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JUL 26 2018

Planning and Engineering
Department



July 9, 2018

Kali Casper, Comprehensive Planner
Town of Blacksburg
300 South Main Street
Blacksburg, VA 24060

RE: Terrace View PRD Rezoning

Dear Kali,

As you are aware, since our Planning Commission Work Session meeting on June 19, 2018, our team has been working on several items that we felt were critical to address prior to our Planning Commission Public Hearing. Below is a list of these items and how each has been addressed.

1) Snyder Lane Right of Way

Under separate letter, we are withdrawing our request to vacate the public right of way for Snyder Lane. Per our discussions with staff, we have amended our layout to keep Snyder as a public street. These adjustments have impacted the following items:

- Roundabout location has been shifted east to allow for a safer transition to the entry legs.
- Perpendicular parking has been removed and replaced with two circular pull in areas with parking at each leasing area.
- Building setbacks along Snyder Lane are now called out as zero (0') feet.
- The right of way line will need to be adjusted by plat to dedicate the additional right of way needed and remove some of the existing. There will be a net gain of approximately 2,880 s.f. of right of way dedicated to the Town after this process.
- A small number of onstreet, parallel spaces on Hunt Club Road and Snyder Lane shall be marked as reserved for leasing spaces.

2) Bike Lane Marking on Toms Creek Road

A bike box has been added at the intersection of Toms Creek Road and Patrick Henry Drive.

3) Outdoor Bike Racks

Several outdoor bike rack locations have been shown on the masterplan across the entire redeveloped site.

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Planning and Engineering
Department**4) Internal Bicycle Circulation**

The proposed sidewalk sections along Hunt Club Road and Snyder Lane have been increased in width to allow for both pedestrian and bike users. A 10' section is proposed for Hunt Club Road and an 8' section is proposed for Snyder Lane. This will allow bikers to safely stay off the road and avoid the parallel parked cars along both Hunt Club Drive and Snyder Lane.

5) Landscaping

Landscaping text has been updated in the application to further define street tree planting requirements along Hunt Club Road and Snyder Lane.

6) Traffic Analysis Revisions

The traffic analysis has been revised per the comments received from the Town Engineering Department. As smaller trip reduction (25%) has been utilized and the Snyder Lane is now proposed as a right in / right out intersection. These two criteria altered the overall trip generation and trip distribution. New analysis was performed on the signalized intersections and turn lane analysis. All updated conclusions and recommendations have been documented in the updated analysis dated July 9, 2018 and submitted with the revised application documents.

7) Additional Signage Information

As discussed with staff, we have provided locations for additional signage throughout the site. Specifically along the potential commercial spaces, leasing offices, parking areas and the garage entries. The location, material and sizes of these new signs are included on sheet A1.2 of the revised application.

8) Flex Commercial Space

There is a 1,300 s.f. study spaces located on the first floor of building west near the intersection of Patrick Henry Drive and Toms Creek Road. In our updated application, we have designated that space as a "flex space" that could be converted or upfitted for a small scale commercial space that would service the development and immediate neighborhood. As there is no parking or loading area adjacent to this space, any use would have to be sustainable with pedestrian traffic and minimal delivery requirements.

Thank you for your assistance with this project and please feel free to contact me with any questions you may have.

Sincerely,

BALZER AND ASSOCIATES, INC.



Steven M. Semones
Vice President

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Planning and Engineering
Department**Parking****General**

Parking will be provided in a variety of locations around the site. Hunt Club Road will be widened and dedicated parallel parking spaces will be provided on both sides. Snyder Lane will also be reconfigured, and new parallel parking spaces provided. Because this is public parking that is available to anyone, the majority of these parking spaces have not been counted towards the requirement for the development. However, there are 11 of these spaces that are proposed to be reserved for either the leasing office or the collaborate work space area. Due to these streets being in the middle of the Terrace View development, it is anticipated that this on street parking will primarily be utilized by residents and guests of both the existing and redeveloped phases of the community so there should be no detrimental impact created by a lack of "public" parking along the streets.

Within the site, a limited amount of surface parking will be provided. There is a small parking lot proposed in the courtyard area of Building West. In between the buildings, there is a mixture of parallel and perpendicular spaces proposed along Snyder Lane. The majority of parking will be provided in two (2) parking structures which will be located in the courtyard area of each building. By wrapping the buildings around the parking deck, they are completely screened from any of the exterior street right of ways. Each will have a lower level of parking and four (4) levels of elevated parking. While costs to wrap a deck with building as shown is extremely expensive, the applicant believes that it will create a much safer and aesthetically pleasing project as currently proposed. A combination of standard and compact parking will be provided throughout the site. Currently the plan is showing approximately 24% compact spaces (see breakdown of parking below). This number may increase as the design is finalized but will not exceed 30% as permitted by the Town.

The management staff at Terrace View conducted a survey of all residents regarding methods of transportation by residents and existing onsite parking. There are currently approximately 1,350 parking spaces onsite for 1,720 bedrooms. This equates to a 0.78 space per bed ratio. According to management, spaces are adequately located to the various residential units. They do receive complaints about non-Terrace View residents parking in those parking spaces which results in towing. A new permit parking program may accompany this redevelopment project to better protect new and existing Terrace View residents if management deems it appropriate. Management staff also investigated how often complaints are submitted by surrounding neighbors stating that overflow vehicles are using street parking in neighborhoods. It showed very few complaints as most of those surrounding areas are student rental and the residents of those areas are using up the street parking.

**A further discussion of the study results regarding methods of transportation is presented later in this document under Section V-Traffic Circulation Pattern.

PRD Zoning Area - Minimum Parking Required

The parking requirements are as follows:

Multi-Unit Residential: This development is proposing a ratio of 0.77 spaces per bedroom on the masterplans. While this ratio is slightly lower than the existing 0.78, it is still more than adequate for the new project. Additionally, it is typical for this type of development that not

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all residents will keep a car onsite. Many residents will walk, bike, or take advantage of the multiple nearby Blacksburg Transit stops. Therefore, the lower ratio should still be sufficient to provide parking for residents and guests but may be increased as design is finalized. In any case, the parking ratio will not exceed 0.79 spaces per bedroom (1,208 spaces).

The following parking ratios are proposed with this project:

Surface Parking:	51 spaces
Parking Structures:	1,110 spaces
<u>Reserved On-street Parking</u>	<u>11 spaces</u>
Total Spaces:	1,172 spaces (0.77 spaces/bedroom)

Compact Parking: 281 spaces (24% of total)

*Applicant reserves the right to increase compact spaces to 30% as allowed by Town Code should the final design and demand dictate additional need.

ADA Parking: 22 spaces

Parking on Hunt Club Road not reserved:

47 spaces (not included in proposed ratio)

Parking on Snyder Lane not reserved:

15 spaces (not included in proposed ratio)

Bicycle Parking

The development shall provide bicycle parking at a minimum ratio of 25% of the provided bedrooms for residential units (380 bicycles). There will be a large amount of bicycle storage as well as a bike repair station provided inside each parking structure. There will also be outdoor bicycle parking spread through the development. Residents will also be allowed to store their bicycles in their unit.

Electric Charging Stations

There will be multiple electric car charging stations located in the project. Specifically, there will be 1 car charging station at each level of each parking deck for a total of 8 charging stations. Electric infrastructure will be configured to allow for future additional charging stations in the deck should the demand increase over time. This policy will further the concepts and ideals of the Town of Blacksburg sustainability design principles.

Project Phasing

Due to the size and infrastructure relocation required for the project, it is planned to be constructed as one phase. The current masterplan shows two buildings – Building West and Building East which would be under construction at the same time. Oftentimes, certain buildings in projects of this size could be complete and ready for a permanent certificate of occupancy before the other buildings are. As construction timing is unknown at this point, the applicant reserves the option to work with Town staff to develop a phasing plan during the site plan process if necessary. The applicant is aware that critical design elements such as utilities, stormwater management, open space and adequate parking must be completed to provide appropriate services to any building that is requesting a certificate of occupancy.



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TERRACE VIEW PHASE I PRD
HUNT CLUB ROAD

OVERALL EXISTING PARCEL MAP

PRICES FORK MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY GLM

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DATE 5/1/18

SCALE 1"=200'

REVISIONS:
1. 7/9/18



SCALE: 1" = 200'

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Z1

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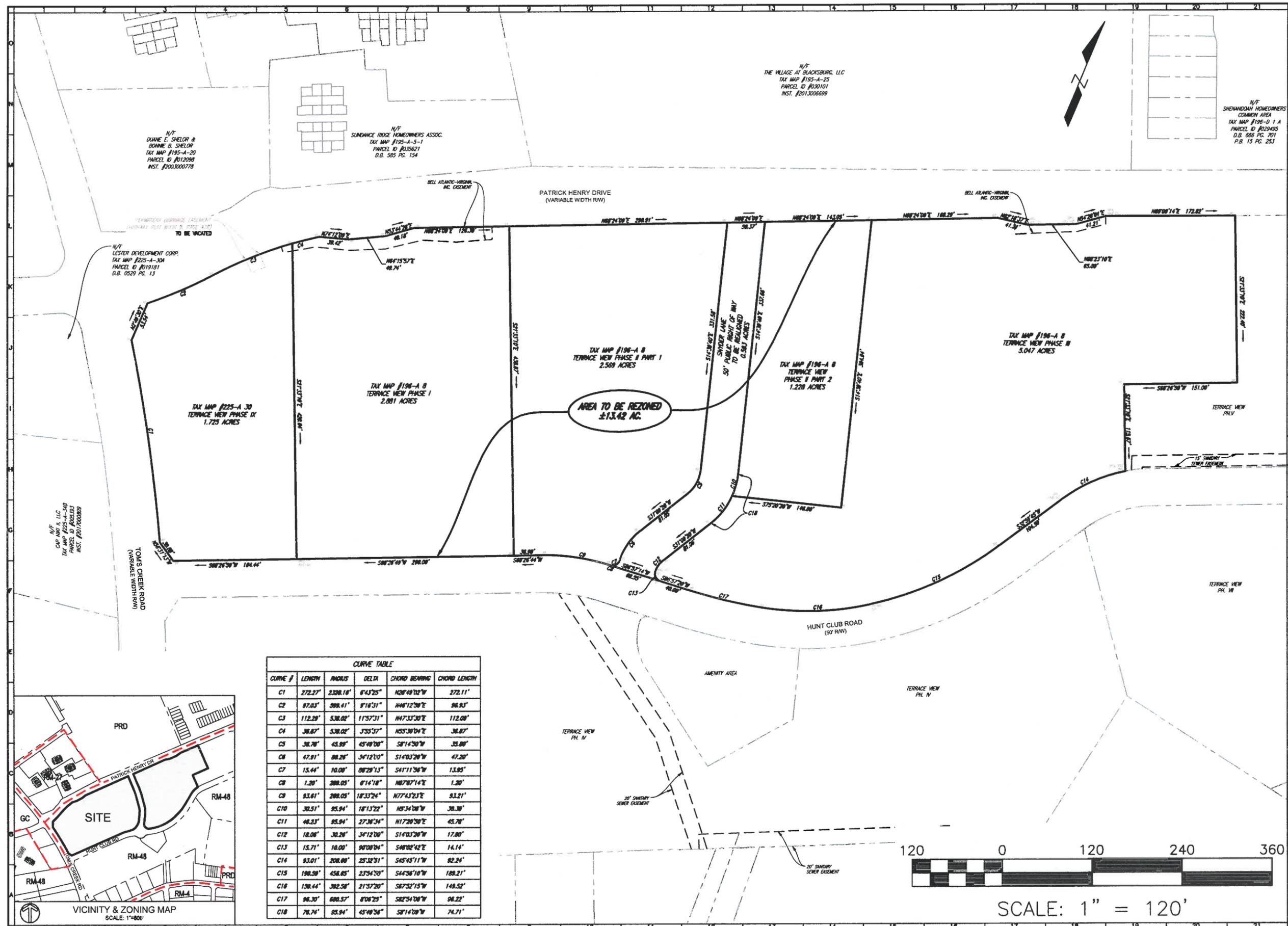
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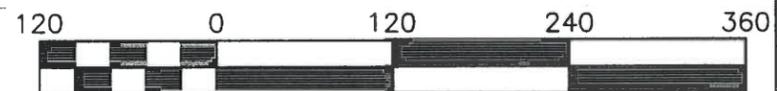
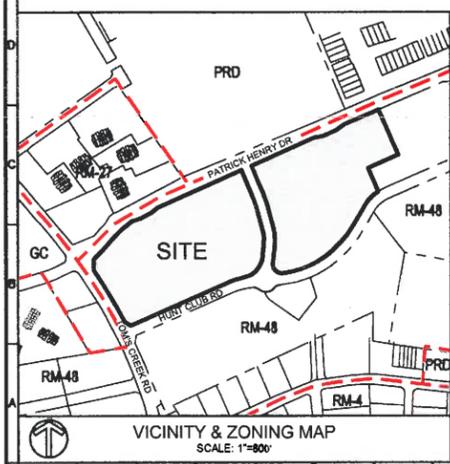
TERRACE VIEW PHASE I PRD
HUNT CLUB ROAD
EXISTING PARCEL MAP
PRICES FORK MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

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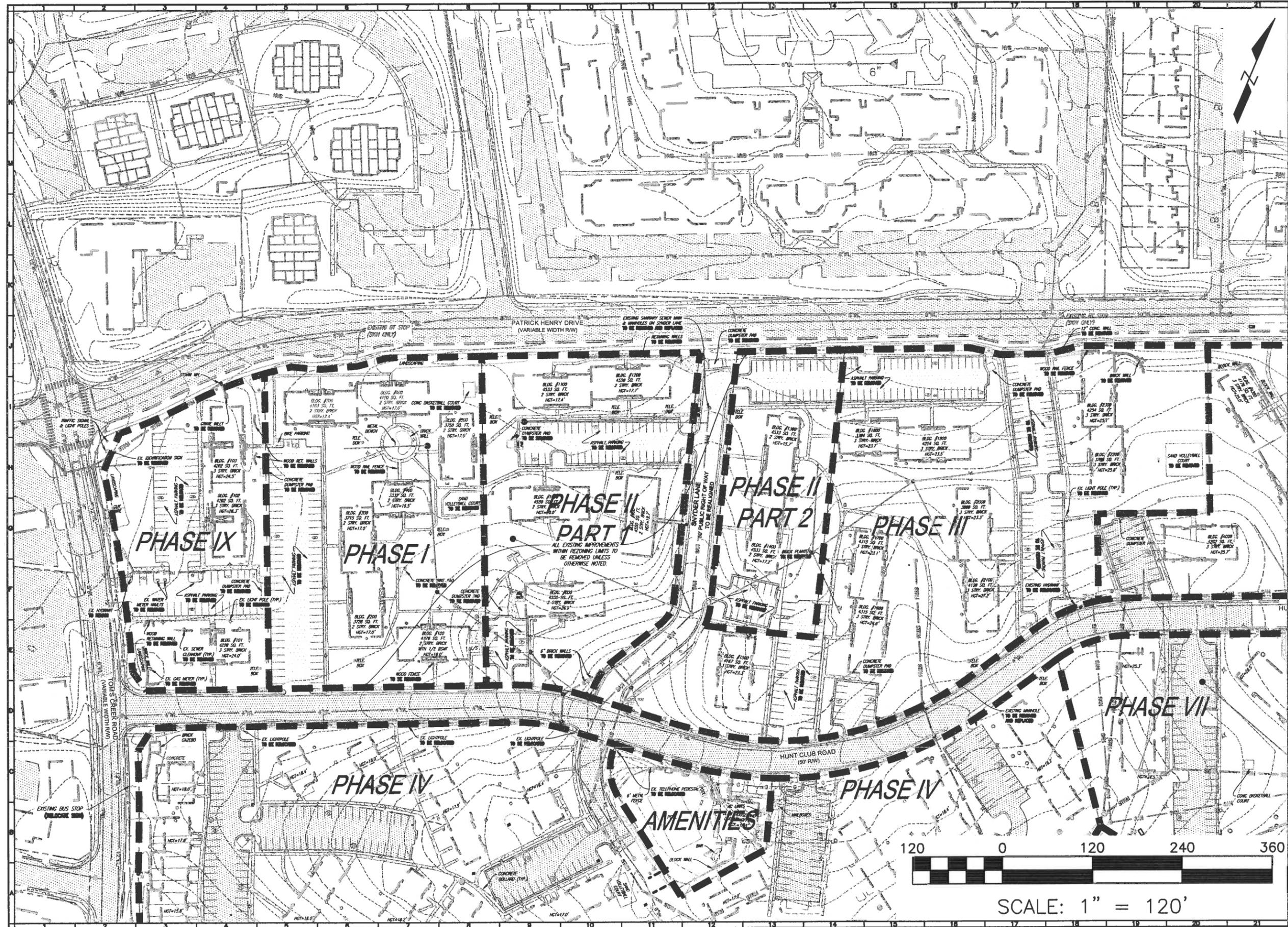
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Z2
JOB NO. 24170107.00



CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	272.27'	2,326.18'	6°43'25"	N26°49'32"W	272.11'
C2	97.03'	399.41'	9°18'31"	N46°12'30"E	96.93'
C3	112.29'	538.02'	11°57'31"	N47°33'30"E	112.08'
C4	36.87'	538.02'	3°53'37"	N55°30'04"E	36.87'
C5	36.76'	45.89'	45°49'00"	S8°14'30"W	35.88'
C6	47.91'	88.26'	34°12'10"	S14°03'20"W	47.26'
C7	15.44'	10.00'	86°29'13"	S41°11'36"W	13.95'
C8	1.20'	288.05'	0°14'18"	N87°07'14"E	1.20'
C9	83.61'	288.05'	18°33'24"	N77°43'23"E	83.21'
C10	38.51'	85.94'	18°13'22"	N5°34'00"W	38.38'
C11	48.23'	85.94'	27°36'34"	N17°20'50"E	45.78'
C12	18.06'	38.26'	34°12'00"	S14°03'20"W	17.80'
C13	15.71'	18.00'	90°00'04"	S48°02'42"E	14.14'
C14	83.01'	208.00'	25°32'31"	S45°45'11"W	82.24'
C15	198.59'	458.85'	23°54'59"	S44°36'10"W	188.21'
C16	138.44'	382.58'	21°57'20"	S87°52'15"W	148.52'
C17	86.30'	688.57'	8°06'25"	S82°54'08"W	86.22'
C18	76.74'	85.94'	45°49'56"	S8°14'00"W	74.71'



SCALE: 1" = 120'



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TERRACE VIEW PHASE I PRD
 HUNT CLUB ROAD
 EXISTING CONDITIONS
 PRICES FORK MAGISTERIAL DISTRICT
 TOWN OF BLACKSBURG, VIRGINIA

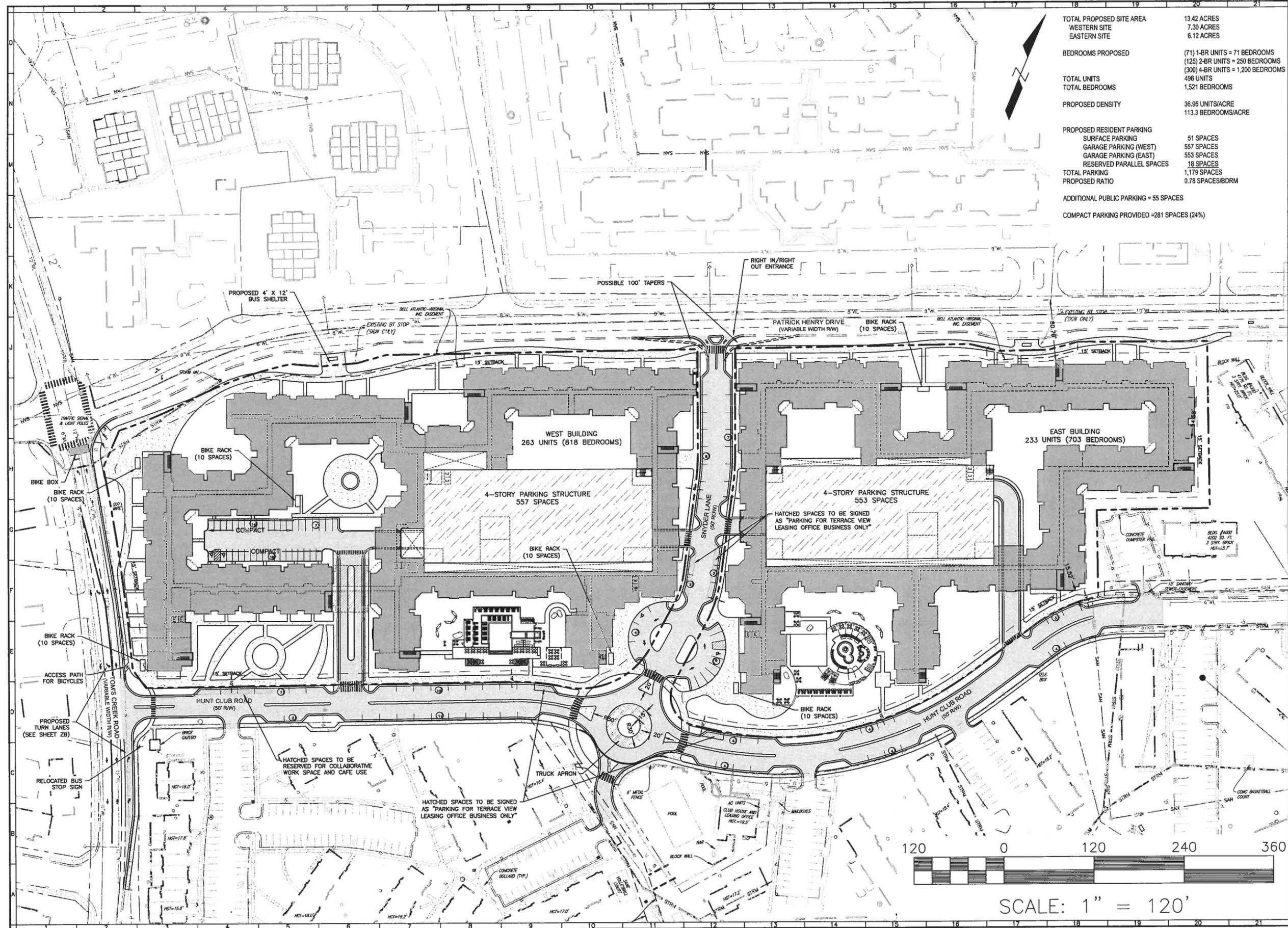
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Z3
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TOTAL PROPOSED SITE AREA	13.42 ACRES
WESTERN SITE	7.30 ACRES
EASTERN SITE	6.12 ACRES
BEDROOMS PROPOSED	(71) 1-BR UNITS = 71 BEDROOMS (125) 2-BR UNITS = 250 BEDROOMS (300) 4-BR UNITS = 1,200 BEDROOMS
TOTAL UNITS	496 UNITS
TOTAL BEDROOMS	1,521 BEDROOMS
PROPOSED DENSITY	36.95 UNITS/ACRE 113.3 BEDROOMS/ACRE
PROPOSED RESIDENT PARKING	
SURFACE PARKING	51 SPACES
GARAGE PARKING (WEST)	557 SPACES
GARAGE PARKING (EAST)	553 SPACES
RESERVED PARALLEL SPACES	18 SPACES
TOTAL PARKING	1,179 SPACES
PROPOSED RATIO	0.78 SPACES/BDRM
ADDITIONAL PUBLIC PARKING = 55 SPACES	
COMPACT PARKING PROVIDED = 281 SPACES (24%)	

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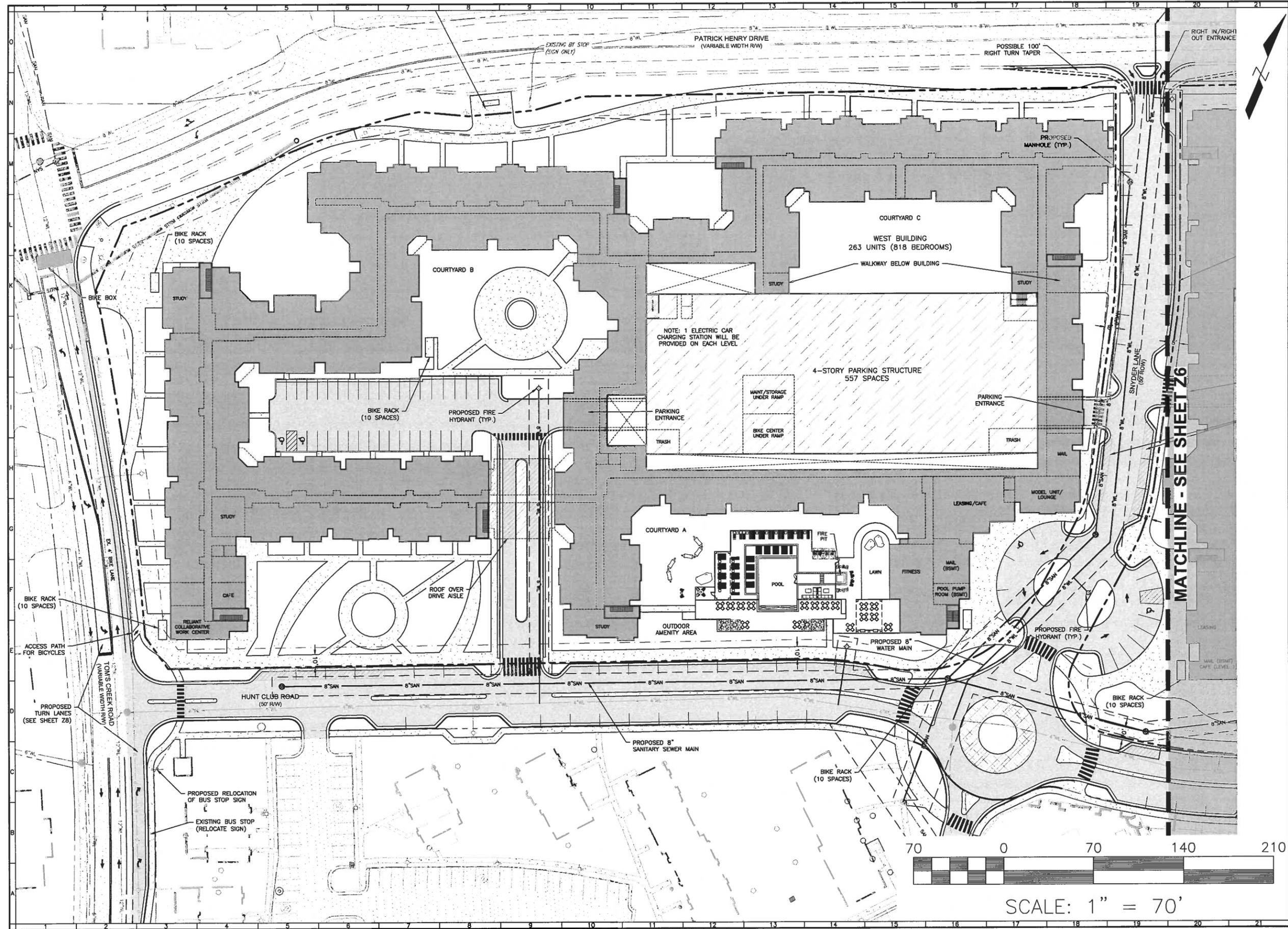
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TERRACE VIEW PRD PHASE I
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MASTER PLAN
PRICES FORK MAGISTERIAL DISTRICT
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TERRACE VIEW PRD PHASE I
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 BUILDING WEST
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 TOWN OF BLACKSBURG, VIRGINIA

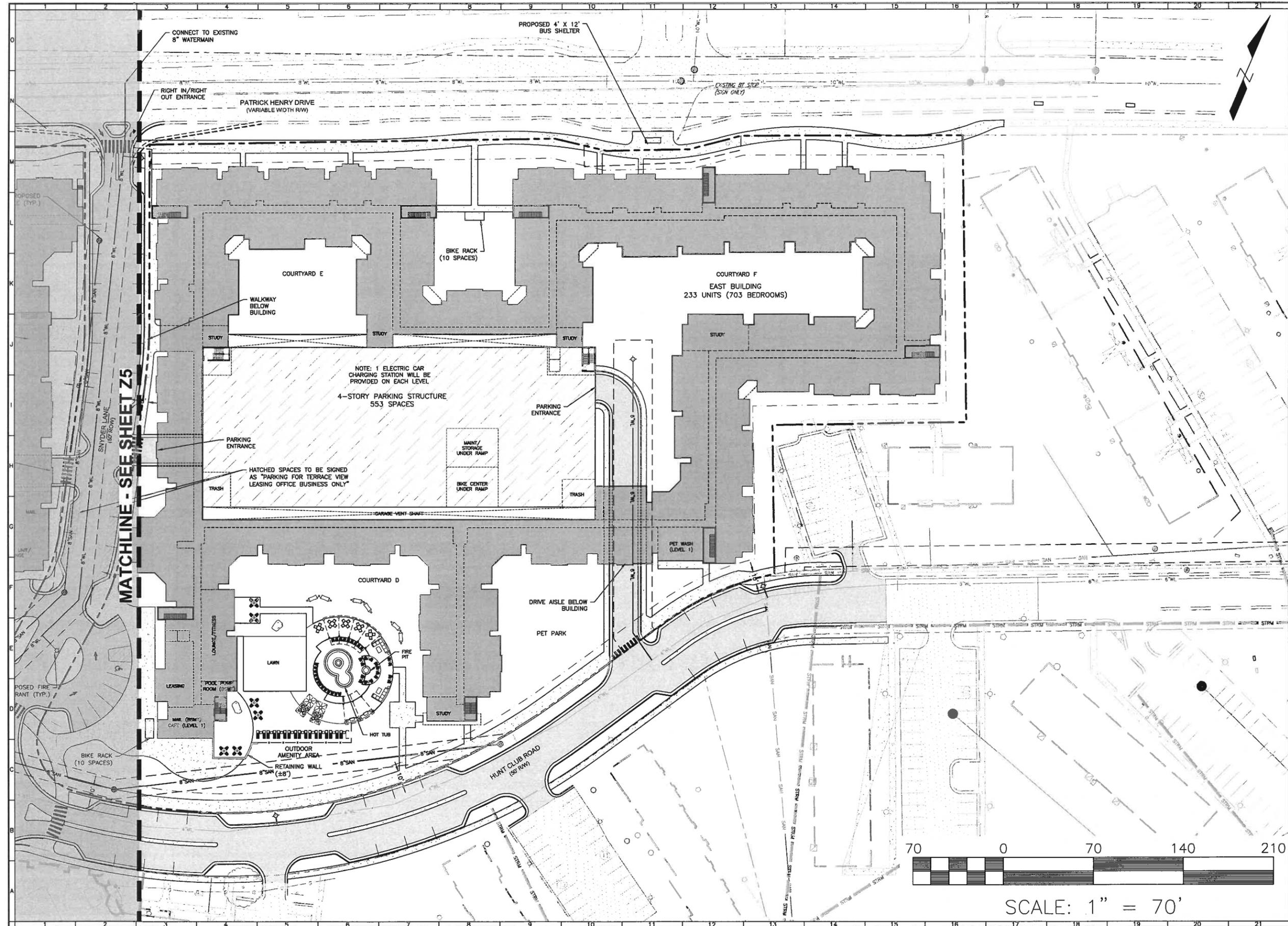
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LEGEND

- RECREATIONAL OPEN SPACE
- NON-RECREATIONAL OPEN SPACE
- STREETScape PERIMETER OPEN SPACE

OPEN SPACE CALCULATIONS

REQUIRED OPEN SPACE: 116,939 SF (20%)

PROPOSED OPEN SPACE:

- RECREATIONAL: 109,620 SF
- NON-RECREATIONAL: 86,259 SF

TOTAL OPEN SPACE: 195,879 SF (33.5%)

STREETScape PERIMETER OPEN SPACE: 51,488 SF



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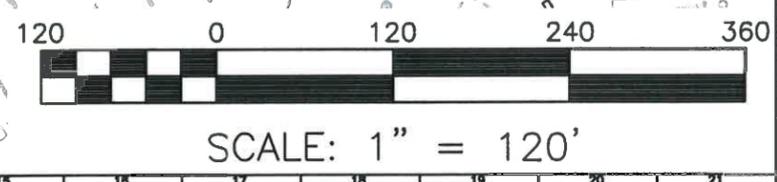
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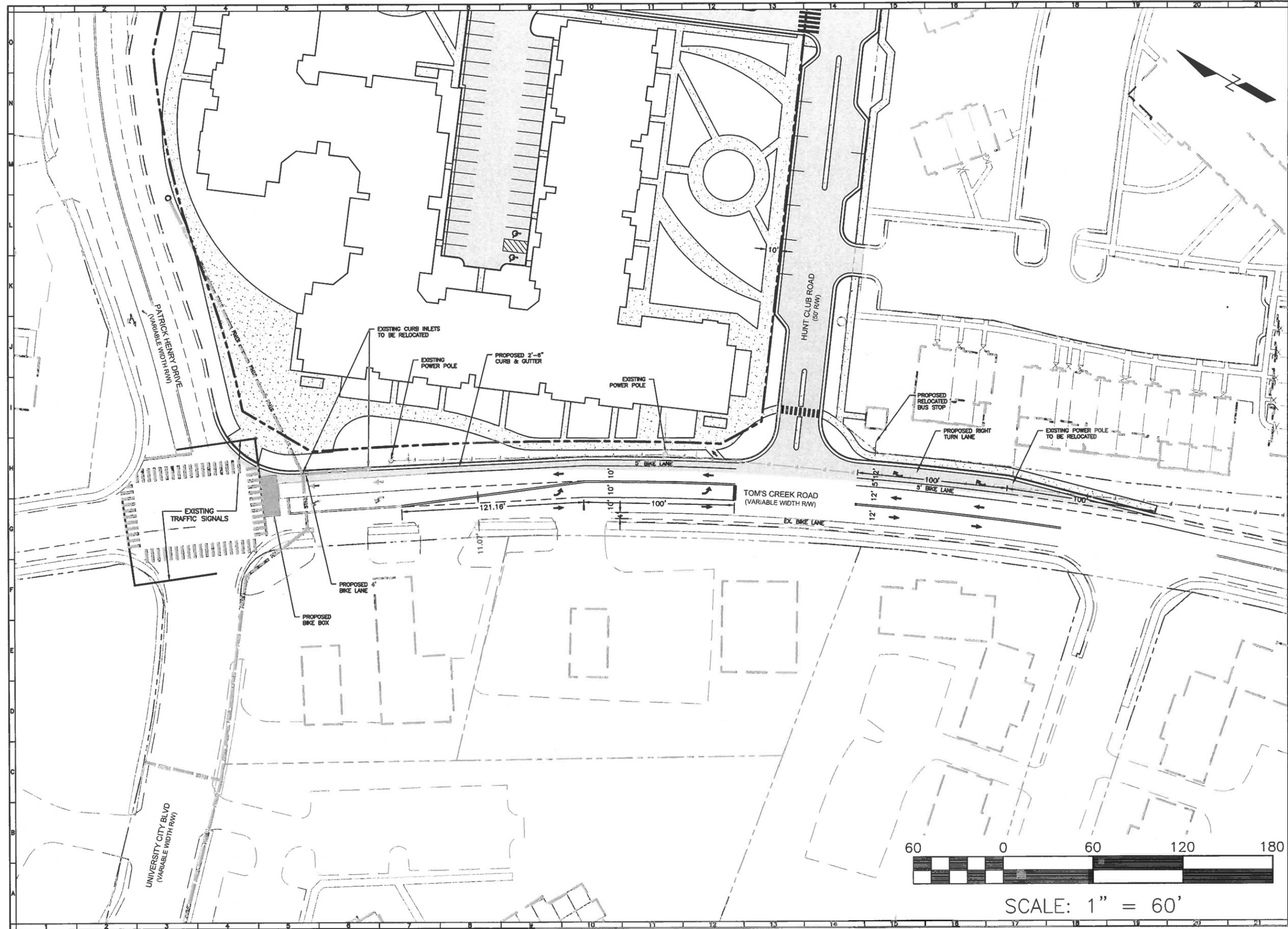
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 OPEN SPACE PLAN
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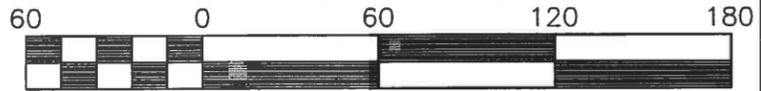
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 PROPOSED TURN LANE & BIKE LANE
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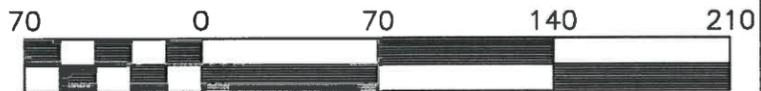


SCALE: 1" = 60'

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NOTES:
 1) FOR CLARITY PURPOSES, NO SHRUBS ARE SHOWN ON THIS PLAN.
 2) THIS PLAN IS CONCEPTUAL TO SHOW NUMBER AND POTENTIAL PLACEMENT OF LANDSCAPE MATERIAL ONLY.
 ACTUAL PLANTING LOCATIONS MAY CHANGE DURING FINAL SITE PLAN DESIGN.



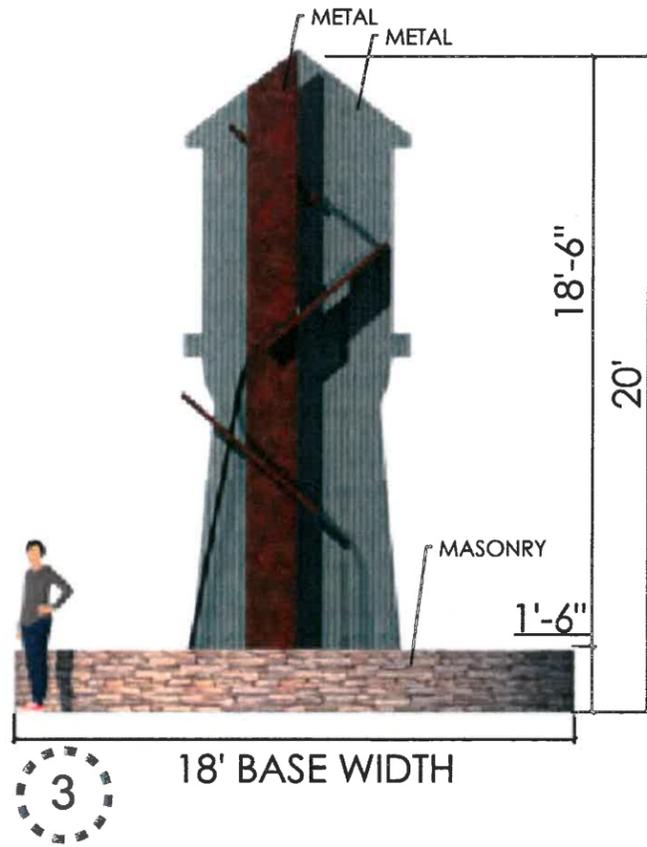
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 PROPOSED STREETSCAPE PLAN
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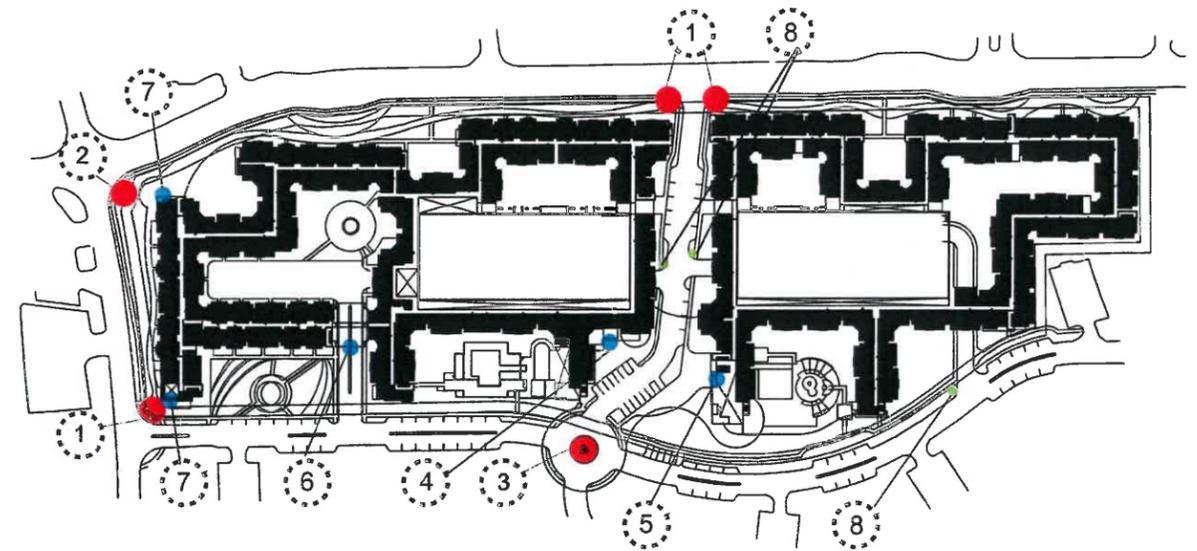


- 4 SIGNAGE**
ENTRANCE SIGNAGE
(wall mounted 7'
width by 1'- 4" height)
- 5 SIGNAGE**
ENTRANCE SIGNAGE
(ceiling hung 7'
width by 1'- 4" height)
- 6 PARKING**
PARKING ENTRANCE
SIGNAGE (ceiling hung 7'
width by 1'- 4" height)

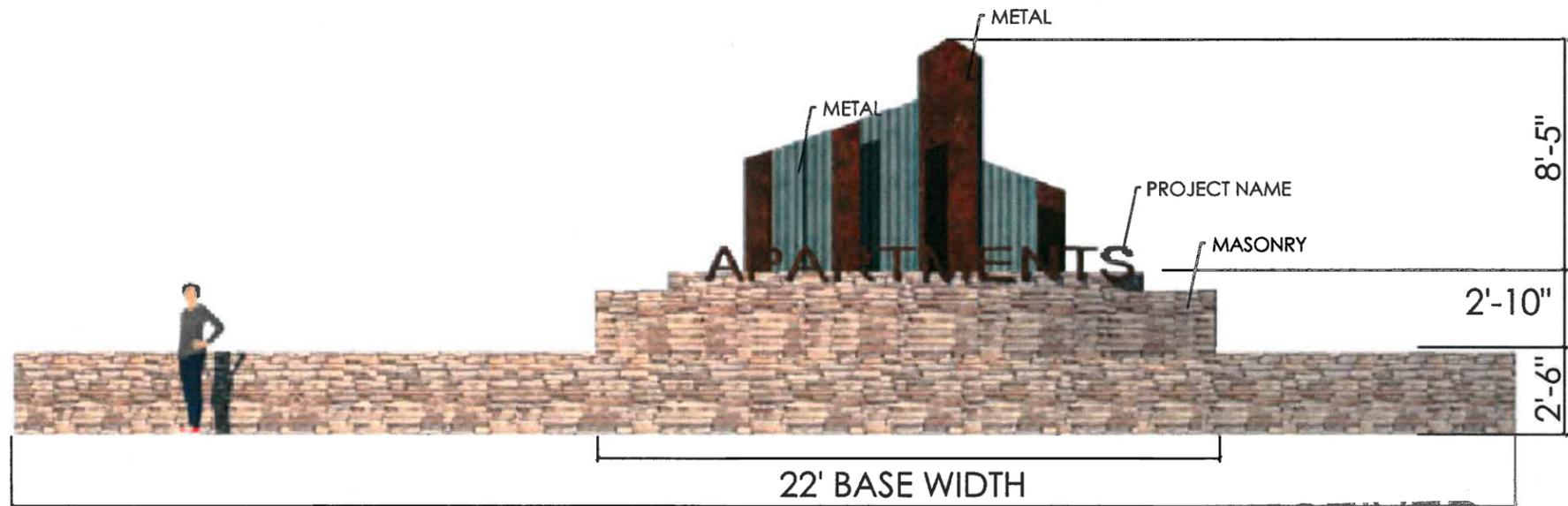
MATERIAL - ALUMINUM SIGNAGE
WITH SOFT LIGHTING
(NOT NEON SIGNAGE)

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- 7** ENTRANCE SIGNAGE
(wall mounted 2'
width by 12' height)
- 8** DIRECTIONAL GARAGE
PARKING SIGNAGE
(Parking Entrances)
AREA TO BE 3 square feet

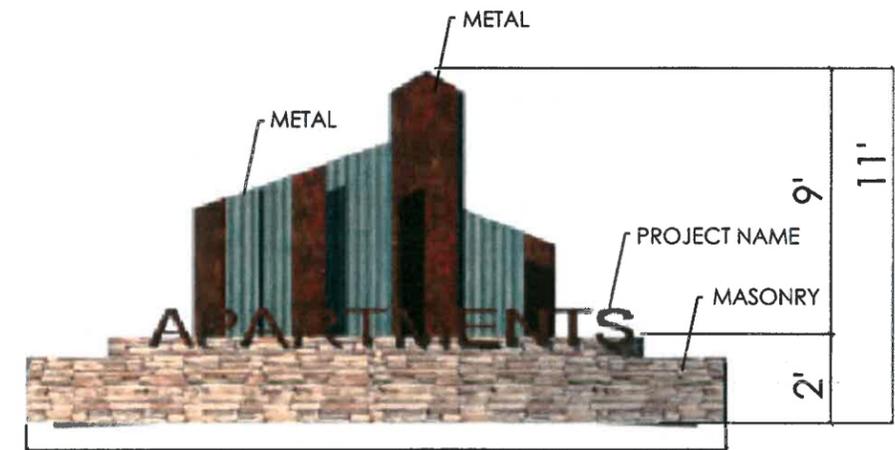


MONUMENT SIGNS LOCATIONS



22' BASE WIDTH
55' BOTTOM BASE WIDTH

- 2** TEXT DIMENSIONS FOR
MONUMENT SIGNAGE IS 15'
WIDTH AND 1' - 4" HEIGHT



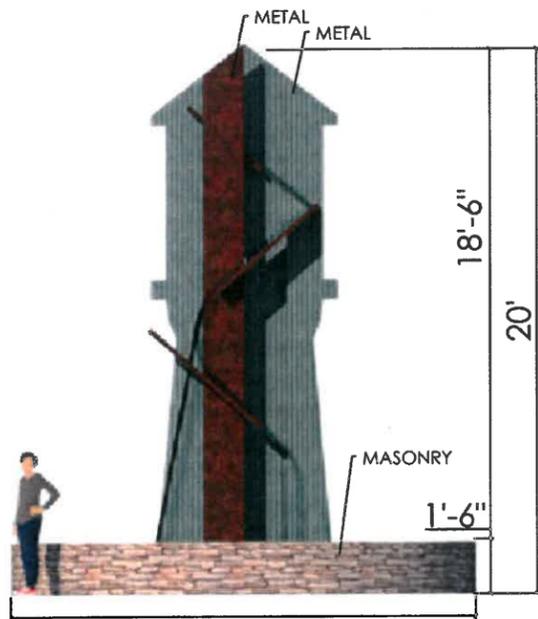
22' BASE WIDTH

- 1** TEXT DIMENSIONS FOR
MONUMENT SIGNAGE IS 15'
WIDTH AND 1' - 4" HEIGHT

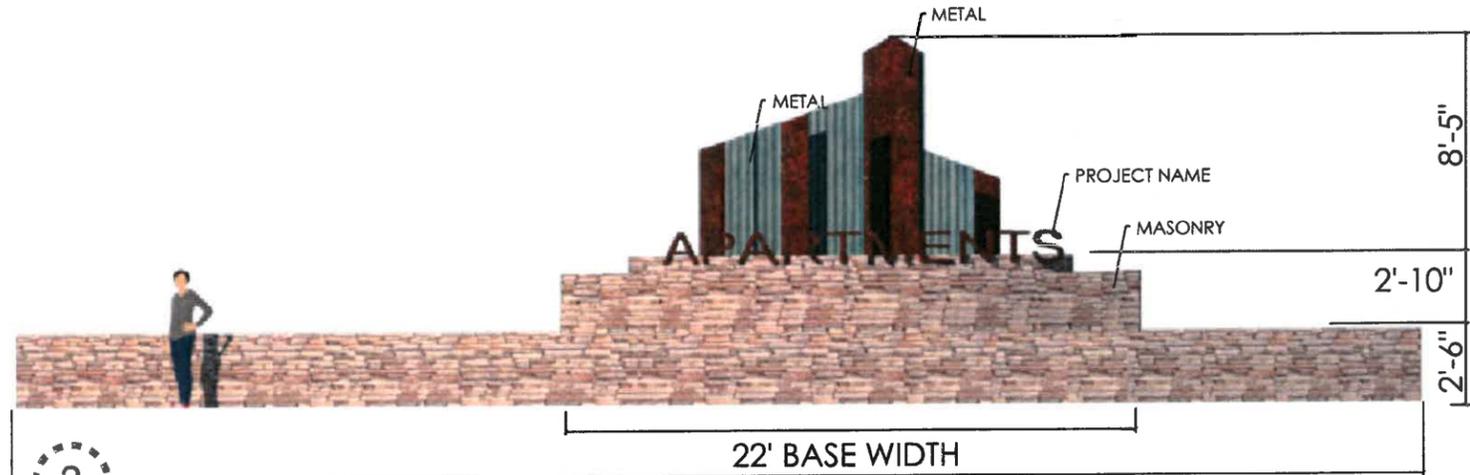
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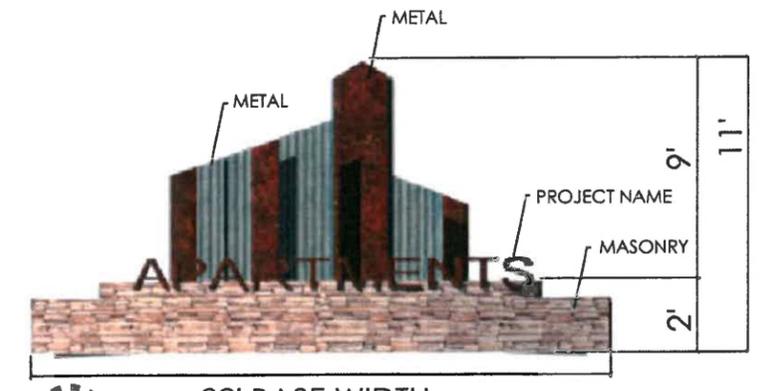
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3 18' BASE WIDTH



2 22' BASE WIDTH
55' BOTTOM BASE WIDTH



1 22' BASE WIDTH



2

1



3

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A1.2B

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1



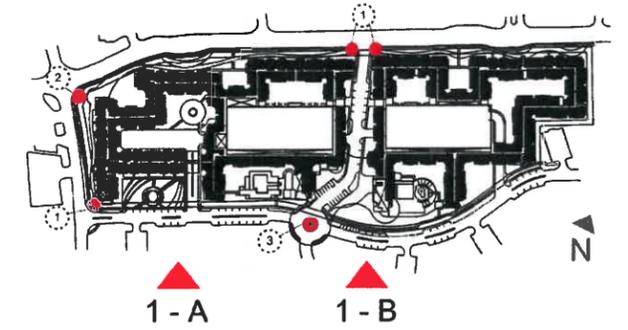
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3



4



1 - A

1 - B



ELEVATION 1 - PART B

2

MONUMENT

3

4



ELEVATION 1 - PART A

8

PUBLIC LAWN

1

COURTYARD A

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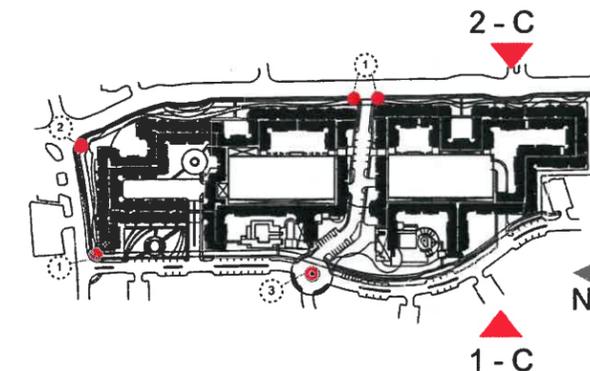
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TERRACE VIEW PHASE 1 SITE PLANNING
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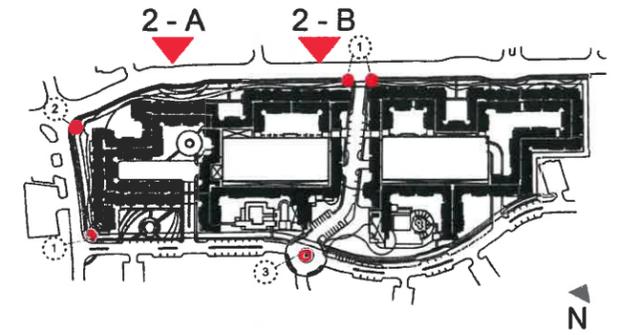
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5



10



ELEVATION 2 - PART B

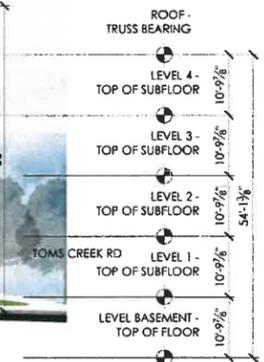
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ELEVATION 2 - PART A

5

POCKET PARK



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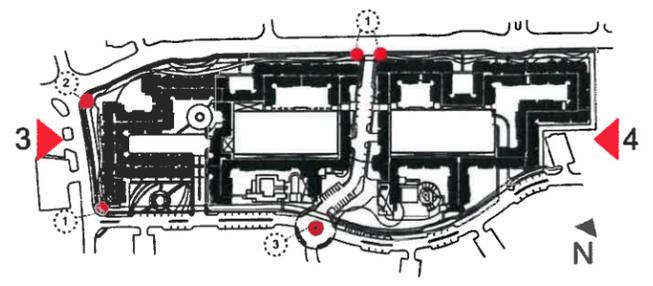
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8



9



8



ELEVATION 3 9

8

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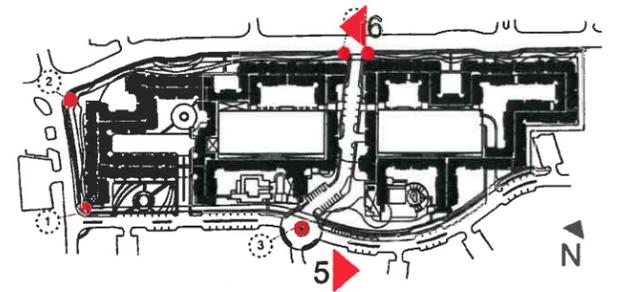
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A2.3
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