

**REZONING APPLICATION  
FOR**



**PLANNED RESIDENTIAL DEVELOPMENT  
Blacksburg, Virginia**

**TAX PARCEL  
257-4 SEC 3 9\***

**December 1, 2017  
Revised January 29, 2018**

PREPARED FOR:  
BLACKSBURG PRESBYTERIAN CHURCH TRUSTEES  
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&  
HABITAT FOR HUMANITY OF THE NEW RIVER VALLEY  
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# **I. Land Use Plan**

## **Proposed Development and Project Justification**

This application is for the approval of a master plan for four parcels located on the western side of Church Street where it intersects with Hemlock Drive. The master plan proposes a single row of seven (7) townhomes within a Planned Residential District as amended by Ordinance 1831 adopted by the Town of Blacksburg in May 2017. The development is designed to be a Habitat for Humanity community that provides an attractive and affordable residential project. The site layout and the architectural style of the units represent a responsible and sustainable design approach in keeping with principles laid out in the Comprehensive Plan, the Residential Infill Guidelines and the proposed Future Land Use designation for this property.

Blacksburg has been touted as a great place to raise kids and a great place to retire, among many other accolades. Unfortunately, this is only true for families that can afford a \$1,500 mortgage payment or the equivalent in rent, which translates to a needed annual income of \$68,000. Our teachers, librarians, and mail carriers, our staff at Virginia Tech, our bus drivers and retail managers, and many small business owners all miss this mark. 43% of Montgomery County households, excluding college students, earn less than \$35,000 per year. The HUD standard for reasonable housing costs is 30% of gross income, but 45% of Blacksburg households spend 50% or more of their income on housing costs. In town, Blacksburg has no (non-student) housing available for less \$175,000, and the median price of owner-occupied units is \$266,000. The majority of residents in Floyd and Giles Counties commute outside their counties for work, with many of those commuters coming into Blacksburg daily. The need for affordable workforce housing in Montgomery County, especially Blacksburg, will only grow as it is the fastest growing county in Southwest Virginia.

Habitat for Humanity of the New River Valley (HFHNRV) works to fill this gap, offering affordable home ownership opportunities near public transportation, schools, work, and shopping. HFHNRV has been in operation for 30 years, has been audited annually by a third party CPA since 2012, and is in “Good Standing” with Habitat for Humanity International. HFHNRV is a Community Housing Development Organization, or CHDO, which allows us to utilize federal funds from the US Department of Housing and Urban Development (HUD). We have also recently been awarded grants from Virginia Housing Development Authority (VHDA), Department of Social Services (NAP tax credits), Community Foundation of the New River Valley, Wells Fargo, Home Depot, and Partners for Places of the Founders Network.

This property offers access to public transportation and walkability to work, shopping and entertainment. It will require extensive storm water management installations as it currently acts to drain about 15 acres from the East. The current drain system is under-sized, flooding the adjacent apartment building and rendering their parking lot unusable at times. The property allows for 2 duplexes by right, but given the anticipated expense of properly handling the storm water, setbacks, and parking requirements, slightly greater density is needed to make the project work

financially to maintain affordability for homebuyers. These 7 townhomes will be constructed to Energy Star® standards and maintain minimum design standards such as HardiePlank® siding, covered porches, and sidewalks. Habitat will utilize deed restrictions and other measures to ensure that income qualified buyers or renters are the residents of this development throughout its foreseeable life.

Habitat for Humanity builds strength, stability and self-reliance through shelter. We believe that providing the opportunity to live and work in the same community builds stronger, more stable communities. This unique opportunity, to build on church-donated land, using ingenuity, funds, and labor from the community, with the organization and administration by HFHNRV, is a living example of how “many hands make light work.” We ask the Town of Blacksburg and the community to support our effort to provide this opportunity for hard-working families to obtain affordable housing and become a part of the Blacksburg community.

## **II. Preliminary Layout**

### **Boundary Map**

The property included in the rezoning request is shown on Sheet Z1. The boundary map and the parcel description below is based on metes and bounds found by a current field survey of the property by Balzer and Associates, Inc.

### **Legal Description**

BEGINNING AT AN IRON PIN FOUND ON THE SOUTHERN SIDE OF CHURCH STREET, ON THE PROPERTY LINE NOW OR FORMERLY SHARED BY JAMES & SYLVIA ECHOLS AND BLACKSBURG PRESBYTERIAN CHURCH; THENCE FOLLOWING THE RIGHT OF WAY OF CHURCH STREET S39°54'28E 185.93' TO AN IRON ROD SET IN THE RIGHT OF WAY, THENCE ALONG A CURVE WITH A RADIUS OF 14.00', AN ARC LENGTH OF 22.06', A CHORD LENGTH OF 19.85', A BEARING OF S05°14'02"W, AND A DELTA OF 90°17'00" TO A ROD SET IN THE RIGHT OF WAY OF HEMLOCK DRIVE; THENCE ALONG THE RIGHT OF WAY OF HEMLOCK DRIVE S50°22'32"W 136.93' TO A ROD SET AT THE SOUTHWESTERN CORNER OF LAND NOW OR FORMERLY OF BLACKSBURG PRESBYTERIAN CHURCH AND THE NORTHEASTERN CORNER OF LAND NOW OR FORMERLY OF CARY W. HOPPER, THENCE N39°54'28"W 200' TO AN IRON PIPE FOUND; THENCE N50°22'32"E 151.00' TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED PROPERTY HAS AN AREA OF 0.692 ACRES.

### **Zoning**

The proposed rezoning request is for approximately 0.69 acres located at the intersection of Church Street and Hemlock Drive. The property is currently zoned R-5. This application proposes a Planned Residential District that will allow for townhomes.

### **Master Plan**

The Master Plan of the proposed development can be found in the Appendix on Sheet Z3. The Master Plan graphically designates the location for buildings, parking lot layout, and access points into the site. It also shows proposed locations for sidewalks, bike racks, utilities and stormwater management areas. 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.

### **Structures**

The project is proposed to be a townhouse development with one row of townhomes made up of seven units. This development will serve as a residential infill project in an area which includes both single and multi-family homes. These units will be built by Habitat for Humanity and initially offered as a rental home. They will eventually be subdivided into separate parcels for sale. The buildings will offer the following:

- The townhomes will be two-story residential units on a crawl space and designed with a craftsman style architecture. Each unit will have three bedrooms. Six of the units will face Church Street and one unit will face Hemlock Drive with a common driveway accessed from Hemlock Drive. Architectural plans are included with this submittal to show the preliminary floor plan layout for each unit type.
- Townhome units #1 and #7 shall be designed and constructed as Accessible Type Units and will accommodate "Aging in Place". Townhome units #2, 3, 4, 5 and 6 shall be designed and constructed as Visitable Type Units. Visitability is a growing trend nationwide. The term refers to single-family or owner-occupied housing designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers. A house is visitable when it meets three basic requirements:
  - one zero-step entrance.
  - doors with 32 inches of clear passage space.
  - one bathroom on the main floor you can get into in a wheelchair.
- As Accessible units, units #1 and #7 shall have a master bedroom and full bath on the main floor.

The maximum number of residential units for the development will be 7 units (10.6 per acre). The maximum bedroom count shall be 21 bedrooms (31.8 per acre).

## **III. Site Development regulations**

### **Permitted Uses**

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

#### Residential

Townhouse

Home Occupation

#### Miscellaneous

Accessory Structure

Community Maintenance Facility

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

### **PRD Zoning Requirements**

*Lot Size:* Minimum subdivided lot size shall be 1,800 s.f.

*Height:* The maximum height of building structures in this PRD zoning district shall be thirty (30) feet.

*Setbacks:* The front yard setback along Church Street shall be 15 feet. The side yard setback along Hemlock Drive shall be 15 feet. The interior side yard setback shall be 15 feet and the rear yard setback shall 25 feet.

*Floor Area Ratio:* The overall maximum floor area ratio (FAR) will be determined based on the entire project and shall be forty (40) percent.

*Lot Coverage:* The overall maximum lot coverage (impervious area) will be determined based on the entire project and shall be fifty (55) percent.

*Residential Density:* The maximum residential density shall be thirty one (31) bedrooms per acre and eleven (11) units per acre based on the overall parent parcel acreage.

### **Occupancy**

The proposed Planned Residential District shall have a maximum occupancy requirement for the townhome units. For the units proposed, the maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family, or no more than three (3) unrelated persons.

### **Open Space**

A typical PRD requires a minimum of twenty-percent (20%) of the total project area be designated as open space. However, section 3113(b)(1)b of the zoning ordinance states that an applicant may apply for a reduction or elimination of the open space requirement for projects less than 2 acres in size. As stated earlier in this application, this project area is 0.692 acres. There are seven (7) criteria listed in this section of the ordinance which help determine the need for open space on these small scale projects and this project is meeting the following criteria:

- ii. Proximity to downtown:* The property is 3 blocks from the Downtown Commercial area and only 0.67 miles to College Avenue.
- iii. Walking distance to services and transit:* As stated above, downtown services and shopping are within easy walking distance. Additionally, there is a bus stop on South Main Street approximately 300 feet from the site. This bus route provides access to both campus and shopping further down South Main Street.
- iv. Density and intensity of use in relation to neighborhood context:* The proposed project is currently in the R-5 zoning district and is surrounded by both multi-family properties and single-family properties. At a proposed density of 30 bedrooms an acre, it falls

between a standard R-5 density of 10 bedrooms an acre and a standards multi-family density of 48 bedrooms an acre, making it a good transitional project between the two types of housing.

- v. *Demonstrated access to nearby public open space:* There are several parks and open space areas within walking or biking distance from the site. The start of Huckleberry Trail and Marcia's Park are 0.40 miles from the site, with multiple other trail accesses within 0.50 miles. There are several other parks nearby, including Graves Park (0.25 miles), Wong Park (0.75 miles), and the Municipal Golf Course (0.80 miles). There is also a large park planned for the OBMS site upon it's redevelopment.
- vi. *Alternative Recreational Space:* Each townhouse will have its own backyard, providing a recreational area for the residents to use with family and friends. As a joint effort with the Blacksburg Presbyterian church, the church may also provide access to their onsite playground for the school age children in the development.
- vii. *Proposed improvements to the adjoining streetscape, which may include construction of additional sidewalks or trails adjoining the street, buffers strips between the sidewalk and the street, or other streetscape amenities or improvements to the public space as part of the project:* The project is proposing to extend the sidewalk along Hemlock Drive to Church Street and to build a new sidewalk along Church Street in front of the development.

With the site's proximity to a number of nearby open spaces, public transportation options and downtown, we would request a reduction in the amount of open space required for this project. We have proposed approximately 19% open space, which includes approximately 4,000 sf of recreational open space in the residents' backyards.

## **Parking**

### **General**

Parking will be provided in a common parking lot area located at the rear of the units and shall be accessed from Hemlock Drive. All parking spaces located within the parking lot shall be standard 9'x18' spaces. There is also on-street parking allowed on Church Street. As two of the proposed townhome units will be handicap accessible units, it is requested that two on-street parking spaces be designated as handicap spaces. The proposed location of these spaces is shown on the masterplan.

### **Minimum Parking Required**

The town requirement for townhouse parking is a minimum of 1.1 spaces per bedroom, however we are proposing a reduced ratio of 2 spaces per unit, or 0.67 spaces per bedroom. Historically, residents of Habitat for Humanity communities are one-car families. While there may be some tenants with two cars, it is very unlikely that any of these units will need three parking spaces because although these are 3-bedroom units, they will be occupied by a couple or by a family with children, rather than by three individual roommates. In addition, the location of this project reduces the need for the residents to own a car, due to the fact that it is

within walking or biking distance of downtown, Virginia Tech, Kroger, First & Main, and multiple other shops and offices. There is also a BT stop in very close proximity that will provide transportation to all of these locations and more.

### **Bicycle Parking**

Bicycle racks shall be provided along the rear of the Townhome units. The minimum parking required by the Town zoning ordinance for Townhome use is 25%. Parking for 8 bicycles is proposed with this project which is a ratio of 38%.

### **Project Phasing**

The size of the project will lend itself to be designed, developed and constructed in a single phase. All buildings, parking, onsite and offsite infrastructure and any road improvements that will be required for the development will be constructed within this single phase.

### **Subdividing & Parcels**

The site currently exists as four separate parcels. Upon redevelopment, all interior parcel lines will be vacated as the townhomes are planned to be rental units. It is anticipated that after a determined number of years, the property will be subdivided into separate townhouse lots for sale. Any subdivided lots, open space, and other applicable easements will be platted and dedicated on the final approved subdivision plat as required by the Town of Blacksburg Subdivision Ordinance or by this PRD zoning document. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards and subdivision plats shall be required for all subdivisions within the Planned Residential District.

Currently the property is master planned as an overall community on one parent parcel. However, when the project is subdivided in the future, the new parcels would need to meet the Townhouse Dwelling Use and Design standards unless otherwise specified through this PRD application. At the time of subdivision, 5' of additional right of way will be dedicated on Church Street. The proposed buildings have been placed such that they will meet setback requirements based on the future right of way.

### **Landscaping & Screening**

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include any required streetyard plantings, parking lot landscaping, and the overall site greenspace and landscaping requirements. Although buffering is not required between a planned residential district and R-5 zoning, the need for screening on the northwestern side has been considered. Because there are already several existing trees in place providing a screen and based on the large distance between the proposed townhomes and the existing home (approximately 120 feet), additional plantings do not seem necessary. Additionally, there are existing trees onsite along the southwestern portion of the site that are intended to remain with this development if grading permits. Existing fences along the perimeter of the property will likely remain if in reasonable repair. This will help mitigate temporary construction impacts as well as providing privacy

and safety for the existing residents. Installation of native plant materials will be encouraged with the project.

### **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 and to maintain the Town's dark sky initiative.

### **Maintenance**

As the project is initially constructed and then operated as an affordable rental development, the maintenance and upkeep of the grounds and buildings will be the responsibility of the developer/owner. Once the parcels are subdivided for sale, the establishment of a Homeowners Association (HOA) will be required to maintain the grounds and other onsite common areas such as the stormwater management facility. At that time the HOA which will contract with a private company to provide ground and/or unit maintenance. All common space elements including exterior elements such as sidewalks, parking lots, and stormwater management areas will be under the development's ownership or Homeowners Association and will be maintained at no cost to the general taxpayer.

### **Building Construction**

As stated above, the project will be townhouse development. The units will have features that will appeal to a number of potential residents including young professionals, young families and senior citizens. Each unit will be two stories and have three (3) bedrooms. The end units will both be ADA accessible and the remaining units will be visitable by individuals with disabilities. The proposed size of each type of unit is shown below.

Unit 1:  $\pm$ 1,356 square feet

Units 2-6:  $\pm$ 1,392 square feet

Unit 7:  $\pm$ 1,537 square feet

There will be three different floorplans. Unit 1, an accessible end unit, will feature a great room, kitchen, bathroom, master bedroom, and laundry on the main floor. The upper level will have two (2) additional bedrooms, a bathroom, and a loft area. The front porch for this unit will have access to the public sidewalk along Church Street and an access to a side walkway that leads to the rear parking area. Unit 7 will have similar features on each level but in a slightly different configuration. The main entrance for this unit will face Hemlock Drive. Units 2-6, the interior units, will each have a great room, large kitchen, bathroom, and laundry on the main level. The upper level will have the master bedroom, two (2) additional bedrooms, and a 3<sup>rd</sup> bathroom. The interior units will each have a rear porch in order to access their backyard and the parking area. These porches will be 6' x 8' and sit 4' off the ground, providing a space underneath for residents to store trash cans, bicycles, and

other outdoor items. The end units, which do not include a rear porch, may feature a small fenced area in the rear to provide a screened space to store items.

The units will be accessed from Church Street with wooden bridges in order to reduce the amount of fill required on the site. The exterior elevations will consist of materials such as Hardi siding, brick/stone veneer and gable rooflines. All units will have a covered front porch.

### **Signage**

#### **Entrance Identification Signs**

One (1) free-standing signs will be constructed on the subject property. The project identification sign will be constructed near the entrance location along Hemlock Drive. Any signage 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 capacity for this project. A sewer flow estimate has been provided within this section for Town staff to determine the available capacity for the proposed sewer flows.

### **Water and Sanitary Sewer**

The proposed rezoning area is on the western side of Church Street at the intersection with Hemlock Drive. According to the Town water maps and an actual field survey, there is an abandoned 2" waterline along Church Street and Hemlock Drive (on the project side of the both streets) and an existing 8" waterline on the opposite side of Church Street and down the middle of Hemlock Drive. The proposed development will tap into the existing line on Church Street to provide water service to each unit. Discussions with the Town's engineering department indicated that there is adequate pressure and flow in the existing waterlines to serve the proposed development. This will be confirmed by the Town Water Resources department at the time of site plan development. Any required fire hydrants will be located within the project as required by Town Code. The proposed waterline sizes may change based on final design criteria.

According to Town sewer maps and an actual field survey, there is currently a gravity sanitary sewer line running down the opposite side of Hemlock Drive. This line is in place to serve the existing developments in this area and flows to a manhole in South Main Street. As part of the redevelopment of the site, an 8" sewer main will be extended on the site to serve the townhomes. All new buildings proposed with the project will have gravity sewer provided to their lowest finished floor elevation. All main lines will be located within easements and will be constructed per Town Code. Discussions with the Town's engineering department indicated that there is adequate capacity in the existing downstream sanitary sewer lines to serve the proposed development. This will be confirmed by the Town Wastewater engineer at the time of site plan development.

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

### RESIDENTIAL USE

Townhomes: Maximum of 7 total units (3 bedrooms each)

*Design Assumptions and Calculations:*

1. Water and Sewer usage for residential use is 100 gal/day per person = 2,100 gal/day
2. Length of new sewer pipe +/- 200' x 1.5 gpd/ft infiltration factor = 300 gal/day

**TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 2,100 gallons per day**

**TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 2,400 gallons per 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

#### **Pre-Development Summary**

In the pre-development condition, the property drains to a ditch in middle of the site. Additionally, upstream flow is discharged onto the site through an existing 24" metal pipe under Church Street. All of this runoff leaves the site through an existing 12" pipe on the property to the west of the site and then into the storm sewer system in South Main Street. From this point, runoff flows through the manmade system down South Main Street and eventually drains to the Duck Pond. The point of analysis has been set where the flow from Hemlock Drive and Church Street converges with the flow on Main Street as this point encompasses all of the concentrated stormwater discharge from the site, as well as the flow upstream of the site that currently flows through the existing on-site storm sewer.

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements. There are no existing BMPs on the site or upstream of the development. All flows in this model have been analyzed using the SCS/TR-55 method. See HydroCAD report for time of concentration calcuAll flows in this model have been analyzed using the

SCS/TR-55 method. At a minimum, the 1-Year, 2-Year and 10 Year post-development runoff rates will be less than or equal to the 1-Year, 2-Year and 10-Year pre-development runoff rates.

### **Post-Development Summary**

In the post development condition, the existing 24" pipe under Church Street will be connected to a new curb inlet in front of the site and this flow will be rerouted to proposed storm drain in Hemlock Drive. The proposed site will be graded to capture runoff via sheet flow, stormwater conveyance channels, and curb & gutter. The runoff from the development site will be directed into an underground detention system before being discharged to the new storm drain in Hemlock Drive. The flow in this new storm drain will discharge into an existing 48" pipe in South Main Street. The detention system has been designed to manage peak flows and meet all applicable water quantity requirements.

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 and through the purchase of nutrient credits in accordance with the criteria set forth in the Code of Virginia. Per §62.1-44.15:35 (C)(2), the VSMP shall allow the use of nutrient credits when less than five acres of land will be disturbed or the phosphorus water quality reduction requirement is less than 10 pounds per year. The proposed development is within the thresholds for permitted use of credits, with a total site area of 0.74 acres and a required phosphorus load reduction of 0.72 lb/yr. Based on information provided by the Town of Blacksburg, the deficit of water quality treatment onsite is not in contravention of local water quality-based limitations, such as Total Maximum Daily Load (TMDL) Waste Load Allocations (WLA) for total nitrogen or total phosphorus, and nutrient trading has not been further restricted by the local MS4 program plan.

The existing site has a pre-development impervious land cover of 0 acres. The post development site has an impervious land cover of 0.39 acres (53%) resulting in a composite runoff coefficient ( $R_v$ ) of 0.61. The prescribed phosphorus pollutant reduction requirement is 0.72 lb/yr, all of which will be satisfied through the purchase of nutrient credits.

### **Downstream**

#### **Channel Protection**

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows have been discharged directly to a stormwater conveyance system. This manmade conveyance system carries flows from the site to a point in South Main Street 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 78 acres). The manmade conveyance system is a storm sewer made up of clay, concrete or HDPE pipe and concrete or brick manholes. Per subdivision 1(a), the post-development peak flow rate from the two-year 24-hour storm shall not cause erosion of the system. No erosion of the manmade system components (metal, concrete, and brick) can be expected from these stormwater flows.

## **Flood Protection**

In accordance with 9VAC25-870-66 (C), concentrated stormwater flows have been discharged directly to a stormwater conveyance system. This conveyance system conveys flows from the site to a point in Main Street 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 78 acres). As shown on the drainage area maps, the overall contributing drainage area at this point is 205 acres in the post-development condition. 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) of these regulations, no further analysis of the downstream stormwater conveyance system is required.

## **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 adjacent properties and the storm sewer system.

## **Trash Pick-up**

The project will utilize rollout carts for trash and recycling disposal.

## **Other Utilities**

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. Coordination with Virginia Tech Electric Service and the other private utility companies will be necessary to limit or avoid impacts to the adjacent residential areas as well as Blacksburg Presbyterian Church to the north.

# **V. Traffic Circulation Pattern**

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

The master plan shows a proposed driveway off Hemlock Drive to serve the site. The access point is located approximately 220 feet north of the South Main Street and Hemlock Drive intersection. The proximity of the subject parcel to South Main Street is beneficial to the project, as well as the neighboring properties, as the majority of vehicular traffic will utilize the driveway which will not negatively impact the majority of the single family residential properties on Hemlock Drive.

The common driveway will be 20 feet wide and all individual driveways and garages will be accessed off of this common drive.

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 proposed uses are shown below for the AM Peak, PM Peak and Weekday totals. Since the density proposed with the project meets the guidelines in the Comprehensive Plan, no road improvements for Hemlock Drive or Church Street are proposed with this project.

<i>Use</i>	<i>ITE</i>	<i># of dwelling units</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>
Townhomes	230	7	n/a	1	3	3	2	1	4	41

**Blacksburg Transit**

A residential development at this location will be well supported with Blacksburg Transit service. There are currently multiple multi-family developments in this area along South Main Street. South Main Street is already served by the BT with a stop less than 500’ from the project site and thus easily accessible for residents.

**Pedestrian Walks**

An existing sidewalk is located on the project side of Hemlock Drive but ends at the site. This sidewalk will be extended to Church Street and continue along Church Street in front of the project. Each unit will have a sidewalk connecting it to the public sidewalk. The unit sidewalks will be 3’-5’ in width and may be constructed with varying materials based on the final hardscape plans. The public sidewalk will be 5’ in width. Any sidewalks that will serve as accessible routes will meet ADA requirements.

**VI. Design Principles and Concepts**

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

The property is currently zoned R-5. The property is located in an area classified as an Urban/Walkable Neighborhood as shown on Map C in the Comprehensive Plan. The subject parcel has been designated as Medium Density Residential on the most current Future Land Use Map. This designation allows for densities of up to 10 units or 20 bedrooms per acre. The surrounding parcels are shown as either Medium Density Residential or Low Density Residential. Currently the property is vacant and is owned by Blacksburg Presbyterian Church, which is located across Church Street from the site.

The Comprehensive Plan lists multiple future issues that Urban/Walkable Neighborhoods are expected to face. This project will address several of these issues, including:

- *Single-family residential character and neighborhood identity should be preserved in these areas.*

Because this will be a small development intended for families rather than students, a single-family character will be preserved, and the architecture will contribute to the neighborhood identity.

- *More connections in sidewalks and trails benefit children and adults who wish to travel to nearby schools and work from their home without relying on a car or bus.*

This project is proposing new sidewalks along Hemlock Drive and Church Street, which will provide a connection to Main Street, therefore increasing the walkability of the neighborhood.

- *There is a limited inventory of homes within walking distance of the University and Downtown. In addition, these homes are often beyond the financial reach of many young families, young professionals, or employees of the University or Downtown businesses who would like to live in this area. Creative strategies are needed to encourage more home ownership in these neighborhoods.*

This development will provide seven homes suitable for young families or young professionals within walking distance of campus and downtown, at an affordable price range.

- *Construction of new homes and the redevelopment and refurbishing of the existing housing stock in this area should be done utilizing the Residential Infill Guidelines and, where applicable, the Blacksburg Historic Overlay guidelines.*

As detailed in the following section, the Residential Infill Guidelines have been considered and a large number of them apply to this project.

- *Limited parking is an issue in these neighborhoods. Any opportunities to reduce to the number of vehicles being parked in this area should be explored and encouraged.*

This development will provide off-street parking for two vehicles at each unit, reducing or eliminating the number of residents that would need to park on the street.

The proposed project shows a maximum of 7 residential units and 21 bedrooms. This would, on average, have the potential of increasing the local public school enrollment by 4 total students. This is a national average based on a dwelling unit adding 0.6 students to the school system. This development will be built in order to provide affordable workforce housing (see “Jobs and Housing” section of this document for more detail), therefore the residents are expected to be primarily young families or working individuals and it is reasonable to assume there may be school age children living in this community.

The Town has also developed the set of Residential Infill Development Guidelines. These guidelines help provide direction to new development or redevelopment projects located on potential urban infill parcels. Building architecture and style as well as site planning issues are discussed throughout the document. These Guidelines were reviewed during this design process and many of the issues and goals addressed in these guidelines have been incorporated into the final design of new neighborhood. Some of these are:

- **Building Orientation:** *Orienting buildings toward the street contributes to a pedestrian-friendly street environment, provides a visually rich street edge, and contributes to resident safety by placing “eyes-on-the-street.”*

The project proposes a street friendly elevation with front doors and front porches that address the street. A sidewalk will be provided connecting each porch to the proposed public sidewalk along Church Street. The roofline, elevation changes, building materials and landscaping that will be added along Church Street will create and provide an attractive streetscape.

- **Setback:** *Consistent front building setbacks create a uniform appearance along the street.*

The proposed setback for the townhomes is 15’, which is less than the required 25’ setback for R-5 zoning. There is only one other building on this block and it sits approximately 30’ from the right of way. While the proposed townhomes will sit closer to the right of way than the existing adjacent home, the buildings will be approximately 120’ apart with a row of vegetation separating them, so the difference should not be noticeable to anyone traveling down the street.

- **Building Frontage/Entries:** *Landscaping in front of buildings and entry features, such as porches or steps, create visual interest and give the neighborhood an identifiable character.*

The project proposes varying building faces that will create visual interest as well as covered front porches. They will also provide a sidewalk from the front porch that connects to the sidewalk along Church Street and Hemlock Drive.

- **Off-street Parking:** *Parking for residential areas that plays down the visual impact of cars and parking garages respects the character of an existing neighborhood and creates pedestrian-friendly streets.*

All off-street parking is located behind the buildings. Garages are accessed from the rear. No cars will be visible from Church Street. All parking will be behind the building line on Hemlock Drive.

- **Planning for Parking:** *Shared structured parking can accommodate more parking than surface parking lots and can be designed so that the structures do not dominate street frontage of a building.*

No structured parking is proposed for this project.

- **Alleys:** *Alleys are a part of the Town’s historic street structure, and they are a way to provide off-street parking without impacting the pedestrian friendliness of a residential street.*

No alleys are proposed for this project.

- **Screening/Landscaping:** *Hedges, trees, shrubs, and fences can provide privacy, a transition between spaces, and can help buffer pedestrians from vehicle traffic.*

Landscaping will be provided along Church Street and Hemlock Drive which should provide effective transitions and provide some privacy. Landscaping may be provided along the western property line and the rear property line to provide buffering from the adjacent residential uses.

- **Open Space:** *Comfortable outdoor places in multifamily developments can provide a place for people to sit, rest, and interact, fostering a sense of community.*

As discussed above, individual backyards will be provided for the recreational use of the residents. Additional open space areas are provided by way of the Huckleberry Trail and other public parks.

- **Connectivity:** *An interconnected street network and compact blocks provide the framework for a greater diversity of building types close to one another and promote pedestrian and bicycle activity by making connections between destinations accessible and convenient.*

No new public streets are proposed with this project.

- **Walkways:** *Internal walkways within larger residential developments promote pedestrian movement by connecting users from the public sidewalk network and parking areas to ultimate destinations within a site.*

The project is not large enough for interior sidewalks, but each unit will have a walkway connecting its front porch to the (proposed) public sidewalk on Church Street and from the parking areas to the rear entry of the units.

- **Scale and Massing:** *Buildings designed to fit within the context of the surrounding structures help reinforce neighborhood character and create visual interest for pedestrians.*

The property is surrounded by 1- and 2-story single family homes, a church, and a multi-unit residential building. Additionally, there are condominiums to the south of the project, at the corner of Hemlock Drive and South Main Street. The project proposes 2-story townhomes which will blend in with the existing homes. Front stoops, varying rooflines and careful window placement will contribute to the character of the neighborhood.

- **Architectural Features:** *Structures that are designed with architectural features similar to existing homes contribute to a sense of place and add to the character of the neighborhood.*

Covered porches and building materials such as Hardi siding, brick/stone veneer, and gable roof lines fit the character of the surrounding neighborhood.

- **Character and Context:** *Infill designs that are sensitive to the vernacular and traditional architecture found in Blacksburg and Southwest Virginia help to preserve community character.*

As the architectural show, the designs of the homes are very compatible to the traditional architecture found in Blacksburg and SW Virginia. It is compatible in size, scale and features such as front porches, roof styles and window placement.

- **Streetscape:** *Streetscape designs that include trees, pedestrian-scaled lighting, benches, drinking fountains, newspaper boxes, or other pedestrian-oriented amenities help encourage pedestrian activity and promote safety and security.*

Landscaping provided along Hemlock Drive and Church Street will create an attractive streetscape and pedestrian-friendly environment.

- **Sidewalks:** *Well-connected and maintained sidewalks contribute to the character of neighborhoods by providing safe places for people to travel and interact with one another.*

Currently no public sidewalks exist along the project property lines. Sidewalk is proposed on both Church Street and Hemlock Drive. The sidewalk on Hemlock will connect to existing sidewalk to the south, which connects to South Main Street, providing easy access for residents to catch the bus or walk downtown.

- **Bicycle Facilities:** *Streets that have been optimized for bicycle travel and bicycle parking facilities can help support bicycle activity in a community.*

No new streets are proposed with this development. It is anticipated that the residents will store their bicycles inside their units or at the proposed bike racks.

- **Complete Streets:** *Complete Streets provide an efficient and interconnected network for bicyclists, pedestrians, autos, and transit users of all ages and abilities.*

Due to the size and location of the subject parcel, no new streets are 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 December 11, 2012. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

### **Community Character Principles**

*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.*

Currently the only sidewalk in this area is to the rear of the site. About 150' of sidewalk extends from Main Street along Hemlock Drive on both sides of the street. The project proposes to provide sidewalk along both property lines which would provide a continuous route from Main Street to the western side of the project. This will allow residents to walk to the nearby bus stop without having to walk in the street.

*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 townhomes will be built by Habitat for Humanity and will not be used for student housing. Because they will be occupied by professionals and families, it is reasonable to assume a certain level of upkeep will be maintained.

*CCP 9. With limited availability of commercial land, efficient use of the land is critical to provide services to a growing population. Redevelopment of aging commercial centers is the most significant opportunity to meet this need. Residential development should not encroach in these areas unless incorporated as part of a well-designed mixed use project.* This property would not be a viable option for commercial development because it is located within a residential area.

*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.*

There are existing bus stops less than 500' from the property which will be accessible by sidewalk.

*CCP 15. Blacksburg is a responsible headwaters community for Southwest Virginia. Developments within the Town should minimize short and long term impacts on surface waters (streams and ponds), groundwater, karst features, and wetlands.*

The redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality.

*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 redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality. Techniques such as low impact development would also be prudent in this area due to existing downstream stormwater concerns.

*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.*

While the property does not have any specific environmentally sensitive areas, all efforts shall be made during any redevelopment to preserve any mature trees and natural screening or buffers.

*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.*

As a residential project, lighting will be provided for the safety of residents but will be at a residential scale.

*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.*

All proposed utilities will be placed underground.

## **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.*

Habitat for Humanity understands the benefits of green building and is supportive of these initiatives. The owner intends to construct these units to EarthCraft standards. However, to keep costs to a minimum and as in other affordable Habitat for Humanity projects, an official EarthCraft certification will not be applied for.

*LU.5. Continue amendments to update the Town's Zoning Ordinance based on Town Council priorities. Determine the Zoning Ordinance amendments necessary to:*

*• Implement the Residential Infill Design Guidelines*

This property's location, shape and neighborhood facilitate the introduction of the Residential Infill Design Guidelines as shown in the layout and building design. Design and building techniques such as building orientation, residential building scale, pedestrian connectivity, and an inviting residential architectural design help reinforce these guidelines and define the community.

*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.*

The scale and size of the proposed development is compatible with the existing neighborhood. Buffering will be provided to minimize impacts and provide privacy for the residents.

*LU.7. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.*

The neighbors will have an opportunity to voice concerns and ask questions at a neighborhood meeting during the rezoning process. All comments will be evaluated and considered prior to finalizing development plans.

*LU.11. Encourage residential infill in the Downtown area. Support the addition of a mix of uses and services that will attract and support a Downtown residential population.*

This property is on the edge of downtown, in a section defined as an "Urban/Walkable Neighborhood" on Map C of the Comprehensive Plan. A resident in this neighborhood can easily walk downtown, contributing to the urban feel of this area.

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

As a small owner-occupied development, a large amount of noise or light is not expected.

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

The development will provide the state and local requirements for stormwater quality and quantity as well as provide all necessary measures for erosion and sediment control.

## **JOBS AND HOUSING - Objectives and Policies**

According to the Jobs & Housing section of the Comprehensive Plan, economic sustainability and social sustainability are two of the three major principles in the Town's sustainability vision. This is defined as providing job opportunities and access to housing for all citizens and the town is committed to supporting housing choices that will meet the demands of all income levels. In the past, Blacksburg's housing market has been dominated by rental properties leased to undergraduate students. Generally, it has been difficult for a young professional or a young family to find an affordable home outside of areas dominated by students. As a result, many of these people, who work in Blacksburg, are forced to find a home outside of town and commute every day.

There are multiple groups that would benefit in an increase in the amount of affordable housing in Blacksburg, including:

- **Graduate/Professional Students:** Virginia Tech has been increasing its graduate student body and research staff. This brings residents to the town that may have spouses searching for work in the community and children attending the public schools. Many of them choose to live in Christiansburg or other surrounding areas due to the low cost of housing and fairly short commute, which does not support Blacksburg's sustainability goals.
- **Young Professionals:** There is an increasing number of Virginia Tech alumni choosing to remain in the area after graduation. This population generally searches for an affordable starter home or a lower rent option due to living on starting salaries. They may be interested in living near downtown for socializing, but they generally don't want to live in housing intended for undergraduates.
- **Affordable Workforce Housing:** Affordable workforce housing is for residents that earn 80% or less of the area median income. This population qualifies for federal assistance from the US Department of Housing and Urban Development. There is a shortage of this type of housing in Blacksburg.
- **Workforce Housing to Mid-Range:** This refers to residents making 80-120% of the area median income. They generally cannot afford to live in Blacksburg but do not qualify for assistance.

Blacksburg has been designated by the U.S. Department of Housing and Urban Development (HUD) as an entitlement community, making it eligible to receive federal funding on an annual basis for LMI (Low to Moderate Income) programs and services. LMI individuals and families are those that live in households making less than 80% of the area median income. The original focus for these programs were neighborhoods in close proximity to downtown and campus, but the focus has since expanded to be town-wide. The town's goal is to provide affording housing opportunities integrated into neighborhoods throughout the entire community.

According to the 2017-2021 Draft Consolidated Plan, prepared as a requirement in order to receive federal funding from HUD, 27% of all households in the New River Valley have a housing cost burden that is over 30% of their income. This includes owner and renter households. There are long waiting lists for Section 8 housing and federal HOME funding has been reduced over the past several years, making the need for affordable housing even greater.

The proposed project will provide a housing option for those earning between 30% and 80% of the average median income. Families in that income range will be qualified to buy or rent these homes. It will give these families an opportunity to live near downtown and campus, rather than being forced to live outside of town. This allows them to be a part of the community in which they work every day, which can improve their quality of life as well as contributing to the sustainability of the town.

## **Economic Development**

*J&H.1. Recognize and grow economic development as part of a Sustainable Community.*

This project will provide affordable housing within the Town of Blacksburg, allowing more families to live and shop in the community, therefore contributing to the economic growth of the town.

## **Housing**

***J&H.48.** Plan for the housing demands of a changing and diversifying population.*

This development will increase the amount of affordable housing available within town limits, serving a sector of the population that currently has limited housing options.

***J&H.49.** Continue to provide affordable workforce housing in Blacksburg in accordance with the adopted Consolidated Plan*

The Consolidated Plan details goals for the use of federal funds in Blacksburg and the New River Valley. Specifically, the plan seeks to provide housing help for those families that make below 80% of the area median income and are burdened with housing costs that are up to 50% of their income. This project will provide an affordable housing option for this demographic.

***J&H.50.** Work with regional partners to promote affordable and sustainable housing in the New River Valley*

In addition to receiving federal funding through the Community Development Block Grant (CDBG) program, Blacksburg also participates in the NRV HOME consortium, which makes the region eligible for federal HOME funding. The town also supports the NRV Livability Initiative, which lists many goals for the area, one of the first being to ensure affordable housing. This proposed project will contribute to all of these specific objectives by providing affordable housing within the community.

***J&H.51.** Promote varying types of housing types needed, including:*

- *Affordable workforce housing options for LMI families making less than 80% of the area median income.*

This development is being built by Habitat for Humanity and will therefore provide an ownership opportunity to individuals and families in the workforce that make less than 80% of the median income.

***J&H.52.** As the active adult, retiree, and senior citizen population increases, promote varying types of housing needed. For example, provide smaller homes that retirees can downsize to such as townhomes or condos, as well as retirement communities and nursing home facilities.*

A townhome development can serve as a great option for retirees and senior citizens due to the smaller house size and reduced amount of outdoor space to maintain. Two of the proposed units will provide a bedroom on the first floor, allowing for single level living.

## **A SUSTAINABLE COMMUNITY - Objectives and Policies**

***S.3.** As part of the development review process, consider how well the proposed application supports the Town's community commitment to sustainability*

Total sustainability is created by a balance of social, economic, and environmental sustainability. An affordable housing project such as this one creates both social and economic sustainability.

*S.6. Promote, protect, and enhance the Town's urban forests through Town initiatives and in the development review process.*

- *Minimize site disturbance to protect existing tree canopy, native vegetation, and pervious surfaces to encourage open space.*

Existing trees will be preserved where possible and additional vegetation may be planted for buffering. Impervious area will be kept low, providing a large amount of greenspace on the site.

*S.7. Support dark sky regulations and programming.*

- *Establish a policy to require downward directed lighting on all new outdoor lighting fixtures to limit upward glare*

The owners agree with supporting the dark sky regulations and will commit to downward directed lighting on any outdoor lighting fixtures installed in a redevelopment project.

*S.8. Support the New River Valley Livability Initiative coordinated by the NRV Planning District Commission and other regional efforts.*

This project will contribute to the NRV Livability Initiative by providing a new affordable housing option.

*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.*

Habitat for Humanity understands the benefits of green building and is supportive of these initiatives. The owner intends to construct these units to EarthCraft standards. However, to keep costs to a minimum and as in other affordable Habitat for Humanity projects, an official EarthCraft certification will not be applied for.

*S.10. Continue regulatory amendments to promote sustainable neighborhood development practices for private development.*

The owners are supportive of continued amendments that promote sustainable neighborhood development so long as such amendments and requirements are not so restrictive and expensive that it only can be realized and met by higher income, single family residential developments.

## **TRANSPORTATION – Objectives and Policies**

### **Paths to the Future**

*T.6. The Zoning and Subdivision Ordinance shall establish the design standards for trails, sidewalks and bicycle lanes.*

The owner will construct public sidewalks to current Town Standards.

### **Sidewalks**

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

- *Include sidewalks on both sides of the road in all publicly-funded, new road construction projects*
- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions*

- Consider requiring sidewalks on both sides of the street in infill areas with high pedestrian traffic
- Minimize curb cuts
- Pursue new sources of funding for sidewalks
- Ensure the sidewalk system is ADA accessible

The development will construct a public sidewalk on the same side of the street, increasing the length of sidewalk in this area. Only one curb cut is proposed. Each unit will access their individual driveways from this common driveway.

*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.*

Street trees will be planted upon redevelopment per Town standards.

## **Transit**

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

BT service is already provided along South Main Street in multiple nearby locations, the closest being less than 500' from the site.

## **ENVIRONMENT - Objectives and Policies**

### **Land Resources: Open Space, Viewsheds & Greenways**

*EN.17. As part of the development review process, the Town will evaluate a proposed development's impact and proposed mitigation measures for the following:*

- Open Space
- Urban Forest Canopy
- Watershed

The development of the subject parcel will strategically look at ways to mitigate any impact of the above criteria including tree save areas and creative stormwater management solutions.

### **Geologic Features: Karst & Steep Slopes**

*EN.21. Open space is the preferred land use in fragile terrain. As part of the development review process, the Town will:*

- Prohibit development on steep slopes exceeding 25%
- Restrict development on karst topography

This property generally has slopes of less than 15%. Additionally, this site is not identified as being in a sensitive karst area.

### **Watershed Resources: Watersheds, Flooding Hazards, Stormwater and Groundwater**

*EN.26. Open space is the preferred land use in fragile terrain. As part of the development review process, the Town will:*

- Prohibit development in wetlands
- Restrict development in riparian buffer zones

- *Restrict development in Creek Valley Overlay*

The redevelopment of the subject property does not impact any of the fragile land uses above.

*EN.27. Implement the BMPs required in the MS4 Program Plan.*

The redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances regarding stormwater quantity. Due to the small size of the site, stormwater quality will be handled by purchasing credits.

### **Air Quality & Energy**

*EN.34. Support citizens in establishing and reaching vehicle travel reduction goals to reduce air pollution.*

- *Request telecommuting and flex time policies from employers*
- *Car-pool and combine trips*
- *Walk, bike and use public transit*
- *Utilize services available online*
- *Consider vehicle travel costs and impacts when making housing choices*

The location of the subject property and its multiple alternative means of transportation (bike, walking and BT) will give residents several options that will help reduce air pollution and vehicle congestion.

## VII. Adjoining Landowners

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

<b>HABITAT FOR HUMANITY REZONING REQUEST</b> Adjacent Property Owners		
<b>Tax Parcel(s)</b>	<b>Owner</b>	<b>Address</b>
257-4SEC 3 2A*	CARY W. HOPPER	707 S. MAIN STREET BLACKSBURG, VA 24060
257-4SEC 3 13*	JAMES C. & SYLVIA S. ECHOLS	700 CHURCH STREET BLACKSBURG, VA 24060
257-4SEC 5 1-1*	BLACKSBURG PRESBYTERIAN CHURCH	P.O. BOX 144 BLACKSBURG, VA 24063
257-4SEC 4 7-9	NICHOLAS F. & KATHERINE M. POLYS	200 HEMLOCK DRIVE SE BLACKSBURG, VA 24060
257-4SEC 4 6*	GENE C. & LESLIE NICOLE MILLER	704 PALMER DRIVE BLACKSBURG, VA 24060
257-4SEC 4 4,5	STEPHEN P. CORWIN & LESLIE NEILAN	196 HEMLOCK DRIVE BLACKSBURG, VA 24060
257-26 A	SPRINGFIELD PARTNERS, LLC	710 JEFFERSON STREET BLACKSBURG, VA 24060

# Appendix

PAGES 30-31 .....	Zoning and Transit Maps
SHEET Z1 .....	Existing Parcel Map
SHEET Z2 .....	Existing Conditions
SHEET Z3 .....	Master Plan
SHEET Z4 .....	Open Space Plan
Remaining Sheets.....	Architectural Plans



