HUCKLEBERRY VISTA
Planned Residential District Rezoning
Blacksburg, Virginia

The Lester Group, Inc.
101 Commonwealth Blvd.
Martinsville, Virginia 24112

November 1, 2017
Revised January 29, 2018
Huckleberry Vista Planned Residential District

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TOWN OF BLACKSBURG
CHANGE OF ZONING CLASSIFICATION APPLICATION (REZONE)

This application and all accompanying information must be submitted in full before the Rezoning Request can be accepted by Town staff. Once the Planning and Building Department accepts the application, it will be referred to the Planning Commission and Town Council for consideration. The application and all accompanying information will become conditions of approval. Proffered conditions of approval are binding. Please contact the Planning and Building Department at (540) 961-1126 for application deadline or questions, or to schedule the required pre-submittal meeting.

The following items MUST accompany this application for the Town of Blacksburg to accept this application for processing and review. Any items submitted cannot be larger than 11x17 in size:

1) Written, signed consent of the property owner. If the applicant is the contract purchaser, the written consent of the property owner is required
2) One copy of a site plan with surveyed boundaries for the property showing the lot, existing and proposed structures, site improvements, parking areas and spaces, and any other information necessary to determine the ability to meet the Zoning Ordinance site development standards, Use & Design standards and physical compatibility with the neighborhood
3) Building elevations for all proposed buildings -or- elevations showing any changes to existing buildings
4) Vicinity map (may be included on the site plan) showing surrounding uses, zoning districts, buildings and other improvements within 300 of the property
5) Legal description of the property
6) Completed VDOT 527 (Traffic Impact Analysis) Form
7) A list of adjacent property owners (including properties across a street) and their addresses, plus the cost of CERTIFIED FIRST CLASS postage for notifying each adjacent property owner (no stamps, please)
8) Fee of $100 for the Town of Blacksburg to post all public hearing signs. Please note: The applicant may choose to post the property, using signs provided by Town Staff, and not be subject to the posting fee
9) Fee of $1500 for Rezoning, or $2000 for Planned Residential Rezoning, or $1000 for amendment to existing Planned Residential District. Please make your check or money order payable to the TOWN OF BLACKSBURG
10) Proof of pre-submittal meeting between Town staff and applicant/agent
11) Prior to the initiation of an application for Rezoning, or prior to the issuance of final approval, the applicant shall produce satisfactory evidence that any delinquent real estate taxes owed, which have been properly assessed against the subject property, have been paid (§ 1150)
12) Any applicant for a Rezoning shall make complete disclosure of the equitable ownership of the real estate to be affected including, in the case of corporate ownership, the names of stockholders, officers and directors, and in any case the names and addresses of all of the real parties of interest. The requirement of listing names of stockholders shall not apply to a corporation whose stock is traded on a national or local stock exchange, and which corporation has more than 500 shareholders (§ 1110)
13) Proffer statements that meet the requirements as stated below
14) Digital copies (PDF) of all application materials are required at the time of submittal, or within 10 working days of the submittal date.

SIGNATURE OF APPLICANT/CONTACT PERSON + PRINTED NAME:

By signing this application, I affirm that this application is complete and all required items are included

SIGNATURE OF PROPERTY OWNER + PRINTED NAME:

By signing this application, I affirm that this application is complete and all required items are included

REVISED 04-10-14 KO
Location or Address of Property for Rezoning:
801 & 803 Airport Road

Tax Parcel Number(s):

Acreage:
801 = 2.872 AC; 803 = 3.108 AC

Present Zoning District:
R-4 Low Density Residential

Proposed Zoning District:
PPD Planned Residential District

Present Use of Property:
Single Family

Proposed Use of Property:
Planned, Age-Restricted Condominium Development

Is this request for an amendment to an existing Conditional Zoning or Planned Residential District? No

Previous Rezoning Ordinance Number

APPLICANT/MAIN CONTACT PERSON (Contract Purchaser if applicable)

NAME: The Lester Group, Inc. Jame A O'Brien

ADDRESS:
P.O. Drawer 4991
Martinsville, VA 24115

PHONE: (276) 632-2195 EMAIL: jobrien@lestergroup.com

PROPERTY OWNER(s) (If property is held in an LLC or other corporation, names of all partners must be disclosed. All names of members or beneficiaries of a trust must also be disclosed. Signature blocks for multiple property owners may be obtained on separate sheets if needed)

NAME: The Lester Group, Inc.

ADDRESS:
P.O. Drawer 4991
Martinsville, VA 24115

PHONE: (276) 632-2195 EMAIL: bpulcher@lestergroup.com

ENGINEER/ARCHITECT (optional)

NAME: DRAPEL ADEN ASSOCIATES

ADDRESS: 2206 South Main Street
Blacksburg, VA 24060

PHONE: (540) 552-0444 EMAIL: bkressel@drad.com

REVISED 04-10-14 KJO
October 11, 2016

Town of Blacksburg
Planning & Building Dept.
Blacksburg, VA  24060

To Whom it May Concern:

Attached is a list of our current officers, directors, and shareholders of record as of today's date as required by our request to rezone our property on 801-803 Airport Road in Blacksburg, VA. Should you have any questions, please feel free to call me at 276-656-3258.

Sincerely,

THE LESTER GROUP, INC.

Janet M. Decker
Secretary

Attachment
As of October 11, 2017

Officers:

George W. Lester, II  Chairman & Chief Executive Officer
Martha S. Cooper  Vice Chairman
James O'Brien  President & COO
Tim Joyce  V. P. Administration, CFO, Treasurer/Asst. Secretary
Janet Decker  Secretary
Renado Hairston  Asst. Treasurer

Directors:

Greg Brooks  Chris Rader
Martha Cooper  Stuart Wiswall
Philip Gardner  W. Douglas Wright
Richard Heath
Neil Kessler
George W. Lester, II
George W. Lester, IV
James A. O'Brien

Stockholders:

Sally B. Barbour  Beatrice W. Lester
Steve Barbour  George W. Lester, IV
Joyce L. Bell  George William Lester Irr. Trust
Connie Bell  George D. Oakley, Jr.
Lester M. Bell  Robert J. Oakley
Robert E. Bell, III  James O'Brien
Virginia E. Bell  G. Ronald Pigg
Sharon E. Coleman  Mary E. Rakes
Lee Ann E. Collins  Barbara H. Rea
Martha S. Cooper  Martha S. Simpson
Helen P. Creange  Richard B. Sowdon Family Trust
Todd R. Creange  Tilden L. Sowdon Family Trust
William P. Donnelly  Guy & Barbara Stanley
James & Lisa H. Dudley  Ann M. Thomasson
Jeffrey & Antoinette Faircloth  Regina H. Turner
James & Martha Farrell  Elizabeth L. Walsh
Barry & Candy Fulcher  Linda Wells
Philip & Lynn Gardner  M. Morgan Albritton
Brian M. Gravely  C. Gibert Wiswall Rev. Family Trust
Susan S. Guldan  George L. Wiswall
Richard Heath  J. Stuart Wiswall
Robert & Jacqueline Hopkins  John S. Wiswall
Sara L. Jedelsky  Joanna Wright
N. Dillard Jones  George W. Lester, II
Neil Kessler  Tim & Pam Joyce
Diana Laxton

Kathleen B. Lester Irr. Trust
Elizabeth C. Lester Trust
Anne S. Lester Trust
George W. Lester, IV Trust
Eva Papadakis Irr Trust
Paris Papadakis Irr. Trust
Anne L. Papadakis
Julia L. Bell
Sara L. Jedelsky
Benjamin L. Jedelsky Irr. Trust
Jackson T. Jedelsky Irr. Trust
The Lester Group, Inc. S-ESOP
Saunders A. Lester
Colin D. Walsh Irr. Trust
Helen S. Walsh Irr. Trust
## Huckleberry Vista
### Adjoining Landowners

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<td>HOSNER DAVID ALLEN</td>
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<td>18784</td>
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<td>HARDY WARREN NELSON</td>
<td>Gietzen DAWN E</td>
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Huckleberry Vista Planned Residential District

Description of Rezoning Request

Need and justification for the change in zoning classification:

The Planned Residential District (PRD) is being requested for this site and is justified for the following reasons:

- Senior housing/aging-in-place (Comprehensive Plan Section J&H 48) – This project is designed specifically as an age-restricted neighborhood. The town has identified the need for this housing-type. The location of the site is well suited for such a project.
- The plan introduces a new, innovative housing-type to the Town of Blacksburg, as there are not currently any age-restricted, multi-family developments designed around central gathering space.
- The neighborhood will increase the Town’s residential tax base.
- The neighborhood will appeal to senior citizens due to its close proximity to existing retail services.
- The design and construction of the neighborhood will be of high-quality condominium units that will appeal to senior citizens that desire a communal neighborhood where they can age-in-place.
- The design of the neighborhood maintains the single-family housing type along Airport Road and provides infill, smart-growth principles while respecting the zoning density of the neighborhood.
- The neighborhood will be operated and maintained in accordance with the Owners’ Association Rules & Regulations. Among others, these rules include: occupancy limitations on age, number of persons and transients, restrictions on parking and noise, and usage and maintenance of common elements. These rules help to maintain the residential nature of the neighborhood area while providing a needed housing type and promoting infill guidelines encouraged by the Town.

Identify any anticipated effect of the proposed change on public services and facilities:

Meetings have been held with Town of Blacksburg Staff Planners and Engineers to discuss the effects on public services and facilities

- Public Water – the project will be served by the Town’s water system. Based on the use and the proposed density it was confirmed that there are no anticipated capacity issues. System pressures and flows will be verified in conjunction with preparation of the site development plans.
- Public Sewer – the project will be served by the Town's sanitary sewer system. Based on the use and proposed density, and information about the existing system, it is
anticipated the project will connect to the Airport Road sanitary sewer where there is adequate downstream capacity.

- Stormwater quality – a Conceptual Stormwater Management Plan has been developed for the project and discussed with the Town engineering staff. The Conceptual Stormwater Management Plan is submitted for formal review in conjunction with this application.
- School system – as a senior housing project, there will be no impact on public school system enrollment.
- Transportation and traffic congestion – there will be no adverse impact on the existing transportation system (see next section).
- Community Recreation – as a modest-size senior citizens’ neighborhood, it can be anticipated that there may be some increase in use of existing community recreation services offered to seniors.

**Justify appropriateness of the property for the proposed changed, as it relates to the intent of the zoning district requested and applicable use and design standards for all proposed uses:**

This is an appropriate site because the proposed use as an age-restricted Planned Residential District addresses elements mentioned in the purpose of the Planned Residential District (Section 3110):

- The design provides for a housing type that is in limited supply in the Town of Blacksburg. This project is intentionally designed to attract senior citizens who want to live in a neighborhood that will allow them to “age-in-place” and where they can socialize in their homes and in shared outdoor spaces.
- The design of Huckleberry Vista makes use of the district’s intent to allow greater flexibility in creating a high-quality living environment.
- Sensitively designed, a neighborhood for senior citizens at this specific location can serve as an appropriate transitional use between the three different land uses (commercial, institutional, and low density residential) that surround the property.

The project site is at the center of three different land uses – low density residential, commercial, and institutional (school). Though some might see this location as a site constraint, the developers of Huckleberry Vista view the site as an excellent location for a senior citizens’ neighborhood. Sensitively implemented, an age-restricted community can mediate the fabric of the existing residential neighborhood to the west and south, the commercial district to the east, and the school to the north. With the location and the intended resident population as the given “project drivers,” a number of design considerations have been identified and addressed in the concept for Huckleberry Vista Planned Residential District.
Project Drivers

1) The project has been designed specifically to be attractive to senior citizens who want to live in an age-restricted, communal neighborhood.

2) The site is located at the nexus of three existing land uses: low-density residential, commercial, and institutional (Margaret Beeks Elementary School). These land uses have been considered in the design of Huckleberry Vista.

Design Considerations – Project Objectives

- Target Population – Housing for senior citizens has long been considered a housing type that is in short supply in the Town of Blacksburg. Housing of an age-restricted population at this site is compatible with the existing residential neighborhood and the elementary school.
- Create a new housing-type that is age-restricted and provides a density that is comparable to the adjacent single-family neighborhood density.
- The project is located immediately adjacent to the First and Main shopping center. The project proposes a private pedestrian path to connect to the existing path on the First and Main property.
- A substantial portion of the development’s land area is commonly held by the Owners’ Association as open space and designed to accommodate (and facilitate) social gatherings as well as to provide places to sit and enjoy the outdoor environment.
- Stormwater management is seen as an amenity; compatible Best Management Practice (BMP) features are incorporated into the maintained commons.

Design Considerations – Neighborhood Context

- The existing streetscape elements of Airport Road have been maintained: single family homes front the street, site access points are limited, adequate front building setbacks that are similar to adjacent yards, adequate off-street parking spaces for a senior-citizens’ neighborhood that are not located in front of the single family homes, provision of street trees along Airport Road and landscaping that buffer access drives, maintain (or replace as needed) the existing sidewalk along Airport Road.
- The height of the residential buildings along the Eastview Terrace side of the project will be limited to the height of two “stacked” dwellings plus the roof structure.
- Provide a buffer yard and landscaping along the project boundary that abuts the back yards of the Eastview Terrace houses. The buffer yard will be planted with a mix of deciduous and evergreen plant materials and a four-foot tall decorative fence.
- Provide a buffer yard and landscaping along the property line shared by Margaret Beeks Elementary School to buffer the neighborhood and the school. A four-foot tall
decorative fence will be installed on the project side of the property as to provide a physical barrier between the school and the project and planted with the same requirements as the Eastview Terrace buffer yard.

- All utilities are to be underground installations. Available utilities in the vicinity include, public water and sewer, electric, gas, and telecommunications services.
- Though not available immediately adjacent to the site, public transit is available at the adjacent First & Main shopping center.
- The site is adjacent to an elementary school so attention has been given to location of vehicular access and analysis of trip generation.

**Huckleberry Vista Planned Residential District Project Description**

The site concept for Huckleberry Vista has been developed after synthesizing the above mentioned design considerations. The result is an age-restricted senior community of twenty (20) dwelling units that fits within the fabric of the Airport Road neighborhood and provides housing for a growing segment of the population of Blacksburg.

**Resident Population and Their Needs**

More than 10,000 baby boomers are turning 65 every day, and in 20 years those persons 65 and older will increase from 48 million to 79 million nationally. The housing availability for active seniors is very limited, and forecasts predict that new home sales will not be driven by millennials, but by an older, less transient population.

Quality housing for active senior adults is limited in many areas of the country, including the Commonwealth of Virginia and in the Blacksburg community. Not all adults require or desire a retirement community, but instead want the option of living independently in homes designed for their specific needs. Blacksburg was named by Forbes in 2014 as the best place to retire in the nation due to the availability of a variety of activities, low crime rate, and a below national average cost of living.

The Huckleberry Vista project consists of nine buildings that contain single family homes, two-family (duplex) homes and multi-family triplex homes. The buildings will be designed for those who are transitioning from a traditional single family home to a retirement community that meets the physical needs of that citizen group. The community will include a total of 20 residential dwellings with a total of 58 bedrooms, which will be divided into 20 master bedrooms and 38 secondary bedrooms.

In order to accommodate the senior residents, the Huckleberry Vista will be designed with universal design elements such as step-free entrances, single floor living, under counter appliances, zero entry showers and halls and doorways that accommodate wheelchairs. Wood blocking will be installed in the interior walls that can support handicap grab bars in the
bathrooms. Additionally, common areas and pathways will be designed in accordance with national accessibility standards.

**Neighborhood Design**

Huckleberry Vista has been designed as an age-restricted neighborhood for senior citizens that emphasizes a sense of community among the residents. To encourage social interaction, the neighborhood has been designed around several common greenspaces that are linked by a central walkway. The central walkway, in turn, will be connected by pathways to the residential buildings. The gathering places will be provided with sitting areas, decks, and focal point amenities – specific focal point amenities are still being considered and will be decided upon with input from potential residents. In addition, the ground will be well landscaped and will be maintained by the homeowners’ association with the allocation of some space for a residents’ garden.

**Huckleberry Vista within the Context of Airport Road**

As previously mentioned, one of the drivers for Huckleberry Vista is its location at the junction of three different land use types. Of primary importance within this context is recognizing that the project should fit the context of the existing Airport Road area. The following factors have been given considerable consideration while developing the design for Huckleberry Vista:

- **Protect the Existing Neighborhood Character:** The proposed PRD development is consistent with low-density objectives of its adjacent R-4 district. With a total of 20 dwelling units, this age-restricted neighborhood is proposed at a density slightly below the allowable by-right density. This density is consistent with the low density residential neighborhoods to the south and west.
- **The buildings that are immediately adjacent to existing residential homes (Eastview Terrace and Airport Road) will not exceed 40-feet in height (34-feet per January 29, 2018 revision).** This is consistent with the R-4 district standards.
- **It is recognized that the existing pattern of single family homes along the Airport Road is an important feature of the neighborhood streetscape.** The project has been designed to place two single family homes along Airport Road to maintain the existing pattern. In addition, the existing sidewalk will be maintained and new street trees will be planted along the frontage as is consistent in a residential setting.
- **Consider Traffic and Congestion:** Senior housing adjacent to Margret Beeks Elementary School is an appropriate land use. The existing school and its functions are known factors that have influenced the decision to propose age-restricted senior housing on the subject site, and daily vehicular trip generation will be 62% lower than a by-right development. This is an important consideration given the site’s location next to an elementary school and the proposed access drive has been located to achieve maximum...
distance for the school’s vehicular entrance. Another important consideration is the project’s daily trip generation, or peak hour trips. Since the residents of this development will be, for the most-part retirees, it is unlikely that there will be the A.M. and P.M. peak-hour trips that typically occur in single family developments. We anticipate that the seniors of the development will adjust their vehicular trips to the “off-peak” hours of school traffic.

Infill Development:

In addition to providing a design that is compatible with adjacent neighborhood density, the site provides a unique opportunity to provide residential infill development that is an appropriate transition to the mixed use district to the east. The First and Main and Gables Shopping Centers to the east are commercial/mixed-used developments that provide needed retail services to the neighborhoods in the vicinity. The use of infill design principles at this site allow for the context-sensitive transition from an existing single family district to the commercial district. The use of the infill principles not only fits the site’s location as a mediator of three surrounding land uses (low-density residential, commercial, and institutional) they are consistent with many of the design objectives of the proposed age-restricted neighborhood. Three examples of infill principles implemented in the proposed PRD include:

- Maintain residential streetscape along Airport Road
- Open Space and how open space is used is a guiding principle in the design of the neighborhood. The central open space provides focal points for social activity and provides a pathway that connects residences. The open space adjacent to Airport Road transitions the school’s open space and landscape to the streetscape/front yard rhythm of the single family homes of Airport Road.
- Architecture is in keeping with regional examples.

Residential Design Features

The nine buildings will be designed to be complimentary in style and utilize a common palate of materials and colors. The goal of the complex is to have a cohesive theme, but promote individuality. The style and color of the front door will be unique for each building. Garage doors will vary between the units. Window styles will include both casements and double-hung. Additionally, the style of columns will vary for each building.

Another goal is to have spaces which promote natural lighting, are open to each other, and have tall ceilings. Ceilings on the main levels will be 10 feet in height and the ceiling heights of the second floors of the single family and duplex homes will be nine feet tall.
The buildings will be designed to be low maintenance and energy efficient. Sustainable concepts will be incorporated into the project and will include:

- Providing separate containers for trash and recycled materials during construction
- Non-toxic termite control (under slab)
- Sill-sealer gasket under perimeter stud wall sill that is caulked on both sides
- Increasing the R value (insulation) in the walls and roof from the minimum requirement of the building code in accordance with the following:
  - Slab: R10 perimeter insulation (building code requires R10)
  - Walls: R13 cavity insulation and R6.6 continuous insulation, with continuous air barrier (building code requires R13 + R1)
  - Roof: R60 (building code requires R38)
- Low emitting materials will be used
- Radon resistant construction
- Double pane windows with a low E coating tested by the National Fenestration Rating Council for the U-Factor, solar heat gain coefficient rating and visible transmittance rating.
- Natural gas appliances (energy star rated)
- Low flow plumbing fixtures
- High efficiency natural gas hot water heater
- Programmable thermostats
- High efficiency natural gas heat pumps
- Seal joints of the ductwork
- Ceiling fans to circulate warm air in the winter and provide cooling during the summer
- Provide blower door test to measure the air tightness
- Use high efficiency light fixtures

The design of the homes will exceed Earth Craft standards. At this time certification of the design (Earth Craft, LEED, or Green Globes) is not being considered.

**Single-Family Homes**

The single family homes are a story and a half design and are approximately 2,400 square feet (not including the garage and porches). The floor plan revolves around an open living room, dining room, and kitchen in the center of the house. A master bedroom suite is adjacent to the living room and includes a large walk in closet and master bath with dual vanities, tub, shower and water closet. The utility/mud room is adjacent to the kitchen and two car garage. The main floor level is rounded out by an office, powder room, screen porch and front and rear porches. The second floor includes two bedrooms and baths and attic storage.

The exterior of the homes will be a craftsman style design. The materials will include a combination of manufactured stone, face brick, fiber cement siding, vinyl windows, asphalt
shingles, and standing seam metal roofs. The roofs will be predominately gabled in style to provide room for the second floor.

There are two single family homes – buildings 1 and 2 (refer to Conceptual Site Plan, RZ1.0).

Two-Family Side-by-Side Dwellings (Duplex Homes)

The duplex homes are similar to the single family homes as they are two residential units in a story and a half configuration that share a fire rated wall. The building will be a slab on grade and have a similar floor plan to one of the single family homes. The 2,400 square foot floor plan revolves around an open living room, dining room and kitchen in the center of the house. A master bedroom suite is adjacent to the living room and includes a large walk in closet and master bath with dual vanities, tub, shower, and water closet. The utility/mud room is adjacent to the kitchen and two car garages. The main floor level is rounded out by an office, powder room, screen porch, and front and rear porches. The second floor includes two bedrooms and baths and attic storage.

The exterior of the homes will be a craftsman style design. The materials will include a combination of manufactured stone, face brick, fiber cement siding, stucco, vinyl windows, asphalt shingles and standing seam metal roofs. The roofs will predominately gabled in style to provide room for the second floor.

There is 1 duplex home – building 4 (refer to Conceptual Site Plan, RZ1.0).

Two-Family Vertically Stacked (Two-Plex Homes)

The two-plex homes are two story structures with a residential unit on each floor. The lowest floor also contains two, two car garages, pedestrian access to all units, and an elevator for the upper residential unit. All homes have an exterior porch fronting the central green area. The lowest unit includes two bedrooms with private bathrooms, open kitchen, living and dining room, office, utility room, and garden room. The top residential unit has 4 bedrooms and 3 baths.

There are two, two-plex homes – buildings 3 and 5 (refer to Conceptual Site Plan, RZ1.0).

Multi-Family Vertically Stacked (Triplex Homes)

The triplex homes are three story structures with a residential unit on each floor. The lowest floor also contains three, two car garages, pedestrian access to all units, and individual elevators for the middle and upper floors. All floors have an exterior porch fronting the central green area. The lowest unit includes two bedrooms with private bathrooms, open kitchen,
living and dining room, office, utility room and garden room. The middle unit includes three bedrooms and three baths. The balance of the spaces is similar to the lower floor with the exception of a sunroom and a roof top deck over the garages below. The upper unit is identical to the middle unit with the exception of not having the roof top deck.

The triplex units are approximate 2,300 square feet on the lowest level, 3,400 square feet on the middle level, and 3,300 square feet on the upper level not including the garages and porches.

Each of the triplex homes will have a different façade design, but the overall massing will be consistent with each. The materials will include a combination of manufactured stone, cast stone, face brick, stucco, vinyl windows, asphalt shingles and standing seam metal roofs.

There are two triplex homes – buildings 7 and 9 (refer to Conceptual Site Plan, RZ1.0).

**Multi-Family Side-by-Side (Townhomes-Style Homes)**

The townhomes are three multi-story residential units that are separated by a fire rated wall. The buildings will be a slab on grade with a two car garage and bedroom on the lowest floor. The entrance for visitors will also be at this level. The main level consists of an open kitchen, living and dining room and utility room. The upper level located in the attic will contain the master bedroom suite and third bedroom/bath. A residential elevator will connect all the floors. Each residential unit is approximately 3,050 square feet.

The exterior of the homes will be a craftsman style design. The materials will include a combination of manufactured stone, face brick, fiber cement siding, stucco, vinyl windows, asphalt shingles and standing seam metal roofs.

There are two townhomes – buildings 6 and 8 (refer to Conceptual Site Plan, RZ1.0).

**Relationship of the proposed change to the Comprehensive Plan (include FLU designation):**

- **Residential Infill (Residential Infill Development Guidelines)** – The design of this neighborhood is in keeping with many of the policies and regulatory documents referenced in the *Town of Blacksburg Residential Infill Development Guidelines* document.
- **Senior housing/aging-in-place (Comprehensive Plan Section J&H 48)** – This project is designed specifically as an age-restricted neighborhood. The town has identified the need for this housing-type.
• At 3.34 units per acre and as an age-restricted neighborhood, the design of Huckleberry Vista is consistent with the Future Land Use Land designation of Low Density Residential.

**Way in which the proposed change will further the purposes of the Zoning Ordinance and general welfare of the community:**

Reference Section 1102 – Purpose

The zoning ordinance is crafted as a set of regulations for the purpose of implementing provisions of the comprehensive plan and to promote the health, safety and welfare of the public. To this end, many of the provisions of the ordinance are consistent with the objectives of the proposed neighborhood:

• The site has been designed to provide adequate light, air, access (residential and emergency services), and with consideration of flood and other dangers
• Traffic and traffic congestion have been considered.
• The neighborhood has been designed to be attractive.
• Provision of public utility services and emergency service have been considered as has access to community amenities (retail, recreation, and transportation).
• The fabric of the existing neighborhood has been considered as the project has been designed.
• The project has been designed at a density that does not place undue strain on existing community facilities (utilities, emergency services, transportation, etc.)
• The project replaces two existing ranch houses on the 5.98 acre site with 20 residential dwellings. This will increase the real estate tax base.
Legal Description

Metes and Bounds
The Lester Group, Inc. Property
House No. 801 Airport Road
Blacksburg, Virginia

BEGINNING at an iron pipe found on the eastern right of way line of Airport Road (A 65’ public right of way), said iron pipe found being a common corner to Montgomery County School Board; THENCE leaving said eastern right of way line of Airport Road with said Montgomery County School Board N67°19'07"E, 774.74 feet to an iron pipe found; a common corner to Diversified Investors; THENCE leaving said Montgomery County School Board with said Diversified Investors and Blacksburg APF Partners, LLC, respectively S17°53′02″E (passing an iron rod found at 128.78 feet, a common corner to said Diversified Investors and said Blacksburg APF Partners, LLC) 165.73 feet to an iron rod found in the line of said Blacksburg APF Partners, LLC, and a common corner to adjoining property of said The Lester Group, Inc.; THENCE leaving said Blacksburg APF Partners, LLC with said adjoining property of said The Lester Group, Inc. S67°16′58″W, 737.98 feet to an iron pipe found in the said eastern right of way of Airport Road; THENCE leaving said adjoining property of said The Lester Group, Inc. with said eastern right of way line of Airport Road N30°33′16″W, 167.18 feet to the beginning.

Containing 2.872 acres and being in all respects the same parcel as shown on a map entitled “Boundary and Topographic Survey, The Lester Group, Inc. Properties”, dated September 12, 2017 and also known as Draper Aden Associates Project No. B06188-03S.

Metes and Bounds
The Lester Group, Inc. Property
House No. 803 Airport Road
Blacksburg, Virginia

BEGINNING at an iron pipe found on the eastern right of way line of Airport Road (A 65’ public right of way), said iron pipe found also being a common corner to adjoining property of said The Lester Group, Inc.; THENCE leaving said eastern right of way line of Airport Road with said adjoining property of said The Lester Group, Inc. N67°16′58″E, 737.98 feet to an iron rod found in the line of Blacksburg APF Partners, LLC; THENCE leaving said adjoining property of said The Lester Group, Inc. with said Blacksburg APF Partners, LLC S17°53′02″E, 184.96 feet to an iron pipe found, a common corner with said Blacksburg APF Partners, LLC and also in the line of Hosner; THENCE leaving said Blacksburg APF Partners, LLC with said Hosner, Raboteau, Livingstone, Huser, a second adjoining property of said The Lester Group, Inc., and Humphreys, respectively S66°32′17″W, 695.84 feet to an iron rod found on the said eastern right of way line of Airport Road; THENCE leaving said Humphreys with said eastern right of way line of Airport Road N30°33′16″W, 195.17 feet to the beginning.

Containing 3.108 acres and being in all respects the same parcel as shown on a map entitled “Boundary and Topographic Survey, The Lester Group, Inc. Properties”, dated September 12, 2017 and also known as Draper Aden Associates Project No. B06188-03S.
1. **Purpose**

The purpose of the Huckleberry Vista Planned Residential District is to create an age-restricted condominium neighborhood that will appeal to senior citizens and will allow them to age-in-place. The neighborhood is to be managed by an Owners Association that governs the development and oversees maintenance of common spaces and elements, thus minimizing the need for the residents to perform these tasks.

2. **Permitted Uses**

The following uses are permitted in the Huckleberry Vista Planned Residential District.

**Residential**

SINGLE-FAMILY DWELLING, DETACHED - A site built or modular building designed for or used exclusively as one (1) dwelling unit for permanent occupancy as defined herein and is surrounded by open space or yards on all sides.

TWO-FAMILY DWELLING - A building which contains two (2) condominium dwelling units for permanent occupancy as defined herein that share at least one (1) common wall or ceiling that separates living space (i.e., living room, kitchen, bedroom, bathroom, etc.). The dwelling units may be vertically stacked or attached side-by-side.

MULTI-FAMILY DWELLING - A building which contains three (3) condominium dwelling units for permanent occupancy as defined herein. Dwelling units can be stacked vertically or arranged side-by-side in not more than three dwelling units.

**Civic**

Open Space
Community Recreation – Private Passive Amenities, Private Walking Paths, Sidewalks
Utility Services - Minor
Private Access Drives

**Miscellaneous**

Home Occupation in accordance with Section 4211 – Home Occupation of the Town of Blacksburg Zoning Ordinance. For the purposes of Huckleberry Vista PRD, Section 4211 shall be used to define “no-impact home based” business as provided for in the Commerce and Signs section of the Site Development Regulations.
Parking Spaces, Driveways and Access Drives provided for vehicular circulation and accommodation.

3. **Site Development Regulations**

The Huckleberry Vista PRD shall be subject to the following standards:


Maximum Number of Dwelling Units – No more than twenty (20) dwelling units will be constructed within the Huckleberry Vista PRD. Density is 3.34 dwelling units per acre based on the surveyed acreages.

Open Space – Open space is to be in general accordance as shown of the PRD Concept Plan for Huckleberry Vista less the area necessary for condominium conveyance. Huckleberry Vista open space will be commonly owned by the owners’ association. Open Space shall not be less than 45% of the District. Walkway, paths, sidewalks, a neighborhood identification sign, and resident amenities areas such as desk and patios located within the common areas are allowed in the open space and shall not reduce the open space calculation.

Minimum Building Line Requirements -
- Front – not less than 30-feet
- Side – not less than 60-feet
- Rear – not less than 25-feet

Access Drives, driveways, parking spaces, utilities, fences, walls (freestanding or retaining), mailboxes, mail-kiosks, a neighborhood identification sign, and other facilities needed to service the development are allowed within the Minimum Building Line.

Parking:
- Vehicular Parking – A minimum of two exterior parking spaces shall be provided for each dwelling unit. Additional parking spaces may be provided in general accordance with the concept plan.
• Garage Entrance Doors for condominium units that front Airport Road - Garage doors will not be located on the front building façade.

• Bike Parking – Bikes are to be stored in individual dwelling units’ garages.

Height – The building heights shall be in general accordance with the architectural drawings. Building height shall be measured as stated below. Basements and/or garage finished floor elevations are excluded from building height calculations.

Architecture:

Residential buildings at Huckleberry Vista shall be built in accordance general design, appearance, and with exterior materials depicted on the schematic drawings dated November 1, 2017 prepared by Dominion 7 Architects. Basements may or may not be constructed at the owners discretion provided building plans are submitted to Town Staff for review and approval prior to building construction.

Maximum building heights are as follows:

• Single-Family Dwelling – 27-feet from the front door threshold of the main floor to the roof ridgeline. (Buildings 1 & 2)

• Two-Family Dwelling, side-by-side building – 27-feet from the front door threshold of each unit’s main floor to each unit’s roof ridgeline. (Building 4)

• Two-Family Dwelling, vertically stacked – 34-feet from the front door threshold of the lowest unit to the ridgeline of the building. (Buildings 3 & 5)

• Multi-Family Dwelling, stacked – 45-feet from the front door threshold of the lowest unit to the ridgeline of the building. (Buildings 7 & 9)

• Multi-Family Dwelling, side-by-side building – 37-feet from the front door threshold of each unit’s main floor to each unit’s ridgeline. (Building 8)

• Multi-Family Dwelling, side-by-side building – 26-feet from the front door threshold of each unit’s main floor to each unit’s ridgeline as measured on the Dell-side. (Building 6)

Floor Area Ratio – The final floor area ratio shall be as calculated with the final site plans and architectural drawings.

Utilities – All utility lines shall be installed underground.
Buffer Yards – Buffer yards of not less than 20-feet in width will be provided along the property line adjoining Margaret Beeks Elementary School and along the property line that adjoins the rear yards of the lots on the north side of Eastview Terrace.

Buffer Yard Plantings and Fencing – Each buffer yard will be provided with 1 shade tree per 50-LF, 1 small evergreen tree per 25-LF, and 1 ornamental tree per 25-LF. This formula equates to 1 tree per 9.9-LF of buffer length. Tree need not be spaced per the formula, but shall be spaced, grouped, or other arranged as to provide a buffering effect and to visually soften the edge condition of the development. In addition to the plantings, a 4-feet tall decorative fence shall be installed within the buffer yards. Buffer yard plantings will count toward Landscape Plant Material Land Cover requirements.

Street Trees – Street Trees shall be planted adjacent to the Airport Road right-of-way at a rate of one tree per thirty (30) linear feet of road frontage – calculated as twelve (12) street trees. These trees need not be planted immediately along the right-of-way. The trees may be arranged in the front setback yard area between Airport Road and the units fronting Airport Road and may be incorporated into stormwater management facilities. Street trees will count toward Landscape Plant Material Land Cover requirements.

Twenty Percent (20%) Canopy Coverage – A minimum of twenty percent (20%) of the disturbed land area of Huckleberry Vista shall have canopy coverage in vegetation other than grass. The cover requirement can be met through a combination of plant material cover, stormwater bioretention pond plantings, and twenty-year tree canopy. Twenty-year tree canopy shall be based on published reference texts generally accepted by landscape architects, nurserymen, and arborists. Retention of existing trees meeting town standards will be included in the plant material land coverage requirement.

Landscape Plan – Landscaping will be installed based on a plan prepared in accordance with Section 5420 of the Town Zoning Ordinance.

4. **Occupancy Limitations**

**AGE** - As per Proffer Statement.

**NUMBER OF PERSONS** - No more than four persons may permanently reside in a unit. The Owner’s Association Board of Directors may authorize exceptions, provided age-restriction requirements are met.

**TRANSIENTS** - No unit shall be used or rented for transient, hotel or motel purposes.
5. **Utilities**

- **Public Water** – All improvements will be designed in accordance with the Town of Blacksburg Water System Specifications. Designs will be submitted Town Staff for review and approval prior any installations. The basis of design shall be for 20 age–restricted condominium dwelling units. Based on record information, pressure and demand on existing waterlines in the vicinity is sufficient – additional testing may be required as a provision of the design of waterline extensions intended to serve the project.

- **Sanitary Sewer** – Public Sanitary Sewer will serve the development. All improvements will be designed in accordance with the Town’s “Wastewater Specifications” with designs submitted to Town Staff for review and approval prior to any installations. The basis of design shall be for 20 age–restricted condominium dwelling units. Town Staff has confirmed that there is available capacity in the existing system to serve the project.

- **Domestic Water and Sewer Demand** – The Town of Blacksburg Water Standards require a demand analysis to be based on 2.7 people per dwelling unit. To be conservative, this demand analysis will be based on an occupancy of three-persons per dwelling unit.

  \[(20 \text{ Dwelling Units}) \times (3 \text{ people/unit}) = 60 \text{ people}\]
  \[(60 \text{ People}) \times (100 \text{ gal/day per person}) = 6000 \text{ gallons/day}\]

- The Applicant will design and construct a public water and sewer mains in accordance with the aforementioned standards and will dedicate the improvements within easement to the Town of Blacksburg. All proposed condominium dwelling units will be connected to these improvements.

6. **Stormwater Management**

The final stormwater management plan for Huckleberry Vista will address stormwater quantity and treatment requirements as required by the Town of Blacksburg’s stormwater ordinance. The final plan will incorporate the Best Management Practices (BMPs) shown on the submitted conceptual stormwater management plan and may include additional BMP and/or off-site compliance options.

7. **Solid Waste Collection / Recycling**
Solid Waste Collection and Recycling for Huckleberry Vista will be Town of Blacksburg curbside pick-up along the private access drive. A Solid Waste / Recycling Collection access easement coinciding with the access drive will be provided to the Town to facilitate this service. Waste and recycling containers for each dwelling unit will be provided by the Town and shall be stored out-of-sight and set-out for collection as per Town code.

8. **Electric, Telephone, Cable Television, Natural Gas Service**

Utility service lines shall constructed underground. The applicant will work with the service providers in the effort to minimize visibility of transformers, junction boxes, meters, and pedestals.

9. **Transportation**

A variable-width private access drive of not less than 14-feet nor greater than 28-feet, will be constructed in general conformance with the concept plan. A specific access drive plan will be prepared and submitted to the Town Staff for review and approval prior to access drive construction.

Easements over the access drive will be provided to the Town and utility providers to allow for solid waste collection, emergency services, public utilities and stormwater BMP maintenance, and maintenance of electric, telephone, gas, cable, mail delivery, and similar services.

Parking spaces and driveways will be constructed in general conformance with the plan to accommodate vehicular parking.

The site is not located on a public transit route.

10. **Owners Association and Community Rules and Regulations**

The developer of Huckleberry Vista will establish an Owners’ Association which will adopt Rule and Regulations through its Board of Directors.

Huckleberry Vista will be subject to Community Rules and Regulations established by the Owners’ Association’s Board of Directors. Community rules and regulations may be amended from time to time, as deemed necessary by the property owner provided, however, that the property owner shall not eliminate Community Rules and Regulations in their entirety.
11. **Maintenance**

The Owners’ Association will be responsible for the maintenance of all common space elements including structures and exterior elements such as grounds and landscaping, sidewalks, access drives and parking spaces, stormwater management BMPs (as set forth in a Town approved maintenance plan), and similar commonly held elements.

12. **Commerce and Signs**

- **Nonresidential Activity**: no industry, business (except “no-impact home based” business), trade, occupation or profession of any kind, commercial, religious, educational or otherwise, designed for profit, altruism, exploitation or otherwise, shall be conducted, maintained or permitted on any part of the Condominium.

- No “For Sale”, “For Rent”, “For Lease” signs or other window displays or advertising shall be maintained or permitted on any part of the condominium or in any unit. The right is reserved by the Declarant and the Board of Directors or the managing agent, to place “For Sale”, signs on any units for sale and the right is hereby given to any mortgage who may become the owner of any unit to such signs on any unit owned by such mortgagee, but in no event will any sign be larger than one foot by two feet.

- **A Neighborhood Identification Sign** may be located on the condominium common grounds as allow per Section 5531(d) of the Town zoning ordinance.

- **Street signs, parking signs and signs related to public safety** are allowed.
ATTACHMENTS
TOWN OF BLACKSBURG
VDOT TRAFFIC IMPACT ANALYSIS (TIA) SUPPLEMENTAL APPLICATION

This application, appropriate fee, and accompanying documentation must be submitted in conjunction with the corresponding rezoning, conditional use permit, or comprehensive plan amendment before any application can be reviewed by staff. If you have any questions, please contact the Planning and Building Department.

Name of Development: Huckleberry Vista
Address/Location: 801 & 803 Airport Road
Size of Site: 5.98 AC
Proposed Use: PRD Planned Residential District
Current Zoning District: R-4
Existing Future Land Use Classification: Low Density Residential

This application is submitted in conjunction with a
☑ Rezoning Application. Proposed Zoning District: PRD
☑ Conditional Use Permit Application. Proposed Conditional Use: Age Restricted Res
☐ Comprehensive Plan Amendment. Proposed Future Land Use:

This is the ☑ first, ☑ second, ☐ third or subsequent submission of the TIA for review by VDOT.

A traffic impact analysis ☐ is ☑ is not required for the proposed project:

1. ☑ Yes or ☐ No, the site is located 8976 feet along the vehicle path of traffic which is less than 3,000 feet from VDOT maintained roadways, or is within 3,000 feet of a non-limited access state controlled highway, or is within 3,000 feet of a connection to a state limited access highway.
2. If the answer to question #1 is Yes, complete the following:
   a. ☑ Yes or ☐ No, the proposed development generates __________ vpd which is greater than the VDOT requirement of 5,000 vehicles per day.
3. ☐ Yes or ☐ No, the proposed comprehensive plan amendment results in substantial impact of 5,000 additional vehicle trips per day or results in substantial changes to the existing transportation network and infrastructure of state controlled highways.
4. ☐ No, a new TIA study is not required because a previously submitted TIA is still applicable for the project site. (Note: the appropriate documentation must be attached to this application)
5. ☐ Yes or ☐ No, a VDOT Scope of work meeting has been held.

If a TIA is required, please provide the following information:
Name of Property Owner(s):
Address:
Phone: Fax:
Email address:
Applicant to whom review comments will be sent:  
**The Lester Group, INC. 9/ Jim O'Brien**

Address:  
P.O. Drawer 4911 
Machinville, VA 24115

Phone: **276-632-2195**  Fax: **276-632-2117**

Email address:  
jobrien@lestergrp.com

Project Engineer who prepared TIA (if different from applicant):  
**Denver & Den Assoc 9/ Blaine Keeve**

Address:  
226 South Main Street 
Blacksburg, VA 24060

Phone: **540-552-0444**  Fax:  

Email address:  
bkeeve@jda.com

Please check all applicable boxes of information submitted with this application:

1. **Review Fee Check made payable to VDOT for**  
   - First, Second or Third review by VDOT
     - [ ] Rezoning or Conditional Use Permit request
       - [ ] Low volume road submission 24VAC30-155-40 A 3: $250
       - [ ] All other submissions: $1000
     - [ ] Comprehensive Plan Amendments: $1000
   - [ ] For the Town of Blacksburg, please provide a *digital submission of the following*:
     a. [ ] One signed copy of the Town's VDOT Supplemental TIA application.
     b. [ ] One complete copy of the TIA submitted to VDOT including a completed checklist of information and signed scope of work meeting agreement.
     c. [ ] One copy of the VDOT review fee check.
     d. [ ] One copy of letter and supporting information documenting why a new or updated TIA is not required for this project.

2. [ ] For VDOT, three paper copies of the complete Traffic Impact Analysis. Forms and additional information can be found at [http://www.virginiadot.org/projects/chapter527/default.asp](http://www.virginiadot.org/projects/chapter527/default.asp)

By signing below, I acknowledge that all information on this application and included in the supporting documentation is correct and accurate, and has been prepared by an appropriate licensed professional.

**SIGNATURE OF APPLICANT:**  

[Signature]

**Date:**  
10/31/2017

---

For Staff Use Only:

[ ] First Submission  
[ ] Second Submission  
[ ] Third or Subsequent Submission

Reviewed and Accepted as complete by  
______________________________  
Date: _________________________

TIA forwarded to VDOT by  
______________________________  
Date: _________________________

Rejected by  
______________________________  
Date: _________________________

Reason for rejection:  
________________________________________

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Town of Blacksburg, Planning & Building Department
300 South Main Street  PO Box 90003, Blacksburg, VA 24060-9003
Phone: (540) 951-1126  Fax: (540) 951-0672  www.blacksburg.gov
September 14, 2017

Mr. Randy Formica, P.E.
Town of Blacksburg
400 S. Main Street
Blacksburg, Virginia 24060
Phone: (540) 443-1351

Reference: Airport Road Residential – Traffic Impact Analysis
Blacksburg, Virginia

Dear Mr. Formica,

Ramey Kemp & Associates, Inc. (RKA) has performed a Traffic Impact Analysis (TIA) for this proposed neighborhood on the east side of Airport Road across from Fairview Avenue. The by-right zoning allows up to 23 single-family homes, but the applicant is applying to rezone the property to construct up to 20 senior adult homes. If approved, the rezoning will reduce the daily trip generation potential of the property by 62%. The access plan includes one full-movement driveway on Airport Road aligned with Fairview Avenue. If approved, the neighborhood is expected to be built-out by 2019.

Based on discussion with you, the trip generation potential of the proposed neighborhood does not warrant a full TIA. The purpose of this letter report is to provide the following:

- Trip generation calculations
- Evaluation of turn lane warrants for the proposed connection to Airport Road
- Sight distance summary for the proposed connection to Airport Road

**Existing Roadway Conditions**

Airport Road is a two-lane Minor Collector with an average daily traffic (ADT) volume of approximately 5,500 vehicles per day north of Country Club Drive, 1,900 vehicles per day south of Country Club Drive, and a posted speed limit of 25 mph. Even though this site is south of Country Club Drive, the analysis is based on 5,500 vehicles per day to be conservative.

**Existing Traffic Volumes**

The AM and PM peak hour volumes were estimated using the 2015 ADT volumes, K-factor, and directional factor published by VDOT for Airport Road. The K-factor represents the percentage of daily traffic traveling on the road segment during the peak hour. The calculated volumes were used to determine the existing peak hour through volumes on Airport Road at the proposed driveway.
Background Traffic Growth
The 2015 peak hour traffic volumes were grown by an annual rate of 1.0% for four years to estimate the 2019 no-build traffic volumes. The no-build (2019) traffic volumes are shown in Figure 1.

Trip Generation
The trip generation potential of the neighborhood during a typical weekday, AM peak hour and PM peak hour was estimated using the methodologies published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual – 9th Edition*. Table 1 summarizes the trip generation calculations.

<table>
<thead>
<tr>
<th>Land Use (ITE Land Use Code)</th>
<th>Size</th>
<th>Average Daily Traffic (vpd)</th>
<th>AM Peak Hour (vph)</th>
<th>PM Peak Hour (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>By-Right Zoning</td>
<td>23 homes</td>
<td>110 110 4 13 14 9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family Homes (210)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Zoning</td>
<td>20 homes</td>
<td>41 41 1 3 4 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Adult Housing – Attached (252)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net Decrease in Trips</td>
<td>-69 -69 -3 -10 -10 -6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Decrease in Trips</td>
<td>-62% -76% -69%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note that the proposed rezoning will reduce the daily trip generation potential of the property by 62%.

Site Traffic Distribution
The following site traffic distribution was applied based on a review of the existing traffic volumes, the adjacent roadway network, and engineering judgement:

- 65% to / from the north on Airport Road
- 35% to / from the south on Airport Road

Figure 2 shows the site trip distribution and the site trip assignment. The estimated build (2019) traffic volumes are shown in Figure 2.
**VDOT Turn Lane Warrant Analysis**

The projected build-out AM and PM peak hour traffic volumes at the proposed driveway were compared to the turn lane warrants in the Virginia Department of Transportation (VDOT) *Access Management Design Standards for Entrances and Intersections*:

- A southbound left-turn lane on Airport Road is **not** warranted
- A northbound right-turn lane or taper on Airport Road is **not** warranted

The turn lane warrant diagrams are enclosed for reference.

**Sight Distance Evaluation**

The sight distance for drivers exiting the proposed neighborhood driveway was estimated based on aerial photography. Table 2 summarizes the sight distance requirements for driveways on two-lane roadways according to the VDOT Road Design Manual and *A Policy on Geometric Design of Highways and Streets*, which is published by the American Association of State Highway and Transportation Officials (AASHTO).

<table>
<thead>
<tr>
<th>Design Speed</th>
<th>Turn</th>
<th>VDOT Minimum Sight Distance</th>
<th>AASHTO Minimum Sight Distance</th>
<th>Estimated Sight Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Road: 30 mph</td>
<td>Left</td>
<td>335 feet</td>
<td>335 feet</td>
<td>500+ feet</td>
</tr>
<tr>
<td></td>
<td>Right</td>
<td>335 feet</td>
<td>290 feet</td>
<td>500+ feet</td>
</tr>
</tbody>
</table>

Airport Road in the vicinity of the subject property is flat and straight. Drivers exiting the site will have an estimated 500 feet of sight distance in both directions, which exceeds both the VDOT Road Design Manual and the AASHTO minimum sight distance requirements in both directions. The sight distance should be confirmed as part of the site plan approval.
We appreciate your attention to this matter. Please contact me at (804) 217-8560 if you have any questions about this report.

Sincerely yours,
Ramey Kemp & Associates, Inc.

Carl Hultgren, P.E., PTOE
Regional Manager

Enclosures: Figures, VDOT turn lane warrant diagrams, VDOT TIA compliance form

Copy to: Mr. Jim O'Brien, The Lester Group, Inc.
Mr. Blaine Keesee, PLA, Draper Aden Associates
Existing (2015) and No-Build (2019) Peak Hour Traffic Volumes

2015 ADT: 5,500 vpd
Ex 2015 Vol: 638 AM / 638 PM
AM: 57.8% NB / 42.2% SB
PM: 42.2% NB / 57.8% SB

LEGEND
X (Y) AM (PM) Peak Hour

Airport Road Residential
Blacksburg, Virginia

Scale: Not to Scale
VEIUS on Fairview Avenue were estimated based on the Trip Generation potential of 28 homes, and an existing Directional factor of 0.578.
COMPLIANCE WITH TRAFFIC IMPACT ANALYSIS REQUIREMENTS

The following must be completed for all applications: The selection below is based on a projected daily trip generation of 82 vehicles per day and a site peak hour trip generation of 4 AM/7 PM vehicles per hour, based on the stipulations of 24 VAC 30-155. The 9th edition of the ITE Trip Generation Manual was used in determining the trip generation (Code Number 252 and Page Number 488).

Choose one of the two options below:

☑️ I certify that this proposal **DOES NOT MEET** any of the thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application.

☐ I certify that this proposal **MEETS** at least one of the thresholds identified in the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155) that would require a Traffic Impact Analysis to be submitted in conjunction with this application. A Traffic Impact Analysis, prepared in accordance with the Traffic Impact Analysis Regulations Administrative Guidelines (24 VAC 30-155), has been prepared and will be submitted to VDOT the same day.

(Signature of Applicant/Applicant's Representative)  
Carl Hultgren, P.E., PTOE  
(Date)  
9-14-17  
(Applicant/Applicant's Representative – Print Name)
WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

FIGURE 3-5

FIGURE 3-6
Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

**LEGEND**

**PHV** - Peak Hour Volume (also Design Hourly Volume equivalent)

**Adjustment for Right Turns**

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

If PHV is not known use formula: \( PHV = ADT \times K \times D \)

- \( K = \) the percent of AADT occurring in the peak hour
- \( D = \) the percent of traffic in the peak direction of flow

Note: An average of 11% for \( K \times D \) will suffice.

When right turn facilities are warranted, see Figure 3-1 for design criteria.

**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**
Site Location
Huckleberry Vista
Airport Road, Blacksburg, VA

SCALE: 1" = 400'
PROJECT: B06188-03

Draper Aden Associates
Engineering • Surveying • Environmental Services
2206 South Main Street
Blacksburg, VA 24060
540-552-0444 Fax: 540-552-0291

DESIGNED:
DRAWN:
CHECKED:
DATE: 10-31-17

FIGURE
F.L.U. MAP
801 AIRPORT RD.
Parcel ID: 0009819
Map Number: 287- A 16
Owner: LESTER GROUP INC THE
P.O. Drawer 4991
MARTINSVILLE VA 24115-4991
Deed Book: 2004
Deed Page: 000481
Plat Book / Page: 0387-0812
Acreage: 3.127
Legal Desc: S BLACKSBURG
Land Value: $312,700.00
Building Value: $261,100.00
Land Use Value: $0.00
Total Assessed Value: $338,800.00
Sale Date: 12-JAN-04
Sale Price: $450,500.00
Year Built: 1952
Jurisdiction: BLACKSBURG
Tax District: BF
Zoning: R-4
Neighborhood: BC000000
Property Record: Click here

Physical Address:
805 AIRPORT RD
BLACKSBURG
Stories: 1
Rooms: 8
Bedrooms: 3
Full baths: 3
MGFA: 1271
SFLA: 1919

Attributes at point: N: 3606624, E: 10928228

School Districts
District: Margaret Beeks
More Information: Click here

Voting Precincts
Precinct: A-3
Polling Location: MARGARET BEEKS ELEMENTARY
Location: SCHOOL (709 AIRPORT RD)
Commonwealth of Virginia
Land Record Instruments
Cover Sheet - Form A

| Date of Instrument: | 1/14/2004 |
| Instrument Type: | DBS |
| Number of Parcels | 1 |
| Number of Pages | 3 |
| City | Montgomery County |

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Middle Name or Initial</th>
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<tr>
<td>[CD Associates]</td>
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<tr>
<td>[The Lester Group, Inc.]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

| Grantee Address | [P.O. Drawer 4991] |
| City, State, Zip | Martinsville, VA 24115-4991 |

| Consideration | $400,050.00 |
| Existing Debt | $0.00 |
| Assumption Balance | $0.00 |

| Prior Instr. Recorded at: City | Montgomery County |
| Book | 601 |
| Page | 646 |
| Parcel Identification No (PIN) | 01294 |
| Tax Map Num. (if different than PIN) | 287-A-15 |
| Short Property Description | 2.89 Acres |

| Current Property Address | 801 Airport Road |
| City, State, Zip | Blacksburg, VA 24060 |

| Instrument Prepared By | Filippin Densmore Morse & Jesse |
| Recording Paid for By | Land America |
| Return Recording To (Name) | LandAmerica |
| (Address 1) | 305 First Street |
| (Address 2) | Suite 305 |
| (City, State, Zip) | Roanoke, VA 24011 |

Cover Sheet Page # 1 of 1
THIS DEED, made this 23rd day of January, 2004, by and between CD ASSOCIATES, a Virginia General Partnership, referred to in this deed as the "Grantor," and THE Lester GROUP, INC., a Virginia corporation, referred to in this deed as "Grantee," provides as follows:

WITNESSETH:

That for and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Grantor does hereby grant and convey unto the Grantee with GENERAL WARRANTY OF TITLE, but subject to the terms hereof, the following described real estate, to-wit:

SEE SCHEDULE A ATTACHED HERETO AS A PART HEREOF.

This conveyance is made expressly subject to such recorded restrictions, conditions, easements and reservations of record to the extent they lawfully apply to the property conveyed by this deed.

Property #15
801 Airport Road
Blacksburg, VA
(287-A-15)
WITNESS the following signatures and seals:

CD ASSOCIATES,
a Virginia General Partnership

(SEAL)

J. Robert Mooney, on behalf of William C.
Cranwell, Partner

STATE OF Virginia )
CITY OF Roanoke )

) to-wit:

The foregoing deed was acknowledged before me, the undersigned Notary Public, in my jurisdiction aforesaid, this 12th day of January, 2004, by J. Robert Mooney, on behalf of William C. Cranwell, as a partner of CD Associates, a Virginia General Partnership, as authorized by that certain unanimous Consent of the Partners of CD Associates dated December 9, 2003.

Notary Public

My commission expires:

30 June 2005

Property #15
801 Airport Road
Blacksburg, VA
(287-A-15)
SCHEDULE A

Located in the County of Montgomery, State of Virginia:

BEGINNING at a stake in the corner of land now or formerly belonging to Eakin and in the line of State Highway Right-Of-Way No. 8 (now Airport Road), thence with said Eakin line N 68 deg. 45' E 776.3 feet to a stake in the Eakin line, corner to property now or formerly belonging to Mrs. Lola Walker; thence with the said Ms. Lola Walker S 15 deg. 20' E 167 feet to a stake, corner to property now or formerly belonging to Herbert L. Manning; thence with the line of Herbert L. Manning S 68 deg. 45' W 732.3 feet to a stake; corner of Herbert L. Manning and in the line of the State Highway Right-of-Way (now Airport Road), and with the said right-of-way line N 30 deg. 15' W 168 feet to the BEGINNING, containing 2.89 acres, more or less; and

BEING THE SAME PROPERTY conveyed to Grantor by Hardie Enterprises, a Virginia partnership, by Deed dated March 1, 1988 and recorded in the aforesaid Clerk’s Office in Deed Book 601, at Page 646.

Grantee's Address:
P.O. Drawer 4991
Martinsville, Virginia 24115-4991

Consideration: $400,050.00

INSTRUMENT #04000482
RECORDED IN THE CLERK’S OFFICE OF MONTGOMERY COUNTY ON JANUARY 14, 2004 AT 04:03PM
$400.00 GRANTOR TAX WAS PAID AS REQUIRED BY SEC 58.1-802 OF THE VA. CODE
STATE: $200.25 LOCAL: $200.25

ALLAN C. BURKE CLERK

\[Signature\]
(DC)
Commonwealth of Virginia
Land Record Instruments
Cover Sheet - Form A

[ILS VLR Cover Sheet Agent 1.0.93]

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<td>William</td>
<td>C</td>
<td></td>
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<td>Martinsville</td>
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<th>Assumption Balance</th>
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Prior Instr. Recorded at: City [ ] County [x] [Montgomery County] Percent. in this Juris. [100]
Book [689] Page [222] Instr. No [ ]

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<tr>
<td>Short Property Description</td>
<td>[3.1265 acres]</td>
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<td>Plat for W Carter &amp; E Janet Johnson</td>
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<th>(Address 1)</th>
<th>(Address 2)</th>
<th>(City, State, Zip)</th>
<th>[VA] [24060]</th>
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<tr>
<td>803 Airport Road</td>
<td></td>
<td></td>
<td>Blacksburg</td>
<td></td>
</tr>
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</table>

Instrument Prepared By
Recording Paid for By [Flippin Densmore Morse & Jesse | [LandAmerica] |
Return Recording To (Name) [LandAmerica] |
(Address 1) [305 First Street] |
(Address 2) [Suite 305] |
(City, State, Zip) [Roanoke] |
[VA] [24011] |

Cover Sheet Page # 1 of 1
THIS DEED, made this 12th day of January, 2004, by and between WILLIAM C. CRANWELL, referred to in this deed as the "Grantor," and THE LESTER GROUP, INC., a Virginia corporation, referred to in this deed as "Grantee," provides as follows:

WITNESSETH:

That for and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Grantor does hereby grant and convey unto the Grantee with GENERAL WARRANTY OF TITLE, but subject to the terms hereof, the following described real estate, to-wit:

SEE SCHEDULE A ATTACHED HERETO AS A PART HEREOF

This conveyance is made expressly subject to such recorded restrictions, conditions, easements and reservations of record to the extent they lawfully apply to the property conveyed by this deed.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES.]
WITNESS the following signatures and seals:

[Signature]
(SEAL)

J. Robert Mooney, as attorney in fact for William C. Cranwell

STATE OF Virginia )
CITY OF Roanoke )

The foregoing deed was acknowledged before me, the undersigned Notary Public, in my jurisdiction aforesaid, this 12th day of January, 2004, by J. Robert Mooney, as attorney in fact for William C. Cranwell.

[Signature]
Notary Public

My commission expires:

30 June 2005
SCHEDULE A

Located in the County of Montgomery, State of Virginia:

All that certain lot or parcel of land situate, lying and being in the Town of Blacksburg, Price's Fork Magisterial District of Montgomery County, Virginia, and containing 3.1265 acres, as shown on a certain plat of survey entitled "Plat of Property to be Acquired by W. Carter & E. Janet Johnson", which plat of survey, made by Draper-Aden Associates, dated July 7, 1977, and designated Plan No. S-77-154, is of record in the Clerk's Office of the Circuit Court for Montgomery County, Virginia in Deed Book 387, Page 812; and

BEING THE SAME PROPERTY conveyed to Grantor by Warren Carter Johnson and E. Janet Johnson, husband and wife, by Deed dated December 12, 1989 and recorded in the aforesaid Clerk’s Office in Deed Book 669, Page 222.

Grantee's Address:
P.O. Drawer 4991
Martinsville, Virginia 24115-4991

Consideration: $450,450.00
ARCHITECTURAL SHINGLES
STANDING SEAM METAL ROOF
FIBER CEMENT LAP SIDING
DRY STACKED STONE VENEER
BRICK VENEER
ALUM. CLAD WOOD CASEMENT WINDOWS, TYP.

2 DELL ELEVATION
SF2.1 SCALE: 1/16" = 1'-0"

AIRPORT ROAD - 3D VIEW

ARCHITECTURAL SHINGLES
FIBER CEMENT LAP SIDING
ALUM. CLAD WOOD CASEMENT WINDOWS, TYP.
BRICK VENEER
DRY STACKED STONE VENEER

1 AIRPORT ROAD ELEVATION
SF2.1 SCALE: 1/16" = 1'-0"

PROJECT:
HUCKLEBERRY VISTA - BUILDING # 2
REFERENCES:
SINGLE FAMILY UNIT # 2
PROJECT NUMBER: 3630.02
ISSUE DATE: 01-29-18
2 DELL ELEVATION

DELL - 3D VIEW

1 ACCESS ROAD ELEVATION