

**REZONING APPLICATION  
FOR  
STURBRIDGE SQUARE  
PLANNED RESIDENTIAL DEVELOPMENT  
Blacksburg, Virginia**

**TAX PARCEL  
225-A 36**

**OCTOBER 3, 2016**

**REVISED FEBRUARY 28, 2017**

**PREPARED FOR:  
STURBRIDGE SQUARE LLC  
P.O. Box 631  
Midlothian, VA 23113**

**PREPARED BY:  
BALZER & ASSOCIATES, INC.  
448 Peppers Ferry Road, NW  
Christiansburg, VA 24073**

**Table of contents**

I. Land Use Plan ..... 3

II. Preliminary Layout ..... 4

III. Site Development Regulations ..... 6

IV. Public Utilities ..... 10

V. Traffic Circulation Pattern ..... 15

VI. Design Principles and Concepts ..... 17

VII. Adjoining Landowners ..... 26

Proffer Statement for Sturbridge Square, LLC ..... 27

Appendix..... 30

# **I. Land Use Plan**

## **Proposed Development**

This application is for the rezoning of Tax Map number 225-A 36, which currently exists as approximately 11.896 acres along the west side of University City Boulevard, from RM-48 to Planned Residential District as amended by Ordinance 1794 adopted by the Town of Blacksburg on January 10, 2012. The development is designed to be a master planned student housing community that incorporates a responsible design approach in keeping with principles laid out in the Comprehensive Plan and the Future Land Use designation for this property

## **Boundary Map**

The property included in the rezoning request is shown on Sheets Z1.0 & Z1.1. The boundary map and the parcel description below are based on a compilation of maps of record. These metes and bounds do not represent those found by a current field survey of the property.

## **Legal Description**

ALL OF TAX MAP NUMBER 225-A 36

BEGINNING AT A POINT IN THE WESTERN RIGHT OF WAY LINE OF UNIVERSITY CITY BOULEVARD, POINT BEING THE NORTHEAST CORNER OF LANDS OWNED BY THE UNITED STATES POSTAL SERVICE; THENCE ALONG PROPERTY LINE S67°42'16" W A DISTANCE OF 18.62' TO AN IRON PIPE; THENCE S67°36'46" W A DISTANCE OF 633.70' TO AN IRON ROD; THENCE N42°58'14" W A DISTANCE OF 281.27' TO A POINT LOCATED IN THE RIGHT OF WAY OF US ROUTE 460; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING SEVEN (7) COURSES AND DISTANCE:

1. N22°53'36" E A DISTANCE OF 3.25';
2. THENCE N30°17'40" E A DISTANCE OF 130.50';
3. THENCE N 19°00'06" E A DISTANCE OF 250.59';
4. THENCE N 29°21'36" E A DISTANCE OF 150.96';
5. THENCE N 17°06'16" E A DISTANCE OF 163.36';
6. THENCE N 22°53'36" E A DISTANCE OF 383.40';
7. THENCE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 273.71', A RADIUS OF 5661.58', A CHORD BEARING OF N24°16'46" E, AND A CHORD LENGTH OF 273.69';

THENCE N 75°16'16" E A DISTANCE OF 24.28' TO A POINT IN THE RIGHT OF WAY OF UNIVERSITY CITY BOULEVARD; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING SIX (8) COURSES AND DISTANCES:

1. ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 148.82', A RADIUS OF 279.00', A CHORD BEARING OF S09°30'52" E, AND A CHORD LENGTH OF 147.07';
2. THENCE WITH A REVERSE CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 183.85', A RADIUS OF 229.00', A CHORD BEARING OF S01°47'44" E, AND A CHORD LENGTH OF 178.95';
3. THENCE S 21°12'16" W A DISTANCE OF 65.85';

4. THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 249.56', A RADIUS OF 324.11', A CHORD BEARING OF S00°51'14" E, AND A CHORD LENGTH OF 239.63';
5. THENCE S 22°54'44" E A DISTANCE OF 271.46';
6. THENCE S 21°03'54" E A DISTANCE OF 158.00';
7. THENCE S 08°34'31" W A DISTANCE OF 40.83';
8. THENCE S 22°16'44" E A DISTANCE OF 150.00' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS APPROXIMATELY 11.896 ACRES.

THE AFORESAID PARCEL DESCRIPTION IS BASED ON A COMPILATION OF MAPS OF RECORD AND IS NOT BASED ON A CURRENT FIELD SURVEY.

## **II. Preliminary Layout**

### **Zoning**

The proposed rezoning request is for approximately 11.896 acres along University City Boulevard to be rezoned from RM-48 to PRD Planned Residential District with conditions.

### **Master Plan**

The Master Plan of the proposed development is shown on Sheets Z4.0-Z4.3. The Master Plan graphically designates the location for buildings, parking lot layout, parking structures, roads and access points into the site. It also shows proposed locations for bike racks, amenities, stormwater management areas, sidewalks, etc. In addition, the master plan shows proposed changes to the right of way line, which will be adjusted in order to provide enough width for a left turn lane into the southern entrance of the community. The right of way will also be wide enough to allow for a future left turn lane into the northern entrance, if it becomes necessary at a later date. The dedication of this additional right of way will occur prior to site plan approval. Further grading and site engineering may require minor repositioning or relocation of identified elements, such as sidewalks, to accommodate level access and provide required ADA access. Specific design elements of the project are discussed in more detail in the following portions of this application. The project's direct correlation to guiding principles of the Town of Blacksburg Comprehensive Plan is discussed in Section VI entitled Design Principles and Concepts.

### **Project Description and Structures**

Sturbridge Square Apartments is a family owned and operated student focused apartment complex. Constructed in 1974 and bought by the Segar family in 1978. Sturbridge is convenient to Virginia Tech, popular with graduate and undergraduate students, and those who work at the University. Historically, physical occupancy has been very strong due in large part to the site's convenient location. The current leadership team, who is seeking the rezoning, has been in place since Fall of 2011.

The original complex of 144 units and 342 beds was remodeled in 2013 with 24 new units and 96 beds added and occupied in Fall 2015. During and after the remodel and new construction at Sturbridge, it became clear that the almost 12 acre site had even more potential to support additional density, which was further supported by Virginia Tech announcing plans for future student growth by the year 2022. In mid/late 2015, The Sturbridge leadership team with business partners worked on developing concepts that supported limited sections and areas of redevelopment within the existing layout to serve the underdeveloped one bedroom market that currently exists in Blacksburg. During this process, it became clear that the opportunity was more than the limited scope of only the north section of the property.

Upon rezoning approval, the existing buildings onsite will be removed, with the exception of the two newest buildings completed in 2015 (96 bedrooms in a total of 24 units will remain). The proposed development will include two options for housing – standard one level apartments and a two level apartments that function like a townhouse. For the purposes of this application, these buildings will be referred to as Townhomes. The proposed townhome buildings (Buildings 3 & 4 on the Master Plan) will each have a lower basement level with 1- or 2-bedroom apartments. Above that will be two sets of 2-level townhomes, creating a 5-story building (including the basement). There will also be two (2) apartment buildings, labeled as Building 1 and Building 2 on the Master Plan. Building 1 will have four (4) stories and have direct access to the parking garage. Building 2 will have five (5) stories. The total number of proposed bedrooms is 956, bringing the total bedrooms on site up to 1,052.

One of the greatest assets of the existing Sturbridge Square complex is that it is home to several different age groups and student types. There are younger undergrads as well as older undergrads, grad students, professional and retirees. During the design process, the owners wanted to maintain the idea that different “neighborhoods” could exist within the overall development plan. The proposed master plan and building plans reflect this desire. Building 1 will be primarily 4 bedroom units which would cater to the younger undergrad students. It will also be home to the more intensive outdoor amenities such as the swimming pool. The two remaining existing buildings, which are all 4 bedroom units, are in this area of the site as well. Building 2 will be fairly evenly mixed with studio units and 1 and 2 bedroom units which will cater to the older undergrads and graduate students. A small number of 3 bedroom units will also be in this building. Building 2 outdoor space will have more passive recreational opportunities. Buildings 3 and 4 will be a mix of 1, 2, 3, & 4 bedroom units but most are setup as the Townhome style which again tend to be desired by a more mature user such as a young family or young professional.

The designation for each type of housing will be as follows:

- Existing on site = 438 bedrooms
- To be removed = 342 bedrooms
- To remain = 96 bedrooms

- Proposed Townhomes = 192 bedrooms
- Proposed Apartments below Townhomes = 20 bedrooms
- Proposed Apartments (2 buildings) = 744 bedrooms

The maximum number of residential units for the development will be 441 (37.55 units per acre). The maximum bedroom count will be 1,052 bedrooms (89.58 bedrooms per acre). There will be a mix of 1, 2, 3, and 4 bedroom units. The current bedroom breakdown shown on the attached plans is as follows:

- Existing Apartments
  - (24) 4-bedroom units
- Townhomes Style Apartments
  - (8) 1-bedroom units (in basement)
  - (6) 2-bedroom units (in basement)
  - (32) 3-bedroom units
  - (24) 4-bedroom units
- Apartments
  - (78) studio units
  - (68) 1-bedroom units
  - (91) 2-bedroom units
  - (24) 3-bedroom units
  - (86) 4-bedroom units

\*Note: During the final construction documents and design process it may be determined that some variation of the unit mix is required. However, if any change is made to the mix, it will not result in any additional units (441 maximum) or bedrooms (1052 maximum) than described above.

The community will also include an amenity center in each apartment building. These will feature a study area, fitness center, lounge, and café. Other amenities may be added to each building as the design is finalized. In addition, there will be multiple outdoor amenity areas located throughout the site in such a way that outdoor amenities are easily accessible from each section of the community.

### **III. Site Development regulations**

#### **Permitted Uses**

The following uses are permitted by right within the planned residential district:

##### Residential

Home Occupation

Multi-family Dwelling

Townhouse

##### Civic

Community Recreation

Utility Services, Minor

Miscellaneous  
Accessory Structures

**Height, Lot Setback, Coverage Ratios & Residential Density**

*Setbacks:* All setbacks shall be ten (10) feet.

*Building Heights:* The maximum height will be 65'.

*Lot Coverage:* The maximum lot coverage for the site will be 80%.

*Floor Area Ratio:* The proposed floor area ratio (FAR) for the site is 1.01.

*Residential Density:* The maximum residential density will be 89.75 bedrooms per acre.

**Occupancy**

The proposed Planned Residential District shall have a maximum occupancy requirement for the multi-family units as stated in Section 3113 of the Blacksburg Zoning Ordinance. For the apartments and townhomes, the maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family; or no more than four (4) unrelated persons.

**Minimum Open Space**

A minimum of twenty-percent (20%) of the total project area shall be designated as open space. Of that 20%, a minimum of five thousand (5,000) square feet shall be provided for active or passive recreational activities. The amenities shown as open space that allow for recreational activities are:

- Building Amenities
  - Lounge
  - Study Area
  - Café
  - Fitness Center
- Outdoor amenity areas
  - Pool w/ tanning shelf & volleyball net
  - Grill Stations
  - Seating Areas
  - Fire Pit
  - Hammocks
  - Outdoor Games (cornhole, shuffleboard, bocce ball)
  - Small putting green
  - Half Basketball Court
  - Picnic Shelter
- Pet Park

The proposed open space plan is shown on Sheets Z5.0 & Z5.1. Other possible uses may be added to the open space area as the design develops.

## **Parking**

### **General**

Parking will be provided in surface parking through the site, as well in a four (4) level parking garage as shown on the masterplan. A combination of standard and compact parking will be provided in the garage. Currently the plan is showing approximately 20% compact spaces (see breakdown of parking below). This number may increase as the design is finalized but will not exceed 30% as permitted by the Town.

### **PRD Zoning Area - Minimum Parking Required**

The parking requirements are as follows:

Multi-Unit Residential: This development is proposing a ratio of 0.75 spaces per bedroom. This lower ratio is based on past experience with student housing developments demonstrating that in these types of communities, not all residents will keep a car on site. Many residents will walk, bike, or take advantage of the nearby Blacksburg Transit stops. Therefore, the lower ratio should still be sufficient to provide parking for residents and guests, but may be increased as design is finalized. In any case, the parking ratio will not exceed 1.1 spaces per bedroom (1,157 spaces) as permitted by the Town.

The following parking ratios are proposed with this project:

Surface Parking: 277 spaces  
Parking Garage: 510 spaces

Total Spaces: 787 spaces (0.75 spaces/bedroom)

Compact Parking: 156 spaces (20% of total)  
ADA Parking: 16 spaces (2% of total)

### **Bicycle Parking**

The development shall provide bicycle parking at a minimum ratio of 25% of the provided bedrooms for residential units (263 bicycles). The bicycle parking areas will be spread throughout the development, with some provided outside of each building and a large amount provided inside the parking deck in order to offer protection from the elements. A bicycle repair area will also be provided within the parking deck area. This will allow for residents to do general small repair work on their bikes. Bicycle parking areas within the deck will be designed with adequate lighting for maximum safety for residents.

### **Electric Charging Stations**

Infrastructure will be installed to facilitate two (2) future electric car charging stations onsite. This infrastructure will further the concepts and ideals of the Town of Blacksburg sustainability design principles.

### **Project Phasing**

Due to the size and infrastructure relocation required for the project, it is planned to be constructed as one phase. Oftentimes, certain buildings in projects of this size could be complete and ready for a permanent certificate of occupancy before the other buildings are. As construction timing is unknown at this point, the applicant reserves the option to work with Town staff to develop a phasing plan during the site plan process if necessary.

### **Subdividing & Parcels**

The site currently exists as one parcel so no recombination is necessary. However, an updated boundary map will need to be recorded showing the revised right of way line. This map will be completed and recorded prior to site plan approval. Any public roads, open space, or other applicable easements will be dedicated on a final approved plat for the project as required by the Town of Blacksburg Zoning and Subdivision Ordinances. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards.

### **Landscaping**

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include the required interior parking greenspace areas, any required buffering and the overall site greenspace and landscaping requirements. Screening will be designed to help mitigate any concerns from adjacent properties or address screening desired by the applicant. Existing vegetation adjacent to outside parcel boundary lines may be preserved as grading allows. If possible, this will keep the existing buffers in place and will help mitigate temporary construction impacts.

### **Site Lighting**

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include the installation of parking lot lighting to provide night time visibility for residents as well as any other site specific and/or exterior building lighting. Other site specific lighting features could include but be limited to sidewalk lighting and landscaping/accent lighting. Any exterior lighting fixtures located on the proposed buildings will also be designed in the overall photometric plan to ensure compliance.

### **Maintenance**

Overall maintenance of the property will be under the development's ownership and through the owner's designated on-site property management agent. All common space elements including exterior elements such sidewalks, parking lots, and recreational areas will be under the development's ownership and will be maintained at no cost to the general taxpayer.

### **Building Design and Construction**

As this is a primarily purpose built student housing project, the residential units are designed with students in mind, so it is anticipated that roommates will be living in the units rather than traditional families. The layout of the units, common areas, and amenities will be designed and chosen with this demographic in mind.

However, based on the location and amenities nearby it is expected that a variety of residents will come to call Sturbridge home. The residences will provide a private bathroom for each bedroom and the common areas will offer activities that are popular among various age groups. The two largest outdoor amenity spaces will be courtyard style areas located in the center of each apartment building, promoting a sense of community among the residents.

The exterior building materials will consist of approximately 25-30% masonry and 70-75% fiber cement. In an effort to maintain the architectural character and integrity of the current Sturbridge Square development and the existing buildings that will remain with this redevelopment, vinyl siding will not be used. A masonry construction type provides longer building lifespan and limits ongoing maintenance concerns. This community has historically appealed to a wide variety of age groups and student types, as well as young professionals and families. In order to stand out and continue to attract a diverse group of residents, the building designs unit mix will speak to the needs of these various groups. Architectural elevations have been included with the submittal to provide an illustration of how the buildings will look from the street. All buildings will be designed with sustainability in mind and will be Earthcraft certified.

Healthy lifestyles and community living are encouraged by the outdoor amenity spaces, fitness center, café, and dog park. A Blacksburg Transit stop with a shelter is already existing in front of the site, which will be enlarged with this development, and the community will provide ample bicycle storage in an effort to encourage residents to use alternative methods of transportation.

#### **Entrance Identification Signs**

One free-standing sign will be constructed on the subject property. The main project sign will be constructed at the southern entrance along University City Boulevard. The sign will meet all Town of Blacksburg sign standards.

#### **IV. Public Utilities**

All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public utility easements will be dedicated along water distribution and sewer collection lines outside of the road right-of-way. According to Town staff, there is adequate water and sanitary sewer capacity for this project.

#### **Water and Sanitary Sewer**

The proposed rezoning area is on the western side of University City Boulevard, north of University Place and Kroger, west of the Longview Estates neighborhood, and adjacent to US Route 460. There is an 8" water main on University City Boulevard that serves the existing development. The proposed development will install a new 8" water main, fire lines and service connections throughout the property to serve the new residential layout. The new main will tap into the 8" main in University City Boulevard by the main entrance to the community and will loop around the site. The second tap will be at the northern end of the site. This will provide approximately 675' of separation between the two tap locations. All required fire hydrants will be located within the project as required by Town Code.

Preliminary hydrant locations are shown on the master plan but these may change as the design is finalized. The proposed waterline size also may change based on final design criteria.

Gravity sanitary sewer serves the majority of the existing buildings. The majority of this sewer will be removed when the buildings are taken down. The two buildings that are to remain are served by a separate gravity system which connects to a grinder pump. This sewer and grinder pump will remain in place. Currently, the forcemain from this grinder pump connects to a sewer manhole in the parking which will be removed. The section of forcemain that connects to this manhole will be relocated and connected to a new manhole. A new sewer network will be installed to serve the proposed development. All main lines will be located within easements and will be constructed per Town Code.

All sewer from this development flows to an existing Town of Blacksburg Pump Station that is on the subject property. This pump station accepts flows from other neighborhoods as well and will remain in place as this project redevelopments. Flow data for the proposed redevelopment is estimated below. Discussions with Town Engineers suggest that based on these estimated flows, the capacity of the current pump station will be impacted and the current pump station configuration will not be able to accept the proposed flows. The engineering solution to remedy these impacts are unknown at this point but the applicant has proffered that any impacts to the station which are a direct result of the proposed development will be addressed by the applicant prior to site plan approval.

The preliminary utility layout is shown on Sheets Z4.1 & Z4.2.

Based on Town of Blacksburg Standards and Virginia Department of Health Standards, an average daily flow is estimated for the proposed uses below.

#### AVERAGE DAILY FLOW

1. Student Housing: Maximum of 1,052 total bedrooms

*Design Assumptions and Calculations:*

Water and Sewer usage for residential use is 100 gal/day per  
bedroom = 105,200 gal/day

2. Amenity Areas

*Design Assumptions and Calculations:*

Amenity Area = 1,000 gal/day

Total Water/Sewer Usage By Amenity Areas = 1,000 gal/day

**TOTAL ESTIMATED WATER/SEWER USAGE BY PROPOSED DEVELOPMENT =  
106,200 gallons per day**

This is an increase of 61,400 gallons per day when compared to the existing average daily flow (estimated to be 44,800 gal/day).

Applicant will construct or cause to be constructed at no expense to the Town all water/sewer mains and appurtenances on the Property and will connect the water/sewer mains to publicly owned water/sewer mains. All water mains and sewer mains will be constructed to the standards of the Town, will comply with the regulations and standards of the Town and will comply with the regulations and standards of all other applicable regulatory authorities. All water mains and appurtenances and sewer mains will be dedicated to public use unless otherwise directed by the Town of Blacksburg. Any water mains and appurtenances and/or sewer mains that must be relocated as part of the development will be relocated by the applicant at no cost to the Town.

### **Water Quality & Stormwater Management Standards**

The project site consists of one parcel totaling 11.896 acres. The site is bound by the US 460 Bypass on the north and west, the United States Postal Service to the south, and the Longview Estates development to the east. Currently, there is an existing apartment complex with associated parking on the site, totaling 5.87 acres of impervious (49% of the site). Existing soil conditions on-site include the types listed below with slopes of 2%-25%. There are no wetlands or jurisdictional waters present on site. The site currently drains naturally to the west and discharges into one of two pipes which both cross under US 460 and eventually outfall into a tributary of Tom's Creek. Surrounding areas consist of single family residential, high density residential, and commercial development.

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements.

### **Pre-Development Summary**

The development site is broken into two distinct drainage areas. Runoff from the northern portion of the site travels with curb and gutter, conveyance ditches, and overland flow to a 48" reinforced concrete pipe under US Route 460, hereafter known as Point of Analysis 1. Runoff from the southern portion of the site flows to a 36" corrugated metal pipe under US Route 460, hereafter known as Point of Analysis 2. A significant portion of both watersheds is made up of offsite runoff, which is piped through or around the development site to one of these two culverts.

The development was recently expanded in 2013 to include two additional apartment buildings and parking in the southwest corner of the site, hereafter known as the Southern Expansion. Stormwater management BMPs were constructed for the recent development in the southwest corner of the site. There are currently no BMPs serving the proposed development to be constructed as part of this plan. Additional BMPs have been previously designed and approved to cover the additional reserve parking areas part of the Southern Expansion plan, however these BMPs proposed by others have not been used towards achieving water quantity or quality requirements for this development.

All volume routing and peak flow calculations have been analyzed using the SCS/TR-55 Weighted-Q method. See HydroCAD report for time of concentration calculations.

## **Post-Development Summary**

The proposed site will be graded in a manner which largely maintains the current drainage boundaries to Points of Analysis 1 and 2. Curb and gutter and drop inlets will be utilized to capture runoff from the vast majority of the parking and building areas into bioretention areas and underground detention BMPs. Based on preliminary calculations, the underground detention systems will need to provide up to 24,000 ft<sup>3</sup> of storage for mitigation of larger frequency storms. Outflow from the systems will be controlled by orifice/weir structures within oversized outlet manholes and then discharged via storm sewer directly towards the existing culverts under US 460. The 100-year storm will fill the systems to capacity, but does not exit either system above grade. Discharge from the 100-year storm will be directed into the culverts under US 460 and would then continue downstream as it did in the predevelopment condition.

The remainder of the site, primarily small sections of pervious and disconnected impervious area, will sheet flow (direct runoff) either offsite or towards University City Boulevard as it does in the predevelopment condition. In accordance with 9VAC25-870-66 subsection D, the total volume of sheet flow leaving the site has been reduced to prevent the effects of down-gradient erosion, sedimentation, or flooding. No further water quantity controls are required for these areas.

As explained in the Pre-Development summary, routing of the 10- and 100-year storms through the Southern Expansion detention system has been disregarded (inflow=outflow) in both the pre- and post-development condition. The total volume of runoff reaching the existing detention system had been reduced, with the remainder of that runoff being directed into the new BMPs in the post-development condition. All volume routing and peak flow calculations have been analyzed using the SCS/TR-55 Weighted-Q method. See HydroCAD report for time of concentration calculations.

Water quality compliance has been achieved through use of the Virginia Runoff Reduction Method in accordance with the design criteria set forth in 9VAC25-870-65. Required pollutant removal for this site has been achieved using bioretention filters (VA DEQ Specification No. 9) and manufactured treatment devices (MTDs).

The existing site has a pre-development impervious land cover of 5.68 acres (51%). The post development site has an impervious land cover of 7.84 acres (71%) resulting in a composite runoff coefficient ( $R_v$ ) of 0.73. The prescribed phosphorus pollutant reduction requirement of 6.57 lb/yr has been achieved through the BMPs as designed within. The actual phosphorus pollutant reduction achieved is 7.30 lb/yr.

## **Channel Protection**

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows have been discharged to a series of stormwater conveyance systems, first one of two pipes under US Route 460, then a natural stormwater conveyance system. At the discharge point, the point of analysis unavoidably includes runoff from adjacent areas not part of the project site. Since the energy balance requirement is to be

applied to the development site only, this flow rate reduction has been entered into the pre-development model to obtain a maximum flow rate at the downstream point of analysis, accounting for the energy balance reduction on the development site drainage areas. Per the equations in the narrative, the pre-development flows from the site have been multiplied by the prescribed reduction rate in the HydroCAD calculations labeled "Channel Protection".

The downstream conveyance system carries flows from the site to a point (confluence with Toms Creek, ±7,740 acres) where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 4(a) of the regulations (at least 1,112 acres). Per subdivision (3)(a), the maximum post-development peak flow rate from the one-year 24-hour storm shall be calculated per the equations included in the narrative.

### **Flood Protection**

In accordance with 9VAC25-870-66 (C), concentrated stormwater flows have been discharged to a series of stormwater conveyance systems, first a manmade 48" concrete pipe under US Route 460, then a natural stormwater conveyance system. This conveyance system carries flows from the site to a point (confluence with Toms Creek, 7,740 acres) where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 3 (a) of the regulations (at least 1,112 acres). As shown on the attached HydroCAD calculations, the point of discharge releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development peak flow rate from the 10-year 24-hour storm event, satisfying subdivision 2(b). Per subdivision (3), no further analysis of the downstream stormwater conveyance system is required.

### **Downstream**

Runoff from the proposed development is discharged directly into to a series of natural and manmade conveyance systems. These conveyance systems carry flows from the site downstream to the 1% analysis point. Portions of the channel to the 1% point are known to be inadequate to convey existing drainage flows in the pre-development condition. The post-development peak runoff has been mitigated via runoff reduction measures such as bioretention filters and underground detention facilities to prevent adverse impacts from this site to downstream properties in the form of channel erosion and flooding. An existing Town-maintained stormwater management facility provides further mitigation of peak flows leaving Point of Analysis 1.

Per 9VAC25-870-66 subsection A, compliance with Minimum Standard 19 of the Virginia Erosion and Sediment Control Regulations has been satisfied by meeting the requirements of the for channel protection and flood protection as shown in the Post Development Summary. No adverse impacts to downstream properties are expected as a result of this development.

### **Environmental Impacts & Concerns**

There are currently no known specific environmental issues or concerns on the subject property. However, industry standard due diligence must be performed prior to the start of construction to determine if there were any previous environmental concerns such as underground storage tanks. The property will also be investigated to determine if there are any jurisdictional waters on the property such as streams or wetlands. If any evidence is found and prior to any development, the property would have to be delineated, confirmed by the US Army Corps of Engineers, and all appropriate permits filed and mitigation provided as necessary. During construction it will also be necessary to provide all required erosion and sediment control measures along the stream to avoid any sediment and silt from reaching the stream.

### **Trash Pick-up**

There will be multiple locations throughout the site for trash and recycling disposal. Each apartment building will also have a trash chute and trash compactor. The final design may also dictate alternate locations for the dumpsters if it is determined that the current locations are not easily accessible to the users or for trash pickup providers.

### **Other Utilities**

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. Some relocation of existing utilities may be necessary. Coordination with AEP and the other private utility companies will be required.

## **V. Traffic Circulation Pattern**

### **Public Roads, Access Drives and Vehicular Traffic**

There are two points of access into the property as currently proposed. The main entry is on the southern side of the site near the intersection of University City Boulevard and Broce Drive. This entrance will be the primary access for the apartment buildings and the parking garage. The secondary entrance will be located approximately 300' north on University City Boulevard and provide access closer to the townhomes. Both proposed driveways will be in locations of existing driveways and will provide adequate sight distance. The site currently has seven (7) entrances total, so five (5) driveway connections will be removed, therefore improving safety along University City Boulevard. This reduction of entrances will not only minimize auto conflicts but will vastly improve the safety of pedestrians and bicyclists along University City Boulevard. Drive aisles and parking areas will service the apartments as shown on the masterplan. These parking lots and aisles will be designed to meet Town standards.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a TIA is not warranted with this project. The trip generation numbers for the existing and proposed uses are shown below for the AM Peak, PM Peak and Weekday totals, in order to show the anticipated increase in traffic due to the higher bed count.

<i>Use</i>	<i>ITE</i>	<i># of persons</i>	<i>Sq.Ft.</i>	<i>AM In</i>	<i>AM Out</i>	<i>AM Total</i>	<i>PM In</i>	<i>PM Out</i>	<i>PM Total</i>	<i>Weekday</i>
<i>Existing</i>	220	438	n/a	25	98	123	114	61	175	1,450
<b>Proposed</b>	<b>220</b>	<b>1,052</b>	<b>n/a</b>	<b>59</b>	<b>236</b>	<b>295</b>	<b>274</b>	<b>147</b>	<b>421</b>	<b>3,482</b>
<i>Proposed Increase</i>		614		34	138	172	160	86	246	2,032

A turn lane analysis was performed for the project and it has been determined that due to a number of factors including, increased trip generation from the project, the reduction of entrances, increases in background traffic, and varying bicycle and pedestrian counts, a turn lane will be required for the southern entrance to the property. The applicant has proffered to construct this turn lane and will perform an updated turn lane analysis during the site plan process to determine if a turn lane will be required for the northern entrance based on any additional traffic using University City Boulevard at that time. To accommodate this turn lane, the applicant will dedicate additional right of way to the Town of Blacksburg. The proposed road section will include north and southbound lanes, a left turn lane, two 4' bike lanes, curb and gutter and a 3' grass strip and 6' sidewalk on the Sturbridge side of the road.

### **Blacksburg Transit**

The project is located on a portion of University City Boulevard that is currently served by several Blacksburg Transit stops. The Tom's Creek route stops at a bus shelter in front of the site and continues on a loop directly through campus by way of West Campus Drive, Washington Street, and Kent Street. The University City Boulevard route stops on the opposite side of the street for anyone traveling back from campus. Both routes also stop within 530' south of the site in front of Kroger. This is a very heavily used bus stop and it is anticipated that ridership will increase with the additional bedroom count proposed with this application. The applicant is proffering to construct a larger covered bus shelter in the location of the existing bus shelter as well as relocating the northbound stop across from Sturbridge to a safer crossing area with a crosswalk. For additional safety at the crosswalk, pedestrian crossing signs will be installed on either side per MUTCD standards.

### **Pedestrian Walks**

Sidewalks will be provided throughout the site to connect the residential buildings to the amenities, the parking area, other units, and the public walkway. Sidewalks within the Town right of way will be constructed at a 6' width. Sidewalks interior to the project will be 3'-5' in width and may be constructed with varying materials based on the final hardscape plans. Any sidewalks will that will serve as accessible routes will meet ADA requirements. The proposed sidewalk network is shown on Sheet Z4.1 & Z4.2.

## **VI. Design Principles and Concepts**

### **Zoning, Existing Land Use and Comprehensive Plan Vision**

The property is currently zoned RM-48 –Medium Density Multi-Unit Residential. It is located in an area classified as an A3 Multi-Unit Residential Neighborhood on Map C in the Comprehensive Plan. A-3 areas are defined as neighborhoods that are “primarily apartment developments rented to students due to the proximity of the Virginia Tech campus.” Fewer lifestyle conflicts are expected in these areas due to the fact that they are larger properties where all of the residents have similar lifestyle expectations. The following is a list of applicable issues for A-3 neighborhoods outlined in the Comprehensive Plan. These issues have been considered in the design of this redevelopment.

- Transit service in these areas should continue to meet resident’s needs
- Enhancing sidewalk, trail, and bicycle opportunities that link these areas of high concentrations of people with Downtown and the University core campus will be beneficial
- New developments and redevelopments should:
  - Consider providing open areas and recreational opportunities within their developments
  - Provide strong property management and maintenance
- Through education of residents, owners, and property managers, as well as the Town’s zoning enforcement property maintenance programs, seek to minimize lifestyle conflicts that may occur at the interface of these higher density developments with adjacent residential neighbors
- Coordination with Virginia Tech on the redevelopment of property located east of the US 460 Bypass between Prices Fork Road and Glade Road will affect these areas. Specifically, the area adjacent to University Mall is suitable for high-density, multi-family housing
- New multi-family developments in these areas should de-emphasize parking areas, maximize the use of alternate transportation options, be walkable, connect to other developments, have a street presence, and use other principles as detailed in the Residential Infill Guidelines
- If additional student housing is not provided on-campus, the University should consider providing additional student residences only on property that is currently designated on the Future Land Use map for this high density residential use.

The site is currently designated as High Density Residential in the Town’s Comprehensive Plan Future Land Use Map. This Future Land Use is defined as having more than ten dwelling units per acre, or more than 20 bedrooms per acre. The typical implementing zoning districts for this use are RM-27, RM-48, and PRD. The property is surrounded by three primary zoning designations: R-4, RM-48 and General Commercial. The residences across University City Boulevard are single family residences within the Longview Estates neighborhood. The residences to the southwest are condominiums within the University Place development. Assessed property values in these neighborhoods range from the low \$100,000’s to the low \$200,000’s.

The Housing portion of the Comprehensive Plan specifically details the challenges that exist in the Blacksburg housing market with respect to undergraduate students. While enrollment at Virginia Tech has increased in recent years, the amount of on-campus housing has not increased at the same rate therefore resulting in a greater need for off-campus student housing. As undergraduate students infiltrate traditional neighborhoods, there are lifestyle conflicts that will arise, creating tension between the students living in rental properties and the neighboring homeowners. The Town is concerned with several issues that may arise from off-student campus housing being provided in traditional neighborhoods, including poor property maintenance, absentee landlords, and over-occupancy. Keeping this in mind, it is easy to see the need for additional off-campus student housing that won't have a negative impact on traditional neighborhoods.

This section of town contains several apartment complexes, in addition to the community currently existing on this site, which are rented to students including Shawnee Apartments, Chasewood Downs, Terrace View, and several other communities. This is a prime location for student housing given the proximity to campus, the availability of multiple bus stops, and the accessibility to Kroger, the Math Emporium, restaurants, and other retail opportunities. The site currently provides housing for 438 people, but with the redesign, the number of people it can accommodate will more than double. By providing the housing in three (3), four (4) or five (5) story buildings, and using a parking deck for a large portion of the parking needs, the site will also have an increased amount of usable open space when compared to the existing development.

As this is a high density residential development across from a traditional neighborhood, the Residential Infill Guidelines have been considered in the design of this site. The proposed development will meet the following criteria from the Residential Infill Development Guidelines listed in the Comprehensive Plan:

- **Building Orientation:** The buildings are all oriented towards the street with several of the units have direct access to the University City Boulevard sidewalk system. This along with the landscaping and greenspace provide a visually impressive street edge.
- **Building Frontage/Entries:** A wider sidewalk and grass strip will be provided along the front of the building in order to provide a streetscape. Sidewalks will also connect certain units that front on University City Boulevard to the public sidewalk.
- **Setback:** The structures create a consistent setback from University City Boulevard.
- **Off-street Parking:** There will be very limited parking visible from University City Boulevard. The majority of parking will be provided to the sides and rear of the apartments buildings. Parking will also be provided in a parking structure which will be located behind Building #1.
- **Screening/Landscaping:** Landscaping may be provided around the perimeter of the property in order to provide screening and buffering

for the proposed residents from the commercial uses to the south and US 460 Bypass.

- **Open Space:** A minimum of 20% open space will be provided for the development with several options for recreational space for the residents. Each apartment building will include an amenity area with options such as a fitness center, study area, and café. Multiple outdoor recreation areas will be provided as well, including a pool, basketball court, pet park, and several other outdoor activities.
- **Walkways:** There will be walkways provided throughout the site to provide accessibility between the residential units, the amenity areas, the parking areas, and the public sidewalk. Several units along University City Boulevard will also have direct sidewalk access to the UCB sidewalk infrastructure.
- **Scale and Massing:** The buildings maintain a three to four story elevation along University City Boulevard. The five story elevation is only seen from the rear of the property.
- **Character and Content:** The majority of the existing buildings on the site were built several decades ago. While they're still functional, the redesign of the site as proposed will provide a more modern and higher end look architecturally.
- **Streetscape:** There will be space between the buildings and the public sidewalk available for landscaping in order to provide a streetscape along University City Boulevard.
- **Sidewalks:** Sidewalks will be constructed throughout the project providing safe means of travel for the residents.
- **Crosswalks:** The two new entry locations will be striped for crosswalks to provide protection for pedestrians and bicyclists.
- **Bicycle Facilities:** Multiple open air and covered bicycle facilities will be provided within the project to encourage biking. A bike repair area is also proposed with this project.

The elements that directly conform to the issues and principles stated in the **Town of Blacksburg 2046 Comprehensive Plan** are listed below and reference the Policy Chapter as updated October 14, 2014. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

## **COMMUNITY CHARACTER PRINCIPLES**

### **Objectives & Policies**

*CCP 1. Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable community. Pedestrian circulation systems are required to be constructed in all new developments. Connections to the existing Paths to the Future routes should be made where possible through new development or Town programs.*

The proposed development has a sidewalk network connecting the separate buildings to each other and to parking and amenities. In addition, the site connects

to the public sidewalk along University City Boulevard and is within easy walking or biking distance to the Math Emporium, Virginia Tech Campus, Kroger, Macado's, and multiple other shopping, dining, and commercial opportunities, including banks and pharmacies.

***CCP 2. Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.*** *Students moving into established neighborhoods may have different expectations than neighbors with regard to noise, upkeep, parking, and occupancy. Property management, education and code enforcement can mitigate some of these conflicts. This is an important issue for residents.*

The proposed development is not within a traditional neighborhood, but is located across University City Boulevard from Longview Estates. However, there has been an apartment complex on this site for several decades without any noticeable issues arising. While the new community will have an increased number of residents when compared to the existing community, it is not anticipated that this will cause a greater disruption for the residents of Longview Estates, as the parking and amenities will be predominantly located to the rear of the site behind the buildings or within the building courtyards.

***CCP 6. Creation of public and private parks and recreation amenities is an important part of land use development decisions.*** *A variety of gathering spaces should be available to citizens throughout the Town. Recreation areas should be thoughtfully designed to meet the needs of the development, neighborhood or broader community.*

There will be multiple recreation opportunities within the development, including several outdoor amenity areas and an indoor amenity area in each apartment building. These areas will provide a place for residents to gather and promote a sense of community.

***CCP 13. Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network.*** *For commercial developments: minimize curb cuts and driveways, add internal connections between adjacent properties and optimize signal timing. For residential developments: design an internal connected street grid system as well as connections to the external street system, along with traffic calming measures.*

The proposed development will have two (2) entrances to promote efficient traffic flow throughout the community. The existing development has seven (7) entrances, so the number of curb cuts will be reduced, increasing driver and pedestrian/bike safety along University City Boulevard. A turn lane is proposed for the southern entrance with this rezoning request. A secondary turn lane analysis will be performed for the northern entrance at the time of site plan submittal.

**CCP 14. Transit connections and bus stop facilities are important components to support transit as a viable transportation option in Town.** *These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.*

Blacksburg Transit has multiple existing stops near the site, including a shelter in front of the site and another shelter approximately 530' south of the site. These stops are part of the Tom's Creek route which continues to loop through campus. The University City Boulevard route stops on the opposite side of the street after leaving campus. Improvements are proposed with this rezoning to increase the size of the shelter at the Sturbridge site as well as relocate a northbound stop and provide a crosswalk to aid in pedestrian safety.

**CCP 16. Responsible site design and development practices will minimize environmental impacts within the Town.** *Any residential, commercial, industrial, or agricultural development or redevelopment should meet and exceed federal, state, or local regulations to minimize impacts of soil erosion, stormwater run-off, and non-point source pollution.*

The submitted stormwater management plan shows that the proposed development will be able to handle stormwater run-off from a quality and quantity standpoint by utilizing onsite facilities and the existing Town stormwater management facility.

**CCP 17. The preservation of open spaces is an important part of community identity.** *Provision of private and public open spaces on both a small scale and large scale can be achieved by protecting environmentally sensitive areas and scenic vistas, and promoting agricultural and forestal lands. Dedicated open space, passive recreational open space and community gardens within developments are ways to preserve open space.*

Over 20% of the property has been shown as open space. There are four (4) separate, distinct areas for outdoor activity:

1. Pet park
2. Basketball Court/Picnic Shelter
3. Building 1 Amenity Area (Pool, grills, volleyball)
4. Building 2 Amenity Area (Grills, fire pit, putting green, outdoor games)

In addition, there is a large amount of non-recreational open space, which encompasses the stormwater management areas and other greenspaces.

**CCP 18. Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night.** *The design and placement of new lighting for buildings, parking areas, or streets should have minimum impact of light spillover and glare on surrounding uses with special attention given to lighting when transitioning from higher intensity to lower intensity uses. Lighting should be the minimum necessary to have a safe environment.*

The majority of the development will only have lighting that is typical of residential neighborhoods. Additional parking lot lighting will be required however, these lights will be full cutoff type fixtures and will minimize light pollution.

**CCP 19. For safety, appearance, and maintenance reasons, new developments are required to place utilities underground.** *Where feasible and financially possible*

*through developer contribution, Town subsidization, or other financial sources, existing above-ground utilities should be relocated underground.*

New and relocated utilities shall be located underground as dictated by the zoning ordinance.

## **LAND USE**

### **Objectives and Policies**

*LU.4. Explore programs to encourage more construction in Town of EarthCraft certified and U.S. Green Building Council's LEED certified buildings.*

All multi-family buildings within the community shall be designed and constructed as to be rate "Certified" under the EarthCraft Multifamily 2014 Technical Guidelines. This certification will be performed by a certified inspector from EarthCraft itself within twenty-three months of the last certificate of occupancy issued for the development.

*LU.6. Consider the compatibility of development with surrounding uses. Utilize strategies such as landscaping or other buffering techniques along with modification of site design to minimize impacts and facilitate compatibility.*

Because this is a redevelopment of an existing student housing apartment complex, a new use is not being introduced. The residents of nearby traditional neighborhoods are accustomed to living in close proximity to high density student housing complexes. In an effort to continue the peaceful relationship between these different types of residents, the largest outdoor amenity areas will be located in the building courtyards, therefore providing a visual buffer, as well as a buffer for the noise that may be created with outdoor activities. Additionally, parking will be primarily located to the rear of the site and the residences will be accessed on the courtyard side of the buildings.

*LU.7. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.* Sturbridge Square has been a very active and concerned neighbor along this stretch of University City Boulevard for many years. Design of the new development has arranged buildings, parking areas and active recreation areas in a way to minimize impact on the adjacent community. Further concerns and issues can be addressed through the neighborhood meetings incorporated into the rezoning process.

*LU.18. Protect the integrity and quality of forested areas as buffers, wildlife habitats, and pollutant removal systems. Ensure the retention of existing high quality trees and woodlands and the planting of new trees during land development.* The project plans to preserve existing vegetative buffers along the 460 Bypass.

*LU.19. Regulate the amount of noise and/or light produced by land uses to minimize impacts on nearby properties.*

The development is not directly adjacent to a lower density residential neighborhood. The only single family residential area is across University City Boulevard. Existing landscaping on these single family properties, as well as a streetscape on the proposed property, will contribute to reducing noise pollution for these single family homes. All parking lot lighting will be designed to minimize light

pollution. The other adjacent uses are the post office and University Place, a high density residential neighborhood which currently has existing landscape buffering along the shared property line.

*LU.20. Protect the integrity and quality of water resources in the Town.*

All federal, state and local stormwater quality and quantity requirements will be met with the project.

## **SUSTAINABLE COMMUNITY**

### **Objectives and Policies**

*S3. As part of the development review process, consider how well the proposed application supports the Town's community commitment to sustainability.*

The proposed development will bring a larger population to this commercial area, providing more potential opportunities for money to be spent at the local businesses. The development will address environmental issues, by providing a large amount of green space and encouraging alternate modes of transportation. The courtyard areas will promote a sense of community and provide a space for community events to take place. The project will also be EarthCraft certified and will provide infrastructure for future car charging stations.

*S.9. Educate and encourage residents and private businesses when constructing or renovating homes and buildings to be more energy efficient and meet Earthcraft or U.S. Green Building Council LEED building rating system standards.*

The development will be constructed to be energy efficient and will be EarthCraft certified. The EarthCraft certification will be performed by a certified EarthCraft inspector within twenty-three months of the last certificate of occupancy issuance. Infrastructure will be installed in order to facilitate two (2) future electric car charging stations on site.

## **ENVIRONMENT**

### **Objectives and Policies**

*EN.39. Establish programs and incentives to reduce energy use in multi-family housing units.*

As the project is proposed as an EarthCraft Certified multi-family housing development, the applicant would be in support of such incentives.

## **PARKS & RECREATION**

### **Objectives and Policies**

*PR.3. Create an interconnected regional and local system of trails and walkways. Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.*

Proposed sidewalks will connect to the public sidewalk which will provide access to Blacksburg Transit stops, a walkable or bikeable route to campus, and multiple retail options.

## **TRANSPORTATION**

### **Objectives and Policies**

#### **Sidewalks**

*T.1. Implement the Paths to the Future Map to create a cost-efficient infrastructure of multi-purpose trails that connects to residential areas, parks, schools, businesses, and other community amenities.*

There is an existing public route along University City Boulevard in front of the site, to which the community sidewalks will connect.

*T.10. Complete the construction of a connected sidewalk system:*

- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions.*

Sidewalks will be provided.

- *Minimize curb cuts.*

Curb cuts have been reduced on University City Boulevard from seven (7) for the existing community to two (2) for the proposed development.

- *Ensure the sidewalk system is ADA accessible.*

Sidewalks will be accessible as permitted by topography and road grades and as required by the VHDA standards.

*T.12. Maintain and improve the aesthetic quality of the pedestrian environment by planting street trees and other landscaping and installing street furniture where appropriate.*

A streetscape will be provided along University City Boulevard.

#### **Transit**

*T.28. During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.*

There is an existing Blacksburg Transit stop with a shelter directly in front of the site. The community sidewalk will connect to the public sidewalk to provide a direct and safe route to the bus stop. A proffer has been included to construct a larger BT shelter at this location as well as improvements to the location of the northbound stop.

#### **Parking**

*T.50. The development review process ensures:*

- *Surface parking facilities area landscaped and appropriately lighted.*

The parking lot and parking structure will be landscaped and lighted as required.

- *Structured parking facilities are designed to minimize the visual impact of the bulk of the structure and the horizontal appearance of a parking deck.*

The proposed parking deck will be located behind Apartment Building 1 and will be four (4) stories high. The bottom two (2) stories will be below the first floor of the apartment building, which will be located in front of the deck. Therefore, the apartment building will be two (2) stories higher than the parking deck and will block the view of the deck from University City Boulevard. View of the parking deck

from the 460 Bypass will also be limited based on the existing evergreen trees along the right of way line and the two existing apartment buildings that will remain with this proposal.

- *New parking lots minimize impacts on stormwater.*

Runoff from all new impervious areas will outfall the site at a rate equal to or less than the predevelopment rate for the 1-, 2-, and 10-year storms.

*T.52 Promote alternative modes of transportation, including the development of a shuttle or trolley service between the commercial centers and outlying parking nodes and mixed-used areas.*

Alternative modes of transportation will be promoted by easy access to the Blacksburg Transit, and by providing multiple indoor and outdoor bike storage opportunities throughout the community. A bike repair station will be provided as well.

## **UTILITIES**

### **Objectives and Policies**

#### **Public Water System**

*U.5. Require new developments to utilize pipe design and construction of the water system in accordance with Town Code and development standards.*

All new water and sewer systems proposed with this project will meet all Town development standards.

#### **Solid Waste Management & Recycling**

*U.12. Promote and expand waste reduction, reuse, and recycling locally and regionally by citizens, government, and private businesses.*

The community will encourage recycling by providing a container for recyclable materials alongside each trash receptacle on site.

#### **Electrical Services & Natural Gas**

*U.18. Regarding underground utilities:*

- *Require that new installations of utilities in developments be constructed underground.*

All new utilities serving the development will be underground installation.

## VII. Adjoining Landowners

Owners of land adjoining the site are shown in the following chart, listed by tax map parcel numbers with the name and mailing addresses:

<b>STURBRIDGE SQUARE, LLC REZONING REQUEST</b> Adjacent Property Owners		
<b>Tax Parcel(s)</b>	<b>Owner</b>	<b>Address</b>
225-10 G	UNITED STATES POSTAL SERVICE	P.O. BOX 27497 GREENSBORO, NC 27498-1103
225-1 SEC 3 9	SHINZO & MITSUKO ONISHI	13090 82 <sup>nd</sup> AVENUE SEMINOLE, FL 33776
225-1 SEC 3 60	902 BROCE, LLC	2830 WINDY RIDGE LN BLACKSBURG, VA 24060
225-1 SEC 3 58	SHARON K. & JOHNNY D. OWENS	1101 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 57	STEPHEN D. & MABEL C. JONES	1103 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 56	GRANT SUTHERLAND	1105 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 55	NISHANTSINH B. VAGHELA & RAHUL S. SHARMA	3275 DUBLIN BLVD, APT 429 DUBLIN, CA 94568-4615
225-1 SEC 3 54	MICHAEL J. TACZAK	1465 65 <sup>th</sup> ST EMERYVILLE, CA 94608
225-1 SEC 3 53	JONATHAN D. SIMMONS	1111 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 52, 5*	RAYMOND B. JR & NANCY M. RENEAU	904 ELIZABETH DR BLACKSBURG, VA 24060

**PROFFER STATEMENT FOR THE APPLICATION OF  
STURBRIDGE SQUARE, LLC**

**Dated: February 28, 2017**

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, STURBRIDGE SQUARE, LLC the owner(s) of the property that is the subject of this Application (Tax Parcel # 225-A 36) will be developed in accordance with the following voluntarily proffered conditions.

1. The property shall be developed in substantial conformance, as determined by the Zoning Administrator, with the submitted rezoning application entitled Sturbridge Square Planned Residential Development (the “Application”) dated October 3, 2016 and revised February 28, 2017.
2. Applicant will provide an 8’x16’ covered bus shelter at the location of the existing bus shelter on University City Boulevard along the southeast property line of Sturbridge Square. Applicant will provide a new crosswalk at the locations shown on the approved Masterplan drawing. Applicant will also provide and install MUTCD approved pedestrian crossing signs at the location of the proposed University City Boulevard crosswalk.
3. The owner acknowledges that there are limits on the existing capacity of the Sturbridge Square pump station, which is located within the boundaries of the property that is the subject of the rezoning. While the existing capacity is adequate for current conditions, the capacity will not be sufficient if the level of development proposed by this rezoning is approved. If this rezoning is approved, the owner will provide a preliminary engineering report to the Town of Blacksburg prior to site plan approval to determine the impact on existing pump station capacity specifically attributable to the new development approved by this rezoning. The owner will be responsible for making all upgrades to the Sturbridge Square pump station that are (i) determined to be specifically attributable to the Sturbridge Square redevelopment and (ii) necessary to provide sufficient sewer capacity for the approved redevelopment; these improvements must be performed and accepted by the Town before any certificate of occupancy is issued for any development approved by this rezoning. The possible improvements may include, but may not be limited to, pump station and force main replacements. All required upgrades to the Sturbridge Square pump station shall be performed by owner at its sole expense unless the Town of Blacksburg and the owner agree in writing to more substantial improvements to the pump station that are beyond the scope of this proffer. The owner represents that this is an onsite proffer as that term is defined by Virginia Code § 15.2-2303.4
4. The owner will dedicate additional right of way to the Town of Blacksburg as shown on the approved masterplan for the benefit of future turn lane installation to the Sturbridge project. This dedication shall occur prior to site plan approval.
5. To address the increased traffic resulting from the approved development, the applicant will construct a left turn lane into the southern entrance, as shown on as shown on Sheet Z4.0 Overall Master Plan dated 2/28/2017, in conformance with

the latest "Access Management Design Standards for Entrances and Intersections" as developed by the Virginia Department of Transportation. Prior to site plan approval, the applicant will perform an updated turn lane analysis for the northern entrance into the development, as shown on Sheet Z4.0 Overall Master Plan dated 2/28/2017, using a methodology approved by the Town of Blacksburg. If the analysis demonstrates that a turn lane is warranted or that either the advancing or opposing volumes are within ten (10) percent of the warrant, then the turn lane shall be shown on the approved site plan and constructed by the applicant as part of the development.

The undersigned hereby warrants that all of the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these conditions, that the proffers contained in this statement are not "unreasonable" as that term is defined by Virginia Code § 15.2-2303.4, and that the proffers are entered into voluntarily. In the attached Exhibit A the owner has explained the following:

- a) How each proffered condition addresses an impact specifically attributable to the proposed new residential development; and/or
- b) Whether there are any offsite proffers and how they benefit the project.

Should any provision of this proffer statement be determined to be invalid by a court of competent jurisdiction, that determination shall not affect the validity of the remainder of the provisions in this document.

**STURBRIDGE SQUARE LLC**

By:

\_\_\_\_\_

Printed Name:

\_\_\_\_\_

Title:

\_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

Acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_

Notary Public

My Commission Expires:  
Registration No.:

**PROFFER STATEMENT FOR THE APPLICATION OF  
STURBRIDGE SQUARE, LLC  
Dated: February 28, 2017**

**EXHIBIT A**

Proffer #1: The masterplan and accompanying rezoning documents contain the details of the application. This proffer provides assurance to the Applicant and the Town that the project will be developed in accordance with these documents.

Proffer #2: The additional density proposed with the Sturbridge Square rezoning request increases the number of residents which may use the Blacksburg Transit stop at the south end of the property. The larger bus shelter will be necessary for the increased ridership. The crosswalk and signage will allow pedestrians and northbound bus riders to safely cross University City Boulevard.

Proffer #3: The additional density proposed with the Sturbridge Square rezoning request increases the sewer flows greatly from existing flows. According to Town Engineering staff, the existing pump station does not have the capacity to handle these additional flows. As the density of the proposed project will create this capacity issue, the project will be required to make the necessary improvements to the pump station and the affected sewer lines.

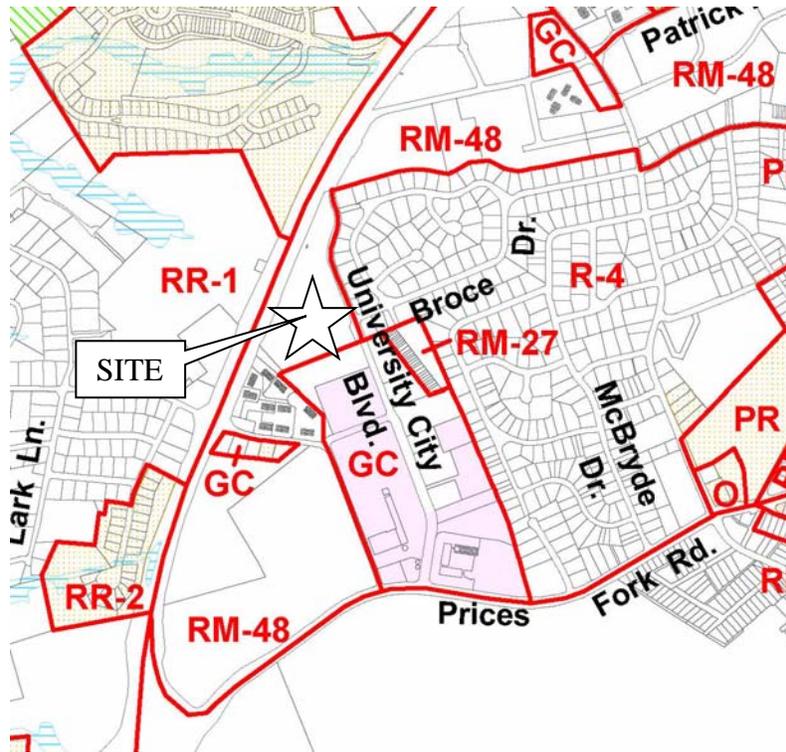
Proffer #4: The additional density proposed with the Sturbridge Square rezoning request increases the trip generation in and out of the development. These additional trips create a necessity for a new left turn lane into the development. The additional right of way along University Boulevard must be dedicated to allow for the turn lane to be constructed.

Proffer #5: The additional density proposed with the Sturbridge Square rezoning request increases the trip generation in and out of the development. These additional trips create a necessity for a new left turn lane into the development. In order for traffic to safely move along University City Boulevard, the turn lane must be installed upon the redevelopment of this property.

# Appendix

PAGES 31-32 .....	Zoning and Transit Maps
SHEET Z1.0, Z1.1 .....	Overall Existing Parcel Map
SHEET Z2.0.....	Existing Zoning & Land Use Map
SHEET Z3.0, Z3.1 .....	Existing Conditions & Demolition Plan
SHEET Z4.0-Z4.3 .....	Master Plan
SHEET Z5.0, Z5.1 .....	Open Space Plan
SHEET A00 .....	Architectural Site Plan
SHEET A01-A06 .....	Floor Plans (Levels 1-6)
SHEET A07 .....	Building Sections
SHEET A08-A11 .....	Building Elevations

## EXISTING ZONING MAP



## FUTURE LAND USE MAP

