OLD BLACKSBURG MIDDLE SCHOOL SITE
PATTERN BOOK

April 25, 2019

PROJECT CREDITS

Developer of Record:

MIDTOWN REDEVELOPMENT PARTNERS, LLC

Jeanne H. Stosser, President, SAS Builders - Principal

James K. Cowan Jr., President and Managing Member, Midtown Holdings, LLC
Principal

GENERAL COUNSEL TO MIDTOWN REDEVELOPMENT PARTNERS, LLC:

COWAN PERRY PC

250 South Main Street
Suite 226
Blacksburg, VA 24060
Phone 540 443 2850
www.cowanperry.com

Planning and Design Team:

COMMUNITA DESIGN

1402 3rd Avenue Suite 1000
Seattle, Washington 98101
Phone: 206 327 9056
www.communita.net

BALZER AND ASSOCIATES, INC.

448 Peppers Ferry Road
Christiansburg, VA 24073
Phone 540.381.4290
www.balzer.cc

BSB DESIGN, INC.

1616 Camden Rd, Suite 250
Charlotte, NC 28203
Phone 704 786 2328
www.bsbdesign.com

*For graphic purposes only

Conceptual Plan

DESIGN ELEMENTS

1 CONCEPTUAL SITE PLAN

2 THE COMMUNITY
- The Community: An Introduction

3 CIRCULATION & STREETSCAPE DESIGN
- Midtown Way
- New Church Street

4 PUBLIC OPEN SPACE
- General
- Midtown Plaza
- Old School Common
- Central Park
- Neighborhood Parks

6 ARCHITECTURAL DESIGN
- Architectural Elements

SITE PLANNING

7 PROJECT VISION

8 PARCEL INFORMATION

9 LAND USE CONCEPT PLAN

10 EHEART STREET
- Building Mass
- Setbacks
- Entries
- Parking

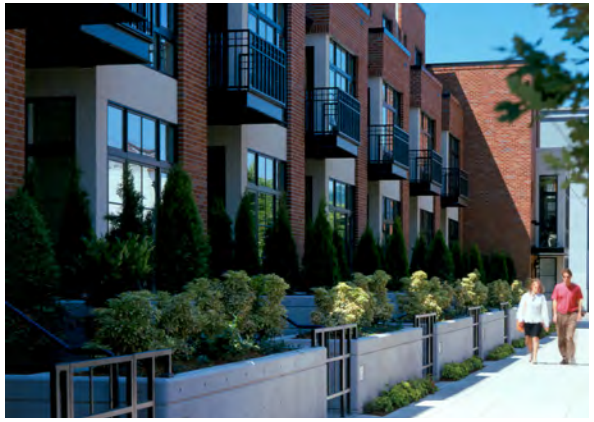
12 SOUTH MAIN STREET
- Building Mass
- Setbacks
- Entries
- Parking

14 MIDTOWN WAY
- Building Mass
- Setbacks
- Entries
- Parking

16 NEW CHURCH STREET
- Building Mass
- Setbacks
- Entries
- Parking

18 CLAY STREET
- Building Mass
- Setbacks
- Entries
- Parking

TABLE OF CONTENTS



ARCHITECTURE

20 COMMERCIAL

22 CIVIC USE

24 MULTI-USE W/ COMMERCIAL

26 MULTI-FAMILY RESIDENTIAL BUILDINGS

28 TOWNHOMES / DUPLEX

LANDSCAPE CHARACTER

30 LANDSCAPE FRAMEWORK

31 Overall Vision

- General Requirements

32 PUBLIC OPEN SPACE & STREETSCAPE DESIGN

- South Main Street
- Midtown Plaza
- Midtown Way
- New Church Street
- Old School Common
- Central Park

35 LANDSCAPE REQUIREMENTS

- Green Streets & Pocket Parks
- Alleys, Parking, Trash & Utilities
- Private Open Space
- Lighting

*For graphic purposes only

Conceptual Plan

GUIDING ELEMENTS

THE COMMUNITY: AN INTRODUCTION

The Old Blacksburg Middle School project is a visionary concept to be implemented using strong architectural elements, an activated street presence and urban streetscape components. Together these achieve a **unique sense of place**, enhancing the Southern Gateway to downtown Blacksburg.

The plan correlates directly with the objectives of the Town's Comprehensive Plan. This Pattern Book document sets forth the standards that will see that the development of the Old Blacksburg Middle School site addresses the criteria of the Town's vision for a high quality development at the Southern Gateway to its downtown.

An **urban street grid** will unify the site, integrate land uses and link, as appropriate, to the adjacent Blacksburg street grid. No direct linkage is proposed to the street grid system of the historic 16 Squares neighborhood to the north of the site.

The South Main Street frontage expands the public sidewalk sector of the site with **street-front commercial** space and a generous public plaza at the corner of Eheart Street. An expanded sidewalk the length of the South Main Street frontage provides space for public gathering, restaurant outdoor dining and streetscape elements such as street lighting, seating in a variety of forms and extensive landscaping.

The **economic base** of the County and Town will be enhanced with **commercial and retail space** fronting South Main Street and several street frontages within the project. Should the market for commercial space expand such uses can also be accommodated on the street frontage of the commercial and civic components surrounding the Common.

In addition, new apartment, condominium and townhome development at a variety of price points will provide quality housing to meet the Town's desire to attract and retain employees and alumni of Virginia Tech as well as employees of the start-up firms and other local businesses in our community.

THE COMMUNITY: AN INTRODUCTION

The Old Blacksburg Middle School project is a visionary concept to be implemented using strong architectural elements, an activated street presence and urban streetscape components. Together these achieve a **unique sense of place**, enhancing the Southern Gateway to downtown Blacksburg.

The plan correlates directly with the objectives of the Town's Comprehensive Plan. This Pattern Book document sets forth the standards that will see that the development of the Old Blacksburg Middle School site addresses the criteria of the Town's vision for a high quality development at the Southern Gateway to its downtown.

An **urban street grid** will unify the site, integrate land uses and link, as appropriate, to the adjacent Blacksburg street grid. No direct linkage is proposed to the street grid system of the historic 16 Squares neighborhood to the north of the site.

The South Main Street frontage expands the public sidewalk sector of the site with **street-front commercial** space and a generous public plaza at the corner of Eheart Street. An expanded sidewalk the length of the South Main Street frontage provides space for public gathering, restaurant outdoor dining and streetscape elements such as street lighting, seating in a variety of forms and extensive landscaping.

The **economic base** of the County and Town will be enhanced with **commercial and retail space** fronting South Main Street and several street frontages within the project. Should the market for commercial space expand such uses can also be accommodated on the street frontage of the commercial and civic components surrounding the Common.

In addition, new apartment, condominium and townhome development at a variety of price points will provide quality housing to meet the Town's desire to attract and retain employees and alumni of Virginia Tech as well as employees of the start-up firms and other local businesses in our community.

All land uses on the site will be integrated with a system of **interconnected plazas, pedestrian ways and open spaces.** The Midtown Plaza at the southwest corner of the site at Main and Eheart, the visual Southern Gateway to downtown, begins this procession of public spaces, which continues through the Old School Common, a community gathering, celebration and event space. The Common and adjacent spaces will host outdoor seasonal events which may include activities such as craft shows, festivals, community celebrations and related retail activities.

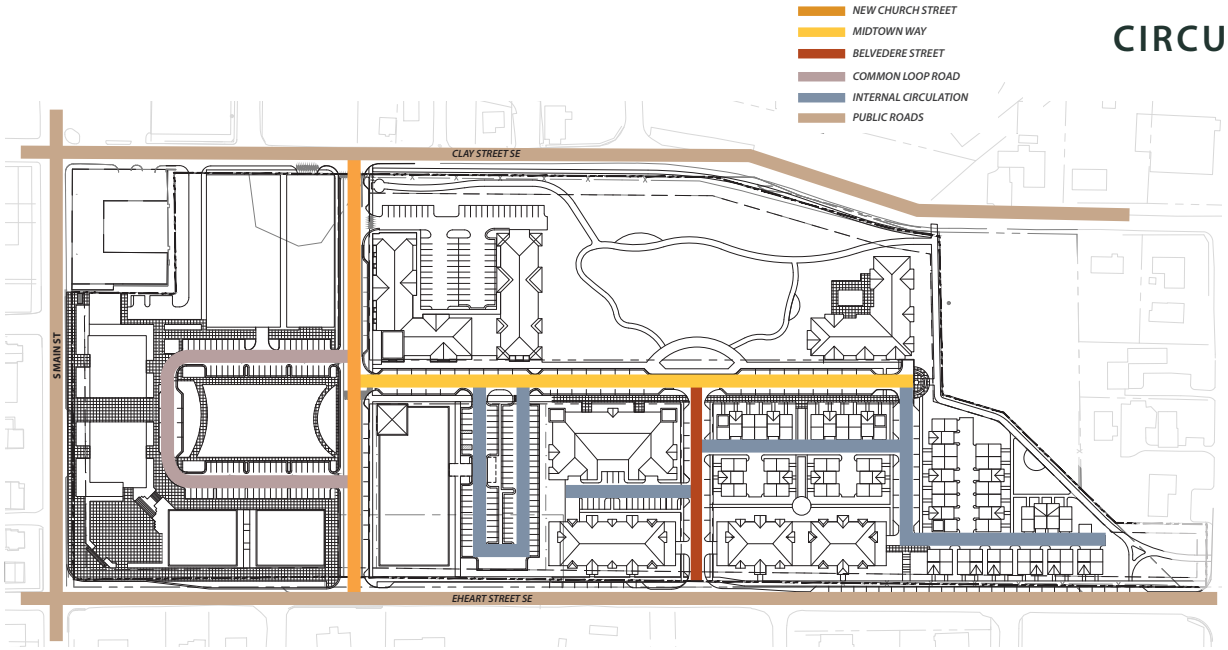
Continuing eastward from the Old School Common, Midtown Way travels the full length of the property past the large central park to the neighborhood open space at the east end of the site. Pedestrian green streets and pocket parks expand the open character of the site providing residents with active and passive recreational spaces.

Integration of civic, commercial and residential use types will occur vertically, in multi-use buildings, as well as horizontally, arranged around the Old School Common and along New Church Street. Midtown Way integrates all land uses on the site as it traverses the full east/west length of the site.

Sensitive transition of building scale and use will occur along South Main Street as well as along the Eheart and Clay Street frontages of the site. This will reflect the graduation of uses and densities of the adjacent single family neighborhoods. Commercial uses such as street front retail and commercial on South Main Street will transition along the north and south site frontages with potential civic, office, commercial and residential uses in progressively reduced building size and height.

Orientation of **intense project components** such as the potential civic, public safety, office and commercial structures, will be along the full frontage on South Main Street, the western - most frontages of Eheart Street SE and Clay Street SE and within the central areas of the site along New Church Street and around the Old School Common. The more intense residential uses are anticipated to be mid-site. Frontages on Eheart, east of New Church Street, will be residential uses graduating in massing and size and interspersed with pocket parks.

CIRCULATION & STREETSCAPE DESIGN



Circulation diagram

View looking East on Midtown Way

GUIDING ELEMENTS

MIDTOWN WAY

Midtown Way is the central pedestrian and vehicular spine that will run through the site from West to East from the Old School Common.

- **Midtown Way,** a 42' paved street, will provide two way traffic with parallel parking on both sides. A 10' sidewalk with street trees in grates on both sides of Midtown Way links the Common with the open space at the east end of the OBMS site.
- A 10' building setback will include urban style landscaping on Midtown Way in the PRD zone, with no setback required in the Downtown Commercial zone. To activate the pedestrian activities on the streetscape, buildings and individual residential units fronting on both sides of Midtown Way at street level will have direct access to the sidewalk where practical.

NEW CHURCH STREET

- **New Church Street**, a public street linking Clay and Eheart Streets, will provide one travel lane in each direction with parallel parking on one side and one bike travel lane in each direction. The Old School Common / Midtown Way sidewalks and the pedestrian crosswalk linking them across New Church Street will be surfaced in complementary paving materials. This will bring continuity to public pedestrian spaces and contribute to pedestrian safety at street crossings. A full complement of street furniture, site amenities, curb extensions, potential public art and landscaping will provide a strongly pedestrian-friendly public experience.

PUBLIC OPEN SPACE

South Main Street festival image

South Main streetscape character image

Suggested Midtown Plaza character

GUIDING ELEMENTS

GENERAL

- To create a pleasant pedestrian experience on the street frontage, garages and parking will be located primarily behind and under the buildings. When located adjacent to the street, it shall be screened with an architectural screen or landscaping.
- In future site layouts alternative garage entry locations may be used.
- Porches and stoops will front the streets creating a safe and active pedestrian environment.
- Traffic calming devices will be incorporated, including narrowed streets, on street parking and bulb-outs at the street intersections.
- Street and pedestrian lighting will be designed to promote secure and safe streets.
- Alley design will keep speeds slow and accommodate trash and recycling in a clean and efficient manner.
- The open space will be an integrated system of interconnected plazas, pedestrian ways, and parks and open spaces.

MIDTOWN PLAZA

A generous public plaza at the southwest corner of the OBMS site serves as the symbolic South Main Street gateway to downtown Blacksburg. Fronted by multi-use buildings with street front restaurants and commercial space, the plaza may feature a fountain, public seating, lighting, landscaping or public art.

An ADA code standard accessible ramp from Eheart Street, or lift or similar accomodation will provide access to the Old School Common.

Old School Common character image

Central Park character image

Pedestrian green street

GUIDING ELEMENTS

OLD SCHOOL COMMON

A generous public plaza at the southwest corner of the OBMS site serves as the symbolic South Main Street gateway to downtown Blacksburg. Fronted by multi-use buildings with street front restaurants and commercial space, the plaza may feature a fountain, public seating, lighting, landscaping or public art.

An ADA code standard accessible ramp from Eheart Street, or lift or similar accomodation will provide access to the Old School Common.

This civic event space will provide a public gathering and celebration area for the town. A community gathering space, it will be the vibrant "heart" of the Midtown community with regular programming and an easement for public use. It will be defined on the west by the multi-use building fronting on South Main Street and the Old School Common, on the north by proposed public safety building, on the east by New Church Street and on the south by a multi-use building.

CENTRAL PARK

A large open space, Central Park, will be located along Midtown Way, in the heart of the residential neighborhood. The park will be the focus for outdoor passive recreation for residents. A system of pedestrian green streets and pocket parks will connect the community to Central Park. View corridors will make the park visible from both Eheart Street to the south and Clay Street on the north. Belvedere Avenue, the central north/south street moving north from Eheart Street, will intersect Midtown Way with a belvedere overlooking the park. Central Park will provide space for landscaped storm water quality measures and also function as a buffer between the OBMS site and the historic 16 Squares neighborhood.

NEIGHBORHOOD PARKS

Pedestrian Green Streets/view sheds will bisect with Central Park. These landscaped quiet areas will provide pedestrian access to many of the apartment buildings and townhomes, and will add to the pleasant pedestrian-friendly character of the neighborhood. They will be complemented by several pocket parks along Eheart Street including one at the corner of Eheart and Willard Drive SE. These parks are intended for resident use and not open to the general public.

Note: Additional detail on the Public Spaces and their development is included in the proposed Development Agreement.

ARCHITECTURAL DESIGN

Use of high quality materials

Entries located above the pedestrian way to provide privacy

Vertical & horizontal building articulation

GUIDING ELEMENTS

ARCHITECTURAL ELEMENTS

- All buildings on the Old Blacksburg Middle School site will have strong architectural elements, an active street presence, and an urban character, creating a unique sense of place while enhancing the South Main Street gateway to downtown.
- A diversity of building types will create a multi-use neighborhood with civic, commercial/retail and a variety of housing types including apartments, condominiums and townhomes.
- Variety in building scale and density through the neighborhood will generate visual interest and a strong urban character.
- A portion of the property have been identified for a potential public safety building. The architectural design of this use and the parking facility will identify the buildings as civic icons for the Town of Blacksburg.
- Residential product will include a variety of housing sizes, types and price points, both for lease and for sale.
- High quality materials will be used with an emphasis on brick.
- The design of the buildings in the Old Blacksburg Middle School site will use similar materials and elements in their design. This will create a cohesive design throughout the community. So as to not create duplicative architecture or style, variety will be provided through the architectural design and creating a variety of scale, massing, color and design. This design criteria will eliminate the appearance of a “Mega Block”.

PROJECT VISION

GUIDING ELEMENTS

MULTI USE COMMUNITY
Along with the commercial/retail/restaurant uses, there will be a variety of housing types. These homes will provide a variety of price points and will provide quality housing to meet the town's needs.

CIVIC USE
Certain parcels on the property have been identified for civic use such as a new public safety building and a parking facility. The potential civic buildings are planned to be located on Clay Street.

SOUTH MAIN STREET
South Main pedestrian realm will provide an expanded sidewalk and an active urban space for public gatherings, with street lighting and seating. Three stories of Commercial and Office uses along South Main will add to the economic base for the Town. There is option for residential uses above.

MIDTOWN PLAZA
The plaza, which enhances the South Main Street gateway to downtown Blacksburg, is envisioned for this prominent corner. Strong architectural elements, a fountain, amphitheater style steps, landscaping and seating for outdoor dining with active street presence will create a welcoming sense of arrival to the Town.

STREETSCAPE
Porches and stoops will front the streets and peripheral lanes, creating a safe and active pedestrian environment. Streetscape along Eheart will be designed with the adjoining neighborhood in mind.

MIDTOWN WAY PEDESTRIAN WALK
A central pedestrian/vehicular spine will run through the site from New Church Street to the east end of the site. The design of Midtown Way will create a safe urban pedestrian experience through the site.

PARKING
Vehicles are parked in garages and podium parked beneath multi-family buildings, with surface parking kept as low as possible while still accommodating user needs.

CONNECTIVITY
The uses on the site will be integrated with a system of connected pedestrian ways and open spaces from the Midtown Plaza, and the Old School Common to the east end open space.

MIDTOWN PARK
This neighborhood park will be the focus for passive recreation as well as a unifying feature for residents and patrons of the site.

COMMUNITY FOCAL POINT TRAIL CONNECTION
A landscaped area and small plaza will provide a focal point and seating area at end of Midtown Way. There will be a pedestrian link between Midtown Way and the corner pocket park at Eheart and Willard.

INTEGRATION OF USES
Integration of uses will occur both vertically in multiuse buildings and horizontally arranged around the Midtown Center, South Main and New Church Street.

MULTI-USE
The location of parcel 4A and 4B can be reversed or combined as civic, office or commercial and residential.

PEDESTRIAN CONNECTION
A strong pedestrian access will be provided from Midtown Plaza to Old School Common.

TRANSITION OF BUILDING SCALE
Building scale and density along Eheart will reflect the graduation of uses and densities transitioning to adjoining single family neighborhoods.

RESIDENTIAL
The residential neighborhood will seek to serve the Town's targeted housing market for young professionals and/or retirees. Residential product will include market rate housing in a variety of sizes, types and price points, both rental or for sale.

PEDESTRIAN GREEN STREETS AND POCKET PARKS
These provide landscaped sites for recreation and access to all parks of the residential neighborhood.

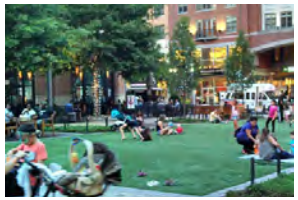
PARCEL INFORMATION

DOWNTOWN COMMERCIAL PARCELS

Parcel 1A/1B -
Civic, Parking, Commercial

Parcel 2A/2B - Multi-Use: Office, Commercial, Civic, Residential

Parcel 3 - Civic



Parcel 4A - Multi-Use: Office, Commercial, Civic, Residential

Parcel 4B - Multi-Use: Office, Commercial, Civic, Residential

Parcel 5 - Multi-Use: Office, Commercial, Civic, Residential

Parcel 6 - Hotel

PLANNED RESIDENTIAL PARCELS

Parcel 1 -
Civic, Park Space

Parcel 2 -Multi-Family Residential, Townhomes, Community Recreation

Parcel 3 - Multi-Family Residential and Townhomes

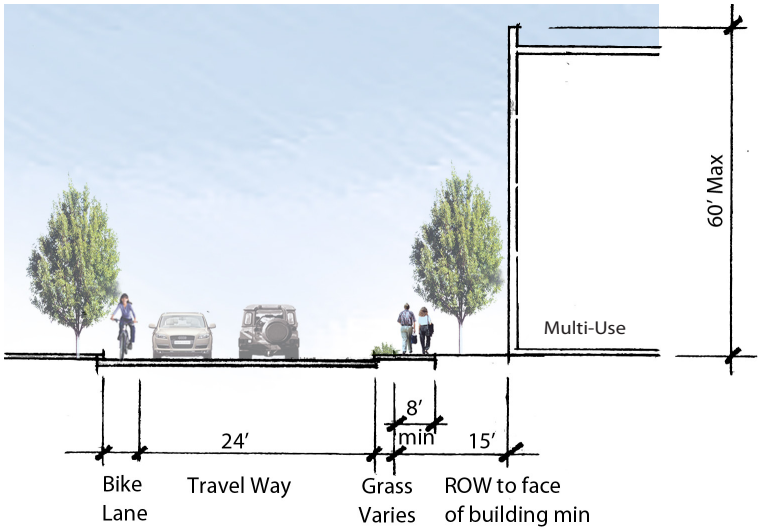
Parcel 4 - Multi-Family Residential and Townhomes

Parcel 5 - Townhomes, Duplexes, Community Recreation

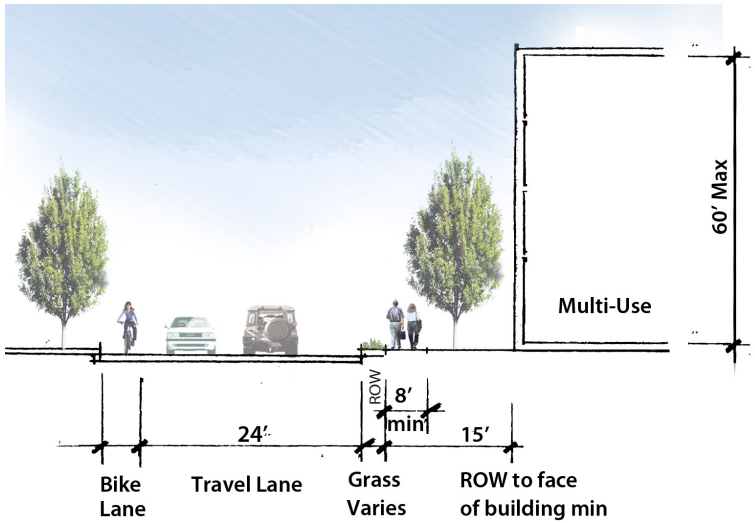
LAND USE CONCEPT PLAN

GUIDING ELEMENTS

EHEART STREET



Section - Multi-Use
Downtown Commercial - Parcel 4A



Section Alternative- Multi-Use
Downtown Commercial - Parcel 4B

PROFFERED ELEMENTS

BUILDING MASS

Building Height

Downtown Commercial

- 60' maximum from grade at building to top of roof or parapet

Planned Residential District

- 45' maximum from grade at building to top of roof or parapet

Height Definition: The vertical distance measured from the adjoining grade at the front entrance of the building or structure to the highest point of the structure. For corner lots, the building height shall be the average of the front height defined above and the building side height adjacent to the street. The building side height shall be defined as the vertical distance measured from the lowest adjoining grade on the side adjacent to the street to the highest point of the structure.

SETBACKS

Front to Eheart Street

** Porch may encroach into setback 5'*
Steps may encroach into setback as required

Downtown Commercial
Parcel 4A, 4B & 6 - ROW to face of building 15' min.

Planned Residential District
Parcels 3, 4 & 5- ROW to face of building 15' min.

Front to Internal Streets/Greens 6' min.

Side & Corner

Between buildings **2-3 story** - 10' min.
> 3 story - 20' min.

Building to parking /drive 5' Min.

Rear
Alley ROW to face of garage 4' min.

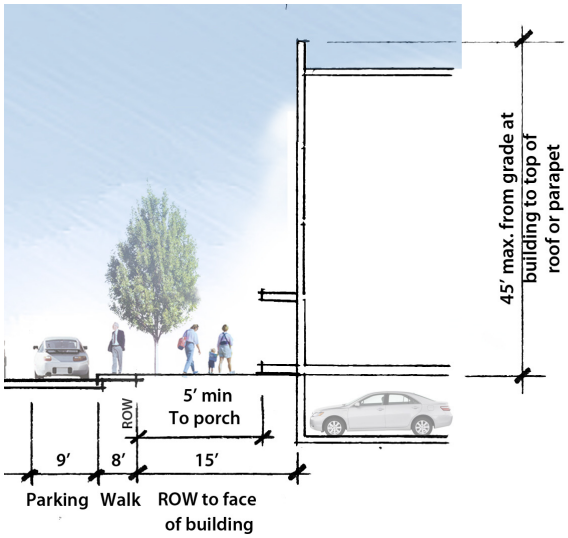
DC Zone Buildings may abut alley

Overhangs
Overhangs may extend into setbacks max. of 48"

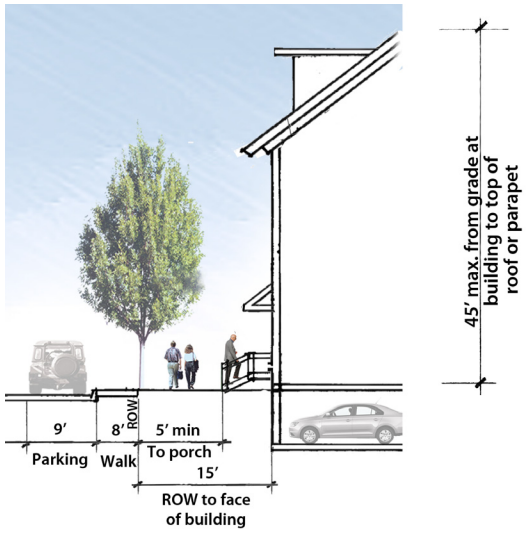
ENTRIES

- Front doors must face the street or common open space
- A covered porch or stoop is required in the PRD zone
- Stoop minimum size: 4' x 4'
- Entrances in the Planned Residential District shall be a minimum of 12" above finished grade.

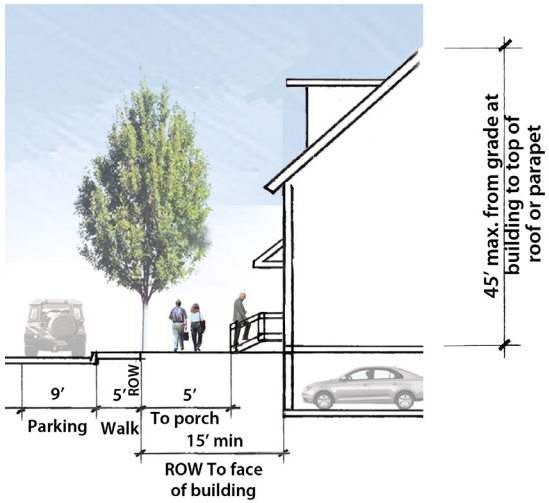
HVAC
Mechanical equipment such as HVAC units can be placed on roof or in side or rear setbacks. If placed in a side or rear setback in the portion of the project zoned DC then such mechanical equipment must be screened with architectural type screening. Hotel HVAC must be located on the roof, but ventilation may be located in the exterior walls. No ground mounted HVAC equipment on any buildings adjacent to Eheart St. shall be visible from Eheart St.



Section - Multi-family / Townhomes over parking
Planned Residential District - Parcel 3



Section - Multi-family / Townhomes
Planned Residential District - Parcel 4



Section - Townhomes
Planned Residential District - Parcel 5

PROFFERED ELEMENTS

PARKING

Parking / Garages

- Private garages and parking lots shall not be located on Eheart Street except as provided below.
- Commercial uses may have parking visible from Eheart Street. The parking areas must be screened with a combination of trees and shrubs. Parking may be in the Parking Facility and/or be surface parking.
- A minimum of 50% of all private parking on site will be located in a garage or under the building.

Multi-Family:
Parking shall be located within, under or behind the building.

Townhomes:
Parking shall be in a garage, tucked under the building or in driveways and accessed from the alley. Front loaded garages and driveways are not allowed on Eheart Street but may occur on internal circulation streets.

Parking Required

Residential

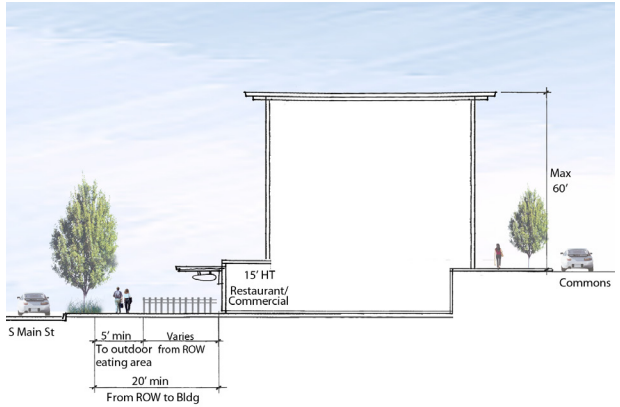
- 1 bedroom unit — 1 stall per unit
- 2 or more bedroom units — 2 stalls per unit

Non-residential — 1 stall per 300 sf

- Tandem stalls are allowed
- Public parking is provided on Eheart Street east of New Church Street in parallel parking spaces on the OBMS side of the street.
- In the event the Parking Facility cannot provide enough parking spaces to meet the required parking standard for both residential and non-residential uses in DC Parcels 2A, 2B, 4A and 4B, then the required parking standard for DC Parcels 2A, 2B, 4A and 4B shall be reduced to match the number of parking spaces the Parking Facility can provide.

SOUTH MAIN STREET

Eheart Street



Street Section

South Main Street character

PROFFERED ELEMENTS

BUILDING MASS

Building Height

- 60' maximum to top of roof or top of parapet
- The height calculation shall be taken from the elevation at the Old School Common

Height Definition: The vertical distance measured from the adjoining grade at the front entrance of the building or structure to the highest point of the structure. For corner lots, the building height shall be the average of the front height defined above and the building side height adjacent to the street. The building side height shall be defined as the vertical distance measured from the lowest adjoining grade on the side adjacent to the street to the highest point of the structure.

SETBACKS

Front to South Main Street	
ROW to face of building	20' min.
ROW to outdoor eating	5' min.
Front Facade to Parking	10' min.
Side	10' min.

Corner
South corner opens to Midtown Plaza

Overhangs
Street facing overhangs may extend into setbacks max. of 48"

HVAC
Mechanical equipment such as HVAC units shall be placed on roof and must be screened from South Main Street.

ENTRIES

- Front doors must face the street or common open space and provide access directly to a public sidewalk.
- Any ground floor uses shall have entries that face South Main Street.
- Entries shall be covered to provide weather protection for pedestrians.

Outdoor seating

Building modulation

Outdoor dining on South Main Street

PROFFERED ELEMENTS

PARKING

Parking Facility

Parking for uses fronting on South Main Street will use the parking facility, be located under the building and/or be surface parking.

Drop-off parking for the Main Street building shall be provided in the Common.

- **Multi-Family:** Parking will be located under or behind the building or in a parking facility
- **Non-residential:** Parking will be under the building, in a parking facility and/or in surface parking.

Parking Required

Non-residential	1 stall per 300 sf
Residential	
• 1 bedroom units	1 stall per unit
• 2 or more bedroom units	2 stalls per unit

- Shared parking allowed
- Private garage and parking shall be screened from South Main Street.
- A minimum of 50% of all parking will be covered or located within the shared parking facility.
- In the event the Parking Facility cannot provide enough parking spaces to meet the required parking standard for both residential and non-residential uses in DC Parcels 2A, 2B, 4A and 4B, then the required parking standard for DC Parcels 2A, 2B, 4A and 4B shall be reduced to match the number of parking spaces the Parking Facility can provide.

MIDTOWN WAY

Private space for units along Midtown Way

Midtown Way streetscape

Entrances above the sidewalk

PROFFERED ELEMENTS

BUILDING MASS

Building Height

- 60′ maximum to top of roof or top of parapet

Height Definition: The vertical distance measured from the adjoining grade at the front entrance of the building or structure to the highest point of the structure. For corner lots, the building height shall be the average of the front height defined above and the building side height adjacent to the street. The building side height shall be defined as the vertical distance measured from the lowest adjoining grade on the side adjacent to the street to the highest point of the structure.

SETBACKS

Front

Midtown Way

PRD Zone: Front facade to sidewalk 10′ min.

DC Zone: No setback required from pedestrian way.

Internal streets or greens 6′ min.

Side

Between buildings **2-3 story** - 10′ min.
> **3 story** - 20′ min.

Building to parking /drive 5′ Min.

Rear

Multi-Family: Buildings may abut alley

Townhomes: Garage door to alley 4′ min.

Overhangs

Street facing overhangs may extend into setbacks a maximum of 48″

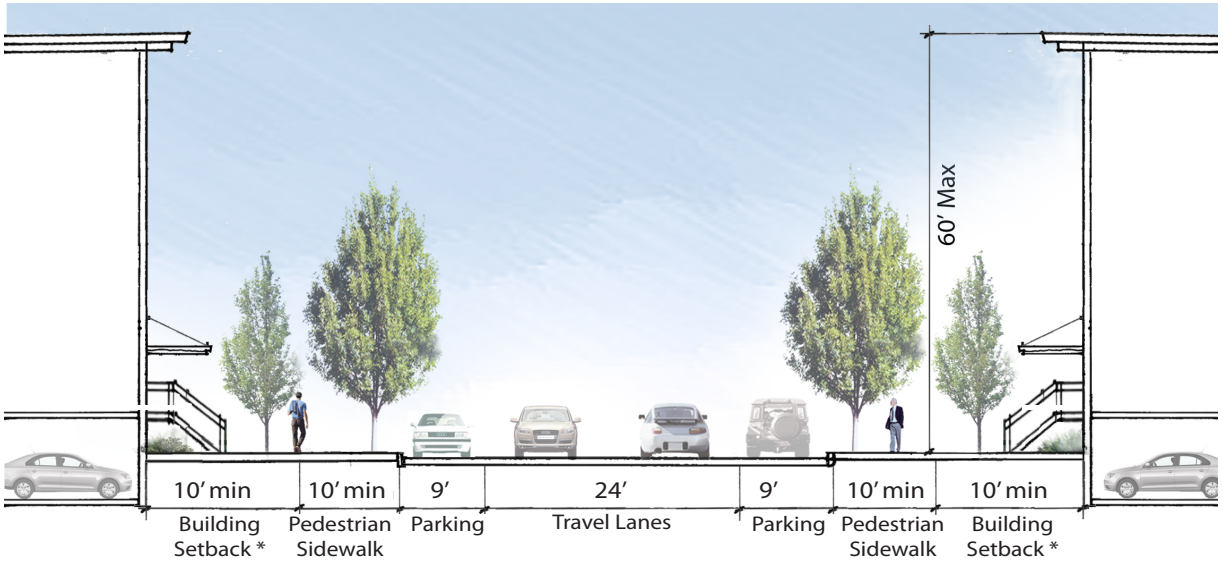
HVAC

Mechanical equipment such as HVAC units can be placed on roof or in side or rear setbacks. If placed in a side or rear setback in the portion of the project zoned DC then such mechanical equipment must be screened with architectural type screening.

ENTRIES

- Front doors must face the street or common open space and provide access from the public sidewalk
- Entries shall feature weather protection for pedestrians
- Private unit entrances in the PRD zoned shall be a minimum of 12″ above finished grade.
- Entries such as porches, stoops or private terraces may project into the front setback in the PRD zone.
- Entry porches and terraces may project within 5′ of the pedestrian sidewalk in the PRD zone.

MIDTOWN WAY



Street cross section looking east in PRD zone

* 0' setback in DC zone
10' min setback in PRD zone

Parking accessed from the alley

PROFFERED ELEMENTS

PARKING

Parking / Garages

- Garages and parking lots for the residential uses, shall be screened from Midtown Way. Where entries to parking lots are visible they, should be screened with an architectural screen or landscaped. The parking for the hotel may be visible from Midtown Way, but shall be screened with evergreen shrubs, 24" in height at time of installation.
- A minimum of 50% of all private parking will be located in a garage or under the building.
- Front loaded garages are not allowed on Midtown Way but may occur on internal circulation streets.
- **Multi-family:** Parking shall be located within, under and behind the building
- **Townhomes:** Parking shall be in a garage, driveway or tucked under the building and accessed from the alley. Townhomes may take access from the front on internal streets.
- 1 bedroom unit — 1 stall per unit
- 2 bedrooms or more — 2 stalls per unit
- Tandem stalls are allowed
- **Non-residential:** 1 stall per 300 sf
- Parking garage and parking lots shall be screened from Midtown Way with a landscaped buffer or architectural screen.
- Public parking is provided the length of Midtown Way in parallel parking spaces on both sides of the street.
- In the event the Parking Facility cannot provide enough parking spaces to meet the required parking standard for both residential and non-residential uses in DC Parcels 2A, 2B, 4A and 4B, then the required parking standard for DC Parcels 2A, 2B, 4A and 4B shall be reduced to match the number of parking spaces the Parking Facility can provide.

NEW CHURCH STREET

Articulated building mass

East side of Church Street character

Multi-use buildings along Church Street

PROFFERED ELEMENTS

BUILDING MASS

Building Height

- 60′ maximum to top of roof or parapet

Height Definition: The vertical distance measured from the adjoining grade at the front entrance of the building or structure to the highest point of the structure. For corner lots, the building height shall be the average of the front height defined above and the building side height adjacent to the street. The building side height shall be defined as the vertical distance measured from the lowest adjoining grade on the side adjacent to the street to the highest point of the structure.

SETBACKS

Front

All buildings on New Church Street will have the following setback from the curb to face of structure.

- East side of street 12′ min.
- West side of street 8′ min.

Side

Between buildings 10′ min.
Building to parking /drive 5′ min.

Rear

Multi-Family Buildings may abut alley
Townhome: Garage door to alley 4′ min.

Overhangs

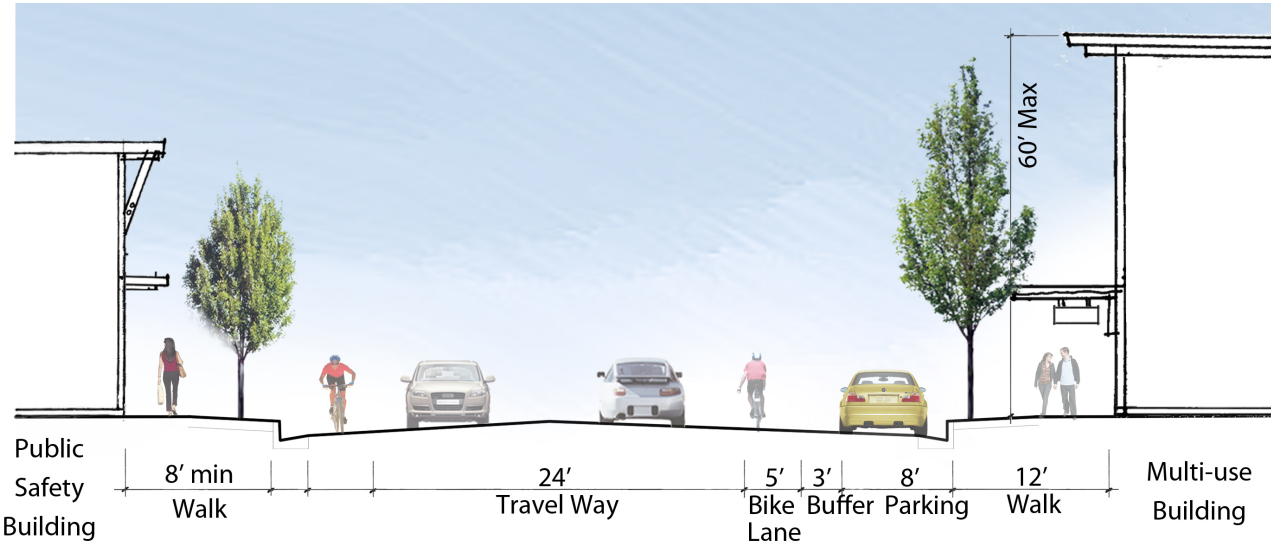
Overhangs may extend into street-facing setbacks max. of 48″

HVAC

Mechanical equipment such as HVAC units can be placed on roof or in side or rear setbacks. If placed in a side or rear setback in the portion of the project zoned DC then such mechanical equipment must be screened with architectural type screening.

ENTRIES

- Front doors must face the street or Old School Common and provide access from the public sidewalk.
- Entries shall feature weather protection for pedestrians.
- Private residential unit entrances shall be 12″ above grade of the sidewalk.



Street cross section looking north

Street character

PROFFERED ELEMENTS

PARKING

Parking / Garages

- Garage and parking lots shall be located behind or to the side of the building.
- **Old School Commons:** There will be surface parking surrounding the commons. This parking will be visible from New Church Street and will be landscaped with trees and shrubs.
- **Multi-family:** Parking shall be located within, under and behind the building. Access to the parking area and no more than one row of parking is allowed to be on the Church Street frontage.
- **Townhomes:** Parking shall be tucked under the building or in a driveway and accessed from an alley. Front loaded garages are not allowed on New Church Street but may occur on internal circulation streets.
- **Civic/ Public Safety Building:** Parking shall be located within parking facility. The parking facility shall be heavily landscaped along Public right of way.
- A minimum of 50% of all private parking will be covered.

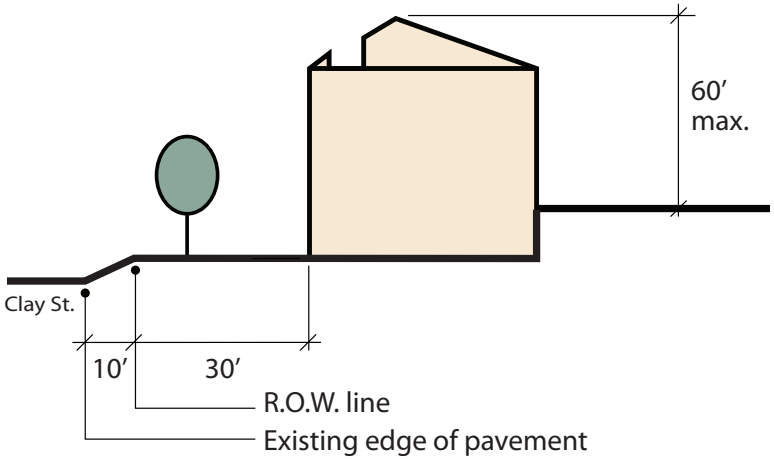
Parking Required

- **Non-residential:** 1 stall per 300 sf
- **Hotel** 1 stall per room

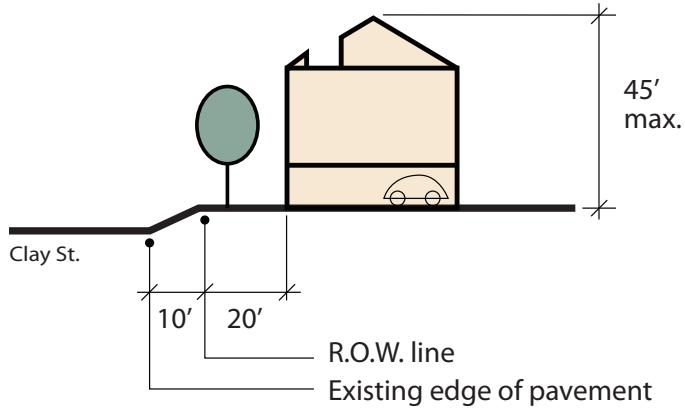
Residential

- 1 bedroom units 1 stall per unit
- 2 bedrooms or more 2 stalls per unit
- Shared parking allowed
- Parking garage and parking lots shall be located behind or under the buildings along New Church Street, except provided herein.
- In the event the Parking Facility cannot provide enough parking spaces to meet the required parking standard for both residential and non-residential uses in DC Parcels 2A, 2B, 4A and 4B, then the required parking standard for DC Parcels 2A, 2B, 4A and 4B shall be reduced to match the number of parking spaces the Parking Facility can provide.

CLAY STREET



Multi-Family Residential at east end of Clay Street Frontage
PRD Parcel #2



Townhomes at east end of Clay Street Frontage
PRD Parcel #2

PROFFERED ELEMENTS

BUILDING MASS

Building Height

- **Townhomes:** 45′ maximum to the top of the roof or parapet
- **Multi-Family:**
  < 80′ to Clay ROW — 45′ maximum to the top of the roof or parapet
  > 80′ to Clay ROW — 60′ maximum to the top of the roof or parapet

Height Definition: The vertical distance measured from the adjoining grade at the front entrance of the building or structure to the highest point of the structure. For corner lots, the building height shall be the average of the front height defined above and the building side height adjacent to the street. The building side height shall be defined as the vertical distance measured from the lowest adjoining grade on the side adjacent to the street to the highest point of the structure.

SETBACKS

Setbacks will vary by product type along Clay Street.

- **Townhomes** — 20′ from R.O.W. minimum
- **Multi-Family** — 30′ from R.O.W. minimum

Overhangs

Overhangs can extend into street facing setbacks max. of 48″

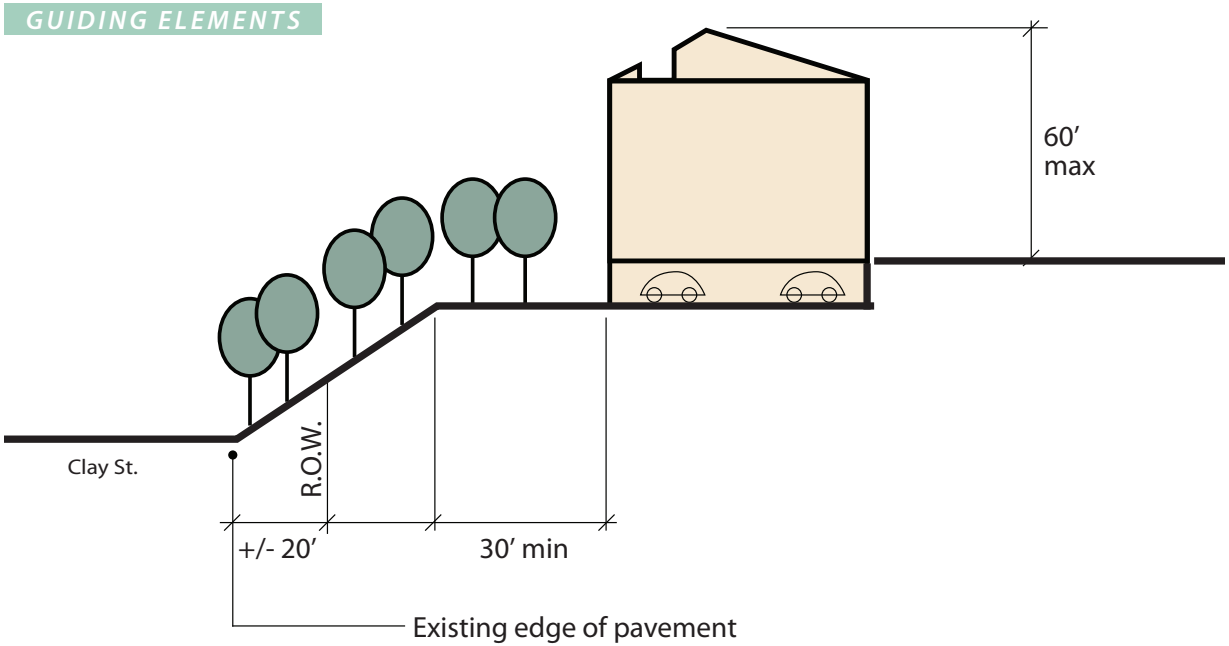
HVAC

Mechanical equipment such as HVAC units can be placed on roof in side and rear setbacks, and must be screened with architectural type screening.

ENTRIES

- **Multi-Family**
  Neither building entries nor driveways will be allowed access from Clay Street.
- **Townhomes**
  Unit entries may face Clay Street.

CLAY STREET



Multi-Family Residential North of New Church Street
DC Parcel #5

PROFFERED ELEMENTS

PARKING

Parking / Garages

- Private garage and parking shall be screened from Clay Street.
- A minimum of 50% of all private parking will be covered.
- **Multi-Family:** Parking shall be located within, under and behind the building.
- **Townhomes:** Parking shall be tucked under the building, in driveway or in a parking court and accessed from an alley or parking court.

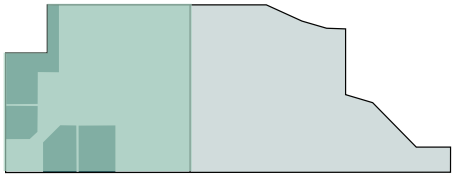
Parking Required

• 1 bedroom unit	1 stall per unit
• 2 bedrooms or more	2 stalls per unit
• Tandem stalls are allowed	
• **Non-residential:**	1 stall per 300 sf

BUILDING TYPE: MULTI-USE

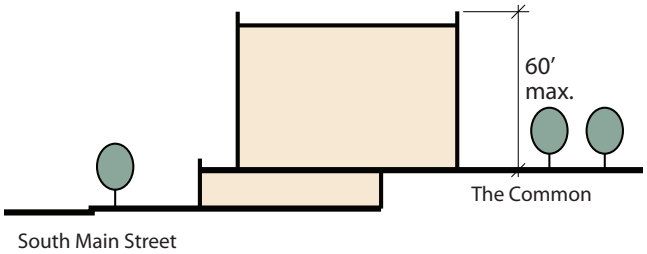
Downtown Commercial

Parcels 2 & 4A and 4B



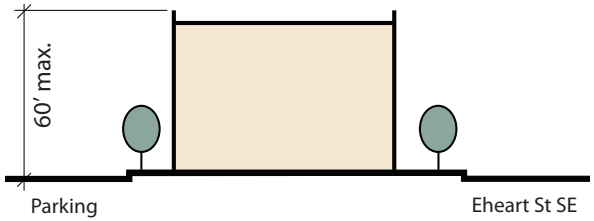
Site

Building Locations



Typical Building Section at South Main Street

Parcel 2



Commercial Section at Eheart Street SE

Parcel 4A

ARCHITECTURAL CHARACTER

GUIDING ELEMENTS

These multi-use parcels front South Main Street, Eheart Street, New Church Street and the Old School Common. Uses may include, but are not limited to office, hotel, retail, restaurant and residential functions. In all cases the developed buildings shall meet the following design criteria:

Buildings in the Downtown Commercial district shall reflect the design principles in Resolution 7-D-15, dated July 14, 2015.

Building entries, whether commercial, office, hospitality or residential, shall be prominent in design, face the respective street and/or Common and provide access directly from the public sidewalk.

Building massing will typically be two to four floor levels over ground level commercial space. The massing shall be consistent with existing urban downtown core.

Roof forms shall bring visual interest through the varied use of pitched, gable or flat architectural forms.

Building articulation shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern.

Building corners at intersections on South Main Street, Eheart Street SE, Midtown Way or New Church Street shall be articulated with significant architectural features such as a tower element, recessed corner entries or other such design techniques to give the intersection memorable character and to celebrate the role of the building as a form-giver to the intersection.

South Main Street, New Church Street, Eheart Street and Old School Common facades shall be typified by prominent entries, windows with of transparent glass and dramatized by building offsets, awnings, marquees and appropriate signage which meets the signage code of the Town of Blacksburg. Windows and entries shall be proportinate to the building and appropriate to a pedestrian oriented downtown streetscape.

Office, commercial and hospitality building facades shall present a street friendly presence emphasizing entries and windows.

PROFFERED ELEMENTS

Façade Materials: Buildings shall be constructed with a minimum of 50% masonry materials such as brick or stone.

Alternative Materials: The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of each floor facade can be EIFS used as accent panels. No EIFS may be used on first floor on both the South Main Street and Common portions of the buildings.

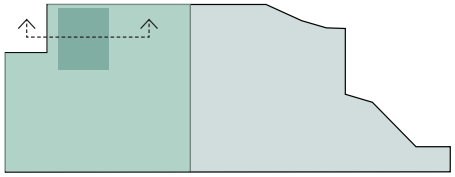
Foundations: Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, smooth finished concrete surfacing or parged/painted concrete.

Vinyl siding is not permitted.

BUILDING TYPE: COMMERCIAL

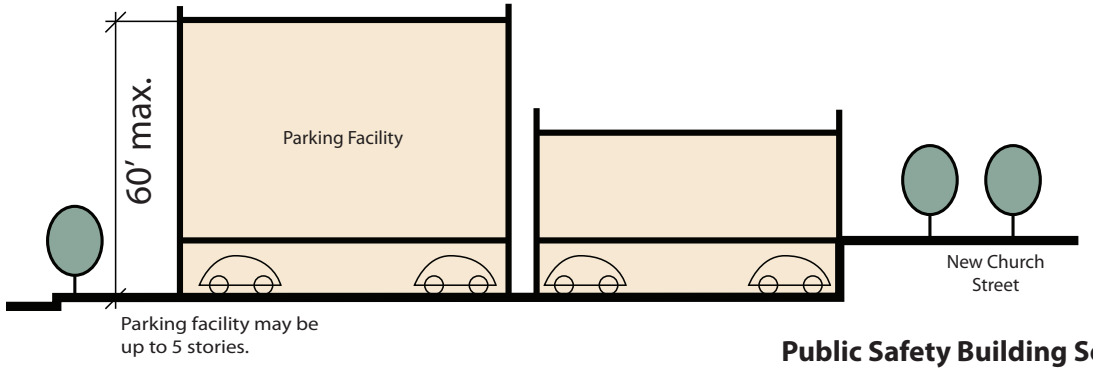
BUILDING TYPE: CIVIC USE

Downtown Commercial Parcels 1A & 1B



Site

Building Locations



Public Safety Building Section

Parcel 1A and 1B

ARCHITECTURAL CHARACTER

GUIDING ELEMENTS

These parcels are anticipated to be civic use structures with off-street parking either in a parking facility or surface parking. Alternatively, if such civic uses are not constructed, the sites will accommodate a multi-use structure consisting of commercial and residential uses. In either instance the developed building will meet the following design criteria:

Buildings in the Downtown Commercial district shall reflect the design principles in Resolution 7-D-15, dated July 14, 2015.

Building entries shall access directly from the public sidewalk and shall be dramatized by building offsets, awnings, marquees and appropriate signage which meets the signage code of the Town of Blacksburg.

Multi-use building massing will be two to four floor levels may be over a ground level parking podium.

Roof forms shall bring visual interest through the varied use of pitched, gable or flat architectural forms.

Building articulation shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern.

Commercial street level frontages, where included, shall be typified by walls of transparent glass.

Office floor facades shall be predominately windows in a street friendly character.

Residential floors shall feature balconies, terraces and articulated elements to differentiate the buildings as residential usage.

Exposed exterior walls of parking structure shall be treated with architectural detail and materials or green wall techniques such that parked vehicles will not be visible from the street or immediately adjacent properties.

Corner Location: Buildings located at prominant corners shall be articulated with significant architectural features such as a tower element, recessed corner entries or other such design techniques to give the intersection memorable character and to celebrate the building's role as a form-giver to the intersection. No vehicle entries shall be located off Clay Street except for civic uses.

PROFFERED ELEMENTS

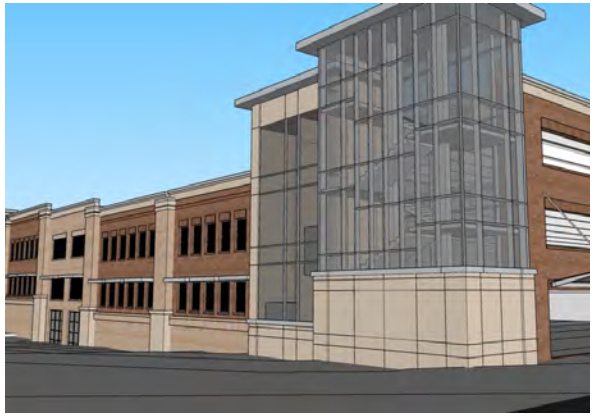
Façade Materials: Buildings shall be constructed with a minimum of 50% masonry materials such as brick or stone.

Alternative Materials: The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of each floor facade can be EIFS used as accent panels. No EIFS may be used on first floor on both the South Main Street and Common portions of the buildings.

Foundations: Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, smooth finished concrete surfacing or parged/painted concrete.

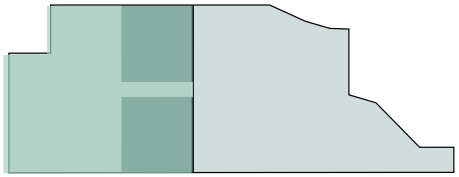
Vinyl siding is not permitted.

BUILDING TYPE: CIVIC USE



BUILDING TYPE: MULTI-USE AND HOTEL

Downtown Commercial - Parcels 5 & 6



Site

Building Locations including Hotel

Conceptual Hotel Design

ARCHITECTURAL CHARACTER

GUIDING ELEMENTS

Buildings in the Downtown Commercial district shall reflect the design principles in Resolution 7-D-15, dated July 14, 2015.

Commercial Potential: These two parcels front on both New Church Street and Midtown Way and therefore have the potential for commercial or mixed-use with residential above. The street level façade shall feature a prominent commercial entry and street facing walls of transparent glass. Awnings or marquees shall highlight the commercial street level uses and provide pedestrian weather protection along the right of way.

Hotel Use Potential: Parcel 6 has been identified for a possible hotel. If this potential use is realized, the building may be four stories on grade of hotel rooms and common spaces with parking accessible from Midtown Way.

Building residential entry and entries to individual lower floor units shall, as feasible, access directly from the public sidewalk.

Building massing will typically be two to four residential floor levels over a ground level parking podium. There is potential for commercial space fronting on the public sidewalk.

Roof forms shall bring visual interest through the use of varied pitched, gable or flat architectural forms.

Building articulation shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern.

Exposed exterior walls of parking structures shall be treated with architectural detail and materials such that parked vehicles will not be visible from the street or immediately adjacent properties.

Corner locations: Buildings on both parcels define the intersection of New Church Street and Midtown Way. These corners shall be articulated with a significant architectural feature such as a tower element, corner-wrapping window treatment, recessed corner entry or other such design techniques to give the intersection

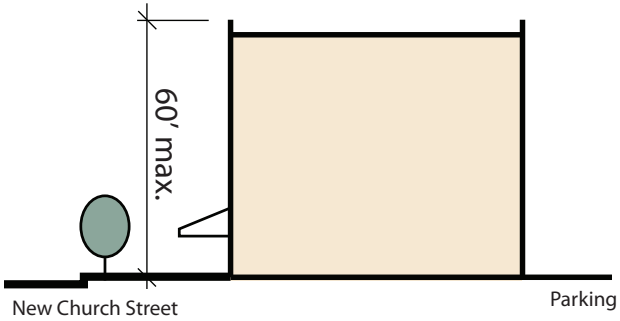
memorable character and to celebrate the building's role as a form-giver to the intersection.

PROFFERED ELEMENTS

Façade Materials: Buildings shall be constructed with a minimum of 50% masonry materials such as brick or stone.

Alternative Materials: The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of each floor facade can be EIFS used as accent panels. No EIFS may be used on first floor on both the South Main Street and Common portions of the buildings.

BUILDING TYPE: MULTI-USE W/ COMMERCIAL



Hotel Section

Parcel 6

Parcel 6

Potential Hotel

Conceptual Hotel Design

ARCHITECTURAL CHARACTER

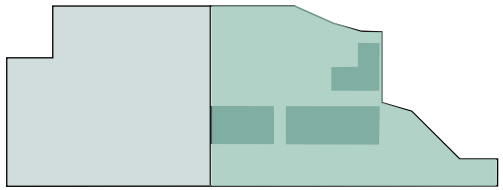
PROFFERED ELEMENTS

Foundations: Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, smooth finished concrete surfacing or parged/painted concrete.

Vinyl siding is not permitted.

Commercial Percentage: The ground floor of all buildings in the DC Parcel 5 will be Multi-use commercial, or office. A maximum of 50% of the ground floor will be a office use.

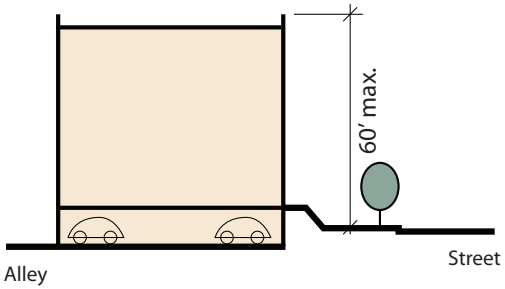
BUILDING TYPE: MULTI-FAMILY RESIDENTIAL BUILDINGS



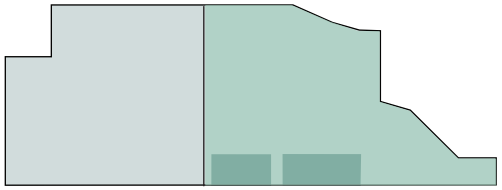
Flat Site

Potential Building Locations

- Planned Residential District Parcels 2, 3 & 4



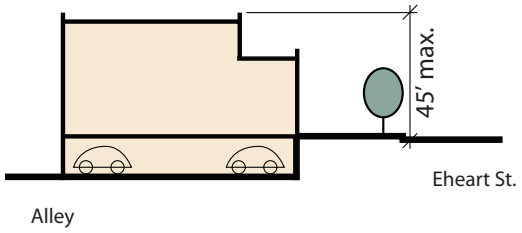
Typical Building Section



Hillside Site

Potential Building Locations

- Planned Residential District Parcels 3 & 4



Typical Building Section

ARCHITECTURAL CHARACTER

GUIDING ELEMENTS

Building entry and entries to individual lower floor units shall, as feasible, access directly from the public sidewalk.

Building massing will typically be three, four or five residential floor levels over a parking podium.

Roof forms shall bring visual interest through the use of varied pitched, gable or flat architectural forms.

Corner locations: When buildings are positioned on visually prominent corners, building corners shall be articulated with a significant architectural feature such as a tower element, corner-wrapping window treatment, recessed corner entry or other such design techniques to give the intersection memorable character and to celebrate the building's role as a form-giver to the intersection.

PROFFERED ELEMENTS

Façade Materials: Buildings shall be constructed with a minimum of 50% masonry materials such as brick or stone.

Alternative Materials: The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of each floor facade can be EIFS used as accent panels. No EIFS may be used on first floor on both the South Main Street and Common portions of the buildings.

Foundations: Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, smooth finished concrete surfacing or parged/ painted concrete.

Vinyl siding is not permitted.

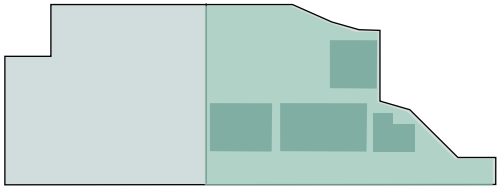
Building articulation shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern. The building mass along Eheart Street shall maintain a visual connection into the OBMS site.

Building features: shall feature balconies, terraces to differentiate the buildings as residential usage.

Exposed exterior walls of parking structures shall be treated with architectural detail and materials such that parked vehicles will not be visible from the street or immediately adjacent properties.

BUILDING TYPE: MULTI-FAMILY RESIDENTIAL BUILDINGS

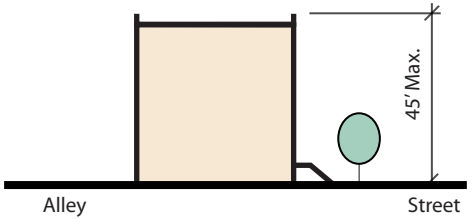
BUILDING TYPE: TOWNHOMES



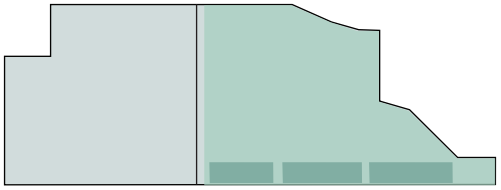
Flat Site

Potential Building Locations

- Planned Residential District Parcels 2,3, 4 & 5



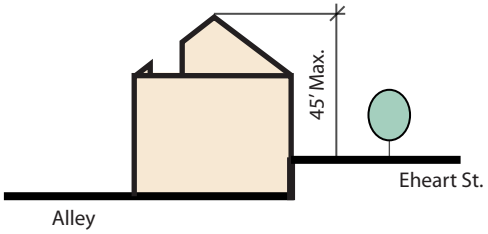
Typical Building Section



Hillside Site

Potential Building Locations

- Planned Residential District Parcels 3, 4 & 5



Typical Building Section

ARCHITECTURAL CHARACTER

GUIDING ELEMENTS

Unit entries shall access directly from the public sidewalk.

Building massing will typically be two to three floor levels consisting of two living levels over a ground level parking plus a fourth level within an articulated roof form.

Roof forms shall bring visual interest through the use of pitched, gable or flat architectural forms.

Parking: Required parking for each townhome or duplex unit shall be enclosed within each unit.

Corner locations: Townhome and duplex buildings addressing the intersection of streets or community open space shall be articulated with a significant architectural feature. Such articulation can be a tower element, corner-wrapping window treatment, recessed corner entry or other such design techniques to give the intersection memorable character.

PROFFERED ELEMENTS

Façade Materials: Buildings shall be constructed with a minimum of 50% masonry materials such as brick or stone.

Alternative Materials: The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of each floor facade can be EIFS used as accent panels. No EIFS may be used on first floor on both the South Main Street and Common portions of the buildings.

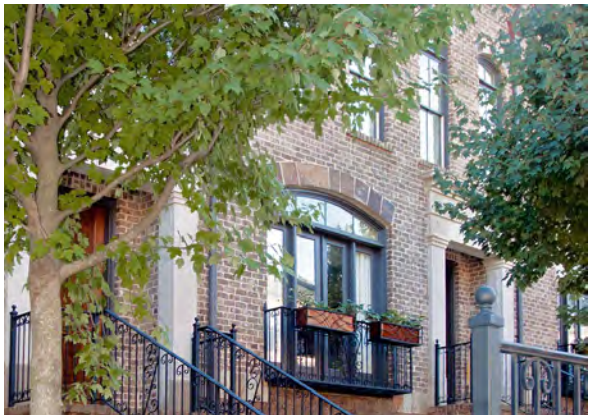
Foundations: Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, smooth finished concrete surfacing or parged/ painted concrete.

Vinyl siding is not permitted.

Building articulation shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern. The building mass along Eheart Street shall maintain a visual connection into the OBMS site.

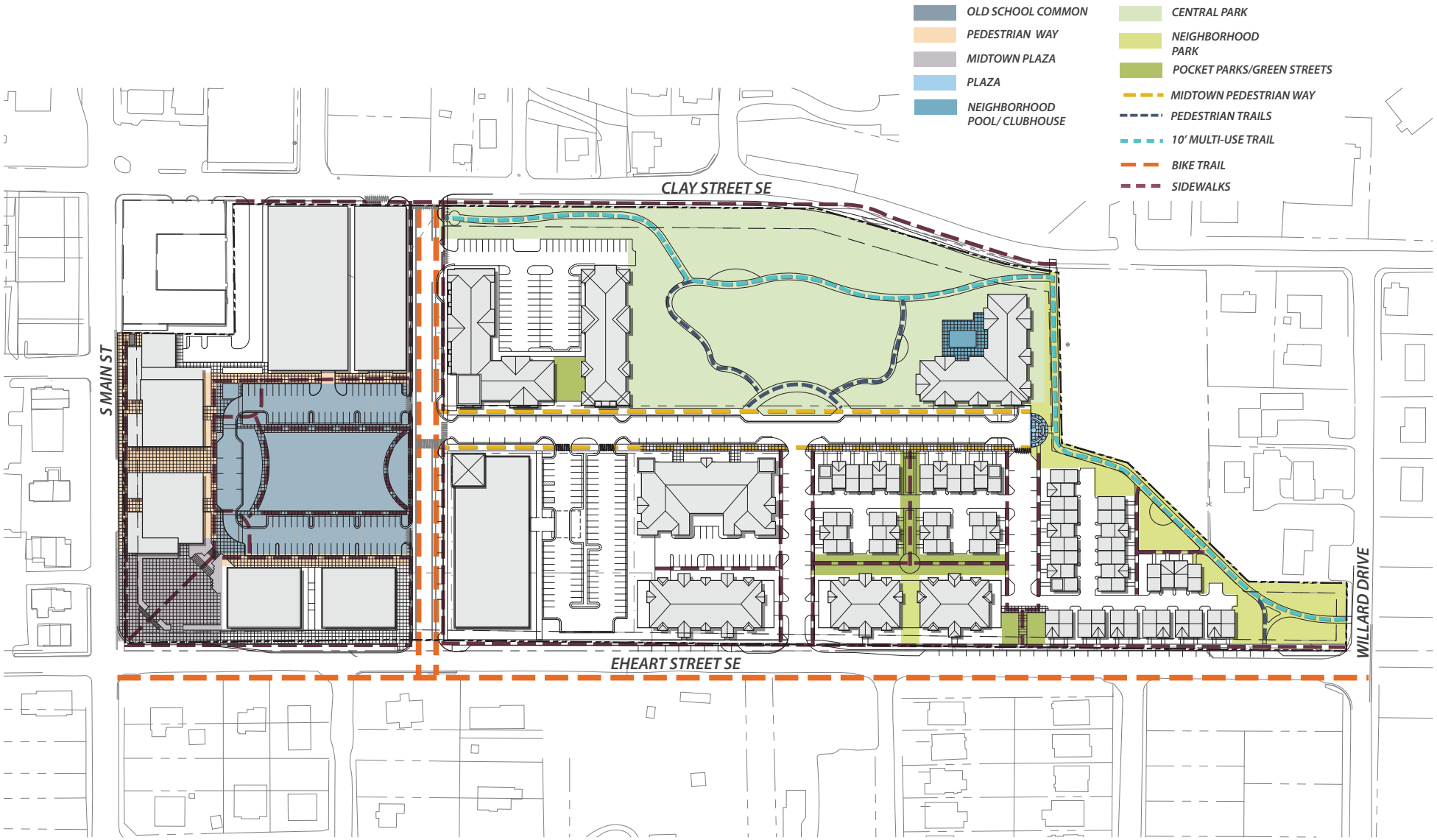
Building features: Residential units shall feature balconies, terraces to differentiate the buildings as residential usage.

BUILDING TYPE: TOWNHOMES AND DUPLEXES



GUIDING ELEMENTS

LANDSCAPE FRAMEWORK



Note: Diagram indicates general location of trails and open space. Final location may vary slightly when constructed

* For graphic purposes only

Character image of Old School Common

Character image of Old School Common

OVERALL VISION

GUIDING ELEMENTS

This landscape section explains the unique requirements for the Old Blacksburg Middle School (OBMS) site. This urban multi-use village is the Southern Gateway to downtown Blacksburg. Because landscape plays a major role in creating the sense of place, it is extremely important to thoughtfully design the landscape so it contributes to the overall vision of the community and provides a safe environment for the pedestrian. High quality open space, green streets and streetscape will provide a memorable and comprehensive network of pedestrian oriented streetscapes to connect all site uses to the Common, Central Park and other open space destinations. The open space and streetscape design will incorporate a high level of green design practices with careful selection of plant material and stormwater treatment. The following are landscape requirements for the OBMS site. These requirements will work in tandem with the Town of Blacksburg requirements.

GUIDING ELEMENTS

- Stormwater treatment may be designed to be integral to the soft and hardscape infrastructure.
- Native and drought tolerant plant material is encouraged.

GENERAL REQUIREMENTS

PROFFERED ELEMENTS

- Open spaces throughout the site will be linked with a system of interconnected plazas, pedestrian ways and open space.
- Midtown Way will provide a safe and pleasant pedestrian connection from Old School Common, Central Park and to the neighborhood open space at the east end of the site.
- A minimum of 20% of the PRD will be provided as open space. The Central Park counts toward the open space requirement.
- Street trees are required along all streets.

PUBLIC OPEN SPACE & STREETSCAPE DESIGN

South Main streetscape character

Midtown Plaza character image

SOUTH MAIN STREET

PROFFERED ELEMENTS

- On the South Main Street frontage, Ginkgo Biloba shall be provided to match existing town street trees.
- Street trees shall maintain a regular street pattern where possible, except where conflicts exist with site distance, utilities and driveways.
- The landscaping on South Main Street shall be an urban treatment. The trees may be located in tree grates or urban planters.

GUIDING ELEMENTS

- The South Main Street may include a variety of street furniture such as benches, pots, and/or bike racks using the Town palette.
- Active outdoor gathering and seating may be located adjacent to street fronting restaurant and commercial uses.

MIDTOWN PLAZA

GUIDING ELEMENTS

- The Midtown Plaza is at the south east corner of the site at the intersection of South Main Street and Eheart Street.
- The Midtown Plaza will serve as the Southern Gateway to downtown Blacksburg and as a community gathering space.
- Midtown Plaza will be predominately hardscape and lawn softened by plantings.
- Midtown Plaza may include public seating, tables, lighting and/or art.
- A water feature and/or public art or sculpture may be included.
- Landscaping will separate Midtown Plaza active areas from the pedestrian and vehicular circulation.

Note: Should the Town take ownership of Midtown Plaza, Old School Commons or Central Park , design will be by the Town of Blacksburg

Midtown Way

Residential setback from Midtown Way

Church Street character

MIDTOWN WAY

PROFFERED ELEMENTS

- The pedestrian portion will be 10' wide and located on both sides of the street. Buildings will be set back an additional 15' from the pedestrian way in the PRD zone for a total of 25' curb to building face. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public spaces.
- Lighting shall be provided at the entries to buildings.

GUIDING ELEMENTS

- Street furniture may be provided as part of the pedestrian experience.
- Midtown Way pedestrian way/sidewalk may have a special paving pattern linking it visually with the Common and Plaza.

NEW CHURCH STREET

PROFFERED ELEMENTS

- Street tree species shall be consistent along both sides of the street and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Parking lots shall be screened with shrubs and trees from New Church Street.

GUIDING ELEMENTS

- Street trees may be located in tree grates in an urban landscape character.
- Street furniture may be provided along New Church Street.

PUBLIC OPEN SPACE & STREETSCAPE DESIGN

Old School Common concept

Central Park character

GUIDING ELEMENTS

OLD SCHOOL COMMON

The Old School Common will be a community gathering space for celebrations and events. It will host outdoor seasonal events which may include activities such as outdoor markets, festivals, community celebrations and related retail activities.

Old School Common Loop Road

- A loop road shall extend off of Church Street, through the Common, returning to New Church Street through the parking area. Open during most working day hours, this loop road will provide additional perpendicular parking as well as drop off access and parking for the multi-use buildings. The loop road may have a special paving pattern to integrate with the Common and may have flush curbs and removable bollards. The loop road can be closed during public events held in the Common, expanding the event space and assuring pedestrian safety.
- The Common will be prodominately lawn in urban landscape treatment. Trees may be located in tree grates and planters along the pedestrian ways.
- Areas of grass will provide community gathering spaces.
- Old School Common will be predominately lawn and hardscape with a visually interesting paving pattern.
- Street furniture will be provided and may include seating, lighting, banners and/or planting in movable containers. Benches, trashcans, planters and light poles shall be provided in similar frequency as currently exists in downtown and shall use the current Downtown palette of material design.
- Public art may be located in the Old School Common.

CENTRAL PARK

Central park will be a large community open space centrally located in the heart of the residential neighborhood. It will include a belvedere overlooking the park. Green streets and sidewalks will provide safe access for residents.

- Active areas and community gathering spaces for the residents which may include BBQ areas and outdoor active recreation areas.
- Site furniture which may include benches or tables.
- Shaded areas will be throughout the park.

PROFFERED ELEMENTS

- Lawn area will be provided for active and passive recreation.
- Continuous pedestrian pathways will be provided.
- Lighting will be provided for security purposes.

LANDSCAPE REQUIREMENTS

Attractive pedestrian green street

Attractive landscaped alley

Private outdoor space

GREEN STREETS/POCKET PARKS

Pedestrian green streets and pocket parks will be located throughout the OBMS site. These open spaces will provide neighborhood gathering spaces and safe pedestrian access for residents.

GUIDING ELEMENTS

- Pedestrian friendly circulation for the residents throughout the OBMS site.
- Open space for residents to gather.
- Lighting will be for security purposes.

PROFFERED ELEMENTS

- Entries and porches will be facing green streets and pocket parks to activate the spaces.
- Pedestrian connections will be provided to the Old School Common, Central Park and Neighborhood open space.

ALLEYS/PARKING/TRASH/UTILITIES

PROFFERED ELEMENTS

Alleys

- Plantings shall screen all parking from public right of ways.
- Shrubs and columnar trees shall be used at the building foundation.

Parking

- Parking lots shall be screened from public streets.
- Parking areas and alleys shall be lighted.
- Shade trees shall be planted in islands to reduce heat and glare.
- Drought tolerant trees and plants shall be used.

Utilities & Trash

- Transformers and other utilities must be landscaped to minimize appearance with a continuous screen except where need for worker access prohibits planting.

PRIVATE OPEN SPACE

PROFFERED ELEMENTS

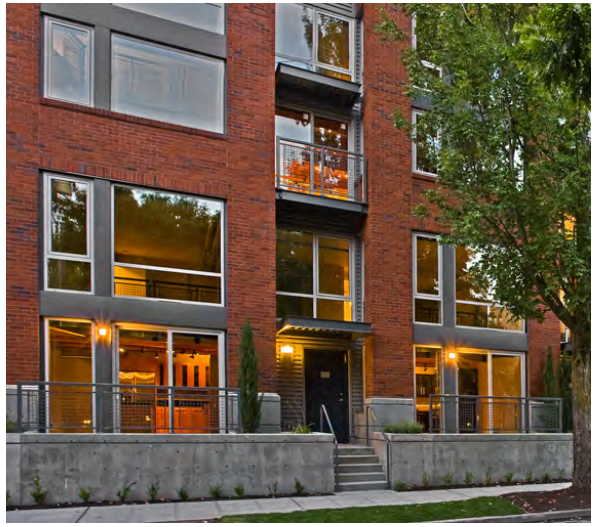
- Street setbacks shall be landscaped.
- Private open space and setbacks shall provide separation and privacy for the units facing the streets.
- **Townhomes:** 200 sf per unit, may be a patio or roof deck

  Ground level open space - Min. 8' dimension
- **Multi-Family:** Open space may be common or private

  160 sf per unit required

LIGHTING

Town of Blacksburg lighting design



Building-mounted lighting

Town of Blacksburg standard lighting fixture

PROFFERED ELEMENTS

AMBIANCE AND CHARACTER

- Lighting shall be low-intensity and shall be substantially similar to the fixtures utilized by the Town. The character of the lighting shall be appropriate to the architecture.
- Light pollution shall be reduced by implementing a "dark sky" maintenance approach to lighting fixture selection. All exterior lighting shall be prevented from projecting upward either by placement beneath the building's eaves or by using an integral shield in the fixture interior as recommended by the manufacturer.

SPILL OVER LIGHTING

- Spill over lighting is light that is broadcast beyond the intended areas, for example streetlights that illuminate residential windows or residential lights "flood" areas including yards, alleys, driveways and walkways. Such spill over lighting is not permitted.

LIGHTING LOCATION

- Alleys / parking areas shall include lighting mounted to buildings no higher than 9' above ground level or on poles incorporating dark sky principles.
- All front entries shall have exterior light operated from inside the building. The entry lighting shall reflect the character of the architecture.
- The street lights used at the OBMS site will be based on the Town of Blacksburg standards.
- Pedestrian pathways shall be illuminated for safety.

Note: All lighting and photometrics shall be in accordance with the Town of Blacksburg Zoning Ordinance.