REZONING APPLICATION
FOR

CEDAR RUN OVERLOOK
PLANNED RESIDENTIAL DEVELOPMENT
Blacksburg, Virginia

TAX PARCELS
A Portion of 317-14 4
All of 317-14 5
A portion of 318-15 3

JANUARY 3, 2018
REVISED MARCH 28, 2018

PREPARED FOR:
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PREPARED BY:
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PROFFER STATEMENT FOR THE APPLICATION OF
MAIN AT DOWDY, LLC

Dated: March 28, 2018

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, MAIN AT DOWDY, LLC, the owner(s) of the property that is the subject of this Application (Tax Parcel #'s 317-14 4, 317-14 5, 318-15 3) proffers that it will be developed in accordance with the following voluntary conditions:

1. The property shall be developed in substantial conformance with the submitted rezoning package entitled CEDAR RUN OVERLOOK PLANNED RESIDENTIAL DEVELOPMENT For Main at Dowdy, LLC dated January 3, 2018 and revised March 28, 2018.
2. Exterior materials shall be metal, masonry (brick, synthetic stone, stucco) and fiber cement (or an approved equivalent). Roof shall be flat with parapets.
3. Residential units developed on the property shall only be constructed as one-bedroom or two-bedroom units.

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.

MAIN AT DOWDY, 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
MAIN AT DOWDY, LLC

Dated: March 28, 2018

EXHIBIT A

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

Proffer #2: The community has a desire for architectural materials used on new developments to be high quality and to be cohesive with surrounding buildings. Masonry and cementitious siding will create a visual effect that is cohesive with the existing developments in this area.

Proffer #3: As this project is intended to serve young professionals and/or upper level students graduate and osteopathic students, no three or four bedroom residential units are planned. Those higher bed count units typically are focused on undergraduate students which are not anticipated at this location.

I. Land Use Plan

Proposed Development

This application is for the rezoning of one parcel and portions of two additional parcels located at the end of Dowdy Drive, off South Main Street, from General Commercial (GC) to PRD (Planned Residential District) as amended by Ordinance 1838 adopted by the Town of Blacksburg on August 8, 2017. The proposed development is designed to be a small rental community that provides a residential option convenient to the Osteopathic College, as well the Corporate Research Center and the Industrial Park. The site layout and the architectural style of the building represent a sustainable design approach and hold true to the principles laid out in the Comprehensive Plan and the Residential Infill Guidelines.

This property was originally developed in in the early 2000's along with the two parcels that front on South Main Street which include the Speedway Gas Station/Bojangles and the vacant parcel on the south side of Dowdy Drive. Dowdy Drive was designed and constructed as a public road but was never dedicated and shall remain private with the development of the proposed project. Over the last 15 years, several development projects have been proposed for the subject property; all of which had some sort of residential component to them. For various reasons, those projects never materialized. There has also been some minor interest in the property over the years for a potential hotel site however, due to access issues and lack of visibility the site has not been developed for that use. These issues have been the main reasons no commercial developer has shown any interest in developing this parcel for a commercial use.

During the redevelopment of South Main Street, 2 median breaks were installed to the north and south of the intersection at Dowdy Drive but are only accessible to users of this property by crossing the 2401 South Main Street property or the Speedway/Bojangles property. Several discussions have occurred over the years with the Town, VDOT and adjacent property owners in the area about realigning certain crossovers to alleviate this problem but no final agreement has ever been reached. Not having direct access to a crossover to allow for southbound turns leaving this property to get back to the 460 Bypass has been biggest inhibitor of commercial development. This is also affecting the marketability of the vacant front parcel as well, but that property will remain General Commercial zoning and is not included in this request.

As the national and local economy has come out of the 2008 recession, commercial property development has occurred in Blacksburg around First and Main, Prices Fork Road & UCB and on North Main Street. However, as the lack of commercial interest in the subject parcel has continued throughout the stout economy, it has been determined that the property is best suited to allow for a fully residential development that will cater to a tenant mix as described above. A residential product is not as dependent on traffic flow, access, and visibility as commercial development is and may actually help increase interest in the development of the remaining vacant parcel fronting South Main Street.

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 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

TAX MAP NUMBER 317-14 5 (LOT 5)

BEGINNING AT A POINT IN THE EASTERN RIGHT OF WAY LINE OF SOUTH MAIN STREET (US ROUTE 460 BUSINESS) AND IN THE NORTHERN BOUNDARY LINE OF DOWDY DRIVE, A PRIVATE RIGHT OF WAY AND PUBLIC UTILITY EASEMENT, SAID POINT BEING THE SOUTHWESTERN CORNER OF LANDS DEEDED TO STEPHEN T. WILLIAMS; THENCE ALONG THE RIGHT OF WAY OF DOWDY DRIVE THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. S70°37'49"E A DISTANCE OF 50.06';
2. THENCE S45°05'55"E A DISTANCE OF 334.54';

THENCE N30°18'46"E A DISTANCE OF 330.97';

THENCE ALONG THE EASTERN PROPERTY LINE OF SUBJECT PROPERTY THE FOLLOWING NINE (9) COURSES AND DISTANCES:

1. S60°10'14"E A DISTANCE OF 20.42';
2. THENCE S44°31'44"E A DISTANCE OF 212.59';
3. THENCE N65°23'56"E A DISTANCE OF 28.98';
4. THENCE S24°36'04"E A DISTANCE OF 61.46';
5. THENCE S13°03'15"W A DISTANCE OF 137.77';
6. THENCE S38°33’53"W A DISTANCE OF 70.22';
7. THENCE S11°16’24"E A DISTANCE OF 125.67';
8. THENCE N68°00’27"E A DISTANCE OF 34.51';
9. THENCE S02°45’41"E A DISTANCE OF 189.50';

THENCE S87°18’36"W A DISTANCE OF 413.06';

THENCE N33°31’38”W A DISTANCE OF 32.22’;

THENCE N33°31’38"W A DISTANCE OF 247.66’;

THENCE N22°18’25”E A DISTANCE OF 240.86’;

THENCE ALONG THE RIGHT OF WAY OF DOWDY DRIVE THE FOLLOWING THREE (3) COURSES AND DISTANCES:

1. N45°05’55”W A DISTANCE OF 204.46’;
2. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 44.87', WITH A RADIUS OF 124.78', WITH A CHORD BEARING OF N55°24'02"W, WITH A CHORD LENGTH OF 44.63';
3. THENCE WITH A COMPOUND CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 25.96', WITH A RADIUS OF 14.84', WITH A CHORD BEARING OF S64°25’27””W, WITH A CHORD LENGTH OF 22.78' TO A POINT IN THE EASTERN RIGHT OF WAY OF SOUTH MAIN STREET;

THENCE N14°48’56”E A DISTANCE OF 66.90' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS APPROXIMATELY 5.574 ACRES.

PORTION OF TAX MAP NUMBER 318-15 3 TO BE ADDED TO TAX MAP NUMBER 317-14 5
BEGINNING AT A POINT IN THE SOUTHERN PROPERTY CORNER OF TAX MAP NUMBER 317-14 5 AND MOVING ALONG PROPERTY LINE BETWEEN TAX MAP NUMBERS 317-14 5 AND 318-15 3 THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. N68°57'58"E A DISTANCE OF 420.47';
2. THENCE N11°16'24"W A DISTANCE OF 20.58';

THENCE N68°00'27"E A DISTANCE OF 34.51';
THENCE S02°45'41"E A DISTANCE OF 189.50';
THENCE S87°18'36"W A DISTANCE OF 413.06';
THENCE N33°31'38"W A DISTANCE OF 32.22 TO THE POINT OF BEGINNING;

THE AFORESAID PARCEL CONTAINS APPROXIMATELY 0.960 ACRES.

PORTION OF TAX MAP NUMBER 317-14 4 TO BE ADDED TO TAX MAP NUMBER 317-14 5
BEGINNING AT THE PROPERTY CORNER SHARED BY TAX MAP NUMBERS 317-14 4, 317-14 5, AND 317-A 11 AND TRAVELING N22°18'25"E A DISTANCE OF 53.26' TO THE POINT OF BEGINNING;

THENCE N48°52'17"W A DISTANCE OF 17.46';
THENCE N41°07'43"E A DISTANCE OF 51.23';
THENCE S22°18'25"W A DISTANCE OF 54.12' TO THE POINT OF BEGINNING;

THE AFORESAID PARCEL CONTAINS APPROXIMATELY 0.010 ACRES.

PORTION OF TAX MAP NUMBER 317-14 5 TO BE ADDED TO TAX MAP NUMBER 317-14 4
BEGINNING AT THE PROPERTY CORNER SHARED BY TAX MAP NUMBERS 317-14 4, 317-14 5, AND 317-A 11 AND TRAVELING N22°18'25"E A DISTANCE OF 107.38' TO THE POINT OF BEGINNING;

THENCE N22°18'25"E A DISTANCE OF 133.48';
THENCE S45°05'55"E A DISTANCE OF 43.16';
THENCE S41°07'43"W A DISTANCE OF 174.73' TO THE POINT OF BEGINNING;

THE AFORESAID PARCEL CONTAINS APPROXIMATELY 0.061 ACRES.

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

Zoning

The proposed rezoning request is for approximately 6.483 acres located off of South Main Street, at the end of Dowdy Drive, to be rezoned from GC, General Commercial, to PRD, Planned Residential District, with conditions.

Master Plan

The Master Plan of the proposed development is shown on Sheets Z3-Z4. The Master Plan graphically designates the location for buildings, amenities, parking lot layout, and the access point into the site. It also shows proposed locations for sidewalks, bike racks, 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.

Project Description and Structures

This project is proposed to be a market rate rental community consisting of one 4-story apartment building, with 1 story below grade. The purpose of this is to provide a residential infill project that will provide a convenient rental option for those enrolled at the College of Osteopathic Medicine. In addition, it will be an attractive location for young professionals employed at the Corporate Research Center and the Industrial Park. While it is expected that some undergraduate students may live in this development as well, they will most likely not represent a large portion of the residents due to the distance from Virginia Tech.

The building will include a mix of studio and 2-bedroom units. It will also feature a clubhouse and fitness center, as well as an outdoor amenity area.

The bedroom breakdown shown on the enclosed plans is as follows:

- (10) Studio units
- (99) 2-bedroom units

The current density proposed is 109 units (16.8 units per acre) and 208 bedrooms (32.1 bedrooms per acre). Throughout the final design process, the unit mix may change but any changes will not result in a density greater than 35 bedrooms per acre, or 227 bedrooms.

III. Site Development regulations

Permitted Uses

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

Residential
Home Occupations
Multifamily Dwelling

Civic
Community Recreation

Miscellaneous
Accessory Structure

Height, Lot Setback, Coverage Ratios & Residential Density

PRD Zoning Requirements

Setbacks:

- Front: 45’
- Side: 20’
- Rear: 35’

Building Heights: The maximum height permitted is 55'.

Lot Coverage: The maximum lot coverage for the site will be 60%.

Floor Area Ratio: The maximum floor area ratio (FAR) for the site will be 0.40.

Residential Density: The maximum residential density will be thirty-five (35) bedrooms per acre.

Occupancy

The proposed planned residential district shall have a maximum occupancy requirement for the units as stated in Section 3094 of the Blacksburg Zoning Ordinance. 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 four (4) unrelated persons.

Open Space

The PRD regulations as listed in Article III, Division 11 of the Blacksburg Zoning Ordinance require that a minimum of 20% of the total site shall be designated as open space with at least 5,000 sf reserved for recreational open space. The proposed open space is shown on Sheet Z5. The amenities shown as open space that allow for recreational activities are:

- Building Amenities
  - Clubhouse
  - Fitness Center
- Outdoor Amenities
  - Pool with Tanning Ledges
  - Grill Station
  - Seating Areas
  - Shade Sails

Parking

General

All parking proposed for the project will be surface parking, which will be provided on all sides of the building. A combination of standard and compact parking will be provided. Currently, the plan is showing approximately 29% compact spaces (see breakdown of parking below). This number may change as the design is finalized but will not exceed 30% as permitted by the Town. The project may also include a small percentage of motorcycle/scooter parking at the time of site plan development plans. Bicycle parking will be provided as well.

Special Exception Requested

As part of this rezoning application, the developer is requesting a special exception to the Use and Design Standards of Article IV of the Blacksburg Zoning Ordinance, for Multifamily Dwellings (§4216), in accordance with Town Code Section 1112. The requested exception is to permit the placement of 58 parking spaces in front of

the front building line of the principal structure, as shown on Sheets Z3-Z4. This request was previously submitted on January 9, 2017 with a prior submittal package requesting approval for a by-right site plan. The previous special exception request (SE17-0001) was granted by Town Council on April 11, 2017. The reasons and justifications for this request are listed below.

1. *Lot Characteristics:* The subject property has a relatively unusual characteristic in that its only frontage (approximately 67 feet) on a public street is that of the private entry road (Dowdy Drive) that serves the remainder of the parcel. The developable area of the parcel, which includes the parking spaces in question, is approximately 475 feet wide but sits 275 feet (at its minimum) back off of South Main Street, behind the Speedway/Bojangles parcel and the vacant parcel Tax Map #317-14 4. The view from the street of the parking area is also obstructed by the natural topography. The land and Dowdy Drive rise in the front third of the parcels adjacent to Main Street, then drop off as you reach the developable area of the subject parcel.
2. *Existing and Planned Structures:* When viewing the three parcels as a whole from Main Street, the proposed parking would be located behind the existing Speedway/Bojangles and any future building on Tax Map #317-14 4. The proposed parking area would also be located further off of the street than the parking for the nearby 2401 South Main Street building. The requested exception changes little about the proposed building's relationship to the street since it will sit relatively far off the street in either scenario.
3. *Internal/External Connectivity:* Since it sits well off of the street, the front parking area is accessed by a long entry drive and forms a loop of parking around the building. The front parking area as proposed lines up with the rear parking area for the 2401 South Main Street Building and provides cross access to this lot. The layout still provides for pedestrian connectivity to Main Street as it includes a sidewalk link nearly direct to the main entrance, and does not require the pedestrian to cross a "field of parking".
4. *Consistency with Existing Development Patterns:* The existing Speedway/Bojangles building, which sits closer to Main Street, was previously given a special exception in its own right to permit parking in front of the front building line. As discussed previously, even with the exception the proposed parking would still be behind other buildings and not adjacent to the public street. The development would remain consistent with the comprehensive plan and not create the appearance of a strip commercial shopping center.
5. *Buffering:* The proposed parking area is naturally screened by the topography. Street trees exist on the north side of Dowdy Drive and additional street trees will be added on the south side, both of which further screen the parking area from Main Street. Evergreen screening of the front parking lot will be provided as an additional measure to screen the parking lot from the front two parcels.

Multi-Unit Dwelling – Minimum Parking Required

Apartment: Per the Blacksburg Zoning Code, the minimum parking required for a multi-unit residential development is 1.1 spaces per bedroom. Due to the proximity of transit stops and public sidewalks/trails connecting to the CRC, this development is proposing a slightly lower ratio, with 194 spaces for 208 bedrooms.

The following is a breakdown of the proposed parking for the development:

Total Parking:	194 spaces (0.93 spaces per bedroom)
Standard:	126 spaces
Motorcycle/Scooter:	4 spaces
Compact:	56 spaces (28.9%)
ADA Parking:	8 spaces

Bicycle Parking

The development shall provide bicycle parking at a minimum ratio of 25% of the provided bedrooms (52 bicycles). The bicycle parking areas will be spread around the development so there will be some provided near each door. Additionally, there will be 16 bicycle spaces provided inside the building.

Project Phasing

No phasing is proposed for this project. As this project consists of only one building, the structure, parking area, recreational facilities, onsite and offsite infrastructure, and any road improvements that will be required for the development will be constructed within a single phase.

Subdividing & Parcels

The site currently exists as three separate parcels (one entire parcel and portions of two others). Upon redevelopment, a boundary line adjustment plat will be recorded to adjust the property lines and create one parcel for the development. Any applicable easements will be dedicated on the final approved plat as required by the Town of Blacksburg Subdivision Ordinance.

Landscaping & Screening

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include any required buffering, parking lot landscaping, and the overall site greenspace and landscaping requirements. There are very few trees existing on the site, other than a minimal amount located along the rear boundary. These are intended to remain unless grading activities dictate otherwise. Screening may be designed to help mitigate any concerns from adjacent properties or address screening desired by the applicant.

Site Lighting

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include parking lot lighting as well as the other site specific and/or exterior building lighting for resident safety. Other site specific lighting features could include but not 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 stated above, the project will be a multi-unit apartment building. The units and the location will appeal to a variety of residents, including medical students and other graduate students, young professionals, and possibly a small number of undergraduates. The building is proposed as a 4-story structure with a basement. The units are proposed to be a mix of studio and 2-bedroom units and will range in size from 527 s.f. to 938 s.f. of livable space. All floors will be accessible by both elevator and stairs. Other features in the building include a clubhouse and fitness area. The floorplans included with this submittal show the anticipated spatial layout of the floors and individual units. Each studio unit will include a bathroom, laundry area, and kitchen/living room/bedroom combination. There will be two types of 2-bedroom units. Each 2-bedroom unit will include a kitchen, laundry area, living room, and a bathroom in each bedroom.

There will be a main entrance on the front of the building indicated with building signage as well as additional entrances into the stairwells on each end. The parking area will circulate around the building and can be accessed by turning either left or right from Dowdy Drive. A sidewalk will be installed leading from the development to South Main Street.

The exterior building materials will consist of approximately 5-10% metal siding, 20-25% masonry and 65-70% fiber cement. No vinyl siding will be permitted. Architectural elevations have been included with the submittal to provide an illustration of how the buildings will look on each side. The design and construction of the building will be Earthcraft certified to ensure a sustainable mindset is implemented.

Signage

Entrance Identification Signs

Project signage will be provided on the building façade. The proposed building signage is included on the included building elevations and further details are included in the appendix section of this document. The applicant also reserves the right to apply for a special signage district in the future once a commercial use is planned for the remaining GC zoned parcel adjacent to South Main Street. This could allow for an approval of offsite signage for the residential project. Other directional signage may be proposed onsite as well that would meet the standards set for typical RM-48 directional signage.

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 South Main Street near the Industrial Park. According to the Town water maps and an actual field survey, there is an existing 8" waterline in Dowdy Drive which connects to an existing 16" waterline in South Main Street. There is an existing fire hydrant at the end of Dowdy Drive which will be relocated to an island in the main entrance of the development. An 8" watermain is proposed in the development in order to provide additional fire hydrants around the building. 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.

According to Town sewer maps and an actual field survey, there is a gravity sanitary sewer line that runs along three sides of the subject property, which connects to an existing pump station behind the property. Wastewater will be managed with proposed sewer lateral which will connect to an existing manhole and eventually drain to the pump station. The sewer lateral will be constructed per Town Code.

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. Multi-Unit Residential Building: 208 proposed bedrooms
   Design Assumptions and Calculations:
   Water and Sewer usage for residential use is 100 gal/day per bedroom = 20,800 gal/day

2. Amenity Area
   Design Assumptions and Calculations:
   Amenity Area = 1,000 gal/day
   Total Water/Sewer Usage By Amenity Areas = 1,000 gal/day

3. Length of New Sewer Pipe +/- 22' x 1.5 gpd/ft infiltration factor = 33 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 21,800 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 21,833 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.

The preliminary utility layout is shown on Sheets Z3-Z4.

Water Quality & Stormwater Management Standards

Pre-Development Summary

In the pre-developed condition, the site is divided into two main drainage areas, one which drains directly Cedar Run on the northeast side of the site, and one which drains directly to a tributary of Cedar Run on the southwest side of the site. Runoff from both areas combine in Cedar Run approximately 175 feet downstream of the site. A point of analysis has been chosen in the Cedar Run tributary at the site property line as this point encompasses all concentrated stormwater discharges from the site.

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements. The watershed is a developed urban area which contains existing BMPs. All 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

The proposed site will convey the majority of the drainage from the site and Lot 4 into an underground detention BMP before being discharged into a detention pond. Both BMPs have been designed to manage peak flows for both the proposed development site and future development on Lot 4 up to the maximum 85% lot coverage allowed per the Town's current zoning ordinance. These BMPs ultimately discharge into the south tributary of Cedar Run near the property line, a natural stormwater conveyance system.

A portion of the area to be developed on Lot 4 is expected to be directed to the stormwater facility, but will not drain to the stormwater facility in the interim condition. As such, the surface inlets along Dowdy Drive and the proposed parking lot have been designed to accept runoff from the interim condition (worst case scenario) and the storm sewer and BMPs have been designed to accept runoff from the full buildout landcover of the entire future development parcel (worst case scenario).

The remainder of the site along the boundaries not captured by the BMPs will sheet flow offsite (direct runoff) similar to the pre-development 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 at this time.

All flows for calculating stormwater quantity requirements have been analyzed using the SCS/TR-20 weighted Q method.

Downstream

Channel Protection

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows have been discharged directly to a stormwater conveyance system. The site[1] discharges to 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 below, the pre-development flows from the site have been multiplied by the prescribed reduction rate in the HydroCAD calculations labeled "Channel Protection" (see Stormwater Management Concept Narrative).

R_V Calculation (for "SITE AREA")
Pre-developed = 0.534 acre*ft – See HydroCAD "Channel Protection Volumes" Report
Developed = 1.001 acre*ft – See HydroCAD "Channel Protection Volumes" Report

$$Q_{Developed} \leq I.F. \times \left(Q_{Pre-developed} \times RV_{Pre-Developed}\right) / RV_{Developed}$$
$$Q_{Developed} \leq 0.8 \times \left(Q_{Pre-developed} \times 0.534\right) / 1.001$$
$$Q_{Developed} \leq 0.43 \times Q_{Pre-developed}$$

The resulting maximum allowable peak flow rate for the one-year 24-hour storm at Point of Analysis 1 is 140.19 cfs.

The actual post-development peak flow rate achieved is 140.08 cfs.

Flood Protection

In accordance with 9VAC25-870-66 subsection C, concentrated stormwater flows have been discharged directly to a stormwater conveyance system. The conveyance system conveys flows from the site[1] to a point (in Cedar Run, ±860 acres) where the contributing drainage area is less than or equal to 1.0% of the total watershed area

[1] In the context of channel and flood protection, "site" shall be defined as the land or water area where the land-disturbing activity is physically conducted, including the limits of any off-site land disturbance. However, the disturbance associated with installation of underground utilities where such activity occurs on an existing hard surfaced road, parking area, or sidewalk has been excluded in accordance with Virginia Code §62.1-44.45:34.F.3. The applicable area totals 5.80 acres, as shown on sheet SW4 of the construction plans.

as defined in subdivision 3(a) of the regulations (at least 580 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) of these regulations, no further analysis of the downstream stormwater conveyance system is required.

Water Quality Compliance

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 since the required phosphorus load reduction is 4.80 lb/yr. The site does not lie within a phosphorus-targeted TMDL watershed.

The existing site[2] has a pre-development impervious land cover of 0.26 acres (4.5%). The post development site has an impervious land cover of 2.76 acres (47.6%) resulting in a composite runoff coefficient (R_v) of 0.56. The prescribed phosphorus pollutant reduction requirement is 4.80 lb/yr, all of which will be satisfied through the purchase of nutrient credits.

It shall be noted that for the purposes of calculating water quality compliance, the future development parcel has been calculated as managed turf during the interim period. Therefore, **the development on the future development parcel will require additional water quality controls or nutrient credit purchases**. The future development parcel may assume a pre-development condition of managed turf.

<u>Environmental Impacts & Concerns</u>

Cedar Creek runs through the rear of the property, but the project does not propose any disturbance to the creek. There is also a flood zone around the creek, but the proposed improvements are not within this flood zone. There are currently no other 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

[2] In the context of water quality compliance, "site" shall be defined as the land or water area where the land-disturbing activity is physically conducted, including the limits of any off-site land disturbance. However, the disturbance associated with installation of underground utilities where such activity occurs on an existing hard surfaced road, parking area, or sidewalk has been excluded in accordance with Virginia Code §62.1-44.15:34.F.3. The future development parcel will be considered managed turf as part of this development plan for the purposes of calculating water quality requirements. The applicable area totals 5.80 acres, as shown on sheet SW4 of the plans.

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 to avoid any sediment and silt from reaching the creek.

Trash Pick-up

A trash and recycling disposal area will be included on site in the rear parking lot. The preliminary location for the garbage area is shown on Sheet Z3-Z4.

Other Utilities

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground when possible. Coordination with American Electric Power and the other private utility companies will be necessary to limit or avoid impacts to the adjacent properties.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

Dowdy Drive is currently not a public right of way, but does already connect to South Main Street and will be the main access into the site. Dowdy Drive also provides access to the existing Speedway gas station and will provide access to the smaller commercial parcel located on the right side of Dowdy Drive (vacant as of this submittal). The road is currently paved, and a right turn lane exists for traffic turning onto Dowdy Drive when traveling north on Main Street. There is a concrete median in Main Street at this location, making Dowdy Drive a right in/right out only access. For residents that need to turn left onto or off Main Street, a secondary access to the site will be provided by way of connection to the existing parking lot on the adjacent lot owned by Lucas 2401, LLC. This site is currently a small commercial development.

All proposed drive aisles and parking spaces within the parking lot will be designed to meet or exceed Town standards and ADA spaces will be provided in multiple locations.

Due to the size of the site with only 208 residents, the impact on traffic in this area is not expected to be a concern.

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.

Use	*ITE*	*# of persons*	*Sq.Ft.*	*AM In*	*AM Out*	*AM Total*	*PM In*	*PM Out*	*PM Total*	*Weekday*
Apartments	**220**	**208**	**n/a**	**12**	**47**	**58**	**54**	**29**	**83**	**688**

Blacksburg Transit

This site is currently served by the Main Street BT Route. Blacksburg Transit has several bus stop locations near the site, the closest stop being the northbound stop approximately 575' north of Dowdy Drive, or approximately 1,025' from the proposed building. The applicant has met with BT to discuss opportunities to maximize bus ridership and to evaluate other options for pedestrian and bike traffic. BT had already investigated relocating the northbound stop from its current location, closer to Dowdy Drive. With the development of a project on the subject parcel, BT stated that this existing northbound BT stop will be relocated just south of the intersection of Dowdy Drive and South Main Street. The current stop is not in a location that is particularly close to any residential or commercial area. By moving the stop, it will be in a location that is close to the new residential building, as well as other existing businesses and commercial establishments on Dowdy drive and next door at 2401 South Main. Additionally, the existing turn lane from South Main Street onto Dowdy Drive will provide a place for the bus to pull out of the main flow of traffic before coming to a stop. This stop will be convenient for either leaving or returning to the community for those traveling to or from the north end of town, due to the route.

The concern for pedestrian safety in regard to crossing South Main Street mid-block was also discussed with BT. The southbound bus stops across Main Street from the site, continues south and turns around at the Industrial Park, located just half a mile beyond Dowdy Drive, then returns to stop near the site five minutes later, making it easy to ride the bus either north or southbound without being required to cross five lanes of traffic on South Main Street. This is similar to other routes in town and BT felt that there would be very few riders that would get off at this stop and attempt to cross the road. Their experiences show that if it's only a 5 minute difference, riders will typically make the safer decision.

It was also BT's opinion that most bikers and walkers would use the sidewalk system on the eastern side of South Main Street and cross over at the controlled, signalized intersection at Professional Park. They said most of those users would prefer to be facing traffic when going that direction and that crossing mid-block at Dowdy doesn't get them any closer to the trail systems that lead to Research Center Drive.

Pedestrian Walks

An existing sidewalk is located on the both sides of South Main Street at this location. A sidewalk will be built around the development to provide access from any part of the parking lot to the building. In addition, a new sidewalk is proposed to be built along Dowdy Drive to connect with the existing sidewalk on South Main Street. While this is not an area that is considered heavily trafficked by pedestrians, it is not out of the question for residents to walk or bike to their destination, as shopping, dining, and entertainment options are all located less than a mile away at First & Main and the area surrounding it. A sidewalk is provided on both sides of the street to First & Main, and beyond it to Kroger and Blacksburg Square for even more dining and shopping options. In addition, the Osteopathic College and the CRC, as well as the Industrial Park, are located less than a mile south of the site, and there is an existing sidewalk connecting the site to these areas. From the site to the

entrance of Edward Via is only a 0.65 mile distance by following the sidewalk system, crossing at Professional park and using the existing trail system.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The property is currently zoned General Commercial (GC). The GC designation allows single family residential and multi-unit residential on the upper floors of multistory buildings, both by right. In order to provide residential units on the first floor of the proposed building, a rezoning to a PRD is necessary. The property is located in an area classified as high impact commercial within Mixed Use Area "F" on Map A (Future Land Use) in the Comprehensive Plan.

High Impact Commercial is defined in the Comprehensive Plan as follows:

"Small or large commercial developments with a need for high visibility and have a high impact on the surrounding environment, including but not limited to factors such as lighting, noise, parking, traffic and hours of operation."

Mixed Use Area "F" is defined in the Comprehensive Plan as follows:

"Mixed Use Area F is located on South Main Street at the major south entrance gateway to Blacksburg. This mixed-use area is predominantly an office and commercial campus with limited entrances on South Main Street with landscaping that does not give an impression of a strip commercial shopping center. Retail and residential uses are secondary in nature and support the Blacksburg Industrial Park and existing office parks."

While this area is specified for commercial uses, with residential uses being a secondary goal, this particular parcel is good fit for residential, given that high visibility, as desired based on the definition of high impact commercial, is not an option due to the fact that the lot is not directly adjacent to Main Street. It will provide a residential option that is convenient to the Industrial Park, as specified, as well as to the Osteopathic College and CRC, while offering some distance and screening from the traffic of Main Street.

The subject parcel is also designated as Urban Development Area "F" on Map B in the Comprehensive Plan. According to the plan, UDA's are "intended to be developed at urban densities and intensities and may include single-family residences at four dwellings per acre, townhouses at six dwellings per acre, or multifamily units at 12 units per acre or higher." The proposed development is a medium density multifamily community, with a density of approximately 16.5 units per acre, which easily fits into the definition of a UDA.

The property is currently vacant. It is surrounded by a wide variety of uses, including high impact commercial, single family residential, municipal, and industrial uses. See Sheet Z1 for a detailed description of the surrounding zoning designations and uses.

The town has developed a set of Residential Infill Development Guidelines. The purpose of these guidelines, among other things, is to provide direction for new residential development in urban development areas. The proposed development will meet the following criteria from the Residential Infill Development Guidelines listed in the Comprehensive Plan:

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

The location of the property is not typical in that it is located at the terminus of Dowdy Drive, rather than having a more traditional streetyard area. However, the building will face Dowdy Drive and the front of the building will be what is seen when approaching the site by car or on foot.

• ***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.*

Landscaping will be provided around the front of the building and some entry features may be included as design in finalized.

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

Buffering from traffic along South Main Street is not an issue, as Dowdy Drive provides a long entryway into the community and offers separation from the traffic on Main Street. Screening may be provided around the outer boundary of the site in order to buffer the community from the neighboring 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.*

An outdoor amenity area will be provided on the rear of the building, giving the residents an area to relax and congregate away from traffic.

• ***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.*

Internal walkways and connection to the public sidewalk will be provided and are shown on the masterplan.

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

While there is not another apartment building in the adjacent area, the size and style of the proposed building will fit well with the hotel located on the other side of Main Street.

• ***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.*

A streetscape may be provided along Dowdy Drive to provide an entryway that give the community character and identity.

• ***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.*

A new sidewalk is proposed along Dowdy Drive to connect with the existing sidewalk on South Main Street and provide pedestrian access to the public right of way.

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

The development will provide multiple places for bicycle parking around the parking lot and some covered storage may be provided in the stairwells.

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

No new streets are proposed within the development, as it is only one building, however, the parking lot is a continuous loop around the site and interconnectivity will be provided to the adjacent site.

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 11, 2016. The italicized text is from the Comprehensive Plan, while the regular text explains 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.*

This portion of South Main Street is not a heavily trafficked pedestrian area, however, there is currently an existing sidewalk on both sides of the street, making it a viable option to walk from the site to nearby shopping and dining at First & Main and Blacksburg Square. The project will install a new sidewalk connecting the community to the public sidewalk to help promote the walkability and bikeability option of the site.

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.*

While a small number of undergraduates may choose to live at this development, it is anticipated that the majority of residents will be medical students, graduate

students, or young professionals. Due to the relatively small size and location, lifestyle conflicts are not expected to be an issue.

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.*

The project will provide an outdoor amenity space, which will include a pool, grill station, and seating areas, as well as an indoor fitness center to provide recreation opportunities and a gathering place for residents.

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.*

Because of the location of the existing Dowdy Drive, this development will not be creating any additional curb cuts on South Main Street. The direct community connection will be on Dowdy Drive.

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.

Because of the location of the development, and the anticipation that a large number of residents will be professionals rather than students, it is reasonable to assume that the ridership from the community will be a smaller percentage than from a student housing development. However, for those residents that will be riding the BT on a regular basis, there is an existing stop beside the Speedway Gas Station, about 260' north of the intersection of South Main Street and Dowdy Drive, which will be a short walk for residents.

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 development of this property will require all stormwater management areas to be designed to meet all current state and local ordinances regarding 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.*

This project will meet all stormwater and erosion control regulations.

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 and will promote a design that concentrates parking lot lighting toward the center of the property, thus protecting the adjacent properties from 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.*

All utilities will be placed underground whenever possible.

CCP 22. Gateway entry corridors are the first impression for visitors and residents and should reflect the care and quality of the Town. *The Town will provide landscaping and maintenance, and entry and wayfinding signage within the right-of-way at key gateways. Development proposals in gateway corridors should be designed with aesthetic features such as parking areas, landscaping, and signs, all of which affect the visual quality of entrance areas and corridors.*

South Main Street is an entry corridor into the Town. The project is not directly on Main Street, so the building and parking are will not be highly visible to traffic, however the project signage may be visible and, if so, will be designed with aesthetic features.

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.*

The owners of the property are very familiar with these certifications and it is the owner's intent to achieve a high standard of energy efficiency with the project at this location.

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.*

There is limited development in this area currently. The majority of what exists is office buildings and small commercial establishments, as well as a hotel. There are not many multi-story buildings in this area, however it is an area that is designated for mixed use and urban design, which allows for taller buildings. At four (4) stories on the front side, the proposed building will not be taller than the existing hotel across the street.

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

Community concerns will be addressed at the neighborhood meeting.

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.*

Cedar Run runs along the rear property along with several trees. The creek will not be disturbed and existing trees will remain where grading allows.

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

Buffering along the property boundary will reduce the amount of noise and light impacts on the adjacent properties.

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

Housing

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

A large portion of the apartment communities in Blacksburg are marketed towards undergraduate students, leaving limited rental areas for graduates and professionals. This site is in a location that will not be considered a prime spot for undergraduate renters, but with the proximity to CRC and the Osteopathic College, it will be a great option for graduate students and young professionals. It will help meet some of the housing demand for non-student residents.

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

- *Rental or starter homes for purchase by graduate students and young families*
- *Young professional housing and services in the Downtown area*
- *Workforce Housing for those making 80% to 120% of the area median income*
- *Affordable workforce housing options for LMI families making less than 80% of the area median income*
- *Housing with universal design features to allow for aging in place*

With the location and smaller size, this community will provide a needed option for graduate students and professionals who are not ready to buy but do not want to rent in the primarily undergraduate areas, due to lifestyle conflicts.

A SUSTAINABLE COMMUNITY
Objectives and Policies

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 the development project.

TRANSPORTATION
Objectives and Policies

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 sidewalks throughout the project and construct a new sidewalk on Dowdy Drive to provide a connection to South Main Street.

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 per Town standards.

T.13. *Remove utility poles and other obstructions from sidewalks.*
No obstructions existing in the location of the proposed sidewalk connection from the site to South Main Street.

Bicycle

T.15. *Develop and implement a comprehensive bicycle parking program throughout the Town and in coordination with Blacksburg Transit to install covered bicycle racks at public sites and commercial and residential locations, as well as to coordinate with Montgomery County and the New River Valley Planning District Commission for bicycle and pedestrian connections throughout the region.*
The development will provide multiple locations throughout the site for bicycle parking.

Transit

T.27. *During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.*
BT service is currently provided near the site through the Main Street Route. There is an existing stop near the site, on the same side of Main Street, so residents will not be required to cross the busy five-lane road either to catch the bus or when being dropped off.

Parking

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

• *Surface parking facilities are landscaped and appropriately lighted*
• *Structured parking facilities are designed to minimize the visual impact of the bulk of the structure and the horizontal appearance of a parking deck*
• *New parking lots minimize impacts on stormwater*
Only a surface parking lot is proposed. It will be lit for safety and landscaped per town requirements. All reasonable attempts will be made to minimize impacts on stormwater.

ENVIRONMENT
Objectives and Policies

Natural Resources

EN.3. *Conserve, protect and manage networks and corridors of natural vegetation, forested areas, wildlife habitat, and undeveloped steep slopes*
Cedar Run follows the rear property line of the site, at the bottom of a steep natural slope. The natural slope will be graded the minimum possible in order to develop the property and the creek will not be disturbed.

EN.4. *As part of the development review process, ensure that natural resources, including native habitat and threatened and endangered species, are protected.*
A large portion of the site along the exterior edges, which has as natural steep slope, will remain undisturbed.

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*
Disturbance on the steep slope at the rear of the property will be minimal.

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 development 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 development 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. Compliance with these regulations is shown in the stormwater concept plan.

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 proximity of the site to a BT route and the availability of public sidewalks will give residents several options that will help reduce air pollution and vehicle congestion.

UTILITIES

Objective 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*

The proposed water system for the project will comply with all town and state 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 development will provide a receptacle for recyclables with each dumpster.

VII. Adjoining Landowners

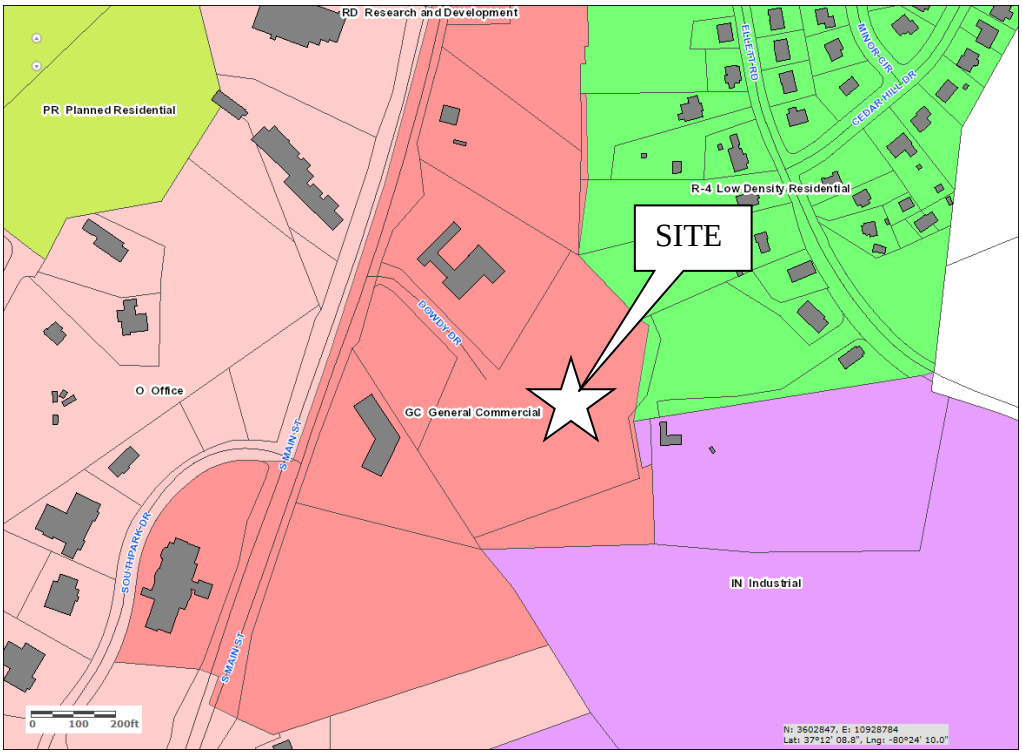
Owners of land adjoining the site are shown in the chart on the following page, listed by tax map parcel numbers with the name and mailing addresses:

CEDAR RUN OVERLOOK PRD REZONING REQUEST Adjacent Property Owners		
Tax Parcel(s)	**Owner**	**Address**
317-A 14A	STEPHEN T. WILLIAMS C/O SPEEDWAY, LLC	539 S. MAIN STREET FINDLAY, OH 45840
317-A 41	JAMES V. NOONKESTER	1106 N. MAIN ST BLACKSBURG, VA 24060
318-A 20A	BCH RENTALS LLC	2260 FAIRVIEW ST CHRISTIANSBURG, VA 24073
318-A 20	CHARLOTTE J. SURFACE	712 ELLETT RD BLACKSBURG, VA 24060
318-15 3	LUCAS CONSTRUCTION AND DEVELOPMENT, INC	1999 S. MAIN ST BLACSKBURG, VA 24060
318-A 2	BLACKSBURG – VPI SANITATION AUTHORITY	
318-A 22 348-1 3A	TOWN OF BLACKSBURG	
347-A 42C	ELLAN S DODSON LIVING TRUST	822 DEERCROFT DR BLACKSBURG, VA 24060
317-A 11	LUCAS 2401, LLC	1999 S. MAIN ST BLACKSBURG, VA 24060

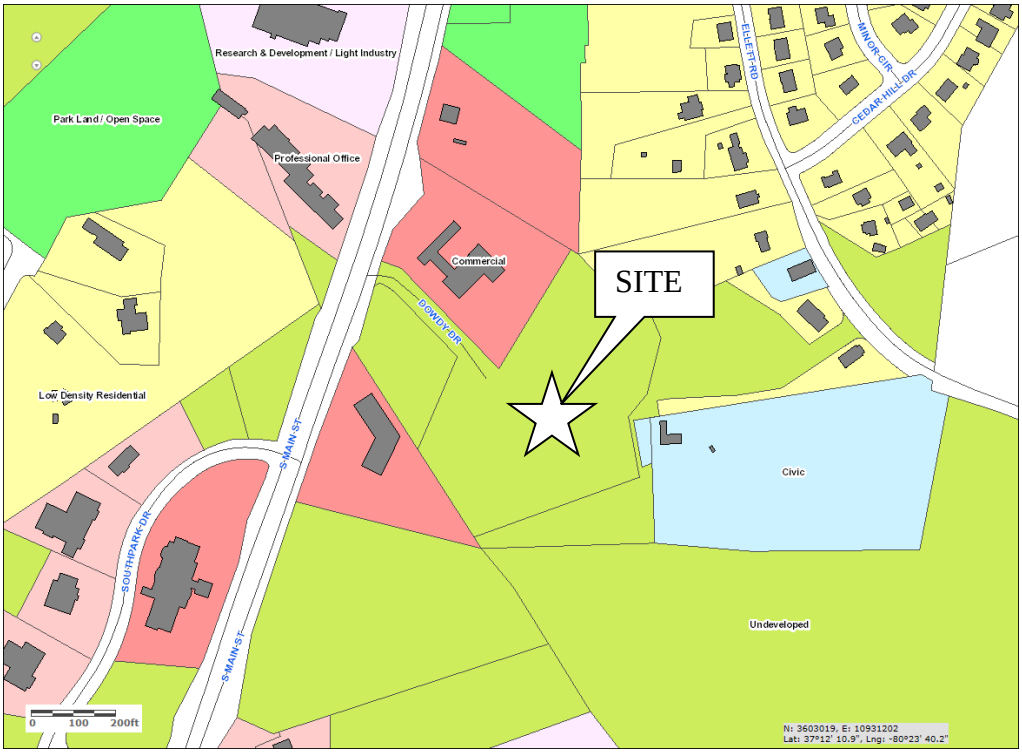
Appendix

Pages 30-32 ..... Zoning Maps
Page 33 ..... Blacksburg Transit Map
SHEET Z1 ..... Existing Parcel Map
SHEET Z2 ..... Existing Conditions & Demolition Plan
SHEET Z3-Z4 ..... Master Plan
SHEET Z5 ..... Open Space Plan
SHEET A1 ..... Architectural Site Plan
SHEET A2 ..... Floor Plans
SHEET A3-A4 ..... Building Elevations
SHEET 1 ..... Signage Plan

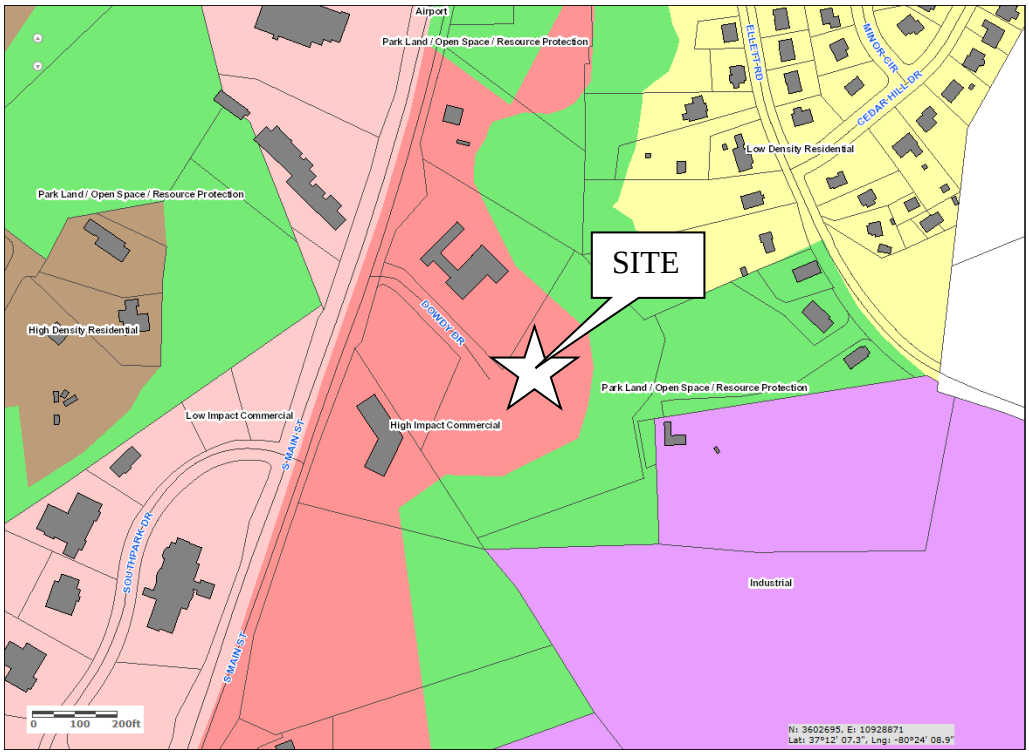
EXISTING ZONING MAP



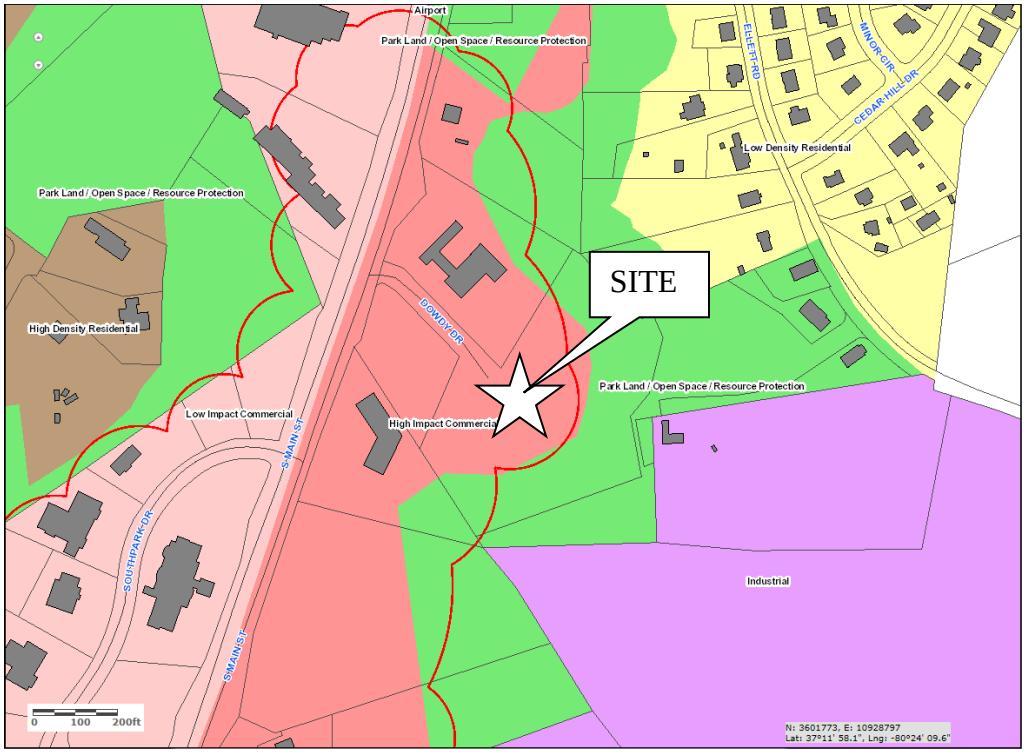
EXISTING LAND USE MAP



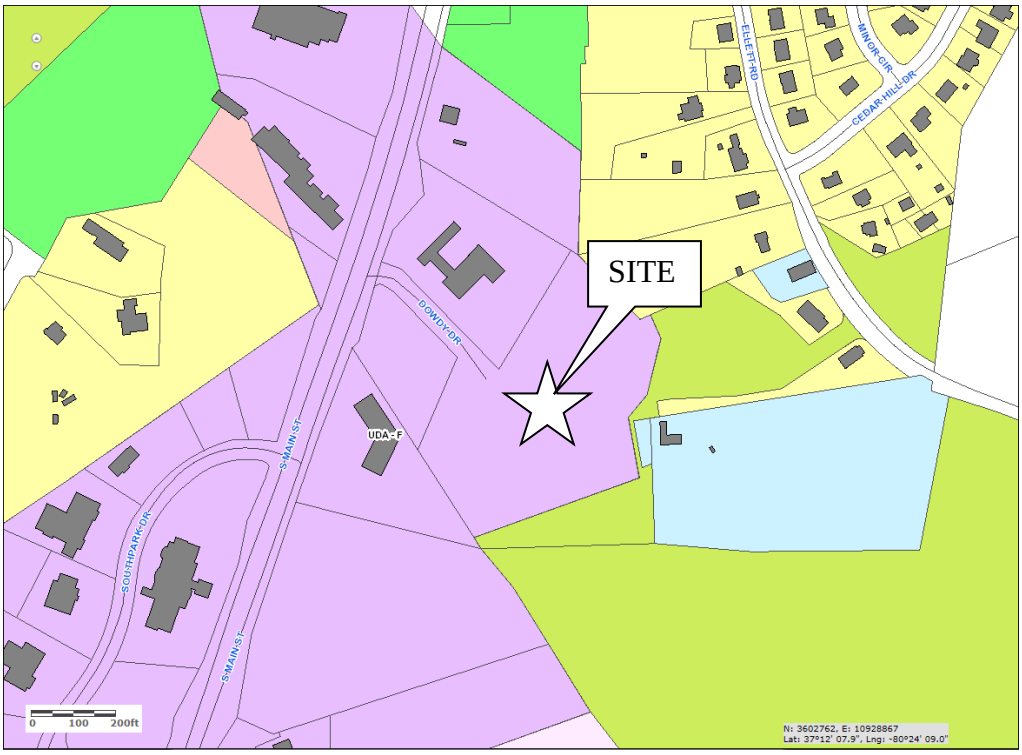
FUTURE LAND USE MAP

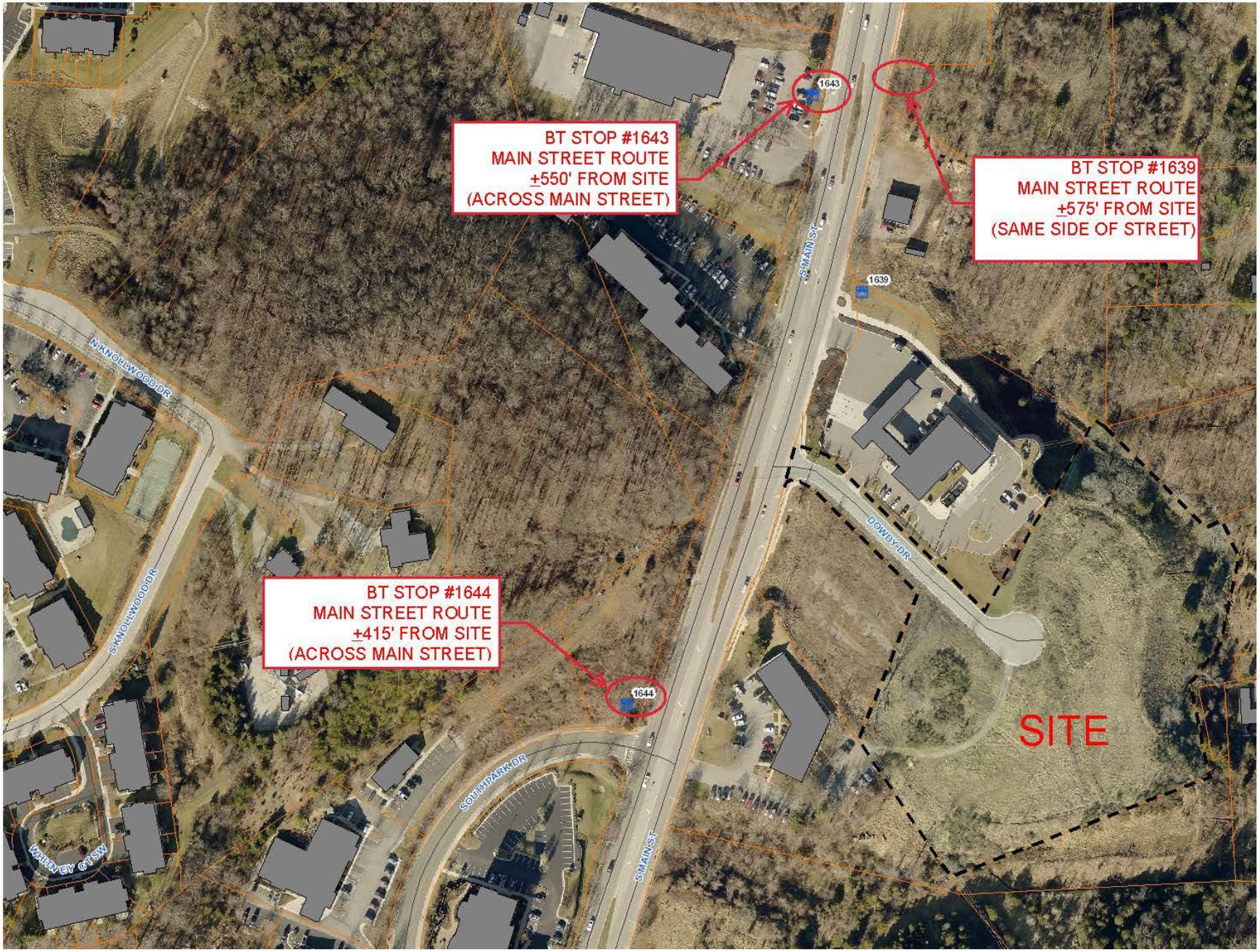


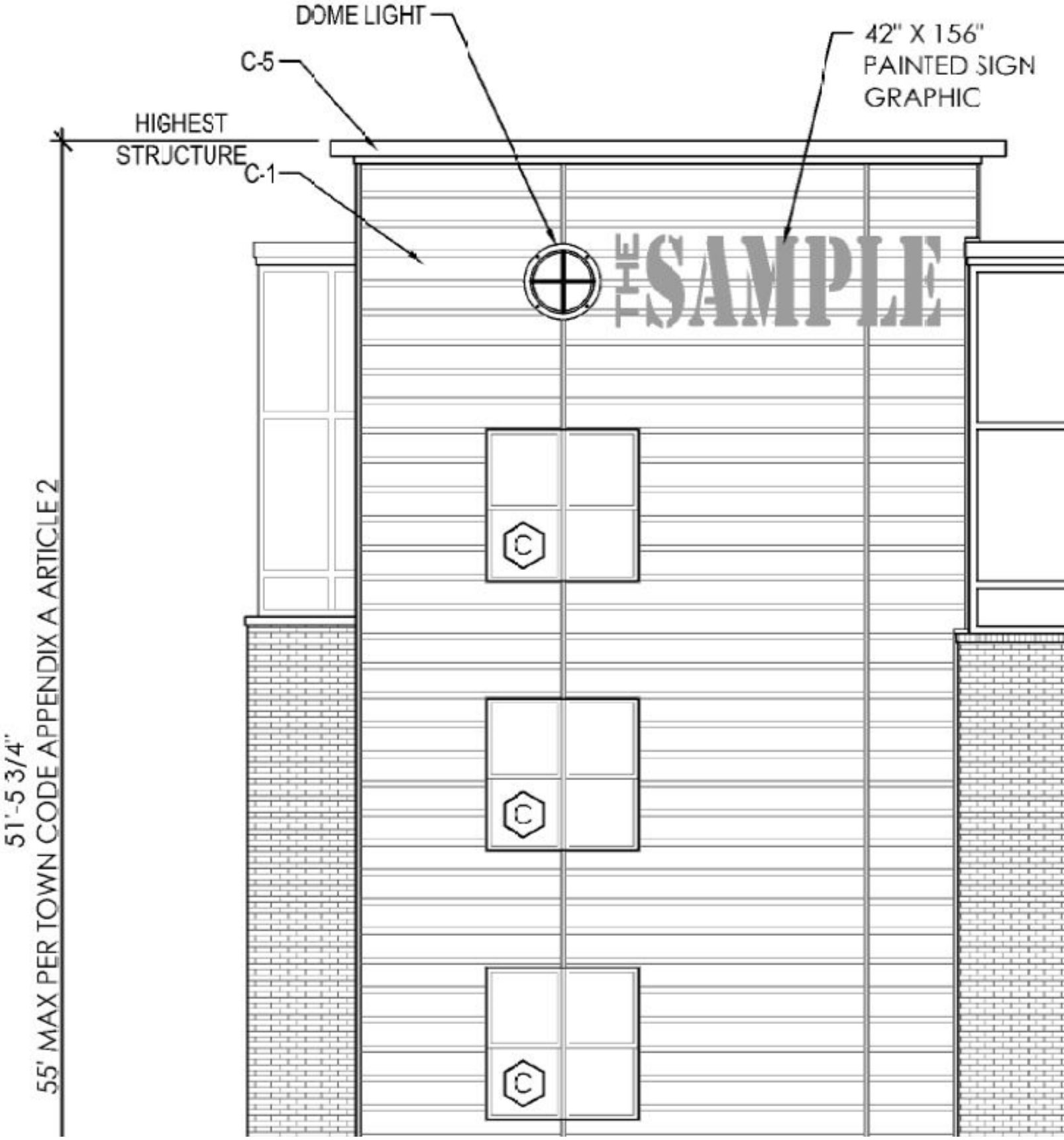
MIXED USE AREA "F" MAP
[MIXED USE AREA "F" IS CLOUDED IN RED]



URBAN DEVELOPMENT AREA "F" MAP
[UDA-F IS INDICATED BY PURPLE SHADING]




BT STOP #1643
MAIN STREET ROUTE
±550' FROM SITE
(ACROSS MAIN STREET)
BT STOP #1639
MAIN STREET ROUTE
±575' FROM SITE
(SAME SIDE OF STREET)
BT STOP #1644
MAIN STREET ROUTE
±415' FROM SITE
(ACROSS MAIN STREET)
1643
1639
1644
S MAIN ST
N KNOLLWOOD DR
S KNOLLWOOD DR
DOWDY DR
SOUTHPARK DR
WALNUT CT SW
SITE


DOME LIGHT
C-5
42" X 156"
PAINTED SIGN
GRAPHIC
HIGHEST
STRUCTURE
C-1
SAMPLE
C
C
C
51'-5 3/4"
55' MAX PER TOWN CODE APPENDIX A ARTICLE 2

THIS MAP IS BASED PARTIALLY FROM RECORDS AND PARTIALLY FROM A FIELD SURVEY. THE BOUNDARIES SHOWN HEREON ARE ONLY USED FOR REZONING PURPOSES AND PUBLIC INFORMATION.

OWNER INFORMATION

1. N/F
JAMES V. NOONKESTER
TAX MAP #317-A 41
PARCEL ID #013475
DB 26 PG 236
USE: COMMERCIAL
ZONING: GC

2. N/F
BCH RENTALS, LLC
TAX MAP #318-A 20A
PARCEL ID #009845
INST.#2008009685
USE: SINGLE FAMILY RESIDENTIAL
ZONING: R-4

3. N/F
CHARLOTTE J. SURFACE
TAX MAP #318-A 20
PARCEL ID #018900
WB 55 PG 660
USE: SINGLE FAMILY RESIDENTIAL
ZONING: R-4

4. N/F
LUCAS CONSTRUCTION AND DEVELOPMENT, INC.
TAX MAP #318-15 3
PARCEL ID #120681
PB 25 PG 291
USE: VACANT LAND
ZONING: R-4

5. N/F
BLACKSBURG-VPI SANITATION AUTHORITY
TAX MAP #318-A 2
PARCEL ID #071141
DB 510 PG 823
USE: GOVERNMENT
ZONING: IN

6. N/F
BLACKSBURG-VPI SANITATION AUTHORITY
TAX MAP #318-A 22
PARCEL ID #070078
DB 513 PG 585
USE: GOVERNMENT
ZONING: IN

7. N/F
TOWN OF BLACKSBURG
TAX MAP #348-1 3A
PARCEL ID #031974
DB 16 PG 141
USE: GOVERNMENT
ZONING: IN

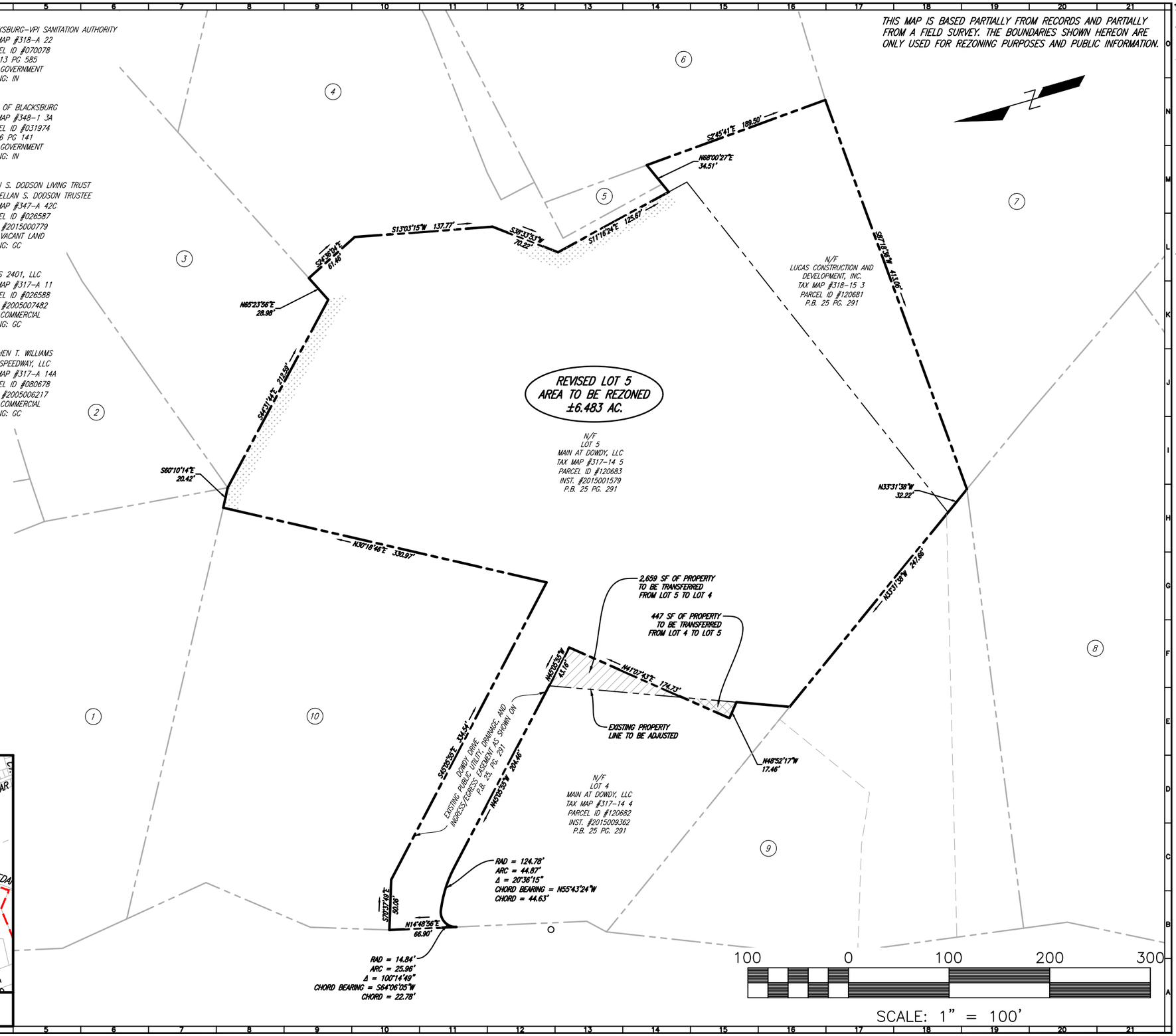
8. N/F
ELLAN S. DODSON LIVING TRUST
C/O ELLAN S. DODSON TRUSTEE
TAX MAP #347-A 42C
PARCEL ID #026587
INST. #2015000779
USE: VACANT LAND
ZONING: GC

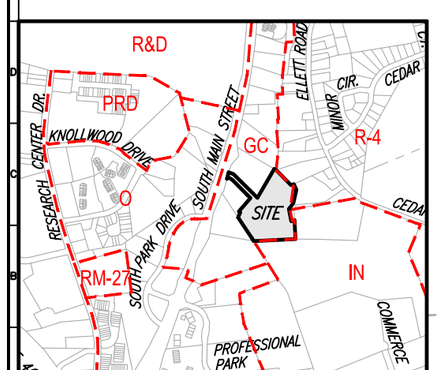
9. N/F
LUCAS 2401, LLC
TAX MAP #317-A 11
PARCEL ID #026588
INST. #2005007482
USE: COMMERCIAL
ZONING: GC

10. N/F
STEPHEN T. WILLIAMS
C/O SPEEDWAY, LLC
TAX MAP #317-A 14A
PARCEL ID #080678
INST. #2005006217
USE: COMMERCIAL
ZONING: GC

AREA CALCULATIONS

EX. LOT 4 AREA:	49,912 SF (1.146 AC)
AREA TO BE REMOVED:	447 SF
AREA TO BE ADDED:	2,659 SF
NEW LOT 4 AREA:	52,124 SF (1.197 AC)
EX. LOT 5 AREA:	284,605 SF (6.534 AC)
AREA TO BE REMOVED:	2,659 SF
AREA TO BE ADDED:	447 SF
NEW LOT 5 AREA:	282,393 SF (6.483 AC)





VICINITY & ZONING MAP
SCALE: 1"=1500'

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CEDAR RUN OVERLOOK
DOWDY DRIVE

EXISTING PARCEL MAP

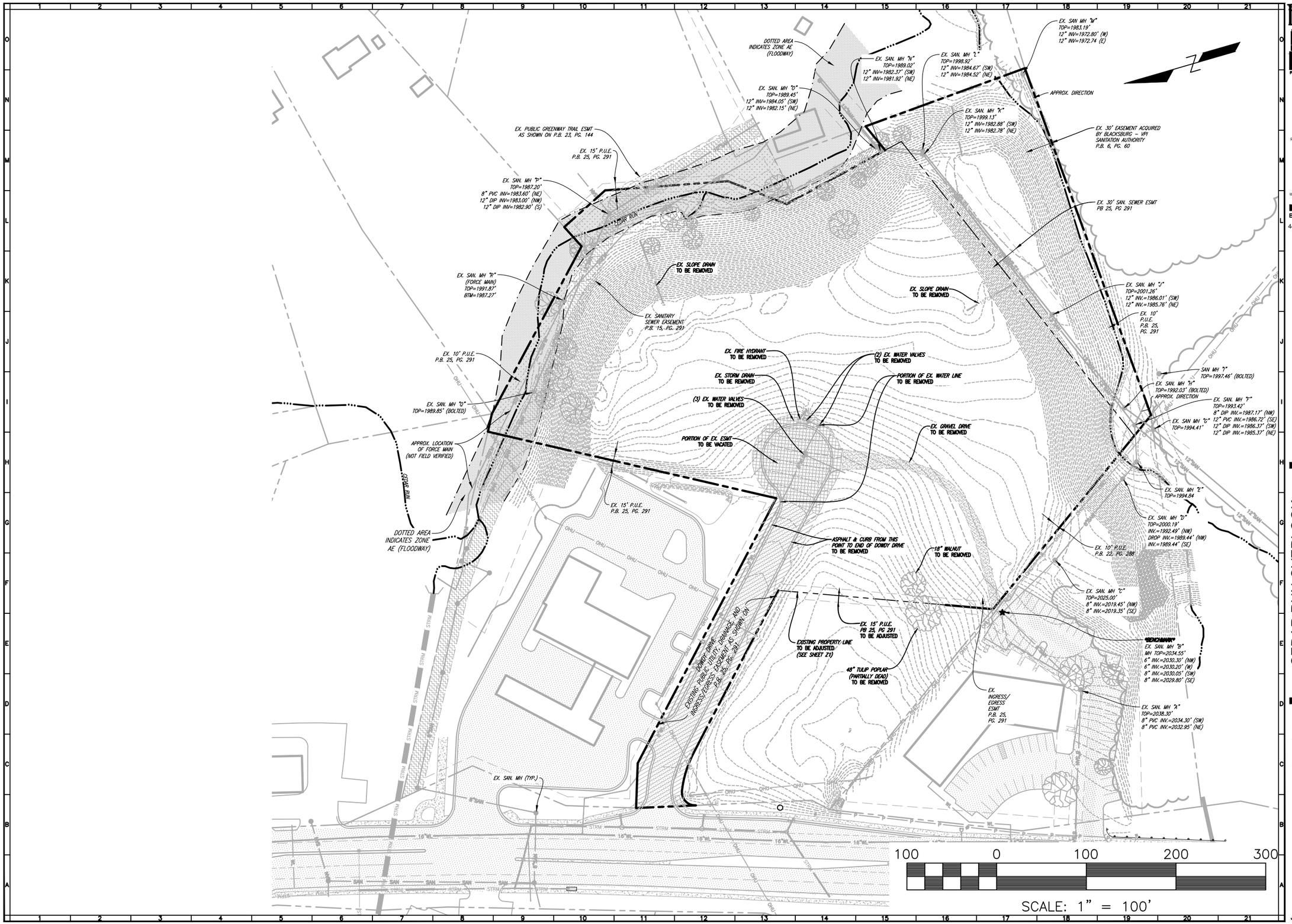
MOUNT TABOR MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY GLM
DESIGNED BY GLM
CHECKED BY JRT
DATE 1/3/18
SCALE 1" = 100'

REVISIONS:
1. 3/28/18

SHEET NO. Z1

JOB NO. B1400042.00



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EXISTING CONDITIONS

MOUNT TABOR MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY	GLM
DESIGNED BY	GLM
CHECKED BY	JRT
DATE	1/3/18
SCALE	1"=100'

REVISIONS:
1. 3/28/18

SHEET NO.
Z2

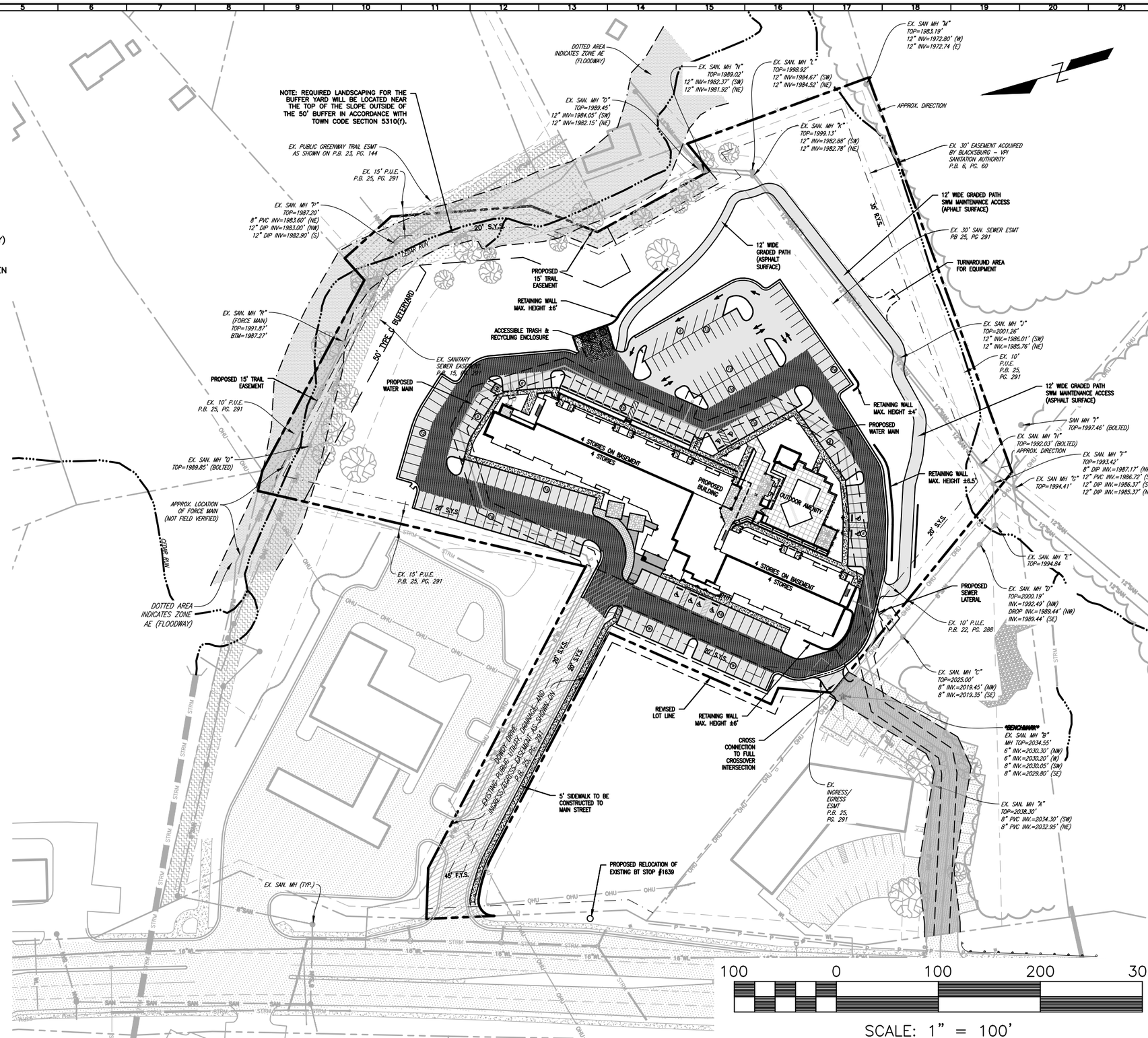
JOB NO. B1400042.00

GENERAL NOTES

CURRENT ZONING	GC
PROPOSED ZONING	PRD
TOTAL SITE AREA	6.483 ACRES
TOTAL UNITS PROPOSED	109 UNITS
TOTAL BEDROOMS PROPOSED	208 BEDROOMS
PROPOSED DENSITY	16.8 UNITS/ACRE 32.1 BDRM/ACRE
PROPOSED PARKING	194 SPACES (TOTAL)
PROPOSED RATIO	0.93 SPACES/BDRM
PARKING BREAKDOWN	
STANDARD	126 SPACES
MOTORCYCLE/SCOOTER	4 SPACES
COMPACT	56 SPACES (28.9%)
ADA	8 SPACES

FLOOD NOTE: THE PROPERTY CONTAINS AREAS LOCATED IN F.E.M.A. DEFINED ZONE X (UNSHADED) AND ZONE AE (FLOODWAY) AS SHOWN ON PANEL #51121C0134C (EFFECTIVE DATE SEPTEMBER 25, 2009). THIS DETERMINATION HAS BEEN MADE BY GRAPHIC METHODS ONLY AND NO ELEVATION STUDY HAS BEEN PERFORMED AS PART OF THIS PROJECT.

WATER SERVICE:	TOWN OF BLACKSBURG
SEWER SERVICE:	TOWN OF BLACKSBURG



LEGEND

- = PROJECT PROPERTY LINE
- = ADJACENT PROPERTY LINES
- = EXISTING ASPHALT
- = SETBACK LINE
- = EASEMENT LINE
- = PROPOSED ASPHALT
- = PROPOSED SIDEWALKS

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CEDAR RUN OVERLOOK
DOWDY DRIVE

OVERALL MASTER PLAN

MOUNT TABOR MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY	GLM
DESIGNED BY	GLM
CHECKED BY	JRT
DATE	1/3/18
SCALE	1"=100'

REVISIONS:
1. 3/28/18

SHEET NO.
Z3

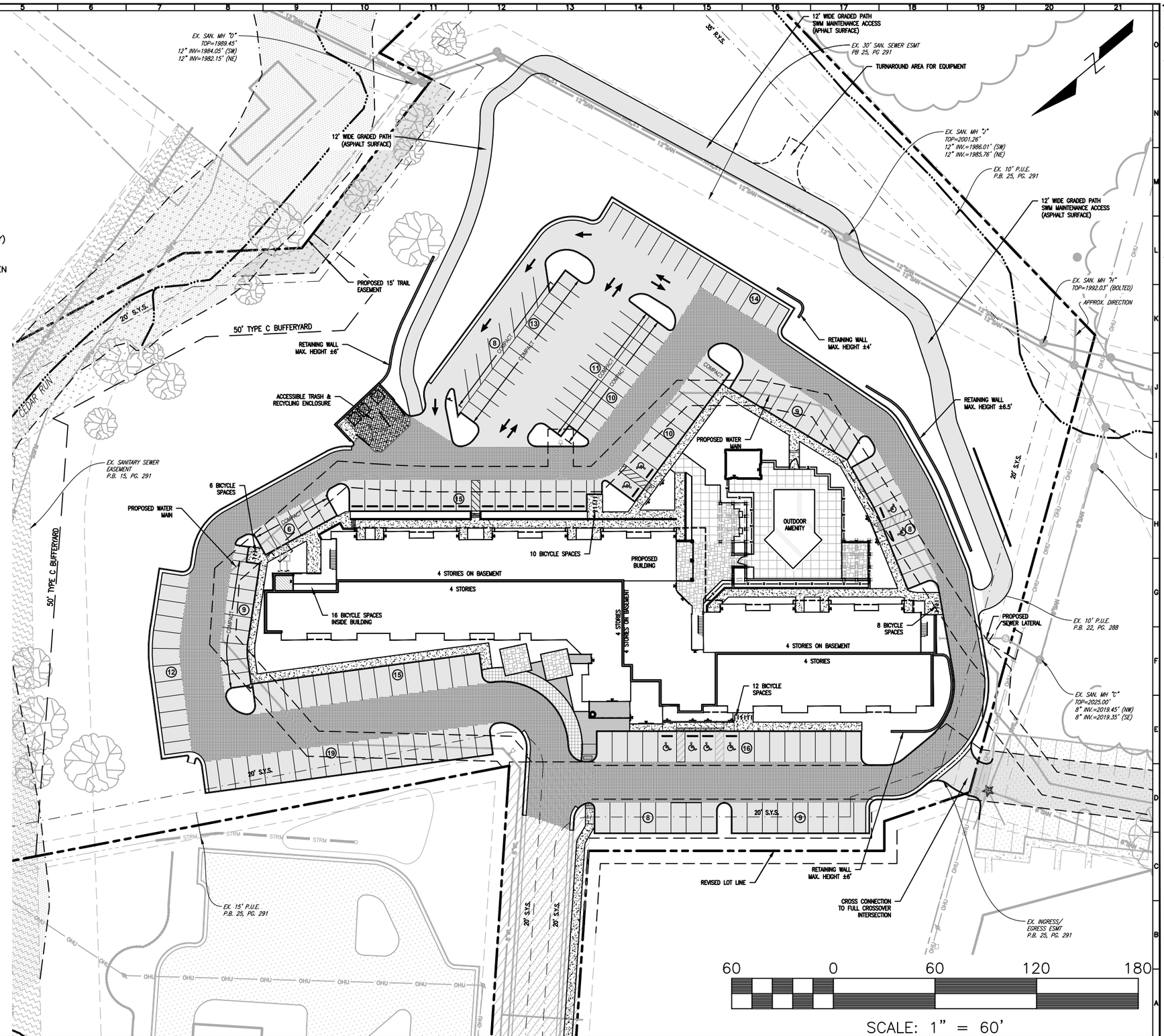
JOB NO. B1400042.00

GENERAL NOTES

CURRENT ZONING	GC
PROPOSED ZONING	PRD
TOTAL SITE AREA	6.483 ACRES
TOTAL UNITS PROPOSED	109 UNITS
TOTAL BEDROOMS PROPOSED	208 BEDROOMS
PROPOSED DENSITY	16.8 UNITS/ACRE 32.1 BDRM/ACRE
PROPOSED PARKING	194 SPACES (TOTAL)
PROPOSED RATIO	0.93 SPACES/BDRM
PARKING BREAKDOWN	
STANDARD	126 SPACES
MOTORCYCLE/SCOOTER	4 SPACES
COMPACT	56 SPACES (28.9%)
ADA	8 SPACES

FLOOD NOTE: THE PROPERTY CONTAINS AREAS LOCATED IN F.E.M.A. DEFINED ZONE X (UNSHADED) AND ZONE AE (FLOODWAY) AS SHOWN ON PANEL #51121C0134C (EFFECTIVE DATE SEPTEMBER 25, 2009). THIS DETERMINATION HAS BEEN MADE BY GRAPHIC METHODS ONLY AND NO ELEVATION STUDY HAS BEEN PERFORMED AS PART OF THIS PROJECT.

WATER SERVICE:	TOWN OF BLACKSBURG
SEWER SERVICE:	TOWN OF BLACKSBURG



LEGEND

- = PROJECT PROPERTY LINE
- = ADJACENT PROPERTY LINES
- = EXISTING ASPHALT
- = SETBACK LINE
- = EASEMENT LINE
- = PROPOSED ASPHALT
- = PROPOSED SIDEWALKS

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MASTER PLAN

MOUNT TABOR MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY	GLM
DESIGNED BY	GLM
CHECKED BY	JRT
DATE	1/3/18
SCALE	1"=60'

REVISIONS:
1. 3/28/18

SHEET NO.
Z4

JOB NO. B1400042.00

LEGEND

RECREATIONAL OPEN SPACE

NON–RECREATIONAL OPEN SPACE

GREEN SPACE WITHIN SETBACKS (NOT COUNTED TOWARDS REQUIREMENT)

OPEN SPACE CALCULATIONS

REQUIRED OPEN SPACE:	56,478 SF
RECREATIONAL OPEN SPACE:	15,673 SF
NON–RECREATIONAL OPEN SPACE:	98,013 SF
TOTAL OPEN SPACE:	113,686 SF (40.3%)
GREEN SPACE WITHIN SETBACKS:	42,665 SF

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OPEN SPACE PLAN

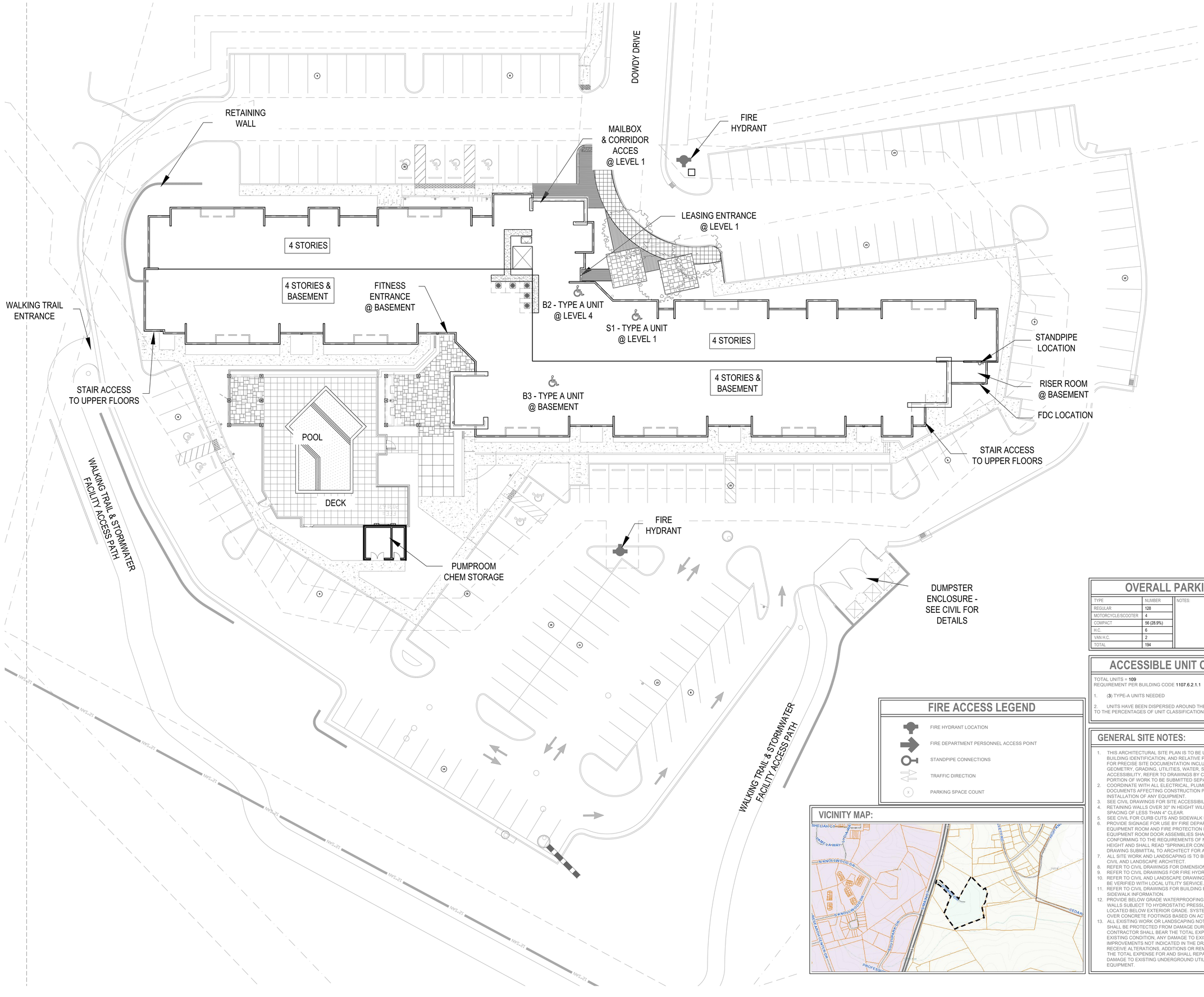
MOUNT TABOR MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY	GLM
DESIGNED BY	GLM
CHECKED BY	JRT
DATE	1/3/18
SCALE	1"=100'

REVISIONS:
1. 3/28/18

SHEET NO. Z5

JOB NO. B1400042.00



OVERALL PARKING TOTALS

TYPE	NUMBER	NOTES:
REGULAR	128	
MOTORCYCLE/SCOOTER	4	
COMPACT	56 (28.9%)	
H.C.	6	
VAN H.C.	2	
TOTAL	194	

ACCESSIBLE UNIT CALCULATIONS

TOTAL UNITS = **109**
REQUIREMENT PER BUILDING CODE **1107.6.2.1.1**

1. (**3**) TYPE-A UNITS NEEDED

2. UNITS HAVE BEEN DISPERSED AROUND THE SITE AND ASSIGNED IN PROPORTION TO THE PERCENTAGES OF UNIT CLASSIFICATIONS.

FIRE ACCESS LEGEND

- FIRE HYDRANT LOCATION
- FIRE DEPARTMENT PERSONNEL ACCESS POINT
- STANDPIPE CONNECTIONS
- TRAFFIC DIRECTION
- PARKING SPACE COUNT

VICINITY MAP:

GENERAL SITE NOTES:

1. THIS ARCHITECTURAL SITE PLAN IS TO BE USED FOR GENERAL INFORMATION, BUILDING IDENTIFICATION, AND RELATIVE POSITIONING OF THE BUILDINGS ONLY. FOR PRECISE SITE DOCUMENTATION INCLUDING, BUT NOT LIMITED TO, GEOMETRY, GRADING, UTILITIES, WATER, SEWER, DRAINAGE AND ADA SITE ACCESSIBILITY, REFER TO DRAWINGS BY CIVIL ENGINEER. PERMITS ON SUCH PORTION OF WORK TO BE SUBMITTED SEPARATELY.
2. COORDINATE WITH ALL ELECTRICAL, PLUMBING & MECHANICAL ENGINEERING DOCUMENTS AFFECTING CONSTRUCTION PRIOR TO FABRICATION, PURCHASE OR INSTALLATION OF ANY EQUIPMENT.
3. SEE CIVIL DRAWINGS FOR SITE ACCESSIBILITY REQUIREMENTS.
4. RETAINING WALLS OVER 30" IN HEIGHT WILL HAVE 42" GUARDRAILS WITH RAIL SPACING OF LESS THAN 4" CLEAR.
5. SEE CIVIL FOR CURB CUTS AND SIDEWALK INFORMATION.
6. PROVIDE SIGNAGE FOR USE BY FIRE DEPARTMENT INDICATING SPRINKLER EQUIPMENT ROOM AND FIRE PROTECTION EQUIPMENT COMPONENTS. SPRINKLER EQUIPMENT ROOM DOOR ASSEMBLIES SHALL BE PROVIDED WITH A SIGN CONFORMING TO THE REQUIREMENTS OF NFPA-13 AND SHALL BE AT LEAST 4" IN HEIGHT AND SHALL READ "SPRINKLER CONTROL VALVES". G.C. TO PROVIDE SHOP DRAWING SUBMITTAL TO ARCHITECT FOR APPROVAL PRIOR TO FABRICATION.
7. ALL SITE WORK AND LANDSCAPING IS TO BE ESTABLISHED AND DESIGNED BY CIVIL AND LANDSCAPE ARCHITECT.
8. REFER TO CIVIL DRAWINGS FOR DIMENSIONAL CONTROL PLAN AND GRADING
9. REFER TO CIVIL DRAWINGS FOR FIRE HYDRANT LOCATIONS.
10. REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR TRANSFORMER LOCATIONS. (TO BE VERIFIED WITH LOCAL UTILITY SERVICE.)
11. REFER TO CIVIL DRAWINGS FOR BUILDING ELEVATIONS, CURB CUTS AND SIDEWALK INFORMATION.
12. PROVIDE BELOW GRADE WATERPROOFING SYSTEM INSTALLED AT EXTERIOR WALLS SUBJECT TO HYDROSTATIC PRESSURE DUE TO INTERIOR ENVIRONMENT LOCATED BELOW EXTERIOR GRADE. SYSTEM TO BE INSTALLED CONTINUOUSLY OVER CONCRETE FOOTINGS BASED ON ACTUAL SYSTEM USED.
13. ALL EXISTING WORK OR LANDSCAPING NOT SHOWN TO BE ALTERED OR REMOVED SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. THE CONTRACTOR SHALL BEAR THE TOTAL EXPENSE FOR AND SHALL REPAIR, TO EXISTING CONDITION, ANY DAMAGE TO EXISTING CONSTRUCTION, EQUIPMENT OR IMPROVEMENTS NOT INDICATED IN THE DRAWINGS OR SPECIFICATIONS TO RECEIVE ALTERATIONS, ADDITIONS OR REMOVAL. THE CONTRACTOR SHALL BEAR THE TOTAL EXPENSE FOR AND SHALL REPAIR TO EXISTING CONDITION, ANY DAMAGE TO EXISTING UNDERGROUND UTILITIES, PIPING, CONDUIT OR EQUIPMENT.

ISSUE DATE: 03/27/2018
REVISIONS

CMG

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JOB NO: MR150476
DRAWN:
PROJ MGR:
CHECKED:

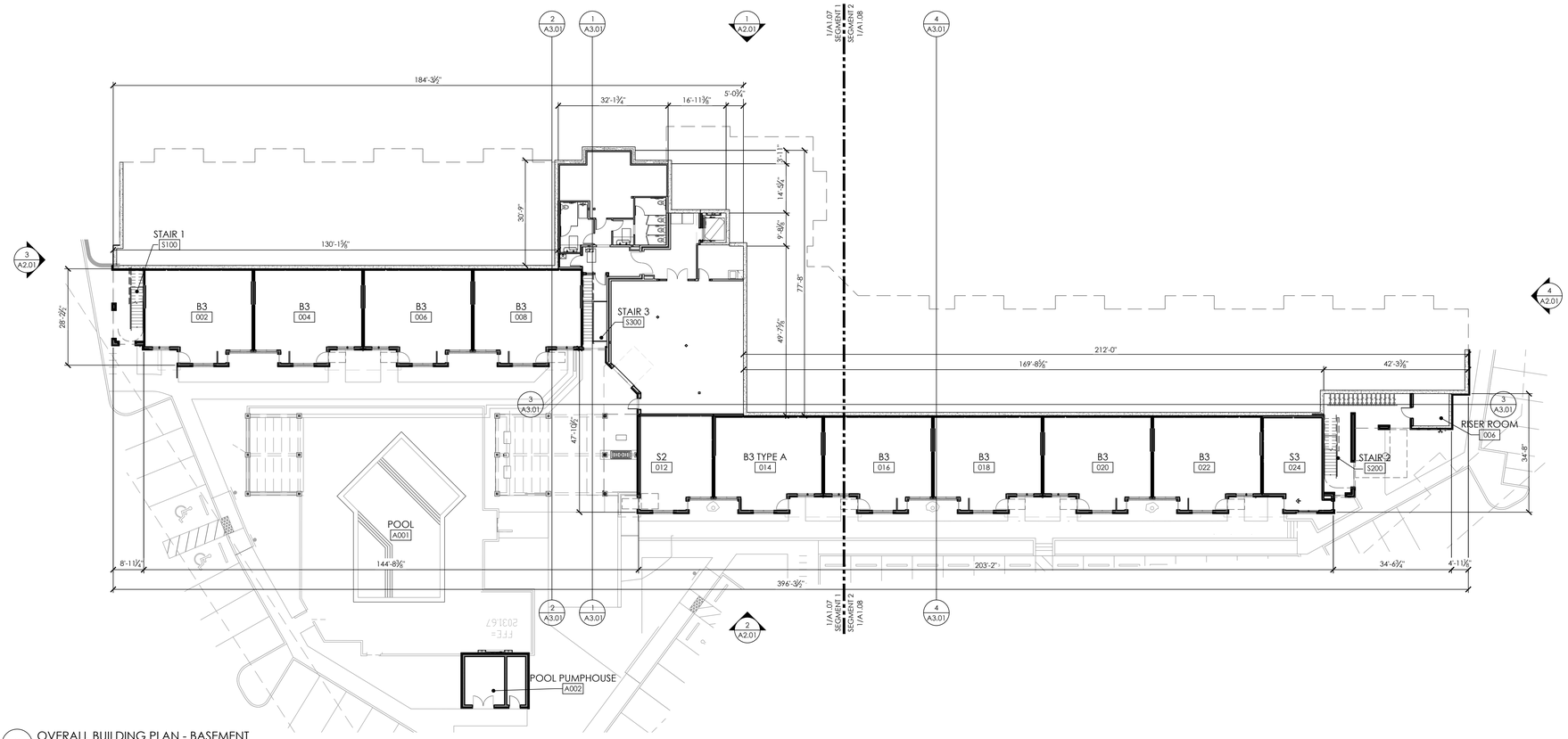
ARCHITECTURAL SITE PLAN

03/28/2018

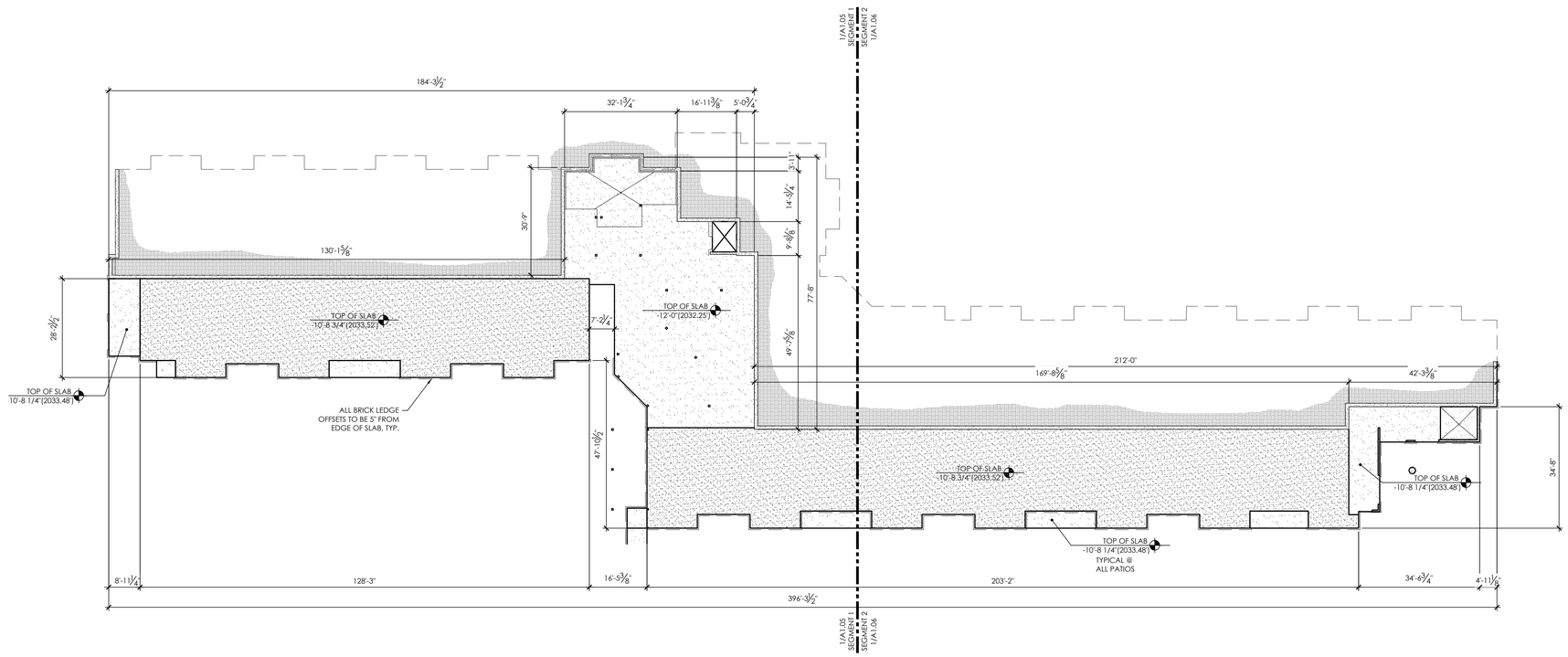
A0.02

BUILDING PLAN NOTES

1. SEE EDGE OF SLAB PLANS AND UNIT PLANS FOR ADDITIONAL DIMENSIONS AND OTHER INFORMATION.
2. COORDINATE ALL WORK WITH ALL ARCHITECTURAL, STRUCTURAL, CIVIL, MECHANICAL, ELECTRICAL, PLUMBING, AND LANDSCAPE DRAWINGS AND SPECIFICATIONS.
3. NOTIFY ARCHITECT IMMEDIATELY IN WRITING OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. NO SINGLE SHEET REPRESENTS ALL THE INFORMATION REQUIRED TO BUILD ANY PORTION OF THE BUILDING FOR ANY TRADE.
4. GC IS RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES WITH THE FULL SET OF CONSTRUCTION DOCUMENTS.
5. SEE **A0.X** SERIES SHEETS FOR ADDITIONAL GENERAL NOTES.
6. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
7. REFERENCE STRUCTURAL DRAWINGS FOR BEARING WALL LOCATIONS.
8. REFERENCE ELEVATIONS FOR EXTERIOR CLADDING CONDITIONS.
9. AT LOCATIONS WHERE 2X4 UNIT DEMISING WALL EXTENDS BEYOND ADJACENT UNIT TOWARDS THE BUILDING EXTERIOR, THE EXTERIOR WALL FRAMING WILL BE REQUIRED TO TRANSITION TO 2X6 WALL FRAMING.
10. ALIGN THE OUTSIDE FACE OF STUDS WITH EDGE OF SLAB BELOW.
11. CONTINUE 2X6 STUD FRAMING AND ALL LAYERS OF INTERIOR GYPSUM BOARD TO CLOSEST INTERIOR PERPENDICULAR WALL, TYPICAL.
12. MAINTAIN MINIMUM 7'-6" (90") HEADROOM CLEARANCE ABOVE FINISHED FLOOR AT ALL AMENITY AREAS & HABITABLE SPACES AT RESIDENTIAL FLOORS. SEE PLANS FOR CEILING HEIGHTS.
13. ALL WALKING SURFACES AT MEANS OF EGRESS ROUTES SHALL HAVE SLIP RESISTANT FINISH.



2 OVERALL BUILDING PLAN - BASEMENT
1/16" = 1'-0"



1 OVERALL EDGE OF SLAB PLAN - BASEMENT
1/16" = 1'-0"

ISSUE DATE: 03/27/2018
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JOB NO: MR150476 PROJ MGR:
DRAWN: CHECKED:

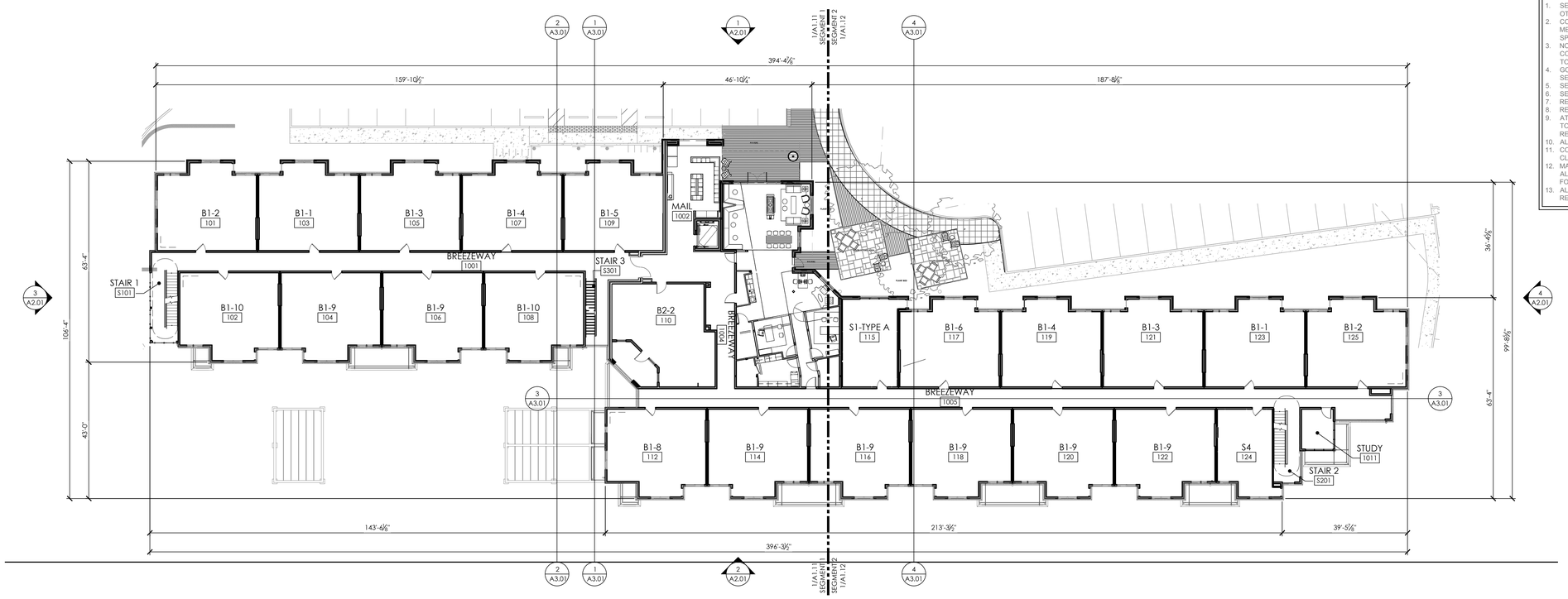
OVERALL BUILDING PLANS

03/28/2018

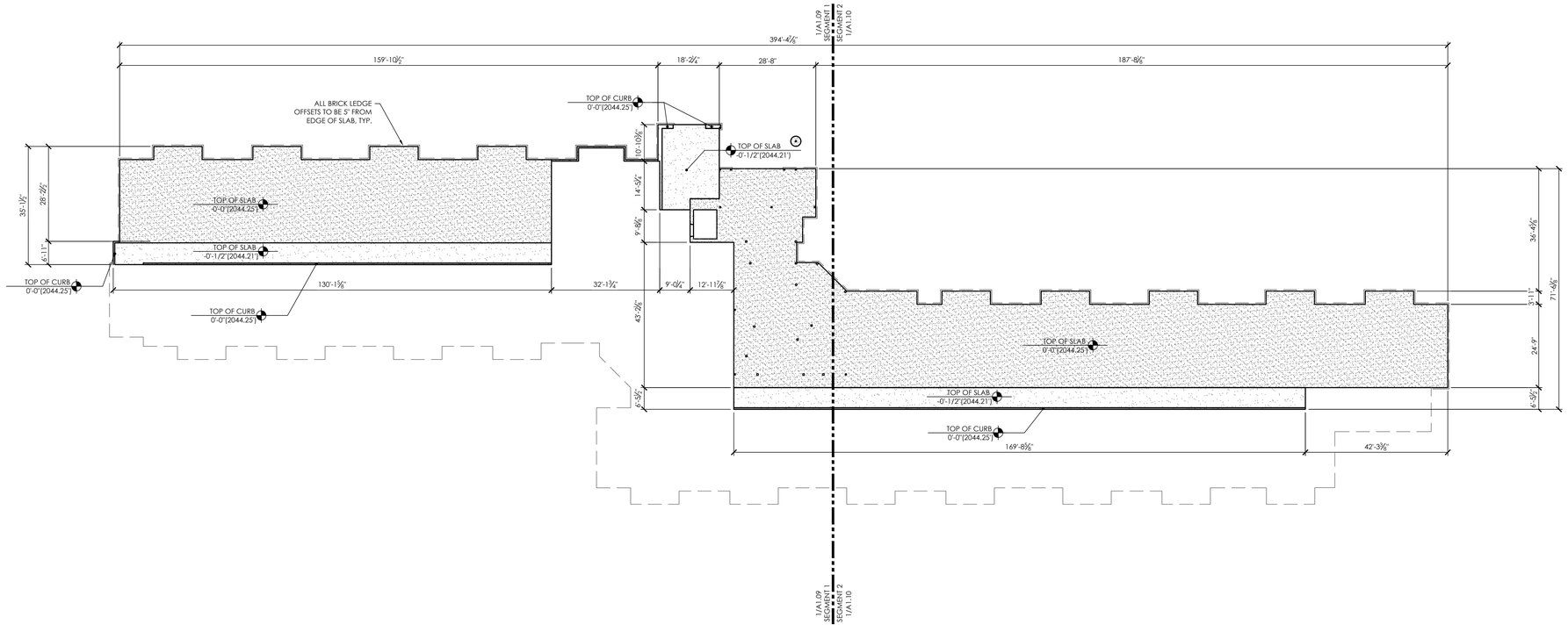
A1.01

BUILDING PLAN NOTES

1. SEE EDGE OF SLAB PLANS AND UNIT PLANS FOR ADDITIONAL DIMENSIONS AND OTHER INFORMATION.
2. COORDINATE ALL WORK WITH ALL ARCHITECTURAL, STRUCTURAL, CIVIL, MECHANICAL, ELECTRICAL, PLUMBING, AND LANDSCAPE DRAWINGS AND SPECIFICATIONS.
3. NOTIFY ARCHITECT IMMEDIATELY IN WRITING OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. NO SINGLE SHEET REPRESENTS ALL THE INFORMATION REQUIRED TO BUILD ANY PORTION OF THE BUILDING FOR ANY TRADE.
4. GC IS RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES WITH THE FULL SET OF CONSTRUCTION DOCUMENTS.
5. SEE **A0.X** SERIES SHEETS FOR ADDITIONAL GENERAL NOTES.
6. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
7. REFERENCE STRUCTURAL DRAWINGS FOR BEARING WALL LOCATIONS.
8. REFERENCE ELEVATIONS FOR EXTERIOR CLADDING CONDITIONS.
9. AT LOCATIONS WHERE 2X4 UNIT DEMISING WALL EXTENDS BEYOND ADJACENT UNIT TOWARDS THE BUILDING EXTERIOR, THE EXTERIOR WALL FRAMING WILL BE REQUIRED TO TRANSITION TO 2X6 WALL FRAMING.
10. ALIGN THE OUTSIDE FACE OF STUDS WITH EDGE OF SLAB BELOW.
11. CONTINUE 2X6 STUD FRAMING AND ALL LAYERS OF INTERIOR GYPSUM BOARD TO CLOSEST INTERIOR PERPENDICULAR WALL, TYPICAL.
12. MAINTAIN MINIMUM 7'-6" (90") HEADROOM CLEARANCE ABOVE FINISHED FLOOR AT ALL AMENITY AREAS & HABITABLE SPACES AT RESIDENTIAL FLOORS. SEE PLANS FOR CEILING HEIGHTS.
13. ALL WALKING SURFACES AT MEANS OF EGRESS ROUTES SHALL HAVE SLIP RESISTANT FINISH.



2 OVERALL BUILDING PLAN - LEVEL 1
1/16" = 1'-0"



1 OVERALL EDGE OF SLAB - LEVEL 1
1/16" = 1'-0"

ISSUE DATE: 03/27/2018
REVISIONS

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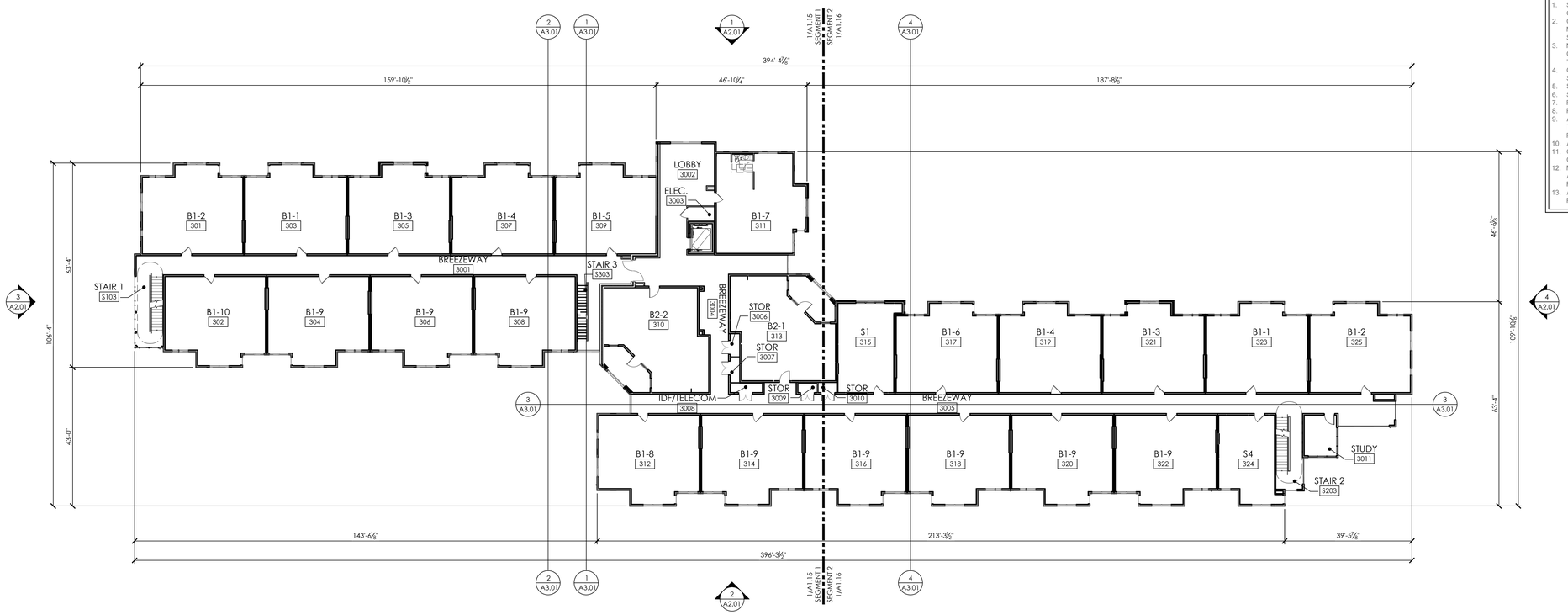
JOB NO: MR150476 PROJ MGR:
DRAWN: CHECKED:

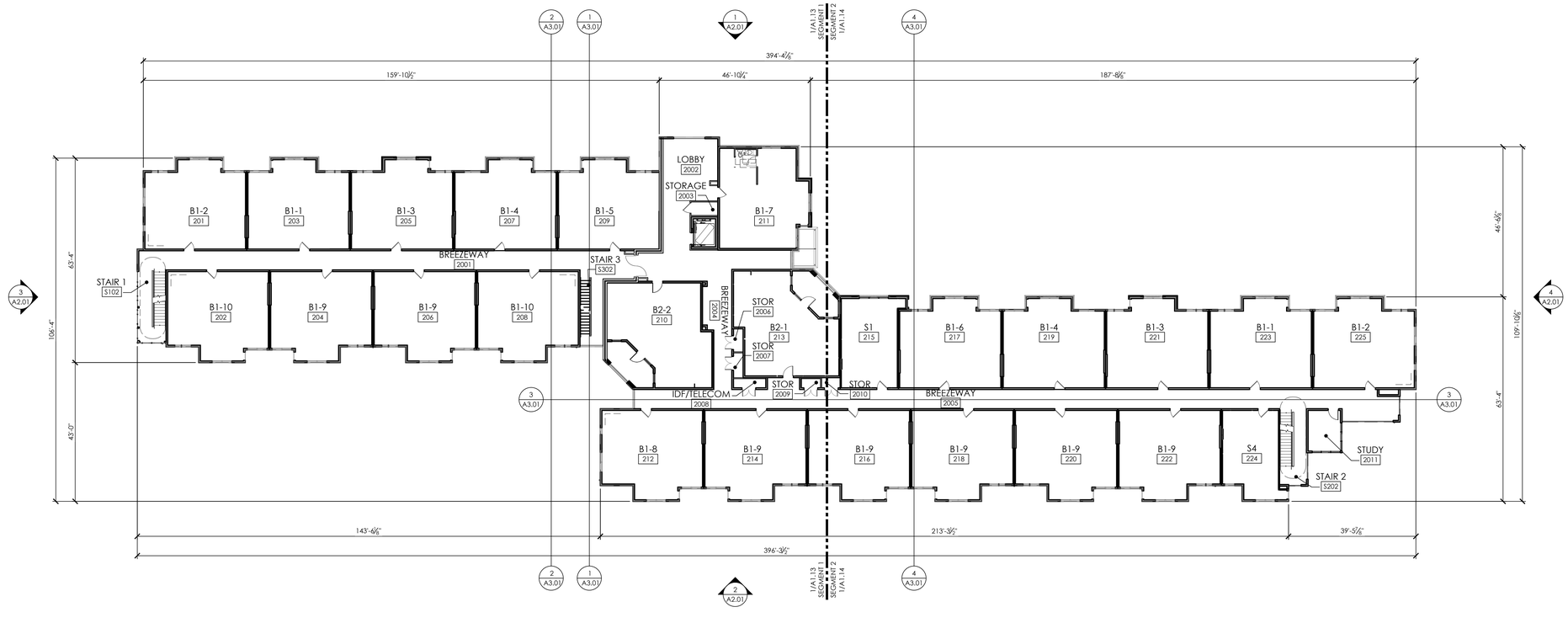
OVERALL BUILDING PLANS

03/28/2018

A1.02



2 OVERALL BUILDING PLAN - LEVEL 3
1/16" = 1'-0"



1 OVERALL BUILDING PLAN - LEVEL 2
1/16" = 1'-0"

BUILDING PLAN NOTES

1. SEE EDGE OF SLAB PLANS AND UNIT PLANS FOR ADDITIONAL DIMENSIONS AND OTHER INFORMATION.
2. COORDINATE ALL WORK WITH ALL ARCHITECTURAL, STRUCTURAL, CIVIL, MECHANICAL, ELECTRICAL, PLUMBING, AND LANDSCAPE DRAWINGS AND SPECIFICATIONS.
3. NOTIFY ARCHITECT IMMEDIATELY IN WRITING OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. NO SINGLE SHEET REPRESENTS ALL THE INFORMATION REQUIRED TO BUILD ANY PORTION OF THE BUILDING FOR ANY TRADE.
4. GC IS RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES WITH THE FULL SET OF CONSTRUCTION DOCUMENTS.
5. SEE **A0.X** SERIES SHEETS FOR ADDITIONAL GENERAL NOTES.
6. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
7. REFERENCE STRUCTURAL DRAWINGS FOR BEARING WALL LOCATIONS.
8. REFERENCE ELEVATIONS FOR EXTERIOR CLADDING CONDITIONS.
9. AT LOCATIONS WHERE 2X4 UNIT DEMISING WALL EXTENDS BEYOND ADJACENT UNIT TOWARDS THE BUILDING EXTERIOR, THE EXTERIOR WALL FRAMING WILL BE REQUIRED TO TRANSITION TO 2X6 WALL FRAMING.
10. ALIGN THE OUTSIDE FACE OF STUDS WITH EDGE OF SLAB BELOW.
11. CONTINUE 2X6 STUD FRAMING AND ALL LAYERS OF INTERIOR GYPSUM BOARD TO CLOSEST INTERIOR PERPENDICULAR WALL, TYPICAL.
12. MAINTAIN MINIMUM 7'-6" (90") HEADROOM CLEARANCE ABOVE FINISHED FLOOR AT ALL AMENITY AREAS & HABITABLE SPACES AT RESIDENTIAL FLOORS. SEE PLANS FOR CEILING HEIGHTS.
13. ALL WALKING SURFACES AT MEANS OF EGRESS ROUTES SHALL HAVE SLIP RESISTANT FINISH.

ISSUE DATE: 03/27/2018
REVISIONS

CMG LEARNING

CEDAR RUN OVERLOOK

110 DOWDY DRIVE
TOWN OF BLACKSBURG, VIRGINIA

BSB DESIGN
BSBDESIGN.COM

1616 CAMDEN ROAD
CHARLOTTE, NC 28203
704.457.8196

JOB NO: MR150476 PROJ MGR:
DRAWN: CHECKED:

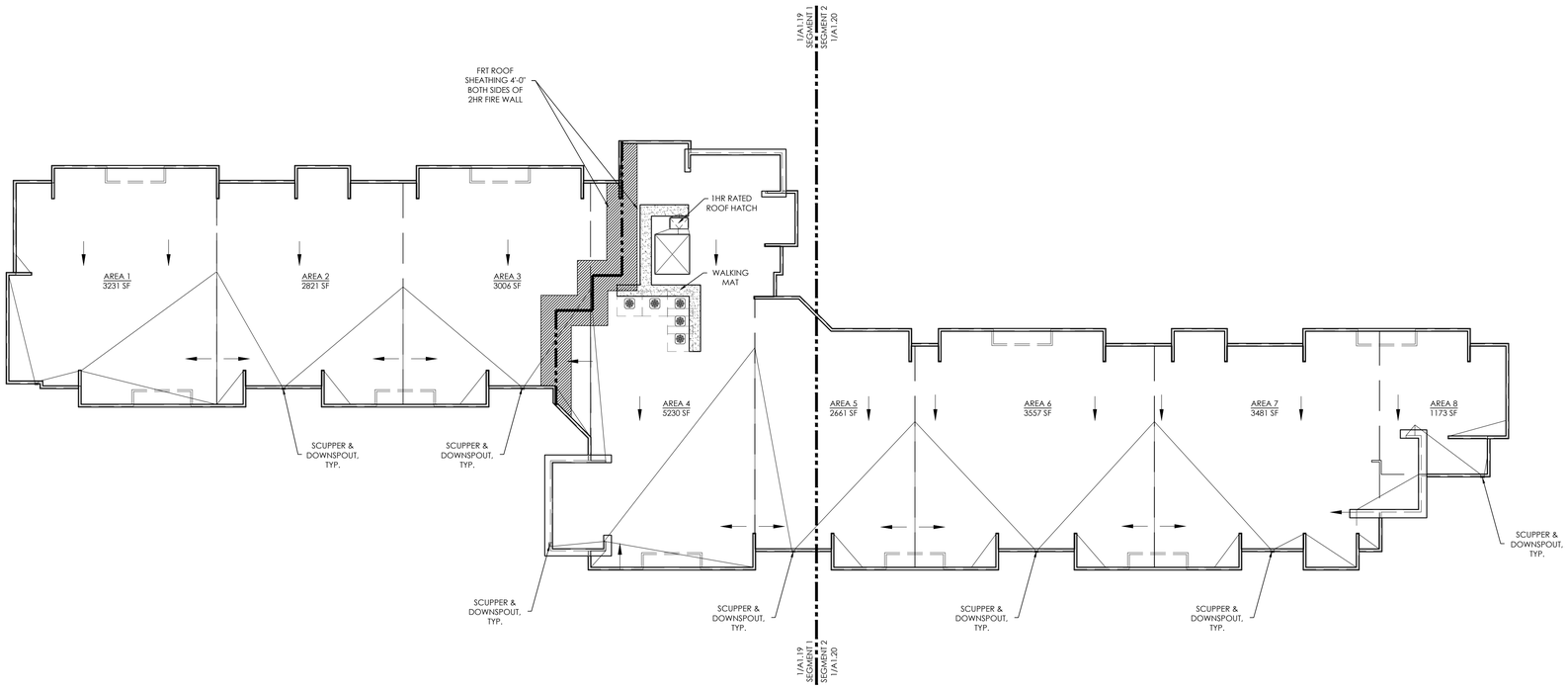
OVERALLL BUILDING PLANS

03/28/2018

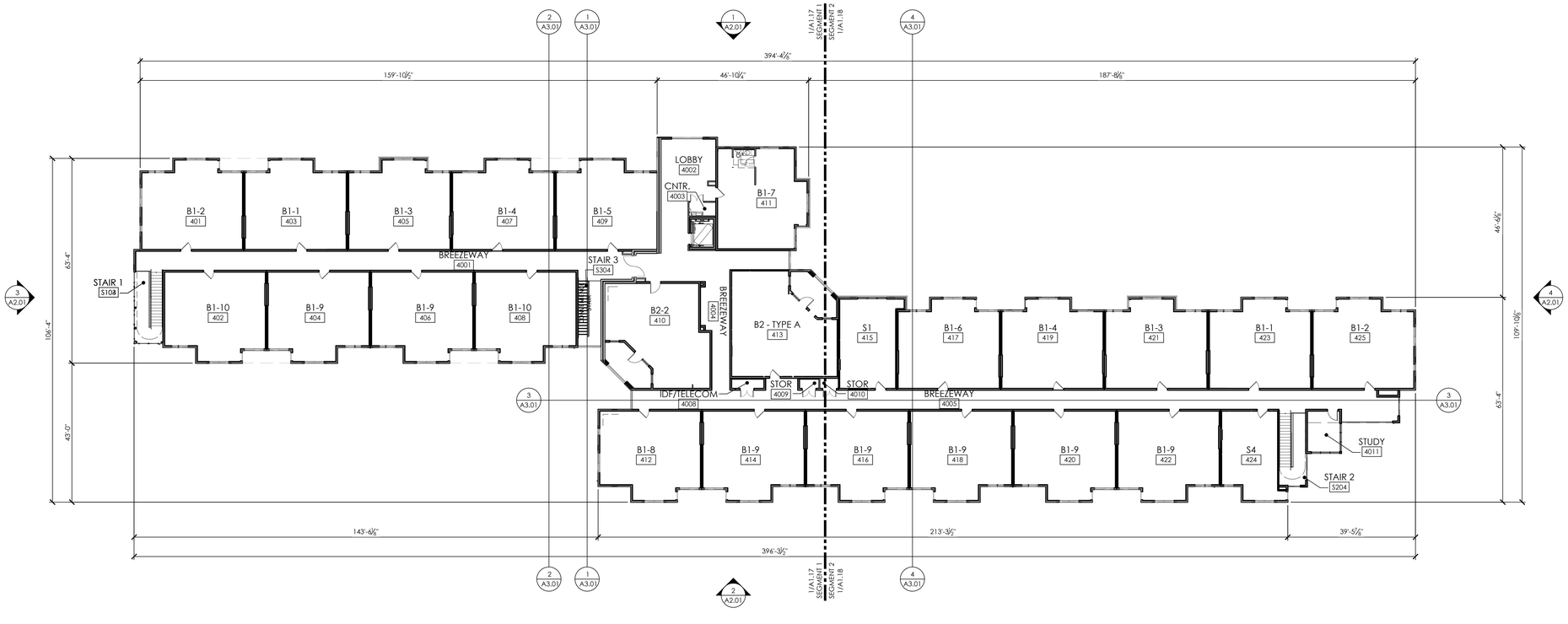
A1.03

BUILDING PLAN NOTES

1. SEE EDGE OF SLAB PLANS AND UNIT PLANS FOR ADDITIONAL DIMENSIONS AND OTHER INFORMATION.
2. COORDINATE ALL WORK WITH ALL ARCHITECTURAL, STRUCTURAL, CIVIL, MECHANICAL, ELECTRICAL, PLUMBING, AND LANDSCAPE DRAWINGS AND SPECIFICATIONS.
3. NOTIFY ARCHITECT IMMEDIATELY IN WRITING OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. NO SINGLE SHEET REPRESENTS ALL THE INFORMATION REQUIRED TO BUILD ANY PORTION OF THE BUILDING FOR ANY TRADE.
4. GC IS RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES WITH THE FULL SET OF CONSTRUCTION DOCUMENTS.
5. SEE **A0.X** SERIES SHEETS FOR ADDITIONAL GENERAL NOTES.
6. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
7. REFERENCE STRUCTURAL DRAWINGS FOR BEARING WALL LOCATIONS.
8. REFERENCE ELEVATIONS FOR EXTERIOR CLADDING CONDITIONS.
9. AT LOCATIONS WHERE 2X4 UNIT DEMISING WALL EXTENDS BEYOND ADJACENT UNIT TOWARDS THE BUILDING EXTERIOR, THE EXTERIOR WALL FRAMING WILL BE REQUIRED TO TRANSITION TO 2X6 WALL FRAMING.
10. ALIGN THE OUTSIDE FACE OF STUDS WITH EDGE OF SLAB BELOW.
11. CONTINUE 2X6 STUD FRAMING AND ALL LAYERS OF INTERIOR GYPSUM BOARD TO CLOSEST INTERIOR PERPENDICULAR WALL, TYPICAL.
12. MAINTAIN MINIMUM 7'-6" (90") HEADROOM CLEARANCE ABOVE FINISHED FLOOR AT ALL AMENITY AREAS & HABITABLE SPACES AT RESIDENTIAL FLOORS. SEE PLANS FOR CEILING HEIGHTS.
13. ALL WALKING SURFACES AT MEANS OF EGRESS ROUTES SHALL HAVE SLIP RESISTANT FINISH.



2 OVERALL BUILDING PLAN - ROOF
1/16" = 1'-0"



1 OVERALL BUILDING PLAN - LEVEL 4
1/16" = 1'-0"

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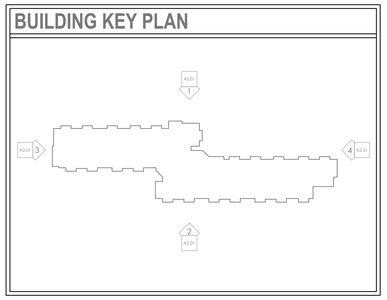
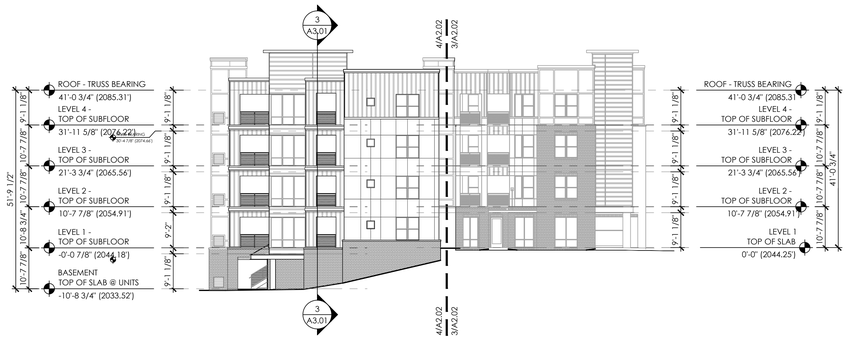
A1.04

BUILDING KEY PLAN

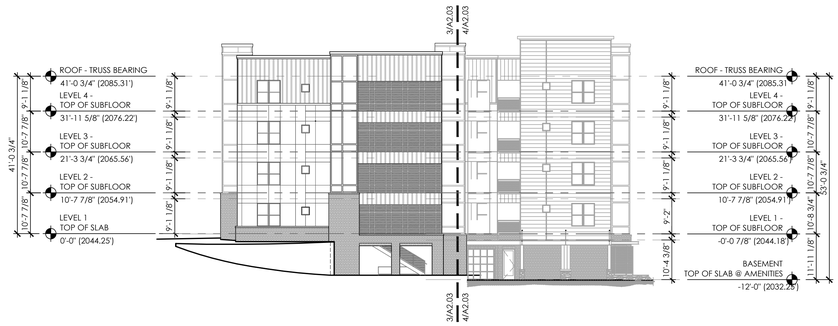


ELEVATION NOTES

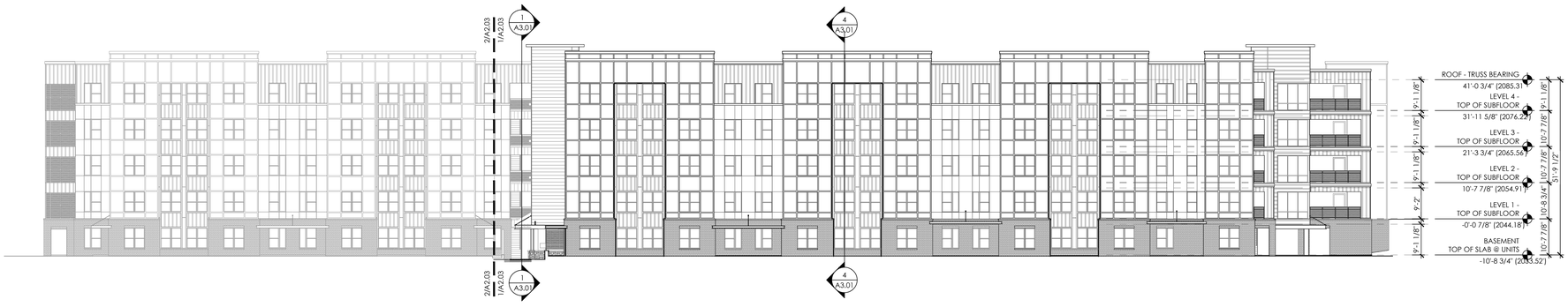
1. BRICK ROWLOCK CAP @ LEVEL 1 SHALL ALIGN WITH TOP OF CORRIDOR TOPPING (½" BELOW UNIT TOPPING)
2. PROVIDE DRIP CAP FLASHING AT ALL WINDOW & DOOR HEADS.
3. REFER TO FLOOR PLANS & SCHEDULES FOR DOOR AND WINDOW SIZES AND LOCATIONS.
4. PROVIDE FLASHING AS REQUIRED TO PREVENT THE PENETRATION OF WATER INTO THE EXTERIOR SHELL OF THE BUILDING.
5. ACCESSIBLE ROUTES - ADJUST FINISHED GRADING & SLOPE WALKWAYS UP TO PORCH LANDINGS AT ALL EXTERIOR COMMON ENTRIES. COORDINATE REQUIREMENTS WITH CIVIL ENGINEERING DOCUMENTS.
6. SEE SPECIFICATIONS, GENERAL NOTES AND DETAILS FOR ADDITIONAL INFORMATION.
7. WINDOW SUPPLIER TO PROVIDE TEMPERED GLAZING AS REQUIRED PER SECTION **2406 OF THE 2012 IBC.**
8. EXTERIOR MATERIALS, DETAILING, AND COLORS TO WRAP CORNER AT ALL BAY CONDITIONS AND TERMINATE AT THE INSIDE CORNER, UNLESS OTHERWISE NOTED.
9. CONTROL JOINTS SHOULD OCCUR AT INSIDE CORNER WHERE WALLS MEET AND WHERE SHOWN ON ELEVATIONS. EXTEND UP ENTIRE MASONRY VENEER FACE, UNLESS NOTED OTHERWISE.
10. SEAL ALL WALL PENETRATIONS WITH MEMBRANE FLASHING AT SURFACE OF EXTERIOR SHEATHING.
11. PROVIDE 3/8" JOINT SPACE WITH SEALANT INTERFACE BETWEEN DISSIMILAR EXTERIOR FINISHES.
12. GENERAL CONTRACTOR TO CONSOLIDATE AND ALIGN (VERTICALLY AND HORIZONTALLY) ALL DRYERS AND EXHAUST VENTS. COORDINATE WITH MEP, ARCHITECTURAL AND STRUCTURAL.
13. CONFIRM EXTERIOR SIGNAGE LOCATIONS WITH THE OWNER AND PROVIDE BLOCKING AND POWER AS REQUIRED. COORDINATE EXTERIOR FINISH INSTALLATION WITH SIGNAGE AS NECESSARY.



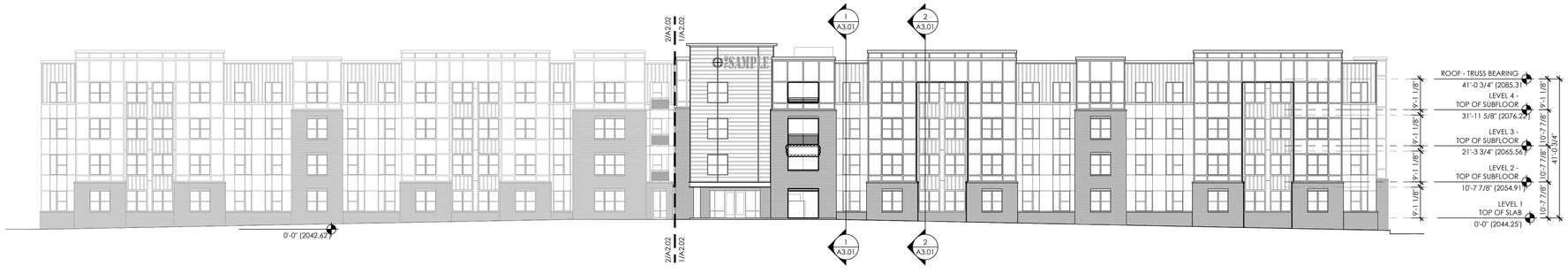
4 LEFT ELEVATION
1/16" = 1'-0"



3 RIGHT ELEVATION
1/16" = 1'-0"



2 REAR ELEVATION
1/16" = 1'-0"



1 FRONT ELEVATION
1/16" = 1'-0"

ELEVATION FINISH SCHEDULE

TAG	MATERIAL
C-1	5V METAL PANEL SIDING - COLOR 4 (RUST RED)
C-2	METAL SCREEN
C-3	METAL C-CHANNEL BEAM
C-4	METAL CANOPY
C-5	METAL COPING - CHARCOAL
C-6	METAL RAILING
D-1	ALUMINUM DOWNSPOUT
D-2	OVERFLOW SCUPPER
M-1	EXHAUST VENT, SEE MECHANICAL
M-2	FRESH AIR INTAKE, SEE MECHANICAL
S-1	FIBER CEMENT PANEL SIDING - COLOR 1 (BEIGE)
S-2	FIBER CEMENT PANEL SIDING - COLOR 2 (DARK GREY)
S-3	FIBER CEMENT PANEL SIDING - COLOR 3 (LIGHT GREY)
B-1	BRICK VENEER
B-2	BRICK HEADER
B-3	BRICK ROWLOCK
T-1	1 X 4 FIBER CEMENT BATTEN FOR S-1 COLOR 1(BEIGE)
T-2	1 X 4 FIBER CEMENT TRIM - COLOR 4 (WHITE)
T-3	1 X 4 FIBER CEMENT TRIM - (LIGHT GREY)
T-4	1 X 8 FIBER CEMENT TRIM - (WHITE)
T-5	1 X 6 FIBER CEMENT TRIM - (LIGHT GREY)
T-6	5/4 X 4 FIBER CEMENT HEAD AND SILL TRIM (LIGHT GREY)
T-7	5/4 X 6 FIBER CEMENT HORIZONTAL TRIM (LIGHT GREY)
W-1	VINYL WINDOW
W-2	STOREFRONT

NOTE: KEY NOTES INDICATE TYPICAL MATERIALS - REVIEW ELEVATIONS & DETAILS FOR ADDITIONAL INFORMATION.

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OVERALL BUILDING ELEVATIONS

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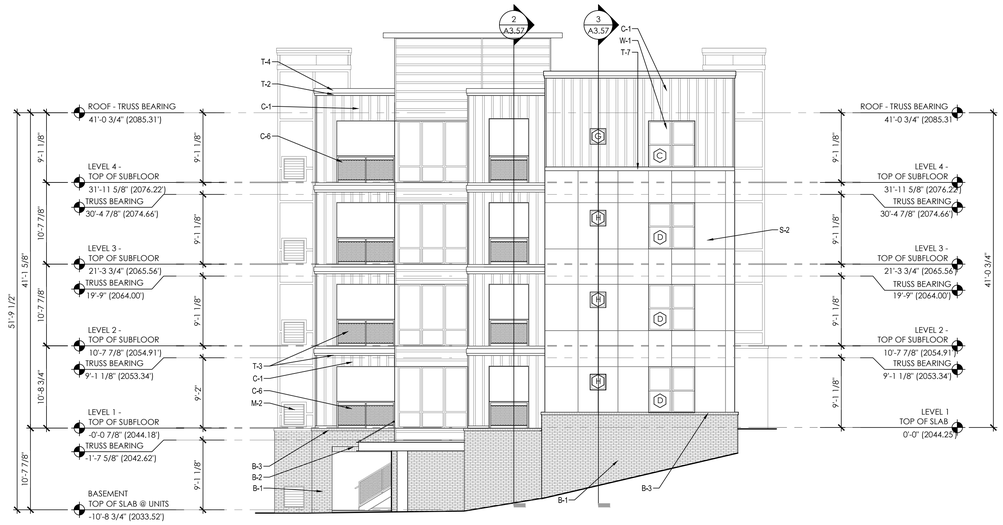
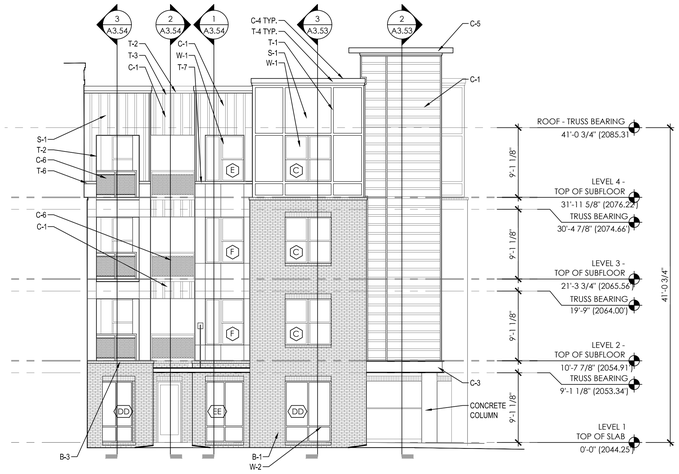
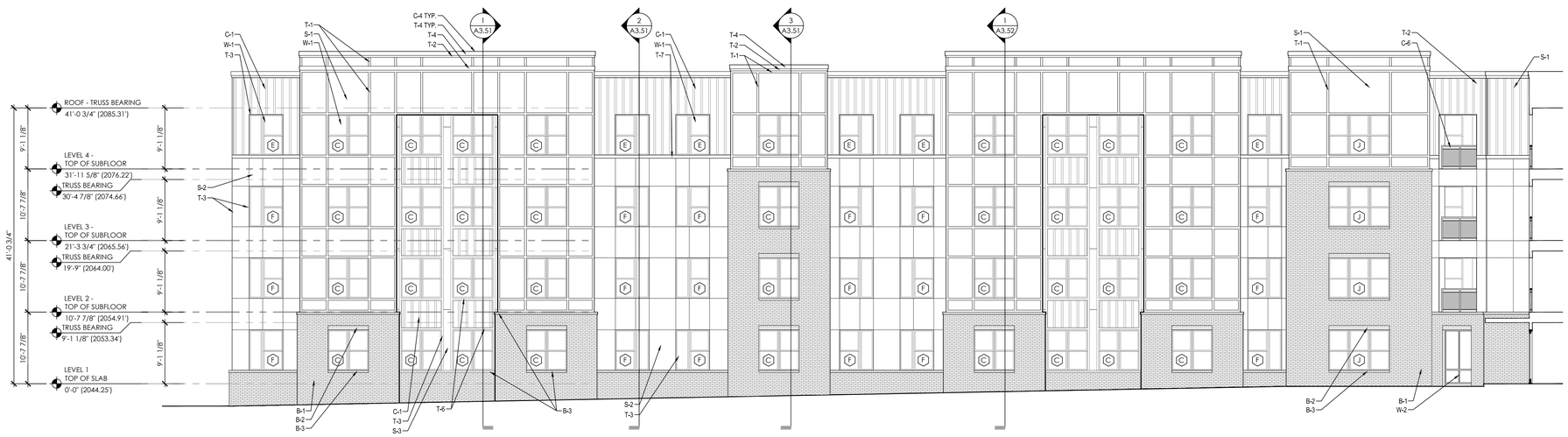
A2.01



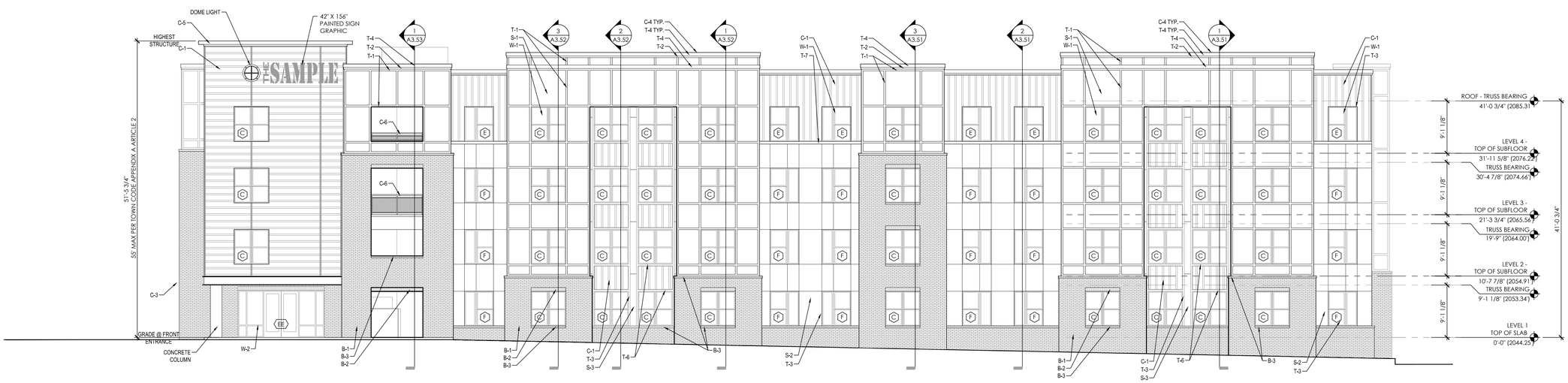
4 ENLARGED LEFT SIDE ELEVATION
1/8" = 1'-0"



3 ENLARGED LEFT SIDE ELEVATION AT ENTRY
1/8" = 1'-0"



2 ENLARGED FRONT ELEVATION - LEFT
1/8" = 1'-0"



1 ENLARGED FRONT ELEVATION - RIGHT
1/8" = 1'-0"

ELEVATION FINISH SCHEDULE

TAG	MATERIAL
C-1	5V METAL PANEL SIDING - COLOR 4 (RUST RED)
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C-4	METAL CANOPY
C-5	METAL COPING - CHARCOAL
C-6	METAL RAILING
D-1	ALUMINUM DOWNSPOUT
D-2	OVERFLOW SCUPPER
M-1	EXHAUST VENT, SEE MECHANICAL
M-2	FRESH AIR INTAKE, SEE MECHANICAL
S-1	FIBER CEMENT PANEL SIDING - COLOR 1 (BEIGE)
S-2	FIBER CEMENT PANEL SIDING - COLOR 2 (DARK GREY)
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B-3	BRICK ROWLOCK
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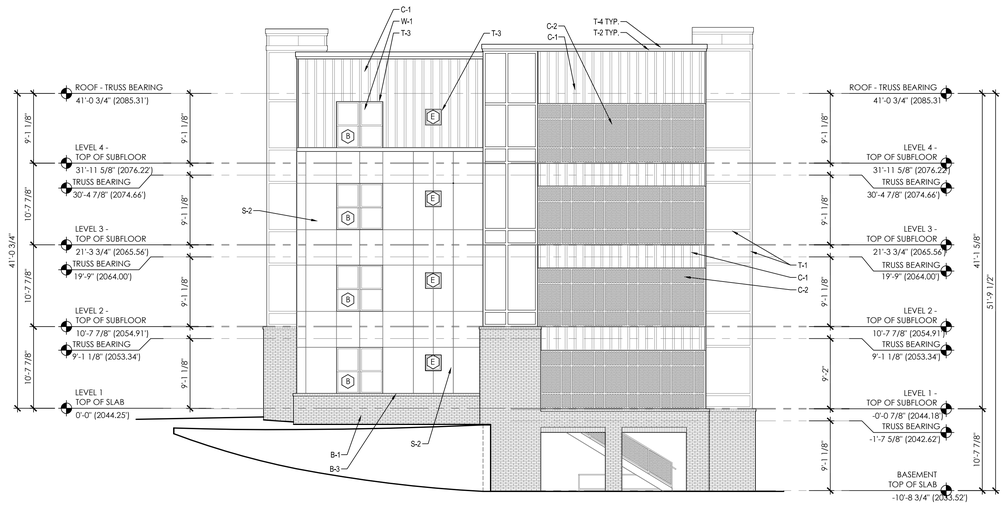
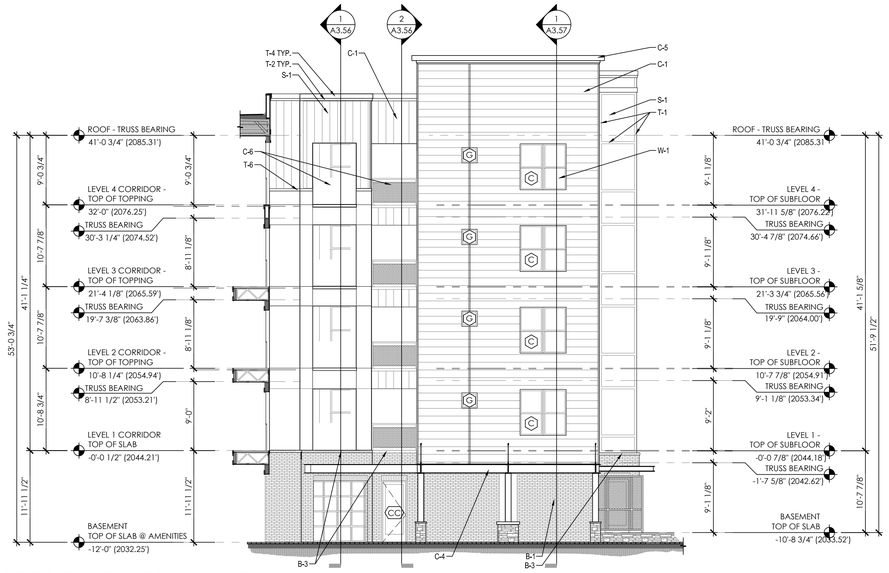
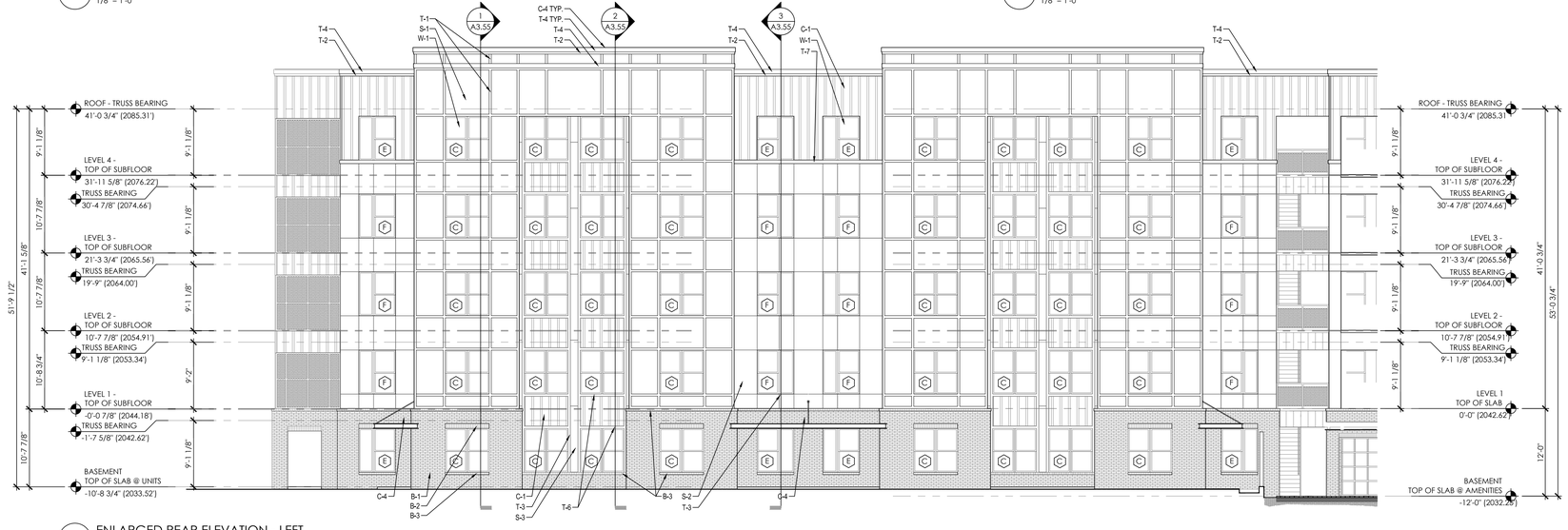


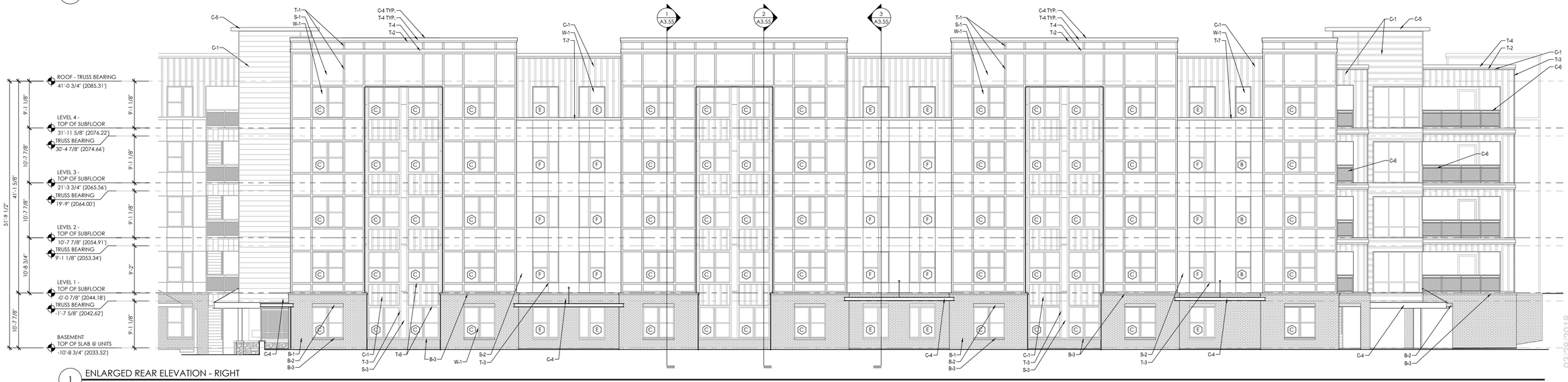
3 ENLARGED RIGHT SIDE ELEVATION
1/8" = 1'-0"



4 ENLARGED RIGHT SIDE ELEVATION AT AMENITY
1/8" = 1'-0"



2 ENLARGED REAR ELEVATION - LEFT
1/8" = 1'-0"



1 ENLARGED REAR ELEVATION - RIGHT
1/8" = 1'-0"

ELEVATION FINISH SCHEDULE

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C-4	METAL CANOPY
C-5	METAL COPING - CHARCOAL
C-6	METAL RAILING
D-1	ALUMINUM DOWNSPOUT
D-2	OVERFLOW SCUPPER
M-1	EXHAUST VENT, SEE MECHANICAL
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