park	Ferry
Feeling of being safe	water close to access	the community of neighbors
Proximity to water	quite	community aspect

The most important things that you enjoy about living in Bellevue

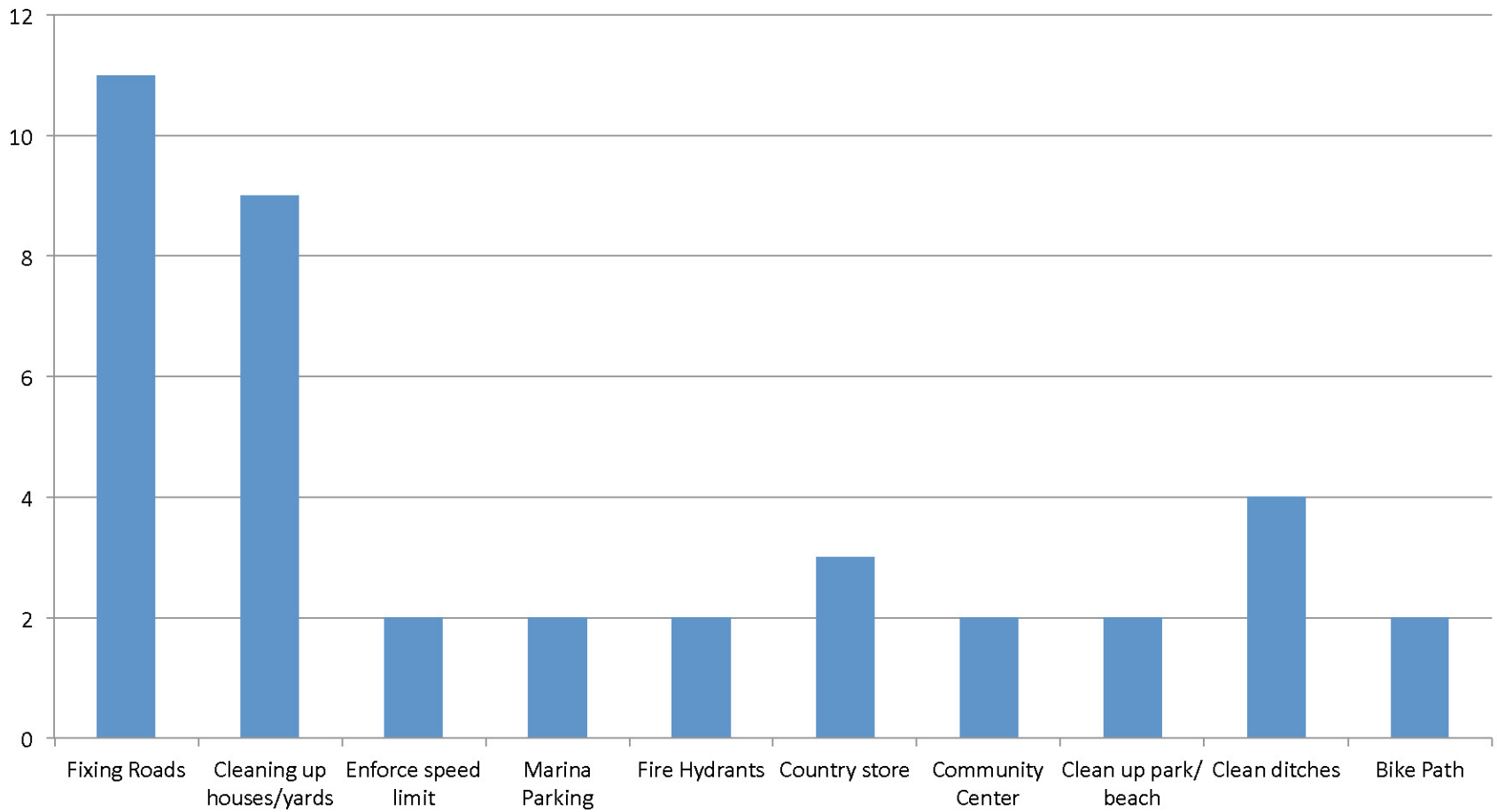


Q3 - In your opinion, what are the three things you would like to see to make the Village of Bellevue a better community?

Choice #1	Choice #2	Choice #3
the roads that service the community need to be better maintained	storm water runoff	
regular maintenance of storm water ditches	better roads, i.e. church street, orchard terrace	maintenance of village roads
More access to the landing as in later longer hours for fishing and overnight boaters.		
The black population has decreased as the number of whites have exceeded the black residents	Lost the black culture	
Access to affordable credit and/or grants for home ownership	Maybe public transportation improvements ... not sure if it is available presently	
Fixing the decrepit roads in the village	Dealing with derelict houses, autos, boats, etc., which create a feeling of neglect and diminish the charm and character of the village	
slower/enforced speed limit 20-25 mph entering/ leaving the community. Speed needs to be posted leaving the landing as well as entering the village near Chris Berg's farm	Better road maintenance to include all streets	Regulations for proper property maintenance. Cars on blocks with grass growing out of them etc., too many vehicles parked at one residence permanently, trash/old appliances etc. piled up in yard
removal of deserted derelict houses	helping to fix "private" roads	keepings lots small to encourage the building of smaller homes that already exist in the heart of Bellevue
underground electric wiring	an expanded beach area at the ferry dock	getting onto Saint Michaels water system
clean up abandoned properties	resume county maintenance of church hall lane and orchard terrace	
Nothing - with change comes unnecessary drama. This is a nice retirement community. Mostly family		
removal of derelict houses		
community store to serve residents and ferry visitors and cyclists	community center	improvement of navigation in Tarr creek

cleaner ditches on sides of roads	fire hydrants	county road maintenance
speed limit (30 mph) needs to be posted leaving landing.	regulations and enforcement for property maintenance. Cars on blocks with grass growing out of them.	Too many vehicles parked at one residence. No multi-family dwellings.
sidewalks, street lights	adding small convenience store/bar/restaurant	community structure, pool, tennis courts added to parking area, enhance basketball court resurface/ repair cracks in concrete.
Much more parking area for boat launching		
nothing - no higher taxes	no high crime	like community as is
regular clean out of all ditches for storm runoff control	installation of fire hydrants for the village of Bellevue	roadway improvements
storm runoff control	roadway (public) improvements	better weekend access to the marina
I think it's a great place to live as is		
more community picnics	community garden	a "walk and bike path" throughout village including dock and bike flow to/from ferry.
removal of derelict houses		
removal of deserted, derelict houses	helping to fix "private" roads	keeping lots small to encourage the building of smaller homes that already exist in the heart of Bellevue
that people make more of an effort to build a community	for the scale to remain the same and for small in-fill lots to be developed over time	
Clean park and beach	We've seen condoms and needles on beach and park	
village establishment like Mom and Pop	safer bike lanes	
Road maintenance	remove vacant dwellings	less Delaware watermen

Things you would like to see to make the Village of Bellevue a better community

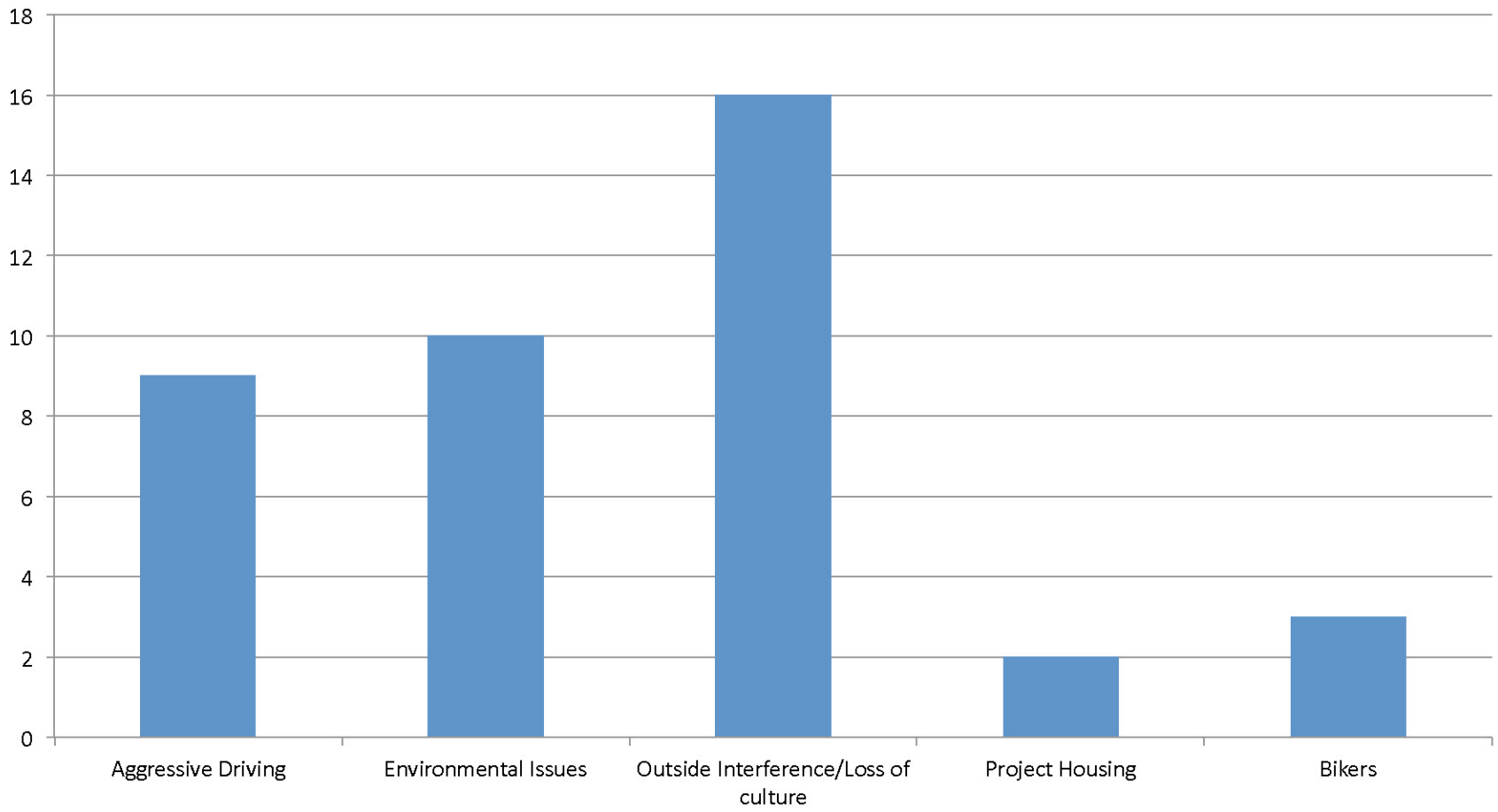


Q4 - In your opinion, what are the greatest threats to your quality of life in the Village of Bellevue (Please list up to three and explain):

Threat #1	Threat #2	Threat #3
Outside interests placing restrictions on what can be done within the community	CROWDED STREETS - ENCOURAGE MORE OFF STREET PARKING	
outside interference in community - taking away the aesthetic beauty of a small community	Lack of fire hydrants "dry hydrants"	commercialization, attempts to urbanize and destroy our village way of life
Over regulation	Lack of listening and creative problem solving when a county agency is involved.	Creeping gentrification.
Greater housing density - environmental and social threat	Loss of diversity by new development	Increased traffic
Aggressive driving and excessive speeding on Bellevue Road, which is a constant threat to families and children walking/biking to the park/ waterfront and a major source of noise pollution	outdoor burning of trash/household waste, etc.	
Any change to current residential zoning for underdeveloped areas	Introduction of commercial ventures - regardless of past commercial activity within the village	
Speeding traffic both from the village residents and watermen/contractors. We should be able to walk our dogs or walk with small children and not be threatened by huge speeding trucks	Project housing...totally against any affordable housing project in the village, we all want to increase the value of our property not pull it down.	
people building "mansions" in town changing the historic atmosphere of this special place	vehicles speeding to ferry as well as lawn and construction vehicles	people using huge amounts of fertilizers and weed killers that find its way into Tarr Creek and the Tred Avon
Arsenic in the aquifer above acceptable levels	pollution of the rivers and bay	agricultural pesticides on surrounding lands
speculators	loss of population	over-gentrification of village
High crime - there is no crime here	unnecessary traffic bringing all walks of life into our community	Not knowing the history of the village and what it means to family that were born here
THE GRANT - we don't need outsiders telling us that we are going to change like it or not!		
excessive speed of vehicles		

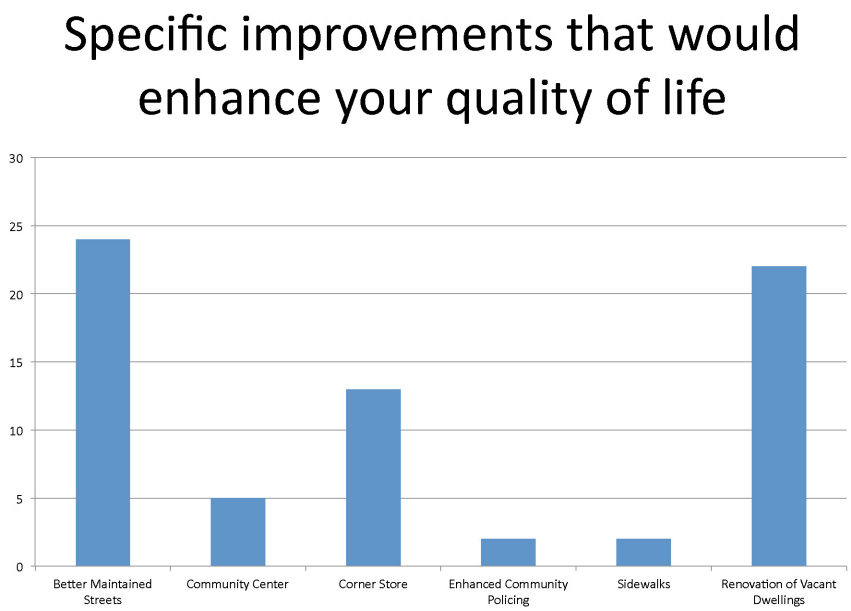
no access to a community store for minor emergency needs - food, batteries, beverages on a hot day for cyclist		
outsiders wanting to change our wonderful community	no fire hydrants scares me, WE NEED THEM	cost of insurance regulations by FEMA "commercialism"
Project housing - against any affordable housing project in village. We want to increase the value of our property.	General sense of embracing our village - needs everyone working together (we don't have this today)	Way too much trash on beach - this is mostly from tourists. Signs needed to remind them to clean up!
greatest threats are making no improvements. Keeping things as is will stagnate growth in community.		
tourists, trespassing on private property		
nothing		
one of the neighbors		
No fire hydrants on back streets - death by fire if not installed	Onerous Insurance regulations - involves obligations that outweigh the advantages	outside interference into community - no more privacy. Commercialization.
Onerous insurance regulations and outside interference into the community		
People from outside telling me what's good for me. See question number 5.	Commercialization	
Increased commercial activity within the village center - especially with any noise or odor	disrespectful motorists to/from ferry dock and into/out of Poplar/Gates	Decreased level of nature at dock/park
excessive speed of vehicles		
people building "mansions" in town changing the historic atmosphere of this special place.	vehicles speeding to ferry as well as lawn and construction vehicles	people using huge amounts of fertilizers and week killers that find its way into Tarr Creek and the Tred Avon
degradation of water quality in Tarr Creek and the Tred Avon	addition of artificial lights (streetlights)	closing St Lukes
Shoulder for bikers	Cleaning of Bach and park	
bikers - they are a driving hazard	more accommodations for the boat trailers	
bikers		

The greatest threats to your quality of life in Bellevue



Q5 - In your opinion, are there any specific improvements or amenities that would help to maintain or enhance your quality of life in the Village of Bellevue? Please rank the following from 1 to 6 (1 being most important):

Question	1		2		3		4		5		6		Total
Better Maintained Streets	50.00%	13	23.08%	6	19.23%	5	7.69%	2	0.00%	0	0.00%	0	26
Community Center	9.09%	1	18.18%	2	18.18%	2	36.36%	4	18.18%	2	0.00%	0	11
Corner Store	42.86%	6	21.43%	3	28.57%	4	7.14%	1	0.00%	0	0.00%	0	14
Enhanced Community Policing	0.00%	0	0.00%	0	28.57%	2	14.29%	1	0.00%	0	57.14%	4	7
Sidewalks	0.00%	0	20.00%	2	0.00%	0	0.00%	0	50.00%	5	30.00%	3	10
Renovation of Vacant Dwellings	30.77%	8	42.31%	11	11.54%	3	7.69%	2	7.69%	2	0.00%	0	26

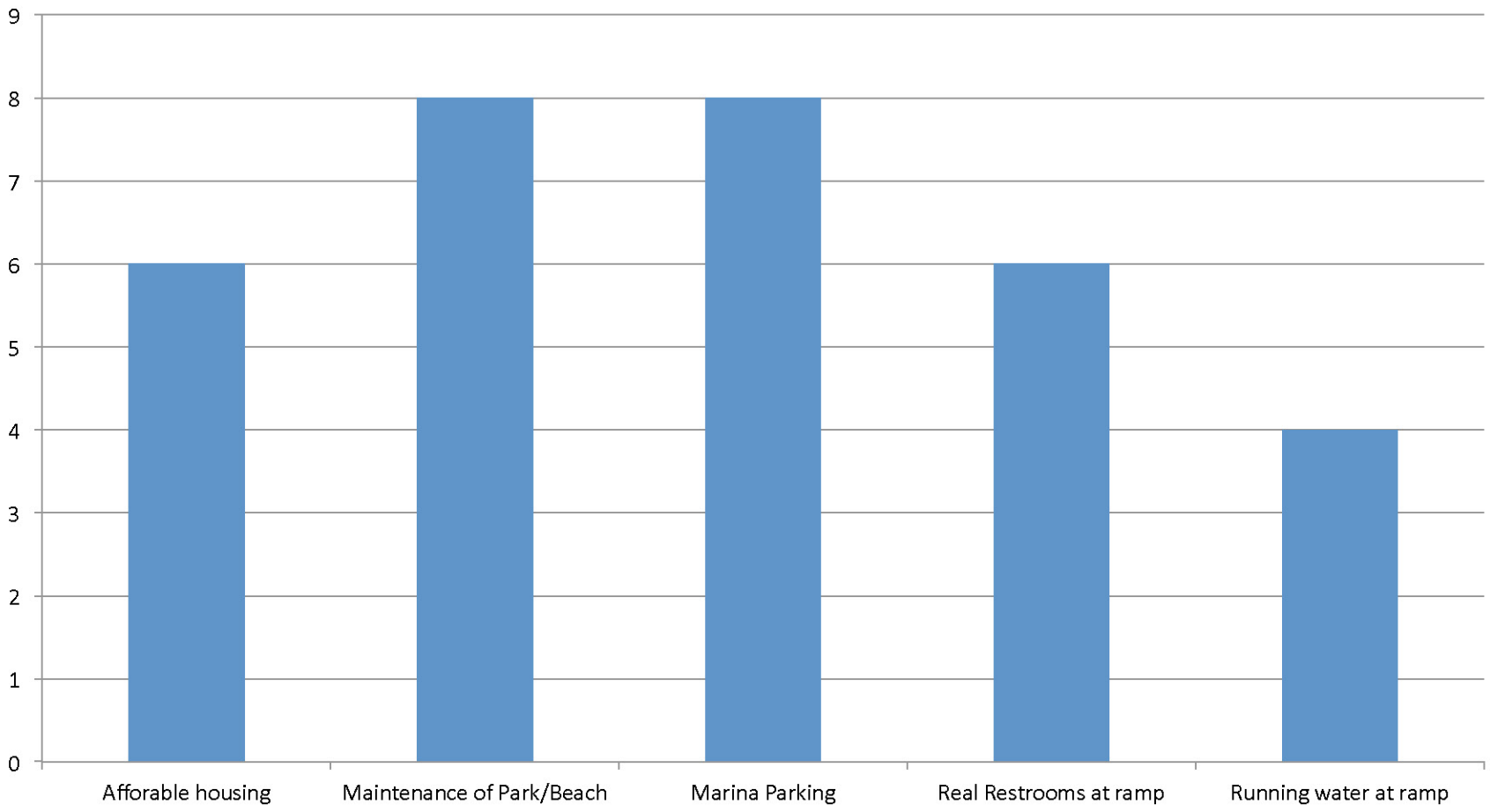


Q6 - Please list up to three additional improvements or amenities that were not listed above as part of Question #5:

Improvement/Amenity#1	Improvement/Amenity#2	Improvement/Amenity#3
Ice machine for fishermen, Ice cream/refreshment stand for tourists	more parking for weekend recreational vehicles	walking path on currently owned county property for residents to use the park area.
Restrooms at park maintained	Running water at park	Parking for public ramp - off road
Work with local, wealthy landowners, to figure out how to loan money to locals for home improvements and c41reate affordable housing.	Actively support options for the youth. Support commercial growth only when it can continuously employ locals. Develop a loan program for accessory apartments do young and old can afford to stay in the community.	Sit down in private with stakeholders so you can get their opinions but prompt them on options and consequences.
Reduce speed limit on Poplar Lane... Current danger to children		
Affordable Housing	Access to waterfront for the community with walking paths through property	
Solution to the seasonal boat trailer parking problem; the overspill parking on the west side of Bellevue road is a constant hazard to bikers, walkers and other road users	Clean up the beach and in-shore water and maintain it as an attractive, safe and clean environment for families, similar to the Oxford beach with restrictions on off-the-leash dogs	
better policing of trash on beach/park area & cans	dog waste bags refilled more timely	community center is not needed (we have park), sidewalks are not needed (we are rural and don't want that town feel), NO AFFORDABLE HOUSING
Affordable housing	community center only if its in the Methodist church	
Affordable housing	underground electric wiring	slightly expanded beach space, public water access
Affordable housing.	Limit types of commercial development along waterfront	limit size of new construction to something in keeping with traditional scale of houses
more pole lights in the community		
Better parking for boaters - or - close the landing - the congestion is ridiculous!		
affordable housing	running water at landing	real restrooms at landing

pavement improves ramps	local community store as already mentioned, community center	improvement of tar creek navigation
public trash containers on end of island	medical emergency first aid station	more public parking at marina
Better policing of beach/trash clean up	Dog waste bags refilled quicker	
small bar/restaurant with light snacks, sandwiches, burgers, etc.	expansion of boatramp, more parking	street lights, better lighting of village
not anything else		
clean up of properties		
THESE ARE FORCED ANSWERS. I do not want public lights on streets, or sidewalks.	I do not want additional boat slips at several are not used now	Would like to see code enforcement on delinquent owners rather than funds - public funds- provided for cleanup.
Better parking at public marina	better public restrooms (not portable)	better streets/improvements
Are these the things that are getting done? It looks pre-ordained	Housing is already affordable	Maintain restrooms at landing
A "welcome to Bellevue" sign with large depictive map or indication of village to left	Speed control "respect the village"	A website with history and communication portal
affordable housing	running water at ramp	real restrooms at ramp
real rest rooms instead of porta potties (at ramp)	running water (at ramp)	some sort of trash disposal out on pier. There is often debris there.
more parking for boat trailers		
more parking for watermen	more boat slips for recreational boaters	

Additional improvements that would enhance your quality of life



Q7 - Do you have any additional suggestions or recommendations as to how to protect and enhance the traditional working waterfront in Bellevue, or to improve the overall quality of life in the village (Please explain):

Do you have any additional suggestions or recommendations
I do not want sidewalks or street lights on Poplar Lane. This would encourage undesired foot traffic and loitering.
In my experience, there are young people who want to live in Bellevue. They can get moderate jobs in the county. However there is no place for them to live. You have the perfect tool to make this available, accessory apartments. However until the financing is available, the property owners have been educated and the financial and cultural benefits illustrated, it will not happen. And, you will get dead end proposals from agencies that have no options for small scale, village affordable housing.
Need better parking facilities and control of boats and trailers at the landing and park. Don't agree with plans for Tar Creek, especially if they plan to park barges there.
In the event of private development, save integrity of the church as center of community life; encourage socialization with walking paths to park; need low density high quality designed houses and some affordably priced homes in community.
Essential to install traffic calming procedures (e.g. 20 mph speed limit) on Bellevue Road extending out to include the Ferry Neck road junction. Find ways to deal with the problem of trash being thrown out of vehicles both entering and leaving the village and ferry dock areas.
Need to carefully define "traditional working waterfront". For example: Proposed use described in brochure for a company to store large construction barges at a new pier for frequent transit in and out of Tarr Creek hardly seems "traditional" or in keeping with the character of the village. Also, commercial vehicles used to keep these barges supplied with construction materials may overtax the roads and challenge pedestrian safety.
Community work together to keep our area clean/tidy/safe. Community watch more active We have a nice village, but it can be better, we have to be mindful of each other and work to have the guests (waterman, contractors and tourists) be respectful of our village and residents. Speeding watermen/ contractors are a huge nightmare on the last stretch of road from Ferry Neck Rd. to the ferry landing/back...this must be addressed...it is used as a raceway, needs to be 20-25 mph., not 30 mph...traffic goes 60+ mph to/from that corner and wont slow down even passing bikes/walkers...ridiculous!
(at the landing: Real restrooms instead of Porta-potties, Running water, some sort of trash disposal out on pier. There is often debris there) Bellevue is a historical community built on package plants, watermen commercial boating. I would like to see the down continue supporting that. Loud recreational boating does not support the history of this peaceful place of hard working people. The town is a treasure. I hope people can see that properties and quality of life will be worth more continuing in the ways of the past.
Expanded beach area. Road maintenance of ALL roads in Bellevue. NO sidewalks.
Promote efforts to encourage growth of natural grasses on bottom and banks of Tarr Creek. Open up parking on grass areas on busy boating weekends. Make dumpster accessible. Give thought to protecting waterfront from development. Incorporate Clay's hope state historic district as important aspect of views along Tarr Creek.
One waterfront is enough. Two waterfronts are not necessary.
Bellevue is a historically blue-collar community. It's creek should welcome appropriate commercial use - working craft not transient recreational boating!
health department approved swimming area near dock.

This "grant money" should provide and help improve life here for the community and watermen. NOT BE USED frivolously on "sidewalks and street lights". Public bathrooms at marina. Daily Maintenance at park and restrooms at marina - IF we get them - as needed. Do not WASTE the grant money on things that will NOT benefit or help us. Listen to the people living and paying to live here. Public restrooms area must at the marina for public and waterman use. Get rid of porta potties - they stink! Please use this money to improve not change us into something we are not in favor of like tourist invading our privacy.
Community watch more active / Vigilant. Way too much speeding through village. This needs urgent attention.
Sign depicting entering the village of Bellevue with small history notation. Add some tennis courts with water fountain. Volley ball courts with sand. Enhancement of basketball court. Community swimming pool with lifeguard during operation. Enhance beach area with new sand and overall improvements to make it more attractive for families to use. With new homes being built each year more people are moving into the village. Support for a small convenience store and or a small bar/restaurant is growing.
much more parking area for launching ramp for boat trailers and trucks.
not any.
Clean up old houses and maintain properties.
#5 - In my opinion this survey is for formality purposes only as the CAC already has in mind the improvements or amenities that are desired. Therefore, why do you ask our opinion when it will not matter because you have already manipulated the outcome of the answers to be exactly as the Citizens Advisory Committee wants to have. Better parking at public landing for weekend crabbers and fishing boats. Better public restrooms not porta-potties. Regular cleanup maintenance of Bellevue park, public restrooms with trash cans provided at end of island and landing areas. 1) I would like to see extended fencing between public and private properties to ensure safety for private residents. 2) I would like to have the Bellevue working waterfront plan citizen advisory committee listen and take into consideration that our community - the community of Bellevue - does not want to become a tourist town nor do we want to encourage outside traffic to peruse and loiter around our private RESIDENCES. This will also be encouraging additional out-of-state traffic which the citizens of the Bellevue community do not want or need! It has been duly no ted that the Citizens Advisory Committee (CAC) has been very selective as to whom they hand delivered the Bellevue community surveys. If you were not trying to manipulate answers for the CAC personal outcome, then why did the CAC overlook several property owners in the Bellevue Village when distributing these surveys? And why were the residents of OXFORD handed the Bellevue community surveys when all of this project applies ONLY to the waterfront of Bellevue?
Do not want sidewalks. Do not want street lights. Would like code enforcement on delinquent owners - not public funds to clean up.
Get rid of derelict boats in landing
Improved access for buyers. More watermen will come to seafood buyers. Speed/noise control in and out of village (loud pickup trucks). A few have EXTREME disrespect when driving to/from dock. Please increase communication efforts during this process. This form made it to me on Aug 9 evening. Also, no opportunity to nominate for the CAC (or volunteer).
Bellevue is a historically blue-collar community. It's creek should welcome appropriate commercial use - working craft not transient recreational boating.
Affordable housing. Community center only if it is at the Methodist church. Bellevue is a historical community built on package plants, watermen commercial boating. I would like to see the town continue supporting that. Loud recreational boating does not support the history of this peaceful place of hard working people. The town is a treasure. I hope people can see that properties and qualities of life will be worth more continuing in the ways of the past.

like the road-endings rights-of-ways in Oxford, it would be nice for the public to have even a small amount of access to at least sit on a bench or two at the end of Avonia La.
Enhancing the beach as they did in Oxford
Bikers do not understand that the speed limit on Bellevue road is 50 mph and that there is not shoulder. They often ride in clusters/groups, not single file, or further into the road than they should. It creates a very dangerous situation for everyone.