GRADING & DRAINAGE NOTES:

1. CONTRACTOR SHALL GRADE AROUND BUILDINGS TO PROMOTE POSITIVE DRAINAGE AWAY FROM BUILDINGS.
2. CONTRACTOR SHALL INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO ANY GROUND DISTURBING ACTIVITIES ON THE SITE.
3. TOPSOIL SHALL BE STRIPPED AND STOCKPILED IN AN AREA DESIGNATED BY OWNER, AND SHALL BE RE–USED IN LAWN AND SLOPE AREAS ON THE PROJECT (MINIMUM 4" DEPTH, MAXIMUM 8" DEPTH UNLESS OTHERWISE NOTED). TOPSOIL STOCKPILE(S) SHALL BE PROTECTED BY SILT FENCE ON ALL SIDES, OR BY OTHER MEANS AS NECESSARY TO PREVENT SILT–LADEN RUNOFF FROM LEAVING THE STOCKPILE AREA.
4. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL VEGETATIVE MATTER, TREE STUMPS, ROOTS, AND DELETERIOUS MATERIAL LEGALLY OFFSITE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING RIGHTS TO APPROVED OFF–SITE BORROW OR WASTE AREAS.
5. TOPOGRAPHIC INFORMATION FROM TOWN OF BLACKSBURG LiDAR 2005 AND FIELD SURVEY.
6. EXISTING CONTOUR INTERVAL: 2.0'
   PROPOSED CONTOUR INTERVAL: 2.0'
7. REFERENCE TECHNICAL SPECIFICATIONS FOR EARTHWORK COMPACTION STANDARDS AND REQUIRMENTS.
8. ALL SPOT ELEVATIONS AT CURBS SHALL REPRESENT EDGE OF PAVEMENT ELEVATION UNLESS OTHERWISE INDICATED.
9. ALL SPOT ELEVATIONS AT THE FACE OF THE BUILDING REPRESENT THE FINISHED GROUND OR PAVEMENT GRADE ADJACENT TO BUILDING UNLESS OTHERWISE NOTED.
10. SOUTH PROPERTY LINE OF THE GABLES SHOPPING CENTER SHALL BE STAKED IN THE FIELD PRIOR TO ROUGH GRADING AND MAINTAINED THROUGHOUT GRADING OPERATIONS.

EROSION AND SEDIMENT CONTROL NOTES:

1. THESE PLANS SHALL BE USED IN CONJUNCTION WITH THE EROSION AND SEDIMENT CONTROL NARRATIVE TITLED "EROSION AND SEDIMENT CONTROL NARRATIVE, FIRST & MAIN PHASE 1"
2. PERIMETER EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED PRIOR TO OR AS THE FIRST STEP IN CLEARING.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN AND NARRATIVE SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF–SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL PREPARE A SEPARATE, SUPPLEMENTARY EROSION CONTROL PLAN TO BE SUBMITTED TO THE EROSION AND SEDIMENT CONTROL ADMINISTRATOR FOR REVIEW AND APPROVAL.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.
6. ALL DISTURBED AREAS SHALL DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.
7. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF–PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY. IN ADDITION, THE JOB SUPERINTENDENT SHALL KEEP RECORDS OF ALL INSPECTIONS OF AND MAINTENANCE MEASURES TO EROSION CONTROL ITEMS. THESE RECORDS SHALL BE LEFT ON SITE AT ALL TIMES DURING CONSTRUCTION.
7. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH), LATEST EDITION.
8. ALL DENUDED AREAS SHALL BE SEEDED ACCORDING TO VESCH STANDARD AND SPECIFICATION 3.32 (PERMANENT SEEDING) WITHIN 7 DAYS OF REACHING FINAL GRADE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN 7 DAYS TO DENUDED AREAS THAT WILL REMAIN DORMANT FOR LONGER THAN 30 DAYS.
9. SEEDING SHALL NOT BE CONSIDERED COMPLETE UNTIL THERE IS A MINIMUM 80% GROUND COVERAGE WITH A SUITABLE VEGETATIVE COVERAGE ON ANY 10'X10' AREA OF THE SITE DESIGNATED TO BE A SEEDED AREA. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL.
10. THE CONTRACTOR SHALL WARRANTY ALL EROSION & SEDIMENT CONTROL MEASURES FOR ONE (1) YEAR FROM DATE OF SUBSTANTIAL COMPLETION OF SITEWORK UNLESS OWNER RELEASES CONTRACTOR BEFORE ONE YEAR HAS EXPIRED.
11. THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRECONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
12. DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED INTO AN APPROVED FILTERING DEVICE.

CONSTRUCTION NOTES:

1. UNDER NO CIRCUMSTANCES SHALL UTILITY SERVICE BE INTERRUPTED WITHOUT PRIOR AUTHORIZATION FROM AND COORDINATION WITH THE UTILITY OWNER.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH TOWN OF BLACKSBURG AND VDOT STANDARDS AND SPECIFICATIONS.
3. THE CONTRACTOR SHALL SCHEDULE A PRE–CONSTRUCTION MEETING WITH THE OWNER'S OFFICIALS AND THE TOWN OF BLACKSBURG PRIOR TO BEGINNING CONSTRUCTION.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH SEC. 59–1–406 ET SEQ. OF THE CODE OF VIRGINIA (OVERHEAD HIGH VOLTAGE LINES SAFETY ACT).
5. THE MOST RECENT OSHA TRENCHING STANDARDS SHALL APPLY ON THIS PROJECT.
6. THERE ARE NO KNOWN GRAVES, OBJECTS, OR STRUCTURES ON SITE MARKING PLACE OF HUMAN BURIAL.
7. ALL UTILITIES WILL BE VISUALLY INSPECTED BY THE TOWN'S INSPECTOR PRIOR TO BACKFILLING TRENCHES OR AROUND MANHOLE STRUCTURES.
8. A DIGITAL COPY OF THE SITE PLAN SHALL BE MADE AVAILABLE TO CONTRACTOR FOR STAKE OUT OF SITE IMPROVEMENTS AND FOR CONTROL PURPOSES.
9. PAVEMENT WORK WITHIN THE RIGHT–OF–WAY REQUIRES THE FOLLOWING INSPECTIONS BY THE TOWN OF BLACKSBURG:
   1. SUBGRADE PRIOR TO PLACEMENT OF BASE STONE
   2. BASE STONE PRIOR TO PLACEMENT OF PAVEMENT
   3. PAVEMENT.
10. CONTRACTOR SHALL COORDINATE WITH TOWN OF BLACKSBURG FOR INSPACTION OF FORM WORK PRIOR TO ANY CONCRETE POURS WITHIN THE PUBLIC RIGHT–OF–WAY.

STORM DRAIN NOTES:

1. IN ADDITION TO MANUFACTURERS CONNECTION/BANDING SYSTEMS, WRAP EXTERIOR OF EACH JOINT OF ALUMINIZED STEEL PIPE WITH GEOTEXTILE FABRIC FOR A MINIMUM OF 12" ON EACH SIDE OF JOINT FOR PIPE 36" IN DIAMETER OR LESS, AND A MINIMUM OF 18" ON EACH SIDE OF THE JOINT FOR PIPE GREATER THAN 36" IN DIAMETER. ENDS OF FABRIC SHALL BE LAPPED AT MINIMUM 10". THE EDGES AND ENDS OF FABRIC SHALL BE SUITABLY SECURED FOR THE ENTIRE CIRCUMFERENCE OF THE PIPE.
2. REFER TO TECHNICAL SPECIFICATIONS FOR ACCEPTABLE STORM DRAIN PIPE MATERIAL.

GENERAL COMMERCIAL ZONING DISTRICT STANDARDS:

(a) Minimum lot size: 15,000 square feet

(b) Minimum street frontage: 30 feet

(c) Minimum Setbacks front: 10 feet rear:
None side: None, except on corner lots, a side yard facing the street shall be 10 feet or more

(d) Maximum Residential Density: 48 bedrooms per acre

(e) Maximum Lot Coverage: 85% by impervious surfaces

(f) Maximum Structure Height: 60 feet; 70 feet with additional one foot front, side, and rear setback per foot of additional height.

(g) The street elevation of principal structures shall have at least one street–oriented entrance, and contain the principal windows of the structure, with the exception of structures in a courtyard style.

(h) All roof–top equipment shall be enclosed in building materials that match the structure or which are visually compatible with the structure.

(i) Automobile entrances to the site shall be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on the surrounding area. A maximum of two curb cuts shall be allowed per street frontage. Factors including the number of existing curb cuts in the area, the potential for increased traffic hazards and congestion, and the number of travel lanes of the street that serves the site shall be used to determine the number of curb cuts permitted.

(j) Except where specifically excepted, outside storage of materials such as but not limited to tools, supplies, materials, or equipment, shall be screened in compliance with the requirements of Article V, Division 3.

(k) All utility lines, electric, telephone, cable television lines, etc., shall be placed underground.
(Ord. No. 1184, adopted 6–9–98; Ord. No. 1247, § 11, 9–12–00; Ord. No. 1308, § 8, 8–13–02)

SITE PROFFERS:

1. KENNEDY AVENUE. THE DEVELOPER PROFFERS THE FOLLOWING CONDITIONS ALONG THE REAR LOT LINE BETWEEN THE SUBJECT PROPERTY AND THE KENNEDY AVENUE PROPERTIES (SPECIFICALLY DELINEATED ON THE SUBJECT PROPERTY PLAT AS 934.84' @ N 19°22'49" W, THE PROPERTIES COMMONLY KNOWN AS 1601, 1605, 1607, 1609, 1611, 1613, 1615, 1617, AND 1619 KENNEDY AVENUE)(SEE ATTACHED PROFFER PLAN, WHICH IS HEREBY INCORPORATED BY REFERENCE AND MADE PART OF THESE THE PROFFERS):
   a. A PERIMETER FENCE. DEVELOPER SHALL PROVIDE A CONTINUOUS OPAQUE PERIMETER FENCE TO BE MAINTAINED BY THE DEVELOPER BEHIND THE ADJACENT RESIDENTIAL LOTS, THE KENNEDY AVENUE PROPERTIES AND THE VACANT LOT WITH PARCEL ID # 009022, MAP # 287–8A (THE "VACANT LOT"); THE DEVELOPER WILL ISSUE VARIOUS OPTIONS ON STYLE AND COLOR THAT SHALL BE APPROVED BY THE TOWN ENGINEER AFTER INPUT FROM THE ADJACENT HOMEOWNERS. THE DEVELOPER SHALL PROFFER VARIOUS OPTIONS, BASED UPON INPUT FROM THE ADJACENT HOMEOWNERS, FOR THE EXACT LOCATION OF THE FENCE WITHIN THE BUFFER YARD WHICH SHALL BE APPROVED BY THE TOWN ENGINEER. THIS FENCE SHALL BE CONSTRUCTED NO LATER THAN 60 DAYS AFTER GRADING OF THE LANDSCAPED BUFFER AREA ALONG THE FENCE–LINE IS COMPLETED AND THE GRADE STABILIZED.
   b. A LANDSCAPED BUFFER AREA. DEVELOPER SHALL PROVIDE A 50' BUFFER YARD VEGETATED IN ACCORDANCE WITH TYPE C ARCHITECTURAL BUFFER REQUIREMENTS ALONG THE PROPERTY LINE WITH THE KENNEDY AVENUE PROPERTIES AND THE VACANT LOT. THE 50' BUFFER WIDTH SHALL BE MAINTAINED, AT A MINIMUM, PAST THE END–LINE OF THE LAST HOUSE ON KENNEDY AVENUE, 1619 KENNEDY AVENUE, ON THE CORNER WITH HUBBARD STREET, AND MAY THEREAFTER BE TAPERED IN WIDTH IF NECESSARY TO ALLOW THE CONNECTION TO KING/HUBBARD AS DEPICTED ON THE PROFFER PLAN. THE GRADING OF THE BUFFER SHALL NOT COME WITHIN TEN (10) FEET OF THE KENNEDY AVENUE PROPERTIES' REAR LOT LINE. THE AVERAGE GRADE OF THE SLOPE WITHIN THE BUFFER YARD SHALL NOT EXCEED TWO FEET OF RUN FOR EACH FOOT OF DROP, AS DEPICTED IN THE PROFFER PLAN. THE DEVELOPER WILL REQUEST APPROVAL FROM THE TOWN TO INCLUDE DECIDUOUS CANOPY TREES AND UNDER STORY FLOWERING TREES IN THE VEGETATIVE BUFFER WITH INPUT FROM THE ADJACENT HOMEOWNERS. THIS LANDSCAPED BUFFER AREA, AND THE RESTRICTIONS ON GRADING REFERENCED ABOVE, WILL ALSO CONTINUE ALONG THE PROPERTY LINE WITH THE VACANT LOT.
   c. A MULTI–USE PATH. DEVELOPER WILL PLACE THE 15' MULTI–USE PATH CORRIDOR BEYOND THE INITIAL 50' BUFFER REFERENCED IN B. ALONG THE PROPERTY LINE OF THE KENNEDY AVENUE PROPERTIES AND THE VACANT LOT, AS DEPICTED ON THE PROFFER PLAN.
   d. VEHICULAR TRAFFIC RESTRICTION BEHIND BUILDINGS. DEVELOPER SHALL NOT DEVELOP OR ALLOW ANY VEHICULAR PARKING OR DRIVEWAYS BETWEEN THE EXTERIOR WALL OF THE FIRST BUILDING OR BUILDINGS FACING THE KENNEDY AVENUE PROPERTIES' REAR LOT LINE AND THE BUFFER YARD REFERENCED IN B., ABOVE, EXCEPT FOR THE LIMITED ACCESS PAVED ALLEYWAY REQUIRED FOR FIRE AND EMERGENCY ACCESS (AS DEPICTED IN THE PROFFER PLAN). THIS ACCESS ALLEYWAY SHALL ALSO BE ACCESSIBLE FOR TENANT MOVE–IN AND MOVE–OUT, BUT SHALL NOT BE USED BY MOTORIZED VEHICLES FOR REGULAR DELIVERIES OR TRASH PICK–UP TO THESE BUILDINGS, WHICH SHALL BE LIMITED TO THE MASONRY WALLED SERVICE COURTYARD REFERENCED IN F., BELOW. THE ENTRANCE TO THE WALLED SERVICE COURTYARD BY MOTORIZED VEHICLES SHALL BE LOCATED PAST THE NORTHERN END OF THE KENNEDY AVENUE PROPERTIES, AND MOTORIZED VEHICLE ACCESS TO THE ENTRANCE SHALL BE LIMITED TO THE ACCESS ROAD OR ALLEY COMING FROM THE NORTH, AND NOT VIA THE PORTION OF THE ACCESS ALLEYWAY BEHIND THE KENNEDY AVENUE PROPERTIES. DEVELOPER SHALL REQUIRE ALL TENANT LEASES AND CONTRACTS WITH REFUSE REMOVAL SERVICES TO PROHIBIT COMMERCIAL DELIVERIES AND PICK–UPS FROM THE SERVICE COURTYARD BEHIND THE KENNEDY AVENUE PROPERTIES, INCLUDING TRASH PICK–UP, BEFORE SEVEN (7) A.M. AND AFTER NINE (9) P.M. (EXCEPT FOR TENANT MOVE–IN AND MOVE–OUTS).
   e. TRAFFIC RESTRICTION ALONG PROPERTY LINE. DEVELOPER SHALL NOT CREATE ANY CONTINUOUS CROSS STREETS CONNECTING COUNTRY CLUB DRIVE TO HUBBARD STREET, OR ANY PUBLIC ACCESS ROADS, BETWEEN THE FIRST BUILDING BEYOND THE REAR LOT LINE OF THE KENNEDY AVENUE PROPERTIES AND THE LANDSCAPED BUFFER AREA.
   f. ADDITIONAL BUILDING SETBACKS. DEVELOPER SHALL CONSTRUCT NO BUILDINGS WITHIN THE FIRST 100' BEHIND THE KENNEDY AVENUE PROPERTIES, BUT ONE MASONRY WALLED SERVICE COURTYARD MAY EXTEND BEYOND THE BUILDING LINE NO MORE THAN THIRTY FEET (30'), AS DEPICTED ON THE PROFFER PLAN. ALL TRASH ROOMS WILL BE INTERIOR TO THE BUILDINGS WHICH ARE LOCATED BEHIND THE KENNEDY AVENUE PROPERTIES.
   g. LIMITATION ON BUILDING HEIGHT. DEVELOPER SHALL LIMIT ALL BUILDINGS IN THE NEXT 100' BEHIND THE KENNEDY AVENUE PROPERTIES TO A MAXIMUM BUILDING HEIGHT THAT DOES NOT EXCEED EITHER: (1) AN ELEVATION OF 2148'; OR (2) TWENTY FEET (20') ABOVE THE EXISTING GRADE AT THE PROPERTY LINE ALONG THE KENNEDY AVENUE PROPERTIES, AS DEPICTED ON THE PROFFER PLAN.
   h. ADDITIONAL PROTECTION AROUND VACANT LOT. DEVELOPER SHALL CONSTRUCT MASONRY WALLS AROUND ANY REFUSE DUMPSTERS WITHIN 100 FEET OF THE PROPERTY LINE BETWEEN THE VACANT LOT AND PARCEL 13. DEVELOPER SHALL REQUIRE ALL TENANT LEASES AND CONTRACTS WITH REFUSE REMOVAL SERVICES TO PROHIBIT COMMERCIAL DELIVERIES AND PICK–UPS IN THIS AREA, INCLUDING TRASH PICK–UP, BEFORE SEVEN (7) A.M. AND AFTER NINE (9) P.M. (EXCEPT FOR TENANT OR OWNER MOVE–IN AND MOVE–OUTS). DEVELOPER SHALL NOT LOCATE ANY STREETS CONNECTING COUNTRY CLUB DRIVE TO HUBBARD STREET IN THE AREA SEPARATING THE PROPERTY LINE BETWEEN THE VACANT LOT AND PARCEL 13 FROM THE CLOSER OF: (1) THE FIRST BUILDING BEYOND THE SAID PROPERTY LINE; OR (2) A DISTANCE OF 150' FROM SAID PROPERTY LINE. DEVELOPER MAY LOCATE PARKING WITHIN THIS AREA, BEYOND THE LANDSCAPED BUFFER AREA AND MULTI–USE PATH CORRIDOR REFERENCED IN B. AND C., ABOVE, BUT SHALL TAKE REASONABLE STEPS TO LIMIT THROUGH TRAFFIC IN ANY PARKING LOCATED IN THIS AREA, SUCH AS LIMITING PARKING IN THIS AREA TO EMPLOYEES OR RESIDENTS, CONSTRUCTING SPEED BUMPS, LANDSCAPED LOT DIVIDERS, AND/OR SUCH OTHER ACCESS RESTRICTIONS AS MAY BE APPROVED BY THE TOWN ENGINEER TO DISCOURAGE SUCH THROUGH TRAFFIC.
2. COUNTRY CLUB DRIVE. THE DEVELOPER PROFFERS THE FOLLOWING CONDITIONS ALONG THE SIDE LOT LINE BETWEEN THE SUBJECT PROPERTY AND COUNTRY CLUB DRIVE (SEE ATTACHED PROFFER PLAN).
   a. ADDITIONAL BUILDING SETBACKS. DEVELOPER SHALL EXPAND THE 10' ZONING SETBACK CURRENTLY ESTABLISHED ALONG THE COUNTRY CLUB DRIVE FRONTAGE TO CREATE A TOTAL OF 25' ZONING SETBACK.
   b. LIMITATION ON BUILDING HEIGHT. DEVELOPER SHALL LIMIT ALL BUILDINGS WITHIN 100' FEET OF COUNTRY CLUB DRIVE TO A MAXIMUM BUILDING HEIGHT OF FIFTY FEET (50'), OR TO AN ELEVATION OF 2184', WHICHEVER IS LOWER, AS DEPICTED ON THE PROFFER PLAN.
   c. ADDITIONAL LANDSCAPED BUFFER. DEVELOPER SHALL PRESERVE THE EXISTING VEGETATIVE BUFFER, OR CREATE A BUFFER IN ACCORDANCE WITH TYPE C ARCHITECTURAL BUFFER REQUIREMENTS WHERE THE EXISTING VEGETATED BUFFER DOES NOT MEET THE REQUIREMENTS OF THE CODE IN A 100' RADIUS MEASURED FROM THE NORTHWEST CORNER OF THE PARCEL IDENTIFIED AS TAX MAP 287–A–41–A (THE "COUNTRY CLUB PARCEL"), AS DEPICTED ON THE PROFFER PLAN. AS DEPICTED, THE MULTI–USE PATH MAY BE LOCATED WITHIN THIS BUFFER. THIS AREA SHALL HAVE NO BUILDINGS AND NO PARKING.
3. MARGARET BEEKS ELEMENTARY SCHOOL. THE DEVELOPER PROFFERS THE FOLLOWING CONDITIONS ALONG THE REAR LOT LINE BETWEEN THE SUBJECT PROPERTY AND THE MARGARET BEEKS ELEMENTARY SCHOOL (SEE ATTACHED PROFFER PLAN).
   a. A PERIMETER FENCE. DEVELOPER SHALL CONTINUE AND CONNECT TO THE EXISTING PERIMETER FENCE, WITH THE PERMISSION OF THE MONTGOMERY COUNTY SCHOOL BOARD, BETWEEN THE SUBJECT PROPERTY AND THE MARGARET BEEKS ELEMENTARY PROPERTY AND REPAIR OR REPLACE ANY MISSING OR DAMAGED SECTIONS WITH LIKE MATERIALS. THE CONTINUED FENCE SHALL EXTEND NORTHWARD TO CONNECT TO THE EXISTING FENCE ALONG COUNTRY CLUB DRIVE, AND IT SHALL CONTINUE SOUTHWARD TO THE SOUTHERN BOUNDARY OF THE SCHOOL PROPERTY.
   b. A VEGETATIVE BUFFER. DEVELOPER SHALL PRESERVE NO LESS THAN 50' OF THE EXISTING VEGETATIVE BUFFER OR CREATE A BUFFER IN ACCORDANCE WITH TYPE C ARCHITECTURAL BUFFER REQUIREMENTS WHERE THE EXISTING BUFFER DOES NOT MEET THE REQUIREMENTS OF THE CODE.
   c. A CONNECTION TO THE KENNEDY AVENUE PERIMETER FENCE. THE DEVELOPER SHALL CONNECT THIS FENCE TO THE FENCE BEHIND THE KENNEDY AVENUE RESIDENCES.
4. MULTI–USE PATH CONNECTION TO HUCKLEBERRY TRAIL. DEVELOPER PROFFERS TO PROVIDE A CONTINUOUS MULTI–USE PATH FROM HUBBARD STREET TO COUNTRY CLUB DRIVE SO AS TO PROVIDE PEDESTRIAN AND BIKEWAY INTERCONNECTIVITY THROUGHOUT THE NEIGHBORHOOD AND ACCESS FROM THE DEVELOPMENT TO THE HUCKLEBERRY TRAIL VIA THE EXISTING BIKE LANE ALONG COUNTRY CLUB DRIVE (SEE ATTACHED PROFFER PLAN). THE DEVELOPER WILL NOT CONNECT THE MULTI–USE PATH TO KENNEDY STREET OR EAST–VIEW TERRACE, OR REQUEST THAT KENNEDY AVENUE OR EAST VIEW TERRACE BE EXTENDED TO CONNECT TO THE DEVELOPMENT.
5. RESTRICTED USES. DEVELOPER PROFFERS THAT THE FOLLOWING USES AND STRUCTURES SHALL NOT BE PERMITTED; ADULT ENTERTAINMENT ESTABLISHMENTS; ADULT STORES, AUTOMOBILE REPAIR SERVICES; CAR WASHES; GASOLINE STATIONS; FUNERAL HOMES; COMMERCIAL KENNELS; PAWN SHOPS.
6. TRADITIONAL NEIGHBORHOOD DESIGN. THE DEVELOPER PROFFERS THAT ALL SITE PLANS SHALL CONFORM WITH THE FOLLOWING PRINCIPAL ELEMENTS OF "TRADITIONAL NEIGHBORHOOD" DESIGN:
   a. ALL BUILDINGS IN THE DEVELOPMENT SHALL BE CONNECTED TO OTHERS IN THE DEVELOPMENT VIA THE MULTI–USE PATH AND/OR SIDEWALKS.
   b. RETAIL AND COMMERCIAL STRUCTURES WILL HAVE THEIR FRONTAGE ON ANY STREET CHANGED IN ONE OR MORE OF THE FOLLOWING ELEMENTS NOT MORE THAN EVERY SIXTY (60) FEET:
      (1) SETBACK FROM STREET OR SIDEWALK; AND/OR
      (2) FACING MATERIALS (WHICH SHALL BE DEFINED AS THE SURFACE MATERIAL COVERING A MAJORITY OF THE FRONTAGE AREA, TYPICALLY BRICK, BLOCK STUCCO OR SIDING); AND/OR
      (3) THE COLOR OF THE MATERIAL THAT IS COVERING THE MAJORITY OF THE FRONTAGE AREA; AND/OR
      (4) EITHER THE DOMINANT ROOF LINE, HEIGHT OR PITCH, OR THE USE OF DIFFERENT DORMER WINDOW SHAPES ON THE ROOF.
   c. THE DEVELOPMENT WILL HAVE A DISCERNIBLE CENTER. THIS WILL BE EITHER:
      (1) A PLAZA; OR
      (2) A LANDSCAPED SQUARE, GREEN, OR PROMENADE WITH PUBLIC SEATING AREAS; OR
      (3) A LANDSCAPED TRAFFIC CIRCLE; OR
      (4) A STREET CORNER WITH OUTDOOR RESTAURANT AND OTHER PUBLIC SEATING AREAS.
   d. STREETS WITHIN THE DEVELOPMENT WILL FORM A CONNECTED NETWORK INCORPORATING TRAFFIC CALMING ELEMENTS AS REQUIRED BY THE TOWN ENGINEER.
   e. PARKING AREAS (OTHER THAN PARKING IN THE ROW DIRECTLY ADJACENT TO BUILDINGS OR ALONG ACCESS DRIVES), WILL BROKEN UP INTO FOUR OR MORE LANDSCAPED SUB–LOTS.
   f. ENTRANCES AND EXITS TO THE REZONED PARCELS FROM EXISTING PUBLIC ROADS WILL BE LIMITED TO THE FOLLOWING:
      (1) ONE ENTRANCE AND EXIT ON KING STREET/HUBBARD STREET; AND
      (2) ONE ENTRANCE AND EXIT ON COUNTRY CLUB DRIVE. ANY NEW EXIT ONTO COUNTRY CLUB DRIVE FROM THE REZONED PARCELS SHALL BE DESIGNATED AS RIGHT TURN ONLY AND LEFT TURNS EXITING ONTO COUNTRY CLUB DRIVE SHALL BE PROHIBITED.
7. RESIDENTIAL DENSITY. DEVELOPER WILL LIMIT TOTAL RESIDENTIAL DENSITY ON PARCELS, 10, 11, 12 AND 13 TO NO MORE THAN 27 BEDROOMS PER ACRE. DEVELOPER WILL LIMIT THE TOTAL RESIDENTIAL DENSITY ON THE PARCEL IDENTIFIED AS TAX MAP 287–A–41–A WHICH IS 14.8 ACRES IN SIZE MORE OR LESS (THE "COUNTRY CLUB PARCEL") TO NO MORE THAN FOUR HUNDRED (400) BEDROOMS. TOTAL RESIDENTIAL DENSITY SHALL NOT EXCEED 48 BEDROOMS PER ACRE ON ANY PARCEL RESULTING FROM A SUBDIVISION OF THE COUNTRY CLUB PARCEL. THE SUBDIVISION PLAT AND ANY RELATED AGREEMENTS FOR ANY SUCH SUBDIVISION SHALL ALLOCATE THE DIVISION OF THE FOUR HUNDRED (400) BEDROOMS BETWEEN THE RESULTING LOTS AND TOWN STAFF SHALL REVIEW THIS ALLOCATION AS PART OF THE PLAT REVIEW. THE RESULTING BEDROOM ALLOCATION SHALL ALSO BE RECORDED ON THE PLAT FOR EACH PARCEL.
8. NO CELLULAR ANTENNAS OR TOWERS. DEVELOPER PROFFERS THAT ON PARCELS, 10, 11, 12 AND 13 THERE WILL BE NO ROOFTOP, BUILDING MOUNTED, OR FREESTANDING CELLULAR COMMUNICATION ANTENNAS OR TOWERS.
9. FINAL TRAFFIC STUDY.
   a. DEVELOPER PROFFERS THAT AT THE TIME OF SUBMISSION OF EACH SITE PLAN APPLICATION, DEVELOPER WILL PERFORM AND SUBMIT A FINAL TRAFFIC STUDY SUBJECT TO TOWN APPROVAL TO EVALUATE THE LEVEL OF SERVICE ALONG SOUTH MAIN STREET AND TO DETERMINE ANY NECESSARY IMPROVEMENTS RESULTING FROM THE REZONING OF THE SUBJECT PROPERTY. THE STUDY SHALL INCLUDE LEVEL OF SERVICE IMPACTS TO THE FOLLOWING INTERSECTIONS OF SOUTH MAIN STREET:
      (1) COUNTRY CLUB DRIVE; (2) THE TRAFFIC LIGHTED ENTRANCE TO THE KROGER SHOPPING CENTER; (3) ARDMORE STREET; (4) LANDSDOWNE STREET; (5) MARLINGTON STREET; (6) HUBBARD DRIVE; AND (7) KING STREET. DEVELOPER WILL MAKE THE IMPROVEMENTS THAT ARE INDICATED IN THE TRAFFIC STUDY AS NECESSARY TO MITIGATE ANY REDUCTION IN LEVEL OF SERVICE AT THE TIME OF DEVELOPMENT. HOWEVER, IF THE RESULTANT LEVEL OF SERVICE IS C OR BETTER, NO IMPROVEMENTS SHALL BE REQUIRED.
   b. DEVELOPER WILL CONTRIBUTE TO THE TOWN OF BLACKSBURG $25,000.00 TOWARDS THE COST OF ANY IMPROVEMENTS TO THE INTERSECTION OF COUNTRY CLUB DRIVE AND AIRPORT ROAD THAT ARE APPROVED BY THE TOWN FOLLOWING CONSULTATION WITH THE SURROUNDING NEIGHBORHOOD TO PROVIDE A ROUNDABOUT OR OTHER TRAFFIC CALMING MEASURES OR OTHER INTERSECTION IMPROVEMENTS TO IMPROVE TRAFFIC FLOW AT THIS LOCATION. THIS CASH PAYMENT SHALL BE MADE TO THE TOWN PRIOR TO APPROVAL OF THE FIRST SITE PLAN.

NOTE: SEE FOLLOWING SHEET FOR EXISTING PARCELS REFERENCED IN ABOVE PROFFERS.

TOWN ENGINEER	DATE
TOWN PLANNER	DATE

COMMONWEALTH OF VIRGINIA
27 AUG 07
TREVOR M. KIMZEY
No. 036354
PROFESSIONAL ENGINEER

ANDERSON & ASSOCIATES, INC.
Professional Design Services
www.andassoc.com
Virginia - North Carolina - Tennessee
100 Ardmore St.
Blacksburg, Va. 24060
540-552-5592

DATE	: 27 AUG 07
DESIGNED	: RJH
DRAWN	: MSM
CHECKED	: TMK
QA / QC	: MTC

REV. #	COMMENTS	DATE
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FIRST & MAIN
PHASE 1
BLACKSBURG, VIRGINIA

GENERAL NOTES 2

DOCUMENT NO. 22559 – 310
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