



August 3, 2018

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

RE: Terrace View PRD Rezoning

Dear Kali,

In response to our Planning Commission Work Session meeting on July 31, 2018, our team has added some additional detail to the application to help address some of the comments we received. Below is a list of these items and how each has been addressed.

1) **Toms Creek Road Turn Lane Configuration**

Proffer Number 3 has been adjusted per conversation with the Town Attorney. Additional details on the turn lane configuration have been provided within the Traffic Circulation Pattern section of the application text on page 27.

2) **Roundabout Right of Way on Hunt Club**

The right of way drawing and application have been revised per Town Engineering recommendations.

3) **Parking Policy**

Details of the applicants parking policy have been provided in the Parking section of the application text on page 13.

4) **Sustainable Building Practices**

A list of some sustainable practices which are used to evaluate and score Earthcraft buildings has been provided by the Architect and is attached to this letter. The items on this list are what are being pursued on this project.

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

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

448 Peppers Ferry Road NW • Christiansburg, Virginia 24073 • Phone (540) 381-4290 • Fax (540) 381-4291

Green Points list

Site related points include:

- Infill site
- Walking distance to multiply Bus stops
- Biking distance to bike path
- Walking distance to green space
- Reduced heat island effect Landscape/Hardscape
- Stormwater controls
- Erosion control plan
- Tree protection
- No invasive plants
- Tree spacing closer than 40'
- Parking below a 1:1 ratio
- 12 tree per acre planting

Alternative transportation:

- Bike racks and covered bike storage
- Tenant business center
- Future Bike and Car sharing

Construction waste management (*TBD based on final GC selection)

- Construction debris separation and recycling*
- No on-site burning
- Only approved landfills

Resource efficiency:

- Lumber usage not above typical minimums
- Engineered roof framing
- Floor framing at 24" o.c.
- Not tropical woods
- Use of engineered trim

Durability and moisture management:

**** TBD based water proofing consultant**

- Proper roof valleys**
- Exterior drainage plane design**
- Moisture resistant wall board in bath and kitchen**
- Exterior cladding with 30 year warranty**
- Entrance doors under overhangs**
- Foundation drains**
- Slab vapor barrier**
- Gravel below slabs**
- Exterior slabs slope away from building**
- All grades slope away**
- Sub-sill sealer at slab to framing**
- Drainage board and damp proofing at below grade walls**

Indoor air quality:

- Low VOC paints, sealants, carpet, adhesive
- No formaldehyde insulation
- TBD carpet only in limited areas

No non-vented fireplaces
CO detectors in rooms with combustion equipment
Easy air filter access

Air sealing:

**** TBD based water proofing consultant**

Energy Code (IECC) adopted by jurisdiction**
Vapor barriers under slabs**
Block stud cavities**
Seal all penetrations**
Weather stripping all openings**
Gypcrete all framed floors**

Insulation:

Meet or exceed all IECC minimums
Fiberglass batts
Raised top plate trusses at roof
Meet required U and R factors for doors and windows
Radiant barrier (foil) on attic ductwork

Energy efficiency:

Condenser unit spacing 2' minimum
Rigid ductwork, or non-pinched flex
Non-CFC refrigerant
No ducts in exterior walls
Air handlers in conditioned space

Ventilation:

Energy Star bath fans, wired with light
Duct bath fans to exterior with backdraft damper
Duct dryer vents to exterior
Passive Radon system
Energy Star qualified heat pumps

Lighting and Appliances:

Automatic outdoor lighting controls (TBD possible solar)
Energy efficient lighting (LED)
Energy Star washers and dryers
Energy Star Refrigerators
Energy Star Dishwashers

Water use:

All low flow fixtures
Xeriscape and use of astro turf
Turf less than 40% of landscape

Operations:

Provide owner's manual
Label storm drains "no dumping..."
Provide recycling pickup

**REZONING APPLICATION
FOR
TERRACE VIEW PHASE I
PLANNED RESIDENTIAL DEVELOPMENT
Blacksburg, Virginia**

**MAY 1, 2018
Revised: AUGUST 3, 2018**



**PREPARED FOR:
THE RELIANT GROUP
601 California Street, Suite 1150
San Francisco, CA 94108**

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

Table of contents

Proffer Statement for Reliant Group Management 3

I. Land Use Plan 6

II. Preliminary Layout 8

III. Site Development Regulations 10

IV. Public Utilities 18

V. Traffic Circulation Pattern 24

VI. Design Principles and Concepts 29

VII. Adjoining Landowners 44

Appendix..... 46

**PROFFER STATEMENT FOR THE APPLICATION OF
RELIANT GROUP MANAGEMENT
Dated: August 3, 2018**

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, RELIANT GROUP MANAGEMENT, the owner(s) of the property that is the subject of this Application (Tax Parcels #225-A-30 and #196-A-8) state that this property will be developed in accordance with the following voluntarily proffered conditions.

1. The property shall be developed in substantial conformance, as determined by the Zoning Administrator, with the submitted rezoning application entitled Terrace View Phase I Planned Residential Development (the “Application”) dated May 1, 2018 and revised August 3, 2018.
2. Applicant will provide a 4’x12’ covered bus shelter at the location of each of the three existing bus stops on Patrick Henry Drive along the northern property line of the Terrace View community.
3. Applicant will construct a new right turn lane and taper and a new left turn lane and taper at Toms Creek Road and Hunt Club Road as addressed further in the application.
4. Applicant will extend the existing bike lane on Toms Creek Road to the intersection of Toms Creek Road and Patrick Henry Drive.
5. Applicant will construct a new sidewalk system along the sections of Patrick Henry Drive and Toms Creek Road which border the redevelopment site. The minimum width of the sidewalk will be 10’.
6. Landscaping will be provided along Patrick Henry Drive and Toms Creek Road to meet the following standard: 1 Street Tree per 30’ of road frontage, 1 Understory Tree per 30’ of road frontage, and 10 shrubs per 50’ of road frontage. This proffer is intended only to provide the number of trees and shrubs to be planted and is not to be interpreted as a linear planting design requirement.

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.

RELIANT GROUP MANAGEMENT

By: *[Signature]*

Printed Name: CASKIE COLLET

Title: COO

STATE OF California
COUNTY OF San Francisco

Acknowledged before me this 3 day of August, 2018.

[Signature]
Notary Public

My Commission Expires: August 30, 2018
Registration No.: 2212394



**PROFFER STATEMENT FOR THE APPLICATION OF
RELIANT GROUP MANAGEMENT
Dated: August 3, 2018**

EXHIBIT A

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

Proffer #2: With an increased number of residents on site, it is expected that the number of people utilizing the existing transit stops will increase. Providing bus shelters at these locations will promote use of the stops. While all stops are not adjacent to the redevelopment area, all are within the overall Terrace View property.

Proffer #3: With an increased number of residents on site, an increase in daily vehicle trips will also occur. Due to this increase of daily trips, it has been determined through the submitted traffic analysis that this road improvement is required to maintain safe traffic movement on Toms Creek Road.

Proffer #4: Safe Bicycle use areas are critical in this area of Town. Many residents of Terrace View use bicycles as a main mode of transportation. Increase bike usage will be better served by taking a dedicated bike lane on Toms Creek Road to the signalized intersection at Patrick Henry Drive.

Proffer #5: Increased population on the development site is projected to increase the ridership of Blacksburg Transit. Adequate pedestrian facilities are necessary to accommodate this demand. Rather than maintain the existing 5' sidewalk on Patrick Henry Drive and Toms Creek Road and then construct a somewhat parallel sidewalk on the project site, one larger sidewalk system will be constructed.

Proffer #6: As the proposed project will create two new dominant building façades along Patrick Henry Drive and Toms Creek Road, it is important to create a compatible streetscape as well. The additional landscaping proposed is greater than the Town standards and will soften the transition between the vehicles on the public roads and the new buildings proposed.

I. Land Use Plan

Site History and Background

Terrace View Apartments is an approximately 43.5-acre apartment and townhome community. The overall property is generally bounded by Patrick Henry Drive to the north, Toms Creek Road to the west, Progress Street to the east and Stonegate Apartments to the south. There are two small phases of Terrace View on the east side of Progress Street. The property is very conveniently located to several significant areas in Town. It is approximately 0.6 miles from the Virginia Tech Campus, 0.3 miles to US 460 Bypass, 0.8 miles to University City Boulevard shopping area, and 0.3 miles to the Patrick Henry Centre shopping area. The overall development was designed and constructed over several years starting in the early 1960's and was built in 9 phases. Included in the current development is a clubhouse and leasing area with an outdoor pool, open space & active recreational areas and an internal sidewalk system.

Terrace View has a long history of providing rental housing to varying tenant types. While it primarily functions as an undergraduate student housing development, there is a greater population of older students and non-students than would be expected. An estimate from Terrace Views onsite management shows a tenant base of approximately 67% freshman, sophomore and junior undergraduates, 8% senior undergraduates, 18% graduate students, and 9% non-student.

Current Improvements and Community Investment

Since acquiring the property, Reliant Management Group has taken a proactive approach to improving the entire Terrace View property in a very short timeframe. The large amount of work currently underway is very evident to the current residents, visitors to the site and those driving by the property. Reliant is investing \$19 million dollars of private funds on these improvements that are not only a benefit to their residents but also the public. One example is the construction of several hundred feet of public sidewalk along Progress Street. There are large gaps in sidewalk infrastructure along the Terrace View boundary with Progress Street that has made accessing bus stops unsafe for pedestrians and not provided a continuous walking surface to Patrick Henry. Reliant has worked with the Town and been given permission to work in the right of way to construct these new sidewalk connections. According to discussions with the Town, these sidewalk sections have long been on the Town's sidewalk project list for construction but had not reached the funding stage. Below is a list of all the current interior and exterior improvements and renovations:

Interior renovations:

- 1) Quartz countertops
- 2) New wood cabinets
- 3) New flooring
- 4) Adding washer and dryers
- 5) Adding furniture
- 6) New stainless-steel appliances
- 7) Replacing furnaces and hot water heaters in most units
- 8) New CO2 detectors

- 9) New interior doors
- 10) Green Retrofit: Low flow toilets and plumbing fixtures

Exterior:

- 1) Mansard/siding work
 - a. Looking at ways to remove the mansards and modernize on the existing townhomes and apartment buildings
- 2) Existing clubhouse renovations
 - a. Interior and exterior
- 3) Pool area renovations
 - a. Fire pit and pergola being discussed
- 4) Hardscape
 - a. New sidewalks along Progress Street
 - b. Addressing life/safety issues/trip hazards on site
 - c. Added handicap/van accessible parking space
- 5) New Landscaping
 - a. Along Progress Street and Hunt Club Road
 - b. Around existing buildings
 - c. Entrances to the property
- 6) New monument signs
- 7) Exterior painting
- 8) Gutter and roof work where needed
- 9) Lighting
 - a. LED unit lights and in the breezeways
- 10) Common area amenities
 - a. Study spaces
 - b. Bike storage rooms
 - c. Pet washing stations
- 11) Asphalt
 - a. Repairs, re-slurry, stripe and seal

Proposed Development

As the University continues to grow, the demand for off campus housing grows as well. Over the last 2 years, the Town has discussed redevelopment of older student rental stock to provide more dense, higher quality housing. This has successfully been done with The Edge as well as other projects near campus. It is critical that density occur where public services such as roads, water and sewer, and transit service is currently available and adequate. It is also helpful that redevelopment occurs where the student housing already exists, thus creating less of a lifestyle impact on adjacent neighborhoods. The corridor of University City Boulevard and Patrick Henry Drive is a prime location for redevelopment potential and Terrace View was contacted about their potential interest in redevelopment. Upon review of the project parameters and approval processes, the Reliant Group Management decided that a partial redevelopment would be feasible and would fit within the existing fabric of Terrace View while also helping meet the overall vision the Town has for new student living opportunities.

This application is for the rezoning of Tax Map numbers 225-A-30 and 196-A-8, which currently exists as Phases I, II, III, & IX of Terrace View Apartments. The portion proposed for rezoning under this application encompasses approximately 13.42 acres bordered by Patrick Henry Drive, Tom's Creek Road, Hunt Club Road and Snyder Lane. This application is requesting that the site be rezoned from RM-48 zoning to a Planned Residential District as amended by Ordinance 1838 adopted by the Town of Blacksburg on August 8, 2017. The development is designed to be a master planned student housing community that incorporates a responsible design approach in keeping with principles laid out in the Comprehensive Plan and the Future Land Use designation for this property.

II. Preliminary Layout

Zoning

The proposed rezoning request is for approximately 13.42 acres bordered by Hunt Club Road, Tom's Creek Road, and Patrick Henry Drive to be rezoned from RM-48 to PRD Planned Residential District with conditions.

Master Plan

The Master Plan of the proposed development is shown on Sheet Z4. The Master Plan graphically designates the location for buildings, parking lot layout, parking structures, roads and access points into the site. It also shows proposed locations for bike racks, amenities, stormwater management areas, open spaces and sidewalks. In addition, the master plan shows proposed changes to the existing road layout. The existing public right of way of Snyder Lane is proposed to be adjusted with this development. Snyder Lane will remain as a public street with some minor changes to allow for on street parking as well as a realignment to meet the new proposed roundabout at Hunt Club Road. Snyder Lane is also proposed to be opened to Patrick Henry Drive as a new access point to the project. This will provide a new full connection between Hunt Club Road and Patrick Henry Drive. Modifications will be made to Hunt Club Road as well, to widen it to provide dedicated parallel parking on both sides and to install a traffic circle at its intersection with Snyder Lane. Additional right of way will be dedicated to the town for the larger area of the traffic circle. Further grading and site engineering may require minor repositioning or relocation of identified elements, such as sidewalks, to accommodate level access and provide required ADA access. Specific design elements of the project are discussed in more detail in the following portions of this application. The project's direct correlation to guiding principles of the Town of Blacksburg Comprehensive Plan is discussed in Section VI entitled Design Principles and Concepts.

Project Description and Structures

Terrace View is divided into nine (9) total phases. This phase of the redevelopment project will incorporate Phases I, II, III, & IX. These phases currently have 533 bedrooms in 198 units. Upon rezoning and site plan approval, all existing buildings and infrastructure from these phases will be removed. The proposed development will include two (2) buildings. Both buildings will be multi-story; 2-4 stories facing Patrick Henry Drive and 4 stories over a basement facing Hunt Club Road. Both buildings will also have structured parking decks located in the central core of the buildings thus screening them from public view. As currently designed, Building West is planned to have 263 units with 818 bedrooms and

Building East is planned to have 233 units with 703 bedrooms, for a total of 496 units with 1,521 bedrooms within this project.

The total number of units and the unit mix may change as plans are finalized, but the maximum number of residential units will be no greater than 37 units per acre (497 units) and the maximum bedroom count will be no greater than 114 beds per acre (1,530 beds). There will be a mix of 1, 2, and 4-bedroom units. The bedroom breakdown shown on the attached plans is as follows:

- Building West
 - (34) 1-bedroom units
 - (66) 2-bedroom units
 - (163) 4-bedroom units
- Building East
 - (37) 1-bedroom units
 - (59) 2-bedroom units
 - (137) 4-bedroom units

Each building will have a designated mail room and parcel pickup location. Each building will also include a clubhouse with fitness center, a café, multiple study areas, and an outdoor amenity area, as well as a variation of other amenities and activities. A detailed description of each building's amenities is included in the following section. Other amenities may be added to each building as the design is finalized.

On the northwest corner of the project at the intersection of Patrick Henry Drive and Toms Creek Road, there is a 1,300 square foot space currently designated as study space on the first floor. As there has been interest in providing some type of neighborhood commercial space within the project, this space has the flexibility to convert to a small-scale commercial, retail, or restaurant space if the demand for that use appears. Any use that would occupy this space would have to be very pedestrian and bike user dependent as there are no adjacent parking spaces to it. However, with the high volume of residents within Terrace View and the surrounding Patrick Henry neighborhoods, a unique/boutique style shop or eatery with local flair could be successful. These potential uses are proposed as permitted uses with this application and stated in Section III – Site Development regulations.

Another exciting proposed use within the project is the “Reliant Collaborative Work Space and Café”. This space is located in Building West at the intersection of Toms Creek Road and Hunt Club Road. This space is programmed to be an interactive and collaborative workspace area where the general public can rent workspaces. This could include renting a small office, a desk, etc. This area would be approximately 2,300 s.f. and would also include a café. This type of space has become popular in more urban areas for entrepreneurs and small start-ups to meet, work and collaborate at a lower cost than a traditional office space. Based on the square footage available, a maximum occupancy in this work space is estimated to be 20-25 people. As this location is accessible by transit, walking and biking, very few parking spaces are anticipated to be needed. With the proposed surface parking lot and seven parallel parking spaces on Hunt Club Road near this area, four of which are requested to be reserved

for this use, the parking provided should be adequate for the users/tenants of this work space.

III. Site Development Regulations

Permitted Uses

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

Residential

Home Occupation
Multi-family Dwelling

Office

General Office

Commercial

Restaurant, Small
Retail Sales

Civic

Community Recreation
Utility Services, Minor

Miscellaneous

Accessory Structures

Height, Lot Setback, Coverage Ratios & Residential Density

Setbacks: Two building setback distances shall be proposed for the project.

-All setbacks along Patrick Henry Drive, Toms Creek Road and Hunt Club Road shall be fifteen (15) feet.

-The setback along Snyder Lane shall be zero (0) feet.

Building Heights: There will be two main definitions of maximum height for this project. One will be a maximum height to the top of the “livable area”. The second will be a maximum height to the top of the “tower elements”. These are illustrated on the architectural elevations provided in the appendix of the application.

- 1) Maximum Building Height of livable area will be 65’.
- 2) Maximum Building Height of Tower Elements will be 70’.

Lot Coverage: The maximum lot coverage for the site will be 75%.

Floor Area Ratio: The maximum floor area ratio (FAR) for the site will be 1.30.

Residential Density: The maximum residential density will be 114 bedrooms per acre.

Occupancy

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

Minimum Open Space

As required by the PRD district, a minimum of twenty-percent (20%) of the total project area shall be designated as open space. Of that 20%, a minimum of five thousand (5,000) square feet shall be provided for active or passive recreational activities. As currently shown on the masterplan, there is 33.5% open space provided and 109,620 square feet of recreational area. The amenities shown as open space that allow for recreational activities are:

Building West:

- Building Amenities
 - 2-Story Clubhouse with Lounge
 - Fitness Center
 - Multiple Study Areas
 - Collaborative Work Space
 - Café
- Outdoor Amenity Area
 - Pool w/ tanning shelf
 - Fire Pit
 - Open Lawn
 - Hammocks
 - Grills and Tables
- Public Plaza
- Pocket Park

Building East:

- Building Amenities
 - 2-Story Clubhouse with Lounge
 - Fitness Center
 - Multiple Study Areas
- Outdoor Amenity Area
 - Pool w/ tanning shelf
 - Hot Tub
 - Open Lawn
 - Hammocks
 - Grills and Tables
- Pet Park
- Pet Wash Station
- Pocket Park

The proposed open space plan is shown on Sheet Z7. Other possible uses may be added to the open space area as the design develops.

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

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 applicant is also proposing a parking policy which will assist in controlling the cars on the site. The details of the policy are:

- Residents will be charged a fee for a parking permit.
- Management will only issue a permit to those residents who have paid their fee.
- Management will only issue permits for the number of spaces provided onsite.
- Guest parking spaces will be designated onsite. Guests may also park in the public street spaces along Hunt Club Road and Snyder Lane.
- Management will enforce towing of vehicles parked without a proper permit.

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.

Subdividing & Parcels

The site currently exists as 2 separate parcels with the Snyder Lane right of way running through the middle. As Snyder Lane is proposed to be realigned with this project, an updated boundary map re-dedicating new Snyder Lane and Hunt Club Road right of way will be submitted prior to final site plan approval. Any future subdivision of the rezoned property would be required to meet all applicable zoning regulations as approved within this document. Any public roads, open space, or other applicable easements will be dedicated on a final approved plat for the project as required by the Town of Blacksburg Zoning and Subdivision Ordinances. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards.

Landscaping

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance to include the required interior parking lot landscaping/greenspace areas, the overall site greenspace and canopy coverage landscaping requirements for multi-family uses. Landscaping along Patrick Henry Drive and Toms Creek Road shall include the following: 1 Street Tree per 30' of road frontage, 1 Understory Tree per 30' of road frontage, and 10 shrubs per 50' of road frontage. Street trees along Hunt Club Road will be provided at a minimum of 1 street tree per 30' of road frontage and along Snyder Lane at a minimum of 1 street tree per 50' of road frontage. No additional buffering along commonly owned property lines or Hunt Club Road is proposed. Existing vegetation internal to the site or adjacent to outside parcel boundary lines may be preserved as grading allows and may count towards the requirements above if such vegetation is consistent the intent.

Site Lighting

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include the installation of parking lot lighting to provide night time visibility for residents as well as any other site specific and/or exterior building lighting. Other site-specific lighting features could include but 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

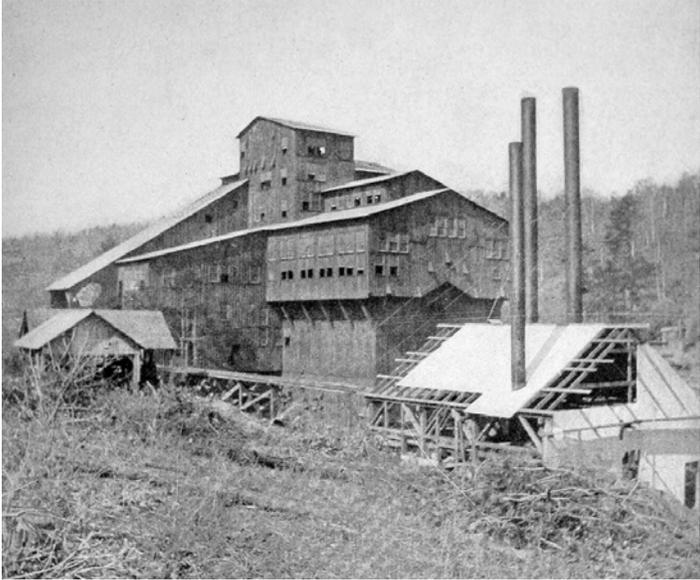
As this is a purpose-built student housing project, the residential units are designed with students in mind. It is anticipated that roommates will be living in the units rather than traditional families. The layout of the units, common areas, and amenities will be designed and chosen with this demographic in mind. The residences will provide a private bathroom for each bedroom and the common areas will offer study space and recreational activities that are popular among college students. The two largest outdoor amenity spaces will be designed in such a way as to promote a sense of community among the residents.

Healthy lifestyles and community living are encouraged by the outdoor amenity spaces, fitness centers, cafés, pocket parks, and a dog park. Multiple Blacksburg Transit stops exist around the perimeter of the development. Currently, only one of these stops includes a shelter, but this project is proposing to build shelters at each of the three stops on Patrick Henry Drive. The community will also provide ample bicycle storage to encourage residents to use alternative methods of transportation.

During the initial design process, Reliant desired to create a project that was unique but respectful. It was important to bring a sense of historical context to the building design. This would not only bring local and regional context to the project but also set it apart from the typical student housing architecture that is common throughout the Country. Some of the specific aspects of the building and site design are listed below:

- **Aesthetic inspiration**
 - Given the historic layers that have made the Town of Blacksburg what it is today, the Terrace View Team has focused a deliberate effort to both honor the agricultural and industrial heritage of the area as well as enhance the ongoing redevelopment of the area to meet the growing student housing needs of the Town and the University.
 - The overall design direction for this redevelopment is inspired by the historic buildings that grew from the coal and agricultural industries of the area of years past. Through several months of design collaboration, we were able to create a design that carried that historic precedence while giving a fresh look that is established and inviting. With roof forms indicative of this heritage, varying glazing patterns for street presence, and unique architectural features for better way-finding and hierarchy, the redesign for this phase of Terrace View is primed for continuing the architectural legacy of Blacksburg. Some of our inspiration images are below.

Merrimac Coal Mines, 1904



Southwestern Virginia Barns





- **Design Intent**

- **Land Planning & Outdoor Spaces**

- The land planning for this 13.5-acre site has taken advantage of the existing Snyder Lane to create a “West” and “East” building for the project.
 - The project is designed with community in mind and has strategically placed various outdoor plazas, covered areas near bus stops, pocket parks, and public lawns for gathering spots.
 - Parking is hidden from the streets and focused internally with 2 open-air parking structures with direct access to the apartments

- **Building Design**

- **Programming**

- Each building has various interior spaces for study as well as a central amenity area with leasing, fitness, café, mail and lounge areas.
 - Building West has a great “We-work” space and Café located at the entry corner on Toms Creek Road and Hunt Club Road for direct public engagement
 - Building West also has a 1,300 square foot “Flex Space” located at the corner of Toms Creek Road and Patrick Henry Drive that can be programed as study space or could be converted to a specialty commercial, retail or restaurant space in the future.
 - The overall project consists of 1 bed, 2 bed, and 4 bed apartment units as well as 4-bed townhouse units. This mix provides a great variety not only for the diversity and need with the student housing but also for the presence along the street.

- **Outdoor Spaces**

- 3 courtyard spaces dedicated to Building West
 - Main pool courtyard will provide the active areas adjacent to the main interior amenity

- The other two courtyards will have additional leisure activities like outdoor movie area, bon fire area, and space for food trucks for special events
- 3 courtyard spaces dedicated to Building East
 - Main courtyard adjacent to the main interior amenity will have activities like hot tubs, hammock area and open lawn
 - The other two courtyards will have more passive activities like zen gardens and flex space
- **Exterior Design**
 - The exterior of the buildings was designed to be sensitive to scale and mass related to street presence, so, we limited the street elevations to 3 and 4-story and introduced significant breaks in the overall massing to provide a project that embraces the public and is not a “fortress”. This creates a more pedestrian scale façade along Patrick Henry Drive and Toms Creek Road.
 - The exterior materials being proposed are fiber cement lap siding, fiber cement vertical board & batten, corrugated metal siding, and synthetic stone veneer.
 - To enhance the way-finding through the architecture, we have introduced various tower elements with different features (clock tower, bell tower, etc.) to provide a sense of place

Architectural elevations and renderings have been included with the submittal to provide an illustration of how the buildings will look from the street. All buildings will be designed with sustainability in mind.

Entrance Identification Signs

There are 5 planned project identification sign locations for the subject property. All will have similar materials and a theme that reflects the architectural style of the buildings. The main project sign will be constructed at the northwestern corner of the property facing the intersection of Patrick Henry Drive and Toms Creek Road. Entry monument signs will be proposed at the intersection of Toms Creek Road and Hunt Club Road and at the intersection of Patrick Henry Drive and Snyder Lane. There is also a sculpture type sign proposed in the center of the traffic circle on Hunt Club Road. There are also 5 additional identification signs proposed internal to the site to designate the flex space, the collaborative work space, the two leasing offices and the parking area in building west. Sizes, elevations and locations of these signs are shown on Sheet A1.2 in the appendix. Other directional signage, such as the garage entrances, will exist onsite and will meet the directional signage standards of the Town ordinance for multi-family dwellings.

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 discussions with Town staff, there is adequate water capacity for this project. Town staff has also reviewed sanitary sewer capacity. While the overall Town wide sewer study update is ongoing, the applicant has been informed that no apparent capacity issues exist in this section of sanitary sewer.

Water and Sanitary Sewer

The proposed rezoning area is bordered on the northern side by Patrick Henry Drive, on the western side by Tom's Creek Road, and on the southern side by Hunt Club Road. There is an existing 8" water main on Patrick Henry Drive, a 6" and a 12" water main on Tom's Creek Road, and a 4" water main on Hunt Club Road. There are several fire hydrants around the perimeter of the site that will remain. The proposed development will install a new 8" water main down Snyder Lane which will connect to existing mains on Hunt Club Road and Patrick Henry Drive. Based on final water modeling, some existing main lines within the project may need to be replaced. Fire lines and service connections will be installed throughout the property to serve the new residential layout. All required fire hydrants will be located within the project as required by Town Code. Preliminary hydrant locations are shown on the master plan, but these may change as the design is finalized. The proposed waterline size also may change based on final design criteria. Per discussion with the Town Water Resources Manager, water pressure for the building water meters is adequate but providing the required 1,000 gpm to fire hydrants is not possible with the current configuration. This may require booster pumps or replacing some of the existing waterlines internal to the site to increase pressure. Final design solutions will come during the site plan process.

Private gravity sanitary sewer serves the majority of the existing buildings. Most of this sewer will be removed when the buildings are taken down. A new public sewer network will be installed to serve the proposed development. All main lines will be located within easements and will be constructed per Town Code. Previous discussions with the Town Sewage Engineer indicated there were no known issues in the downstream sewer lines but that the updated town sewer model had not been completed. It was also explained that there would be new sanitary sewer installed downstream of this project site as part of a Town project to rehabilitate a section of creek behind the single family lots on the west side of Scott Allen Circle.

The preliminary utility layout is shown on Sheet Z4.

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

AVERAGE DAILY FLOW

1. Student Housing: EXISTING 533 total bedrooms

Design Assumptions and Calculations:

Water and Sewer usage for residential use is 100 gal/day per bedroom =
53,300 gal/day

Student Housing: PROPOSED 1,521 total bedrooms

Design Assumptions and Calculations:

Water and Sewer usage for residential use is 100 gal/day per bedroom =
152,100 gal/day

NET INCREASE = 98,800 gal/day

2. Amenity Areas

Design Assumptions and Calculations:

Amenity Area = 1,000 gal/day per area

Total Water/Sewer Usage By Amenity Areas (2) = 2,000 gal/day

3. Length of new sewer pipe +/- 1,455' x 1.5 gpd/ft infiltration factor = 2,183 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 154,100 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 156,283 gallons per day

This is an increase of 100,800 gallons per day of water and 102,983 gallons per day of sewer when compared to the existing average daily flow of 53,300 gal/day.

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

Water Quality & Stormwater Management Standards

The project site consists of five parcels totaling 14.04 acres and includes improvements to Hunt Club Road, bringing the total area of disturbance to 16.04 acres. The site is bound by the Patrick Henry Drive on the north, Terrace View Phase V to the east, Hunt Club Road to the south, and Tom's Creek Road to the west. Currently, there is an existing apartment complex with associated parking on the site, totaling 8.53 acres of impervious (53.2% of the site). Existing soil conditions on-site include the types listed below with slopes of 2%-15%. There are no wetlands or jurisdictional waters present on site. Most of the property currently drains to one of several culverts under Hunt Club Road and eventually outfalls to the Duck Pond. A small portion on the site drains to a culvert under Tom's Creek Road, then travels under Highway 460 and outfalls to Tom's Creek. Surrounding areas consist of single family residential, multi-unit residential, and commercial developments.

Stormwater Management

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

Pre-Development Summary

In the pre-development condition, a small portion of the project area (approximately 2.88 acres within Drainage Area #1) at the northwest corner drains to storm sewer located in

Patrick Henry Drive and Tom's Creek Road. Runoff is then conveyed through a manmade system to flow under US Route 460 to Tom's Creek. Point of Analysis #1 has been set where the runoff from the project site converges with runoff from the storm sewer on the western side of Tom's Creek Road.

The majority of the project area (approximately 13.16 acres within Drainage Area #2) flows to a storm sewer system that drains to multiple culverts under Hunt Club Road. This flow is conveyed through a 54" culvert under Broce Drive and outfalls to a ditch. From this point, runoff flows through a combination of manmade and natural conveyance systems to the Duck Pond. Point of Analysis #2 has been set at the outfall of the culvert under Broce Drive.

Post-Development Summary

In the post development condition, the site will be graded in such a way as to decrease the drainage area flowing towards Tom's Creek, resulting in a lower peak flow rate without any type of stormwater management system.

The remaining portion of the site (Drainage Area #2) has been divided into three separate drainage areas, each of which will incorporate an underground stormwater detention system to manage runoff. The proposed site will be graded to capture runoff through a combination of sheet flow, conveyance channels, and curb and gutter. There will be an underground detention system located underneath the driveway leading to the western parking structure ("USWM #1"), a StormTech MC-4500 underground detention/filtration system located below the plaza on the eastern side of Snyder Lane ("USWM #2"), and another underground detention system underneath the pet park on the eastern side of the project ("USWM #3"). USWM #1 and USWM #2 will outfall to an existing storm drain located on the southern side of Terrace View. USWM #3 will outfall to an existing storm drain located on the south side of Hunt Club Road. Both outfall points are conveyed through the existing development and converge just prior to crossing under Broce Drive to the Point of Analysis. The detention systems have all been designed to manage peak flows and meet all applicable water quantity requirements.

Water quality compliance has been achieved through use of the Virginia Runoff Reduction Method in accordance with the design criteria set forth in 9VAC25-870-65 and through the purchase of nutrient credits in accordance with the criteria set forth in the Code of Virginia. Per §62.1-44.15:35 (C)(2), the VSMP shall allow the use of nutrient credits when less than five acres of land will be disturbed or the phosphorus water quality reduction requirement is less than 10 pounds per year. The proposed development is within the thresholds for permitted use of credits, with a required phosphorus load reduction of 9.55 lb/yr.

The existing site is a developed apartment complex. The pre-development site has an impervious land cover of 8.53 acres (53%). The post development site has an impervious land cover of 11.61 acres (72%), resulting in a composite runoff coefficient (R_v) of 0.75. The prescribed phosphorus pollutant reduction requirement is 9.55 lb/yr. The proposed on-site BMPs remove 4.99 lb/yr and the remaining 4.56 lb/yr removal requirement will be handled by purchasing credits.

Channel Protection

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows have been discharged directly to a stormwater conveyance system. The portion of the site¹ that discharges to Point of Analysis #1 outfalls to a manmade conveyance system and travels through a combination of manmade and natural conveyance systems to the 1% analysis point (288 acres). This portion of the site has met the requirements of channel protection per 9VAC25-870-66(B)(3) as shown below:

DA #1 R_v Calculation

Pre-developed = 0.325 acre*ft – See HydroCAD “RV Calculation” Report

Developed = 0.218 acre*ft – See HydroCAD “Channel Protection Volumes” Report

$$Q_{Developed} \leq I.F. \times (Q_{Pre-developed} \times RV_{Pre-Developed}) / RV_{Developed}$$

$$Q_{Developed} \leq 0.8 \times (Q_{Pre-developed} \times 0.325) / 0.218$$

$$Q_{Developed} \leq 1.20 \times Q_{Pre-developed}$$

In the post-development condition, the drainage area flowing to this point of analysis has been reduced, resulting in a post-development runoff volume that is lower than the pre-development runoff volume. As shown above, when this information is entered into the energy balance equation, the equation does not work properly and is not applicable. Therefore, this drainage area has met the requirements of channel protection by reducing the runoff volume and reducing the 1-year peak flow rate.

Pre-development 1-year peak flow rate = 15.83 cfs

Post-development 1-year peak flow rate = 14.17 cfs (a reduction of 10.5%)

The portion of the site that flows to Point of Analysis #2 discharges to a natural stormwater conveyance system and has met the requirements of channel protection per 9VAC25-870-66 (B)(3). At this 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 attached HydroCAD calculations labeled “Channel Protection”.

DA #2 R_v Calculation

Pre-developed = 1.410 acre*ft – See HydroCAD “RV Calculation” Report

Developed = 1.929 acre*ft – See HydroCAD “Channel Protection Volumes” Report

$$Q_{Developed} \leq I.F. \times (Q_{Pre-developed} \times RV_{Pre-Developed}) / RV_{Developed}$$

$$Q_{Developed} \leq 0.8 \times (Q_{Pre-developed} \times 1.410) / 1.929$$

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 (the area of land disturbance, approx. 16.04 acres), including the limits of any off-site land disturbance. See Sheets SW3-SW4.

$$Q_{Developed} \leq 0.58 \times Q_{Pre-developed}$$

The resulting maximum allowable peak flow rate for the one-year 24-hour storm at Point of Analysis #2 is 55.23 cfs.

The actual post-development peak flow rate achieved at Point of Analysis #2 is 54.29 cfs.

Flood Protection

In accordance with 9VAC25-870-66 (C), concentrated stormwater flows have been discharged directly to a stormwater conveyance system.

For Drainage Area #1, the flow is discharged to an existing manmade conveyance system on Patrick Henry Drive and carried across US Route 460 and is then discharged to a natural stormwater conveyance system. This system carries flows to a point (confluence with Tom's Creek, 7,740 acres) where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 3(a) of the regulations (at least 176 acres).

For Drainage Area #2, the flow is discharged to multiple manmade conveyance systems which converge on the northern side of Broce Drive. From there, the flow is conveyed through a culvert under Broce Drive and continues to a point downstream of the Duck Pond (through a combination of manmade and natural conveyance systems), where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 3(a) of the regulations (at least 1,428 acres).

The point of discharge for each drainage area releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development peak flow rate from the 10-year 24-hour storm event, satisfying subdivision 2(b). Per subdivision (3), no further analysis of the downstream stormwater conveyance system is required.

Downstream

Runoff from Drainage Area #1 is discharged directly to a manmade stormwater conveyance system and is then carried through a combination of manmade and natural conveyance systems towards the 1% analysis point. The pre-development peak runoff has been reduced by reducing the overall drainage area flowing towards this point.

Runoff from Drainage Area #2 is discharged directly to a manmade stormwater conveyance system. Runoff is then carried through a combination of manmade and natural conveyance systems through the Virginia Tech campus towards the Duck Pond. The watershed reaches the 1% analysis point (1,428 acres) downstream of the Duck Pond. The post-development peak runoff has been mitigated via various BMPs to prevent adverse impacts to downstream properties in the form of channel erosion, flooding, or increased pollutant loads.

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

Environmental Impacts & Concerns

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

Trash Pick-up

There will be multiple locations included in both parking deck structures for trash and recycling disposal. From those locations, maintenance staff will bring the dumpsters to staging areas for pickup by the trash collection company contracted with Terrace View. Trash trucks will be able to maneuver within the site while emptying trash containers and will not block traffic within any public right of way. Terrace View is aware of the Town Ordinance for Multi-family dwelling recycling policies and is committed to providing the Town a detailed plan for meeting those policies upon site plan submittal. Terrace View will also be incorporating recommendations of waste/refuse consultants for the final design and implementation processes. The final plan design may also dictate a location for exterior dumpsters if it is determined that the parking deck locations are not easily accessible to all the users.

Other Utilities

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

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

There are four points of access into the property as currently proposed. The main entry is at the proposed traffic circle at the intersection of Hunt Club Road and Snyder Lane, approximately 650' east of Tom's Creek Road. Snyder Lane will connect to Patrick Henry Drive, creating another major entry point approximately 900' east of Tom's Creek Road. There are two secondary entrances off of Hunt Club Road which primarily lead to the parking structures. Each parking structure will also have a second entrance internal to the site, located on Snyder Lane. All drive aisles and parking spaces will be designed to meet Town standards.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a VDOT TIA is not warranted with this project. However, through conversations and meetings with the Town Engineering Director it was agreed that a private traffic analysis be completed for this project due to the anticipated

number of new trips and potential impact on Town roads. All traffic count locations and signal analysis locations were agreed upon between the Town and Applicant prior to starting the analysis. These details are included in the Traffic Analysis submitted with the rezoning documents.

Prior to beginning the full turn lane and signal analysis and due to the varying options for transportation in this area, the applicant presented a survey questionnaire to all 1,720 existing residents of Terrace View. This survey included questions on their preferred methods of transportation and what could improve bus service in the Terrace View area. There were 620 responses to the survey. The results showed an impressive percentage (52.7%) of residents do not drive to class, but instead use either Transit, walk, bike or rideshare. This demonstrates that if adequate infrastructure is in place, students will choose alternative means instead of driving. This further confirms previous discussions that as parking on campus becomes more difficult, quality alternatives are necessary for a successful project. Based on this information, Balzer and Associates has performed the traffic analysis and generated the proposed daily trip totals for the new development. The trip generation numbers for the existing and proposed uses are shown below for the AM Peak, PM Peak and Weekday totals, in order to show the anticipated increase in traffic due to the higher bed count of the project. Signal analysis and turn lane analysis was done under several scenarios including: existing conditions 2018, background condition 2020, and buildout condition 2020.

The following text and tables are excerpts taken from the completed traffic analysis by Balzer and Associates, dated 5/1/2018 and revised 7/9/2018 and submitted with this application:

Trip generation for this study was based on the concept plan created by Balzer and Associates, Inc. (please see Appendix B) and information provided by the developer regarding the expected uses of the property. The policies and procedures found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, were employed to determine the potential site generated traffic volumes for the proposed development in the AM and PM peak hours.

For the off-campus student apartment use, trips were based on the total number of bedrooms. The projected trips were calculated using the equations and directional splits provided in the ITE Manual for student apartments over ½ mile from campus. The equations and directional splits are listed below:

<u>Time Period:</u>	<u>Equation:</u>	<u>% Entering / % Exiting:</u>
Weekday	$T = 4.09(X) - 78.98$	50% Enter / 50% Exit
AM Peak Hr of Adj. Traffic	$T = 0.15(X) + 10.64$	28% Enter / 72% Exit
PM Peak Hr of Adj. Traffic	$T = 0.31(X) - 1.81$	52% Enter / 48% Exit

As there is existing development that will utilize the proposed access points, it is important that this development be included in the turn lane analyses. Based on information provided, by the developer, the development that will remain and have access from Hunt Club Road consists of off-campus student apartments consisting of a total of 674 bedrooms.

Land Use			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Off Campus Student Apartments	225	674 Bedrooms	31	81	112	108	99	207	2,678

Table 4: Site-Generated Traffic – Existing Development to Remain

Land Use			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Off Campus Student Apartments - Proposed	225	1,521 Bedrooms	67	172	239	244	226	470	6,142
Off Campus Student Apartments - Existing	225	533 Bedrooms	25	66	91	85	78	163	2,116
Total Net Increase		988 Bedrooms	42	106	148	159	148	307	4,026

Table 5: Existing and Proposed Site-Generated Traffic

Based on knowledge of the area, it is anticipated that there will be significant usage of alternate means of transportation by residents of this development, including walking, bicycling, and bus via the Blacksburg Transit (BT). A survey was given to the existing residents of Terrace View to attempt to quantify how heavily these alternate means of transportation are being used. 620 responses were received, and the data shows that 50% of residents do not drive to class and only 30% of residents drive every day. In addition, 70% of residents reported riding the bus. Based on this data and discussions with the Town of Blacksburg, a 25% trip reduction has been assumed to account for bus, pedestrian and bicycle trips. Tables 6 and 7 show the site-generated trips with the 25% reduction. The resident survey is included with this study in Appendix F.

Land Use			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Off Campus Student Apartments	225	674 Bedrooms	23	61	84	81	74	155	2,009

Table 6: Site-Generated Traffic – Existing Development to Remain (with 25% Reduction)

Land Use			Trip Generation						
			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Off Campus Student Apartments - Proposed	225	1,521 Bedrooms	50	129	179	183	170	353	4,607
Off Campus Student Apartments - Existing	225	533 Bedrooms	19	49	68	64	58	122	1,587
Total Net Increase		988 Bedrooms	31	80	111	119	112	231	3,020

Table 7: Existing and Proposed Site-Generated Traffic (with 25% Reduction)

Conclusions

Based on the data collected, the assumptions made, and the potential site generated traffic, the results of the analysis are:

- the proposed project will increase traffic at the existing intersections and on the surrounding road network;
- traffic volume increases at the existing intersections will not significantly impact level of service or delay at the existing intersections;
- the existing intersections operate at an acceptable LOS with the projected background traffic volumes and will continue to do so with the site-generated traffic volumes included;
- no signal timing modifications are recommended at the existing intersections;
- a full width right turn lane and taper is warranted on Toms Creek Road at Hunt Club Road. Per the VDOT Road Design Manual, the recommended length of taper is 100' in this urban location based on the speed limit;
- a 100' left turn lane is warranted on Toms Creek Road at Hunt Club Road, the recommended length of taper is 100' in this urban location based on the speed limit;
- a right turn taper is warranted on Patrick Henry Drive at Snyder Lane. Per the VDOT Road Design Manual, the recommended length of the taper is 100' in this urban location based on the speed limit.

Per discussion with Town Staff, the left and right turn lanes will be constructed by the applicant on Toms Creek Road at Hunt Club Road as set forth below;

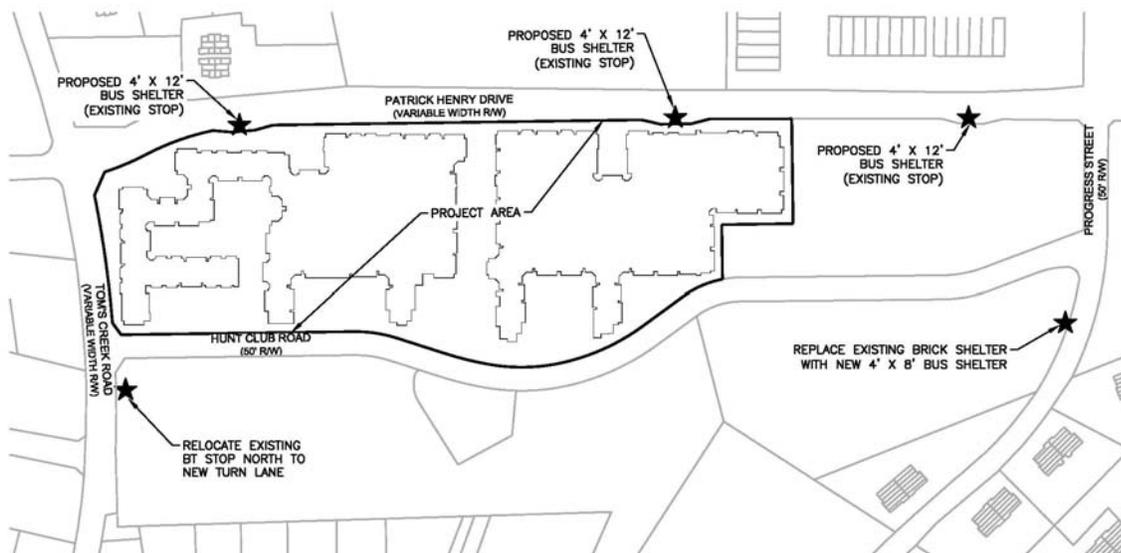
- a. Through lane widths shall be 12 feet. Turn lane widths may be reduced to 11 feet at minimum.
- b. Bicycle lanes shall be provided to meet VDOT standards at a minimum.
- c. Lane alignment must be in substantial conformance with the Road Design Manual criteria.
- d. In particular, consideration shall be given to storage for northbound left-turning traffic at the intersection of Toms Creek Road with Patrick Henry Drive and University City Boulevard; creating a bus pull-off area in the right turn lane at Hunt Club Road; and allowing a median refuge island at the south side of the intersection with Hunt Club Road to accommodate a future crosswalk.

During the site plan review process, the design of the left and right turn lanes shall be reviewed to determine substantial compliance with these requirements.

Blacksburg Transit

The project is located on a portion of Patrick Henry Drive that is currently served by several Blacksburg Transit stops. The Tom's Creek route stops at the intersection of Tom's Creek Road and Hunt Club Road (sign only, on the Terrace View side of the street) before continuing a loop down University City Boulevard and through campus. During evening and weekend service, the Tom's Creek route also stops at multiple locations on Progress Street and Patrick Henry Drive around the perimeter of the community. The University City Boulevard route stops near the intersection of Tom's Creek Road and Patrick Henry Drive as well as at two additional locations on Patrick Henry Drive in front of the site and at multiple locations along Progress Street. The Patrick Henry Route stops in front of the site on Progress Street. These are all heavily used bus routes and it is anticipated that ridership will increase with the additional bedroom count proposed with this application. As stated above, the survey taken of the existing Terrace View residents indicated that over 50% ride the bus as their main means of transportation. Residents were also asked to provide their thoughts on "How could BT service be improved for Terrace View". The responses received are attached in the appendix of this report.

The figure below shows the existing bus stops. The applicant has met with Blacksburg Transit and discussed what improvements would best serve the future riders in this general area. After that discussion, Reliant is proffering to provide three 4' x 12' shelters at the three existing stops on Patrick Henry Drive and will replace the existing brick shelter on Progress Street with a new 4' x 8' shelter. All shelters will have electricity run to them. There is also an existing stop on Toms Creek Road just south of Hunt Club Road. This is primarily a drop off stop and will not need a shelter. However, Reliant will coordinate with Blacksburg Transit to relocate that stop closer to Hunt Club Road for safety and traffic flow concerns. Currently BT must stop all through traffic at that location when they drop off riders. In the afternoon, this becomes problematic based on heavy afternoon peak vehicles. As the project will be adding the right turn lane at this intersection, BT will be able to pull in to the turn lane to drop riders and then pull back into traffic. This will keep northbound through traffic moving and be a safer location for unloading/loading passengers.



Pedestrian Walks

Sidewalks will be provided throughout the site to connect the residential buildings to the amenities, the parking area, other units, and the public walkway. A large sidewalk will be incorporated into the streetscape along Patrick Henry Drive and Toms Creek Road. This sidewalk will meander between Town right of way and Terrace View property. This sidewalk section shall be a minimum of 10' wide and will have areas that are wider based on various design features and the location along the streetscape. New sidewalks on the north side of Hunt Club Road will also be 10' wide to accommodate pedestrian and bike users. The section of sidewalk along Snyder Lane will be a minimum of 8' wide to also allow for various users. Sidewalks interior to the project will vary in width based on the final hardscape design plans but will be a minimum of 3' and may be constructed with varying materials. Any sidewalks that will serve as accessible routes will meet ADA requirements. The proposed sidewalk network is shown on Sheet Z4.

Reliant is in process now of constructing new sidewalks along both sides of Progress Street to "fill the gaps" of unbuilt sidewalk from the southern boundary of Terrace View north to Patrick Henry Drive. This will greatly improve pedestrian safety along this corridor.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

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

- Transit service in these areas should continue to meet resident's needs
- Enhancing sidewalk, trail, and bicycle opportunities that link these areas of high concentrations of people with Downtown and the University core campus will be beneficial
- New developments and redevelopments should:
 - Consider providing open areas and recreational opportunities within their developments
 - Provide strong property management and maintenance
- Through education of residents, owners, and property managers, as well as the Town's zoning enforcement property maintenance programs, seek to minimize lifestyle conflicts that may occur at the interface of these higher density developments with adjacent residential neighbors
- New multi-family developments in these areas should de-emphasize parking areas, maximize the use of alternate transportation options, be walkable, connect to other developments, have a street presence, and use other principles as detailed in the Residential Infill Guidelines

- If additional student housing is not provided on-campus, the University should consider providing additional student residences only on property that is currently designated on the Future Land Use map for this high density residential use.

The site is currently designated as High Density Residential in the Town's Comprehensive Plan Future Land Use Map. This Future Land Use is defined as having more than ten dwelling units per acre, or more than 20 bedrooms per acre. The typical implementing zoning districts for this use are RM-27, RM-48, and PRD. The property is surrounded by four primary zoning designations: RM-27, RM-48, PRD and General Commercial.

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

This area of town is currently home to multiple apartment complexes which are primarily rented to either undergraduate or graduate students. In addition to the existing Terrace View community, nearby complexes include Chasewood Downs, Collegiate Park, Hunters Ridge, Pheasant Run, Pheasant Run Crossing, Shawnee Apartments, Shenandoah, Sundance Ridge, University Terrace, and The Village. This is a prime location for student housing given the proximity to campus, the availability of multiple bus stops, and the accessibility to Kroger, Food Lion, the Math Emporium, restaurants, and other retail opportunities. The portion of the site proposed for rezoning currently provides housing for 533 people. With the proposed redesign, the site will accommodate 1,521 people, creating approximately triple the number of bedrooms. While this is a large increase in density for this property, it's occurring in an ideal location that is already a popular residential destination for students. By providing the extra beds on this site, the project is effectively reducing the number of students that will be renting in traditional family neighborhoods. By building 3- or 4-story buildings and providing a parking structure to handle almost all the parking needs, the site will still have a large amount of usable open space.

The redesign of the site provides an opportunity to create a unique community character, which will visually impact the intersection of Patrick Henry Drive and Tom's Creek Road. Not only is this a busy intersection for residents on a daily basis, but it is also one of the gateways into town from US Highway 460. Care has been taken to create a design that makes a statement while also fitting in with the character of the town, so the Residential Infill Guidelines have been considered. The proposed development will meet the following criteria from the Residential Infill Development Guidelines listed in the Comprehensive Plan:

- **Building Orientation:** Both buildings will have units that face Patrick Henry Drive or Tom's Creek Road. The first-floor units will have direct access to the public sidewalk system.
- **Setback:** The structures create a consistent setback from Patrick Henry Drive and Tom's Creek Road.
- **Building Frontage/Entries:** Direct unit access, a plaza at the corner and landscaping along both street frontages will create a streetscape that will help to define the community.
- **Off-street Parking:** There will be almost no parking visible from the exterior of the site. The majority of parking will be provided in parking structures that are located in a courtyard of each building, allowing the building to create a visual screen. The only surface parking will be within a courtyard area of Building West and a small amount off of Snyder Lane.
- **Screening/Landscaping:** Landscaping may be provided around the perimeter of the property, especially on the west and north, to provide screening and buffering for the proposed residents.
- **Open Space:** A minimum of 20% open space will be provided for the development with several options for recreational space for the residents. Each apartment building will include a clubhouse, multiple study areas, and a café, as well as an outdoor recreation area featuring a pool and various other activities.
- **Walkways:** There will be walkways provided throughout the site to provide accessibility between the residential units, the amenity areas, the parking areas, and the public sidewalk. Several units will also have direct access to the public sidewalk system.
- **Scale and Massing:** The buildings are primarily three stories along Patrick Henry Drive, with a small section that is four stories at the intersection of Patrick Henry Drive and Tom's Creek Road.
- **Character and Content:** The existing buildings were built several decades ago. The proposed redesign will create a visual landscape that is updated and improves the aesthetics of the area.
- **Streetscape:** A streetscape will be created with a public plaza, pocket parks, a sidewalk, and landscaping.
- **Sidewalks:** Sidewalks will be constructed throughout the project providing safe means of travel for the residents.
- **Crosswalks:** Entry points will be striped for crosswalks to provide protection for pedestrians and bicyclists.
- **Bicycle Facilities:** Multiple open air and covered bicycle facilities will be provided within the project to encourage biking. A bike repair area is also proposed in each parking structure. Perimeter sidewalks will be a minimum of 8-10' in width to allow pedestrian and bike users.

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 is the how the proposal meets these guidelines.

COMMUNITY CHARACTER PRINCIPLES

Objectives & Policies

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

The proposed development will provide internal sidewalks connecting the buildings to the amenity areas and parking structures. In addition, sidewalks will be provided along the perimeter of the site on Tom's Creek Road, Patrick Henry Drive, and Hunt Club Road.

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

The proposed development is with an area that is primarily made up of student housing complexes and is not directly adjacent to any traditional neighborhoods.

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

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

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

Blacksburg Transit has multiple existing stops and routes that provide transit service for residents of Terrace View. These routes all loop through campus, providing multiple transportation options for residents and visitors. Currently the only stop with a shelter is located on Progress Street. With this project, the applicant is proffering to build a shelter at each of the three (3) stops on Patrick Henry Drive in front of the site.

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 submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream.

CCP 16. Responsible site design and development practices will minimize environmental impacts within the Town. Any residential, commercial, industrial, or agricultural development

or redevelopment should meet and exceed federal, state, or local regulations to minimize impacts of soil erosion, stormwater run-off, and non-point source pollution.

The submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream.

CCP 17. The preservation of open spaces is an important part of community identity.

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

Over 20% of the property has been shown as open space. There are three (3) separate, distinct areas for outdoor activity:

1. Building West Amenity Area (Pool, fire pit, hammocks, grills and tables)
2. Building East Amenity Area (Pool, hot tub, hammocks, grills and tables)
3. Pet Park

In addition, there is a plaza, multiple pocket parks, open lawns, and a large amount of non-recreational open space.

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

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

CCP 19. For safety, appearance, and maintenance reasons, new developments are required to place utilities underground. *Where feasible and financially possible through developer contribution, Town subsidization, or other financial sources, existing above-ground utilities should be relocated underground.*

New and relocated utilities shall be located underground as dictated by the zoning ordinance and/or private utility companies.

LAND USE

Objectives and Policies

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

Because this is a redevelopment of an existing student housing apartment complex, a new use is not being introduced. The adjacent properties also consist of student housing complexes. In order to separate the community from the public roads, the parking and amenities will be located in the building courtyards and be visible only from Hunt Club Road, which is internal to Terrace View. This will create a nicer streetscape along Patrick Henry Drive and Tom's Creek Road.

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

The developer has taken care with the design of the new development by arranging buildings, parking areas and active recreation areas in a way to minimize impact on the adjacent communities. Further concerns and issues can be addressed through the neighborhood meetings incorporated into the rezoning process.

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

The development is not directly adjacent to a lower density residential neighborhood. Outdoor amenity areas are internal to the site to reduce noise pollution and all parking lot lighting will be designed to minimize light pollution.

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

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

SUSTAINABLE COMMUNITY

Objectives and Policies

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

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

ENVIRONMENT

Objectives and Policies

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*

Neither of these conditions exist on this site.

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 project is not located within a riparian buffer zone or in the Creek Valley Overlay district. There are no known wetlands on the site, however the property will be investigated to determine if there are any jurisdictional waters existing.

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

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

PARKS & RECREATION

Objectives and Policies

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

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

TRANSPORTATION

Objectives and Policies

Paths to the Future

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

There is an existing public route along Tom's Creek Road and Patrick Henry Drive along the perimeter of the site, to which the community sidewalks will connect.

Sidewalks

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

- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions. Sidewalks will be provided.*
- *Ensure the sidewalk system is ADA accessible.*

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

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

A streetscape will be provided along the perimeter of the project.

Transit

T.21. Enhance transit accessibility and convenience; lower parking demand, energy use, and air pollution by reducing traffic on local roads, and educate the community on the positive environmental impact from using public transit in order to encourage it overall use throughout the town.

Public transportation is already convenient to this site and will be improved by providing new shelters to the existing stops.

T.26. Increase the number of covered bus shelters and covered bike parking provided at transit stops where appropriate.

Only the bus stop on Progress Street currently has a shelter. This project is proffering to add three additional shelters at the existing bus stops on Patrick Henry Drive in front of the site.

T.27. During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.

Transit service is provided in multiple locations and there is pedestrian access from the site to each stop.

Parking

T.49. The development review process ensures:

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

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

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

The proposed parking structures will be located in the courtyard areas of each building and will not be taller than the apartment buildings. Therefore, the buildings will block the view of the deck from the surrounding properties and roads. *New parking lots minimize impacts on stormwater.*

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

T.51 Promote alternative modes of transportation, including the development of a shuttle or trolley service between the commercial centers and outlying parking nodes and mixed-used areas.

Alternative modes of transportation will be promoted by easy access to the Blacksburg Transit, a complete sidewalk network that connects to public sidewalks, and by providing multiple indoor and outdoor bike storage opportunities throughout the community. Two bike repair stations will be provided as well.

UTILITIES

Objectives and Policies

Public Water System

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

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

Solid Waste Management & Recycling

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

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

Electrical Services & Natural Gas

U.18. Regarding underground utilities:

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

All new utilities serving the development will be underground installation.

VII. Boundary and Legal Description

Boundary Map

The property included in the rezoning request is shown on Sheet Z2. 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 225-A 30 (TERRACE VIEW PHASE IX)

BEGINNING AT AN IRON ROD IN THE NORTHERN RIGHT OF WAY LINE OF HUNT CLUB ROAD AND THE EASTERN RIGHT OF WAY OF TOMS CREEK ROAD, THENCE ALONG THE TOM'S CREEK ROAD RIGHT OF WAY LINE N56°31'13"W A DISTANCE OF 30.88' TO AN IRON ROD;

THENCE ALONG RIGHT OF WAY WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 272.27', A RADIUS OF 2320.16', A CHORD BEARING OF N28°49'02"W, AND A CHORD LENGTH OF 272.11' TO AN IRON ROD;

THENCE N02°49'30"E A DISTANCE OF 53.54' TO AN IRON ROD IN THE SOUTHERN RIGHT OF WAY OF PATRICK HENRY DRIVE;

THENCE ALONG SAID RIGHT OF WAY LINE THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 97.03', A RADIUS OF 599.41', A CHORD BEARING OF N46°12'59"E, AND A CHORD LENGTH OF 96.93' TO AN IRON ROD;
2. THENCE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 112.29', A RADIUS OF 538.02', A CHORD BEARING OF N47°33'30"E, AND A CHORD LENGTH OF 112.09' TO AN IRON ROD;

THENCE S21°33'10"E A DISTANCE OF 420.64' TO A DRILL HOLE FOUND IN THE NORTHERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE ALONG SAID RIGHT OF WAY S68°26'50"W A DISTANCE OF 164.44' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS \pm 1.725 ACRES.

TAX MAP NUMBER 196-A 8 (TERRACE VIEW PHASE I)

BEGINNING AT AN IRON ROD IN THE SOUTHERN RIGHT OF WAY OF PATRICK HENRY DRIVE, ROD BEING ON THE PROPERTY LINE BETWEEN PHASE IX AND PHASE I OF TERRACE VIEW, THENCE ALONG THE RIGHT OF WAY OF PATRICK HENRY DRIVE THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

1. ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 36.87', A RADIUS OF 538.02', A CHORD BEARING OF N55°30'04"E, AND A CHORD LENGTH OF 36.87' TO AN IRON ROD;
2. THENCE N74°12'09"E A DISTANCE OF 39.42' TO AN IRON ROD;
3. THENCE N64°15'57"E A DISTANCE OF 49.74' TO AN IRON ROD;
4. THENCE N53°44'28"E A DISTANCE OF 40.18' TO AN IRON ROD;
5. THENCE N68°24'09"E A DISTANCE OF 126.38' TO AN IRON ROD;

THENCE TURNING SOUTH BETWEEN PHASE I & PHASE II OF TERRACE VIEW AND TRAVELING ALONG THE SHARED PROPERTY LINE S21°33'10"E A DISTANCE OF 438.87' TO AN IRON ROD IN THE NORTHERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE ALONG SAID RIGHT OF WAY S68°26'49"W A DISTANCE OF 290.00' TO A DRILL HOLE ON THE LINE BETWEEN PHASE IX AND PHASE I OF TERRACE VIEW;

THENCE ALONG SAID PROPERTY LINE N21°33'10"E A DISTANCE OF 420.64' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS ±2.881 ACRES.

TAX MAP NUMBER 196-A 8 (TERRACE VIEW PHASE II PART 1)

BEGINNING AT AN IRON ROD IN THE SOUTHERN RIGHT OF WAY OF PATRICK HENRY DRIVE, ROD BEING ON THE PROPERTY LINE BETWEEN PHASE I AND PHASE II OF TERRACE VIEW, THENCE ALONG PATRICK HENRY DRIVE N68°24'09"E A DISTANCE OF 290.91' TO AN IRON ROD ON THE WESTERN RIGHT OF WAY LINE OF SNYDER LANE;

THENCE ALONG SAID RIGHT OF WAY LINE THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

1. S14°39'40"E A DISTANCE OF 331.58' TO AN IRON ROD;
2. THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 36.78', A RADIUS OF 45.99', A CHORD BEARING OF S08°14'50"W, AND A CHORD LENGTH OF 35.80' TO AN IRON ROD;
3. THENCE S31°09'20"W A DISTANCE OF 81.05' TO AN IRON ROD;
4. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 47.91', A RADIUS OF 80.26', A CHORD BEARING OF S14°03'20"W, AND A CHORD LENGTH OF 47.20' TO AN IRON ROD;
5. THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 15.44', A RADIUS OF 10.00', A CHORD BEARING OF S41°11'56"W, AND A CHORD LENGTH OF 13.95' TO AN IRON ROD IN THE NORTHERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE ALONG SAID RIGHT OF WAY ON A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 93.61', A RADIUS OF 289.05', A CHORD BEARING OF N77°43'23"E, AND A CHORD LENGTH OF 93.21' TO AN IRON ROD;

THENCE S68°26'44"W A DISTANCE OF 36.98' TO AN IRON ROD ON THE LINE BETWEEN PHASE I AND PHASE II OF TERRACE VIEW;

THENCE ALONG SAID PROPERTY LINE N21°33'10"W A DISTANCE OF 438.87' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS ±2.569 ACRES.

TAX MAP NUMBER 196-A 8 (TERRACE VIEW PHASE II PART 2)

BEGINNING AT AN IRON ROD IN THE SOUTHERN RIGHT OF WAY OF PATRICK HENRY DRIVE AND THE EASTERN RIGHT OF WAY OF SNYDER LANE, THENCE ALONG THE PATRICK HENRY DRIVE RIGHT OF WAY N68°24'09"E A DISTANCE OF 143.05' TO AN IRON ROD ON THE PROPERTY LINE BETWEEN PHASE II AND PHASE III OF TERRACE VIEW;

THENCE ALONG PROPERTY LINE S14°39'40"E A DISTANCE OF 384.94' TO A PK NAIL;

THENCE S75°20'20"W A DISTANCE OF 146.80' TO AN IRON ROD IN THE EASTERN RIGHT OF WAY OF SNYDER LANE;

THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 30.51', A RADIUS OF 95.94', A CHORD BEARING OF N05°34'08"W, AND A CHORD LENGTH OF 30.38' TO AN IRON ROD;

THENCE N14°39'40"W A DISTANCE OF 337.66' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS ±1.228 ACRES.

TAX MAP NUMBER 196-A 8 (TERRACE VIEW PHASE III)

BEGINNING AT AN IRON ROD IN THE SOUTHERN RIGHT OF WAY OF PATRICK HENRY DRIVE AND ON THE LINE BETWEEN PHASE II AND PHASE III OF TERRACE VIEW, THENCE ALONG RIGHT OF WAY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

1. N68°24'09"E A DISTANCE OF 168.29' TO AN IRON ROD;
2. THENCE N82°18'32"E A DISTANCE OF 41.21' TO AN IRON ROD;
3. THENCE N68°23'10"E A DISTANCE OF 65.00' TO AN IRON ROD;
4. THENCE N54°28'01"E A DISTANCE OF 41.21' TO AN IRON ROD;
5. THENCE N69°09'14"E A DISTANCE OF 172.82' TO AN IRON ROD ON THE LINE BETWEEN PHASE III AND PHASE V OF TERRACE VIEW;

THENCE ALONG PHASE LINE THE FOLLOWING THREE (3) COURSES AND DISTANCES:

1. S21°33'10"E A DISTANCE OF 222.40' TO AN IRON ROD;
2. THENCE S68°26'50"W A DISTANCE OF 151.00' TO AN IRON ROD;
3. THENCE S21°33'10"E A DISTANCE OF 115.67' TO AN IRON ROD IN THE NORTHERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE ALONG RIGHT OF WAY THE FOLLOWING SIX (6) COURSES AND DISTANCES:

1. ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 93.01', A RADIUS OF 208.60', A CHORD BEARING OF S45°45'11"W, AND A CHORD LENGTH OF 92.24' TO AN IRON ROD;
2. THENCE S32°58'45"W A DISTANCE OF 104.50' TO AN IRON ROD;
3. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 190.59', A RADIUS OF 456.65', A CHORD BEARING OF S44°56'10"W, AND A CHORD LENGTH OF 189.21' TO A PK NAIL;
4. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 150.44', A RADIUS OF 392.58', A CHORD BEARING OF S67°52'15"W, AND A CHORD LENGTH OF 149.52' TO AN IRON ROD;
5. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 96.30', A RADIUS OF 680.57', A CHORD BEARING OF S82°54'08"W, AND A CHORD LENGTH OF 96.22' TO AN IRON ROD;
6. THENCE S86°57'20"W A DISTANCE OF 40.00' TO AN IRON ROD IN THE EASTERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE ALONG RIGHT OF WAY THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

1. ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 15.71', A RADIUS OF 10.00', A CHORD BEARING OF N48°02'42"W, AND A CHORD LENGTH OF 14.14' TO A DRILL HOLE;
2. THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 18.06', A RADIUS OF 30.26', A CHORD BEARING OF N14°03'20"E, AND A CHORD LENGTH OF 17.80' TO AN IRON ROD;
3. THENCE N31°09'20"E A DISTANCE OF 81.06' TO AN IRON ROD;
4. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 46.23', A RADIUS OF 95.94', A CHORD BEARING OF N17°20'50"E, AND A CHORD LENGTH OF 45.78' TO AN IRON ROD ON THE SOUTHERN LINE BETWEEN PHASE II AND PHASE III OF TERRACE VIEW;

THENCE N75°20'20"E A DISTANCE OF 146.80' TO A PK NAIL;

THENCE N14°39'40"W A DISTANCE OF 384.94' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS ±5.047 ACRES.

LEGAL DESCRIPTION OF RIGHT OF WAY VACATION

0.593 ACRE PARCEL OF PUBLIC RIGHT OF WAY TO BE VACATED

BEGINNING AT AN IRON ROD IN THE SOUTHERN RIGHT OF WAY OF PATRICK HENRY DRIVE AND THE WESTERN RIGHT OF WAY OF SNYDER LANE, THENCE TRAVELING N68°24'09"E A DISTANCE OF 50.37' TO AN IRON ROD IN THE EASTERN RIGHT OF WAY OF SNYDER LANE; THENCE ALONG THE SNYDER LANE RIGHT OF WAY LINE THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

1. S14°39'40"E A DISTANCE OF 337.66' TO AN IRON ROD;
2. THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 76.74', A RADIUS OF 95.94', A CHORD BEARING OF S08°14'09"W, AND A CHORD LENGTH OF 74.71' TO AN IRON ROD;

3. THENCE S31°09'20"W A DISTNCE OF 81.06' TO AN IRON ROD;
4. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 18.06', A RADIUS OF 30.26', A CHORD BEARING OF S14°30'20"W, AND A CHORD LENGTH OF 17.80' TO AN IRON ROD;
5. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 15.71', A RADIUS OF 10.00', A CHORD BEARING OF S48°02'42"E, AND A CHORD LENGTH OF 14.14' TO AN IRON ROD IN THE NORTHERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE ALONG RIGHT OF WAY S86°57'14"W A DISTANCE OF 68.55' TO A POINT;

THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 1.20', A RADIUS OF 289.05', A CHORD BEARING S87°07'14"W, AND CHORD LENGTH OF 1.20' TO AN IRON ROD IN THE NORTHERN RIGHT OF WAY OF HUNT CLUB ROAD AND THE WESTERN RIGHT OF WAY OF SNYDER LANE;

THENCE ALONG THE SNYDER LANE RIGHT OF WAY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

1. ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 15.44', A RADIUS OF 10.00', A CHORD BEARING OF N41°11'56"E, AND A CHORD LENGTH OF 13.95' TO AN IRON ROD;
2. THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 47.91', A RADIUS OF 80.26', A CHORD BEARING OF N14°03'20"E, AND A CHORD LENGTH OF 47.20' TO AN IRON ROD;
3. THENCE N31°09'20"E A DISTANCE OF 81.05' TO AN IRON ROD;
4. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 36.78', A RADIUS OF 45.99', A CHORD BEARING OF N08°14'50"E, AND A CHORD LENGTH OF 35.80' TO AN IRON ROD;
5. THENCE N14°39'40"W A DISTANCE OF 331.58' TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION OF RIGHT OF WAY DEDICATION

0.621 ACRE PARCEL OF PUBLIC RIGHT OF WAY TO BE DEDICATED

BEGINNING AT AN IRON ROD IN THE SOUTHERN RIGHT OF WAY OF PATRICK HENRY DRIVE AND THE WESTERN RIGHT OF WAY OF SNYDER LANE, TRAVEL S68°24'09"W A DISTANCE OF 2.55' TO THE POINT OF BEGINNING;

THENCE ALONG THE RIGHT OF WAY OF PATRICK HENRY DRIVE N68°24'09"E A DISTANCE OF 50.01' TO A POINT IN THE EASTERN RIGHT OF WAY OF SNYDER LANE;

THENCE ALONG THE RIGHT OF WAY OF SNYDER LANE THE FOLLOWING SIX (6) COURSES AND DISTANCES:

1. S20°46'57"E A DISTANCE OF 140.25';
2. THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 44.72', A RADIUS OF 325.00', A CHORD BEARING OF S16°50'26"E, AND A CHORD LENGTH OF 44.68';

3. THENCE S12°53'56"E A DISTANCE OF 122.27';
4. THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 63.20', A RADIUS OF 175.00', A CHORD BEARING OF S02°33'10"E, AND A CHORD LENGTH OF 62.86';
5. THENCE S07°47'36"W A DISTANCE OF 89.61';
6. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 73.01', A RADIUS OF 40.00', A CHORD BEARING OF S44°29'37"E, AND A CHORD LENGTH OF 63.29' TO A POINT IN THE NORTHERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 43.48', A RADIUS OF 680.57', A CHORD BEARING OF S85°07'31"W, AND A CHORD LENGTH OF 43.47';

THENCE S86°57'16"W A DISTANCE OF 108.55';

THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 27.56', A RADIUS OF 289.05', A CHORD BEARING OF S84°30'30"W, AND A CHORD LENGTH OF 27.55' TO A POINT IN THE WESTERN RIGHT OF WAY OF SNYDER LANE;

THENCE ALONG SNYDER LANE THE FOLLOWING SIX (6) COURSES AND DISTANCES:

1. ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 135.43', A RADIUS OF 105.00', A CHORD BEARING OF N44°44'40"E, AND A CHORD LENGTH OF 126.24';
2. THENCE N07°47'36"E A DISTANCE OF 63.72';
3. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 45.14', A RADIUS OF 125.00', A CHORD BEARING OF N02°33'10"W, AND A CHORD LENGTH OF 44.90';
4. THENCE N12°53'56"W A DISTANCE OF 122.27';
5. THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 37.84', A RADIUS OF 275.00', A CHORD BEARING OF N16°50'26"W, AND A CHORD LENGTH OF 37.81';
6. THENCE N20°46'57"W A DISTANCE OF 139.54' TO THE POINT OF BEGINNING.

0.056 ACRE PARCEL OF PUBLIC RIGHT OF WAY TO BE DEDICATED

BEGINNING AT A POINT IN THE SOUTHERN RIGHT OF WAY LINE OF HUNT CLUB ROAD, SAID POINT BEING THE NORTHEASTERN CORNER OF THE EXISTING AMENITY PARCEL, TRAVEL ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 62.55', A RADIUS OF 442.58', A CHORD BEARING OF S74°47'59"W, AND A CHORD LENGTH OF 62.50'; THENCE ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 81.20', A RADIUS OF 730.57', A CHORD BEARING OF S82°01'58"W, AND A CHORD LENGTH OF 81.16' TO THE POINT OF BEGINNING;

THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 22.42', A RADIUS OF 35.00', A CHORD BEARING OF S66°42'53"W, AND A CHORD LENGTH OF 22.03';

THENCE S43°59'48"W A DISTANCE OF 29.55';

THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 19.55', A RADIUS OF 39.50', A CHORD BEARING OF S29°49'03"W, AND A CHORD LENGTH OF 19.35';

THENCE N86°37'20"W A DISTANCE OF 29.02';

THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 38.50', A RADIUS OF 64.50', A CHORD BEARING OF N33°33'55"W, AND A CHORD LENGTH OF 37.93';

THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 22.14', A RADIUS OF 30.00', A CHORD BEARING OF N71°48'13"W, AND A CHORD LENGTH OF 21.64', TO A POINT IN THE SOUTHERN RIGHT OF WAY OF HUNT CLUB ROAD;

THENCE N86°57'20"E A DISTANCE OF 99.23';

THENCE ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 22.17', A RADIUS OF 730.57', A CHORD BEARING OF N85°05'10"E, AND A CHORD LENGTH OF 22.17' TO THE POINT OF BEGINNING.

VII. Adjoining Landowners

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

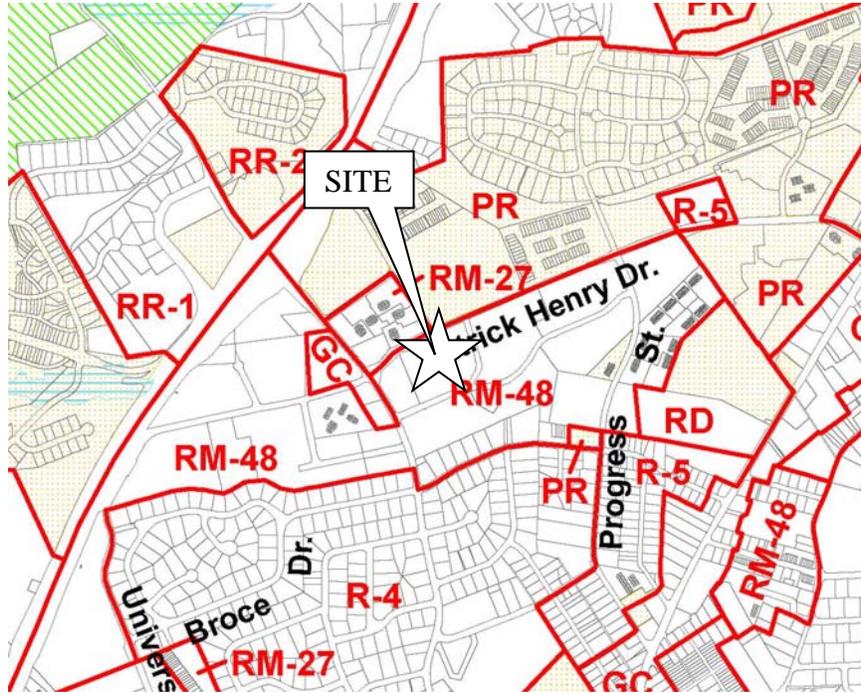
TERRACE VIEW PHASE I REZONING REQUEST		
Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
196-D 1 (1-3)	SAMUEL R. HARKRADER	690 W. MAIN STREET CHRISTIANSBURG, VA 24073
195-A 25	VILLAGE AT BLACKSBURG, LLC	444 N. MICHIGAN AVE SUITE 2600 CHICAGO, IL 60611
195-A 5 A	BRIAN J. HOFFMAN	413 KANE DRIVE AMBLER, PA 19002
195-A 5 B	DANIEL B. JR & REBECCA C. WHITCHURCH	12100 OLD STAGE ROAD PRINCE GEORGE, VA 23875
195-A 5 C 195-A 5 F 195-A 5 L 195-A 5 N 195-A 5 O	ADZPROP 1 LLC	631 BLAKESTONE DRIVE NORTH CHESTERFIELD, VA 23236-4139
195-A 5 D	DIANE & MICHAEL S. AGUD	1175 SPRUCE RUN ROAD NEWPORT, VA 24128-4006
195-A 5 E	VICTORIA E. & ANDREW R. LEWIS	P.O. BOX 43 RECTORTOWN, VA 20140
195-A 5 G	JUDY D. & JAMES D. EVANS	P.O. BOX 232 CONCORD, VA 24538
195-A 5 H	NAEL SOUDI & REEM ESES	501 SUNRIDGE DRIVE APT. H BLACKSBURG, VA 24060
195-A 5 I	ELIZABETH ANN POE LAWRENCE OAKES	940 VANDALIA ROAD MORGANTOWN, WV 26501
195-A 5 J	BLACKSBURG PROPERTIES, LLC	1903 MEADOWVIEW CIRCLE BLACKSBURG, VA 24060

195-A 5 K	FIVE OH ONE SUNRIDGE DRIVE LAND HOLDINGS LLC	9305 ROBERTS ROAD ODESSA, FL 33556
195-A 5 M	ERNESTINE J. FORESMAN	1303 HARVEST RIDGE LANE BLACKSBURG, VA 24060
195-A 5 Q	EMILY LYNN SAUNDERS ETAL	201 WEST ESPERANZA AVE APT 1204 AJO, AZ 85321
195-A 5 R	EDWARD & ANNE E. SMITH	501 SUNRIDGE DRIVE APT. R BLACKSBURG, VA 24060
195-A 5 S	RICHARD F. & CAROLYN R. WALL	2239 MERRIMAC ROAD BLACKSBURG, VA 24060
195-A 5 T	EDWARD FALCO	235 BRUSH MOUNTAIN ROAD BLACKSBURG, VA 24060
195-A 20	DUANE & BONNIE B. SHEALOR	1734 MOUNTAINSIDE DRIVE BLACKSBURG, VA 24060
225-A 1	SHAWNEE SWIM CLUB, INC	P.O. BOX 835 BLACKSBURG, VA 24063-0835
225-A 30A	LESTER DEVELOPMENT CORP	P.O. BOX 4991 MARTINSVILLE, VA 24115
225-A 34B	CAP NIKI II LLC C/O 7 ELEVEN INC	3200 HACKBERRY ROAD IRVING, TX 75063

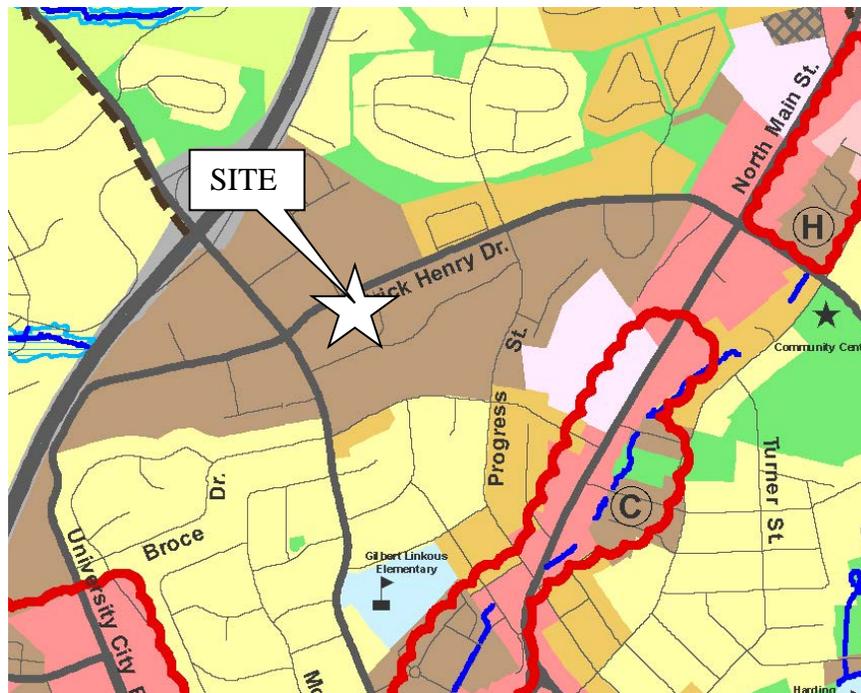
Appendix

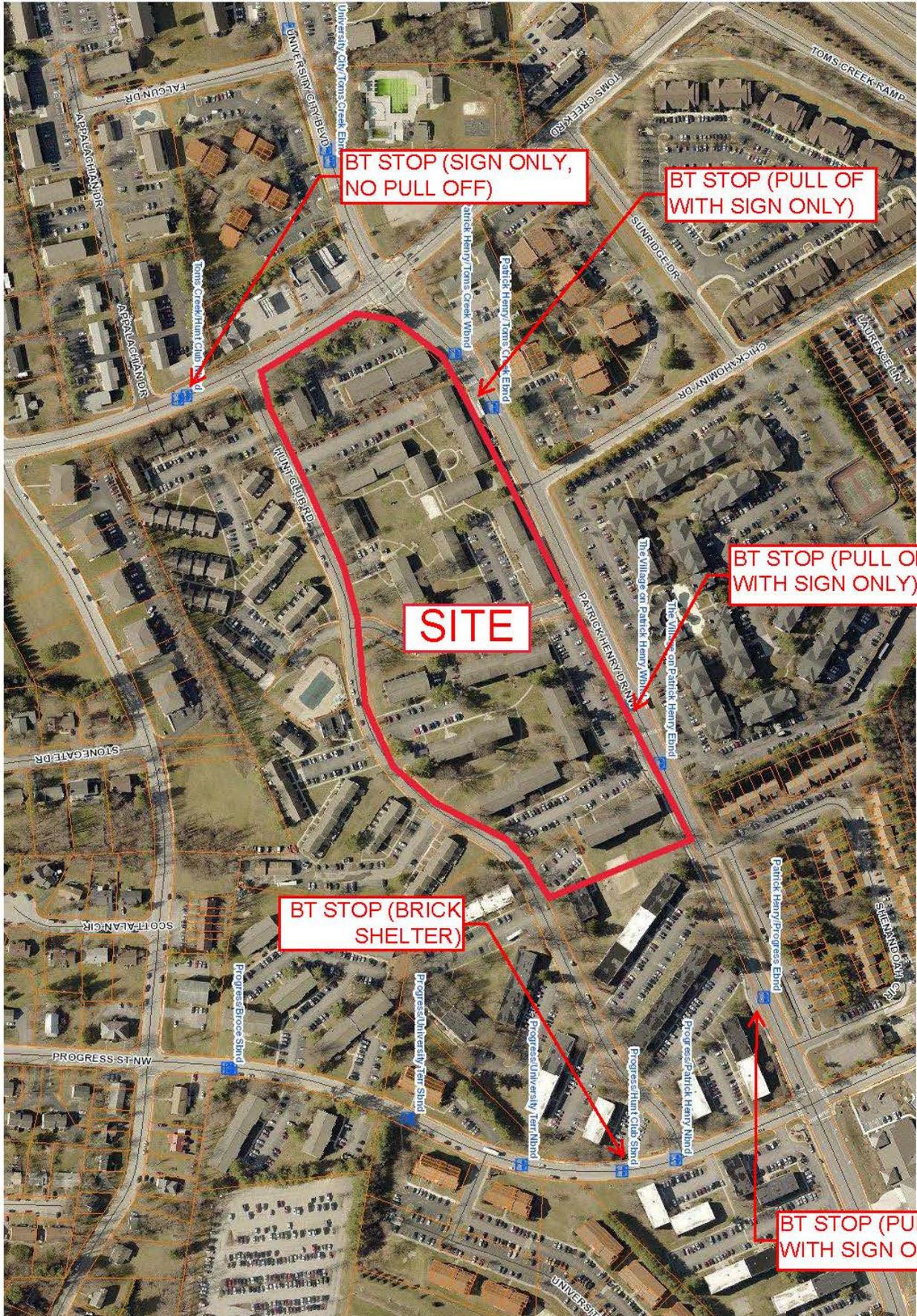
PAGES 47-48	Zoning and Transit Maps
PAGES 49-52	Terrace View Resident Parking Survey
PAGES 53-57	Terrace View Resident BT Survey
SHEET Z1	Overall Existing Parcel Map
SHEET Z2	Existing Parcel Map
SHEET Z3	Existing Conditions Plan
SHEET Z4	Master Plan
SHEET Z5	Building West Plan
SHEET Z6	Building East Plan
SHEET Z7	Open Space Plan
SHEET Z8	Streetscape Plan
SHEET A0.0	Architectural Site Location and Matrix
SHEET A1.0 – A1.1	Floor Plans (Levels 1-4)
SHEET A1.2	Signage Plans
SHEET A2.0 – A2.4	Building Elevations
.....	Collaborative Workspace Outdoor Perspective

EXISTING ZONING MAP



FUTURE LAND USE MAP



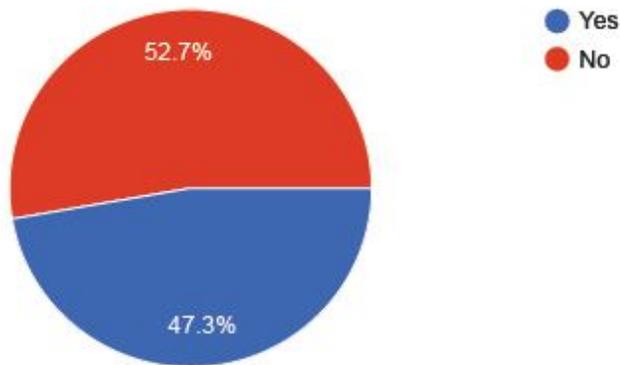


Terrace View- Parking Survey

620 responses

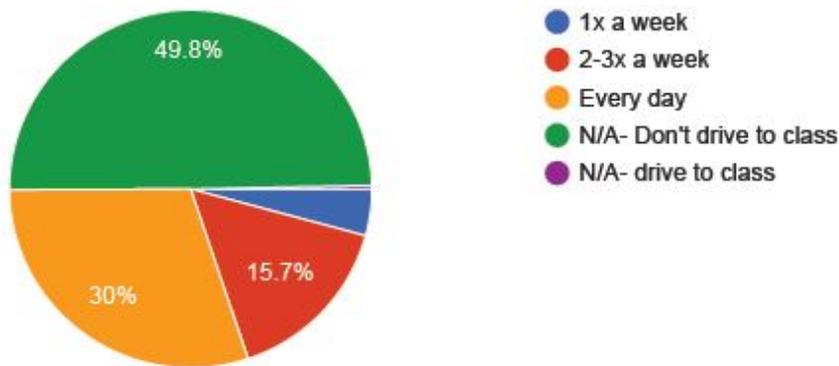
Do you drive to class?

620 responses



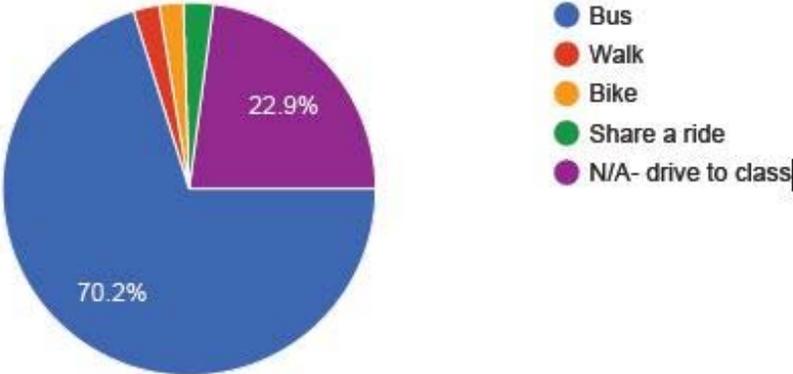
How often do you drive to class?

619 responses



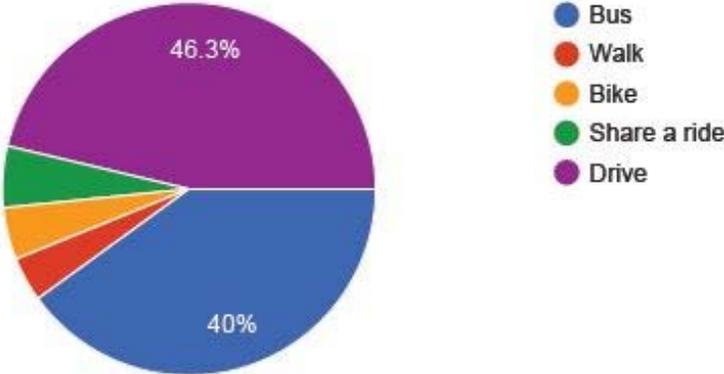
If you do not drive to class, what is your typical method?

620 responses



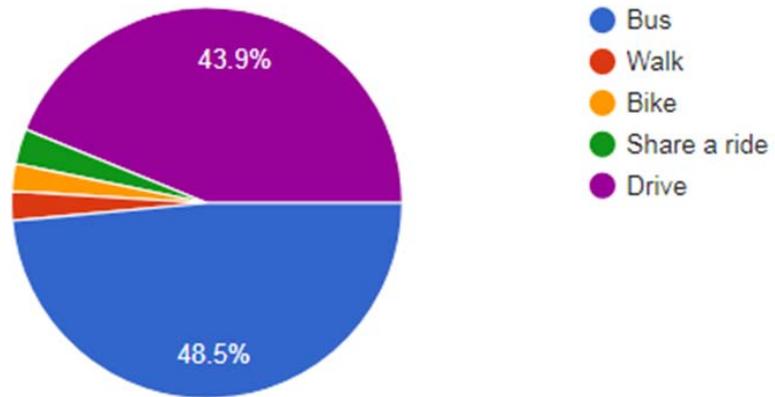
Which would be your preferred method?

620 responses



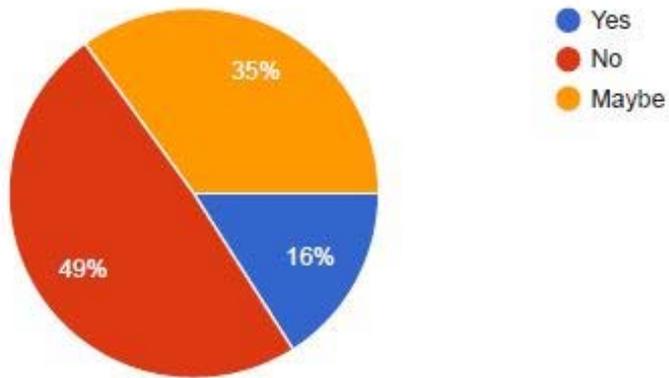
What is your typical/preferred method to get back home?

620 responses



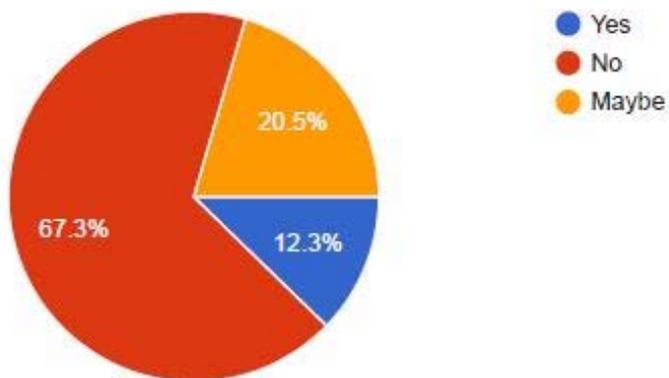
Would you use a car share program?

620 responses



Would you use a bike share program?

620 responses



How could BT service be improved for Terrace View?

269 responses

N/A (9)

More stops (4)

n/a (3)

Bus stop on Hunt Club Road (2)

It is good (2)

N/a (2)

They could send more than one bus if their buses are going to continue to be full

They are already fine

If there would be a stop in

the Hunt Club Rd. No, my

house at 24H has easy

access

More double buses - buses are often full and therefore leave students at stops, making us late for class

I hate Terrace View, a bus aint gunna change anything.

It would be nice to have a bus stop along Hunt Club Rd but I

know that's unlikely. Full service on toms creek northbound

during weekends

More accurate schedules i.e. a bus was very late one day and I almost missed a class

I don't think it can be. Reliable and on time with convenient stops on progress street and toms creek.

better service/ more buses during peak hours

More frequent buses during busy times. Better website that is more up-to-date with maps that don't require you to check 20 different routes to find the one that takes you where you want to go.

I think it is good.

Keep stop #1337 in the Intermittent Service route for Tom's Creek.

The Tom's Creek bus could come to progress on the weekdays

More buses so they don't drive right by your stop when you have class in 15 mins.

I think it is fine now

Good now- but keep up the access

Better service on the weekends, clearer route schedules.

Service is good already on progress street

Bus stop on Tom's Creek could use some covering or something.

Busses more often

Good

Tom's Creek bus at both ends of terrace view

I live close to a stop so I don't know how it could be improved much, but imagine it might be a hike for those further in the community.

I would like to see a crosswalk on Tom's Creek road. It's especially hard to cross during rush-hour.

I feel as if it is fine the way it currently operates.

N A

Better bus stop buildings

Fine how it is

I really think it's good if you live on the right

side of terrace stop inside complex

More stops within Terrace Larger, more enclosed bus stop buildings so I don't have to stand in the rain, snow, cold, etc.

A stop in Hunt Club Road would be awesome!

a bus on hunt club

Better bus stop on Tom's Creek Road Send a bus more often than it does now

Show the three closest buses not just the closest bus

It's already great

More

More frequent bus stops

More stops near the town houses

More busses running down to TV and also have other routes come here too like PHD

Send the longer buses on the routes right before classes. Everyone's always packed in or can't fit everyone

Less crowded busses, more frequent busses pass 6:00

Its fine

Rain coverings over all bus stops

Go through Hunt Club Road

Have UCB stop where Toms creek does

No improvement needed, there are multiple bus stops nearby

More buses

Place a stop at the clubhouse. Or even better make the timecheck somewhere in terrace.

I live right next to two bus stops, I so think it is fine right now. Maybe if a stop could be made on Hunt Club Rd? A route through the complex, at the club house maybe.

I am ok with the current service

It's great the way it is

I think BT is really good at TV. TV probably has the best bus service of any apartment complex at Tech. I have 2 bus stops right outside my door that both come every 10 min. I am the first stop for the progress st bus and the 2nd stop for the UCB bus so I never have a problem with a full bus, but the bus is sometimes full at the 2nd or 3rd stop at TV. The UCB bus should probably be a double bus because it is always full by the 3rd stop. Progress st is usually a double bus but when it isn't, its full by the 2nd stop.

BT does a good job

UCB should be a larger bus

ldk

Maybe in the mornings have two UCB buses one right after the other since the UCB bus is always crowded and people further down Progress street can't go on it sometimes because the bus is so full. So they have to wait another 10 mins for the next UCB bus.

it's great where i am (right on toms creek) but i imagine it's pretty inaccessible further down hunt club

Stop cutting down all the trees they are by far the best part about this place
More buses running through in the morning, I've been late to class so many times because the buses were full, one would pass and the one behind it would be full too. I've even left almost an hour before my class even started and this happens.

Too many "full" buses pass

Return to original progress route which stopped at burress

instead of squires. Find a way to make the earlier buses be less crowded.

My apt is right next to a few BT stops so i'm actually pretty happy with how things are.

Potentially have a stop near the clubhouse.

There are plenty of routes/access from where I live (where Hunt Club meets Progress st.) I could see how others who live where Toms Creek and Hunt Club meet would have problems with bus access. The bus stops do get crowded though.

No complaints

Have an app or something so you know when it's full and will skip your stop making you late

Have a stop on Hunt Club Road. Also, have crosswalks on Tom's Creek/Progress so pedestrians have the right of way instead of having to jay walk.

Provide Shelters at Bus stop for rain, hot summer or snow etc

If you could get a bus to come through Hunt Club Rd. that would probably help people who live on the interior of the complex.

Slightly earlier times and more stops

have crosswalks so we can get to the bus stops

na

ITS fine the way it is

I'm at the front, but for people in the center of TV there should be another stop

If there was a map that showed us the current location of the bus we want to take.

There are not many bus stops around Terrace View. You have to walk quite a long distance to catch the bus. I would recommend increasing the number of routes along the Terrace View.

Don't support Terrace View anymore

n/a it's great

Going through Hunt Club Drive for potential additional stops

more stops throughout the community and consistently provide larger buses because we are often passed due to full buses during peak times

More bus routes that go to downtown at night

Not an issue for me personally but it seems be inconvenient for people at the center of the complex

Have the Tom's Creek route go by all of Terrace View.

Better sidewalks to bus stops like the one on progress street at the intersection with broce.

more stops and faster service

less time stops right before terrace view

No.

Other (153)



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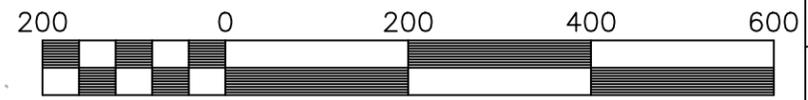
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448 Peppers Ferry Road, NW
Christiansburg, VA 24073
540-381-4290
FAX 540-381-4291

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

DRAWN BY GLM
DESIGNED BY GLM
CHECKED BY SMS
DATE 5/1/18
SCALE 1"=200'

REVISIONS:
1. 7/9/18
2. 8/3/18



SCALE: 1" = 200'

SHEET NO.
Z1
JOB NO. 24170107.00

TERRACE VIEW PHASE I PRD
HUNT CLUB ROAD

EXISTING PARCEL MAP

PRICES FORK MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

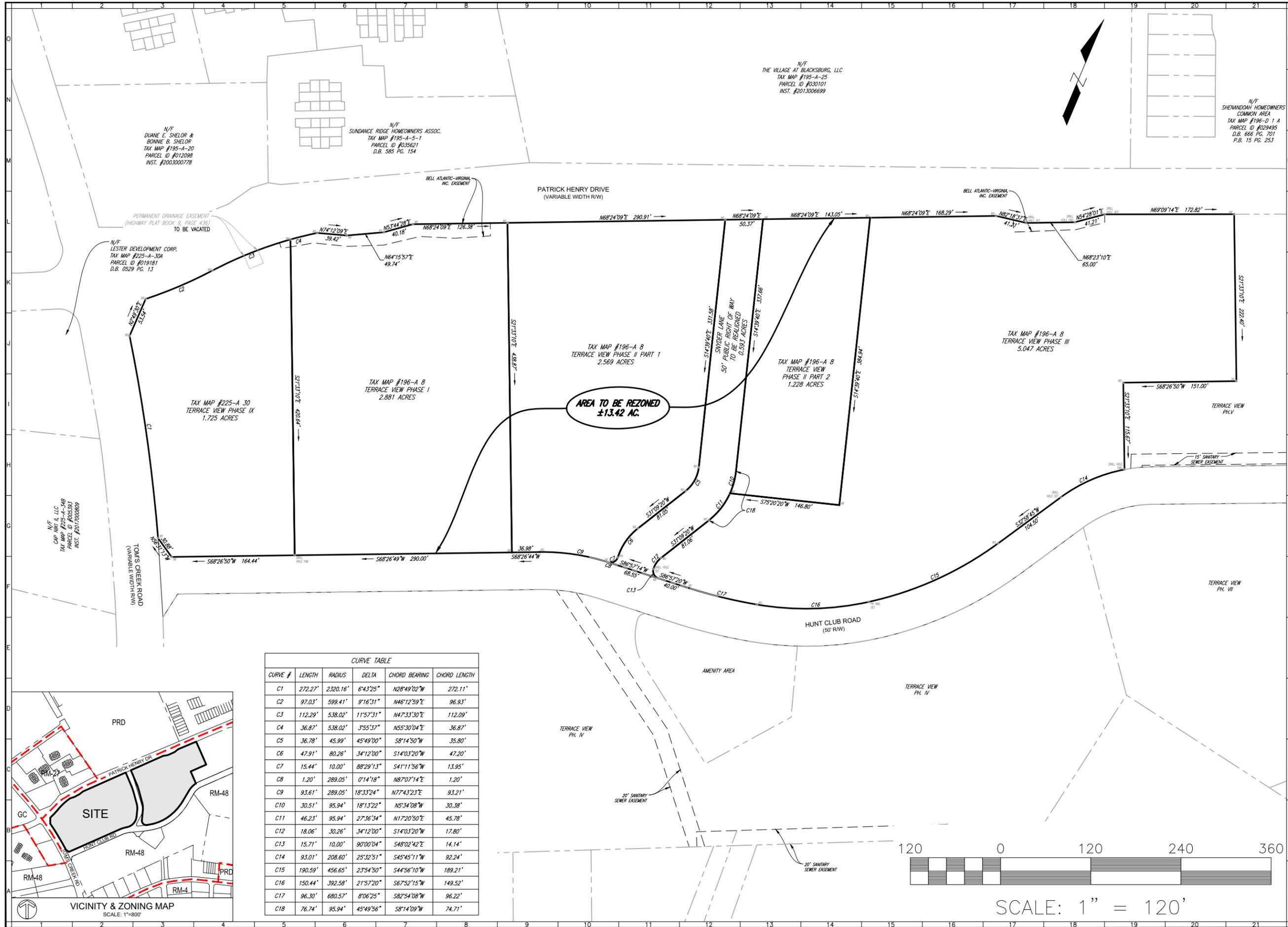
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DESIGNED BY GLM
CHECKED BY SMS
DATE 5/1/18
SCALE 1"=120'

REVISIONS:
1. 7/9/18
2. 8/3/18

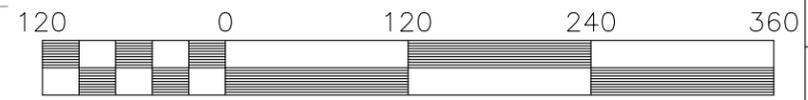
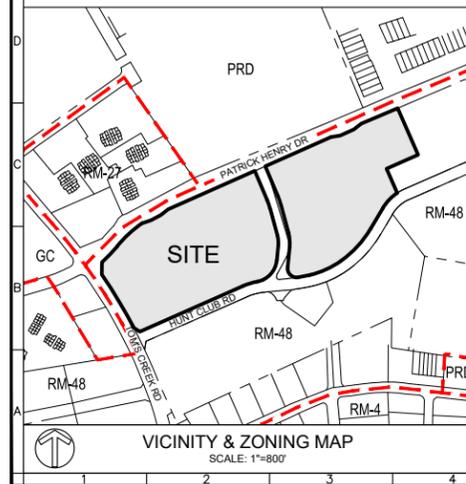
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Z2

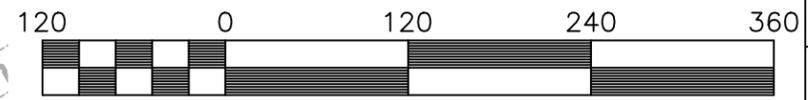
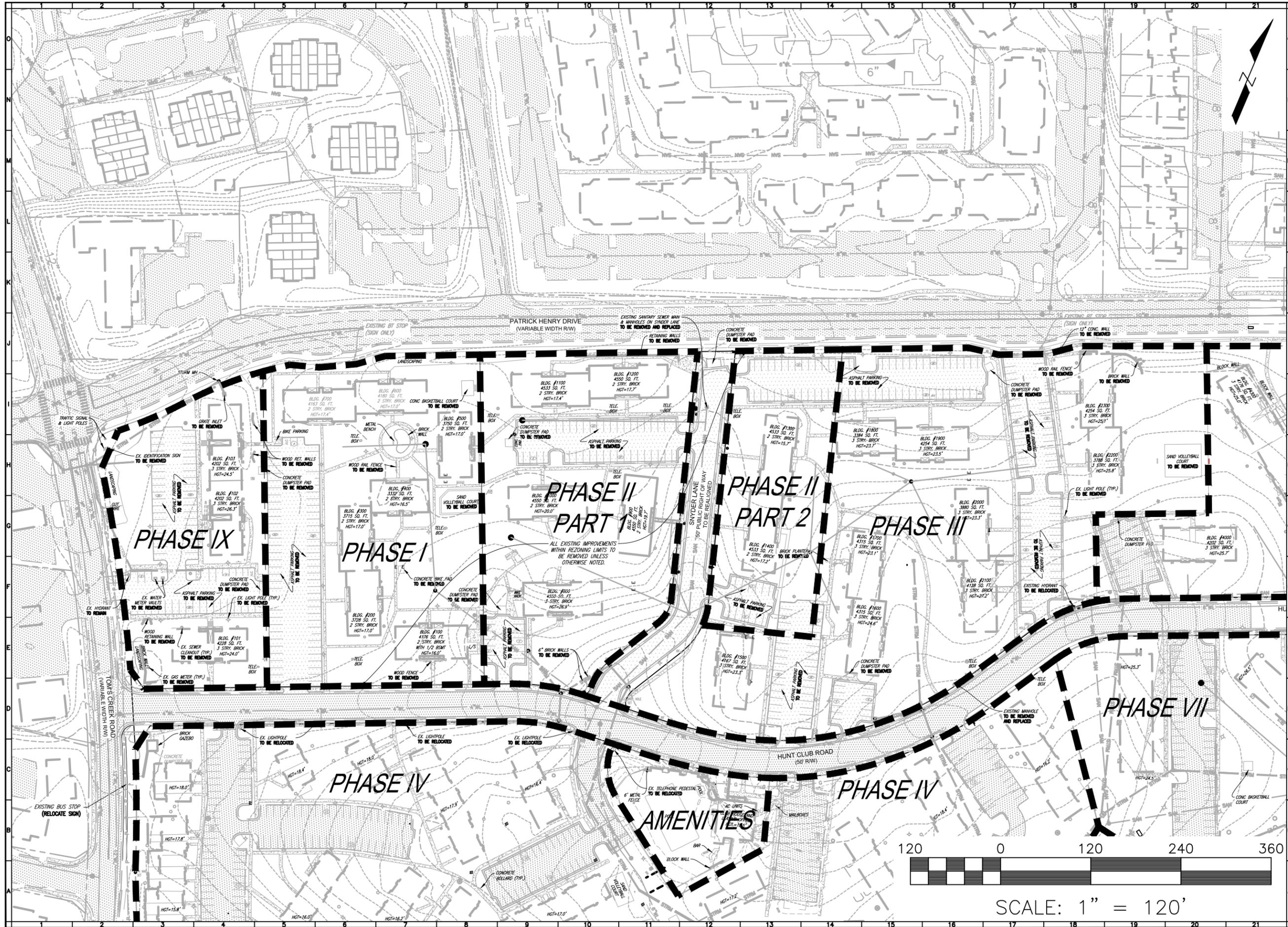
JOB NO. 24170107.00



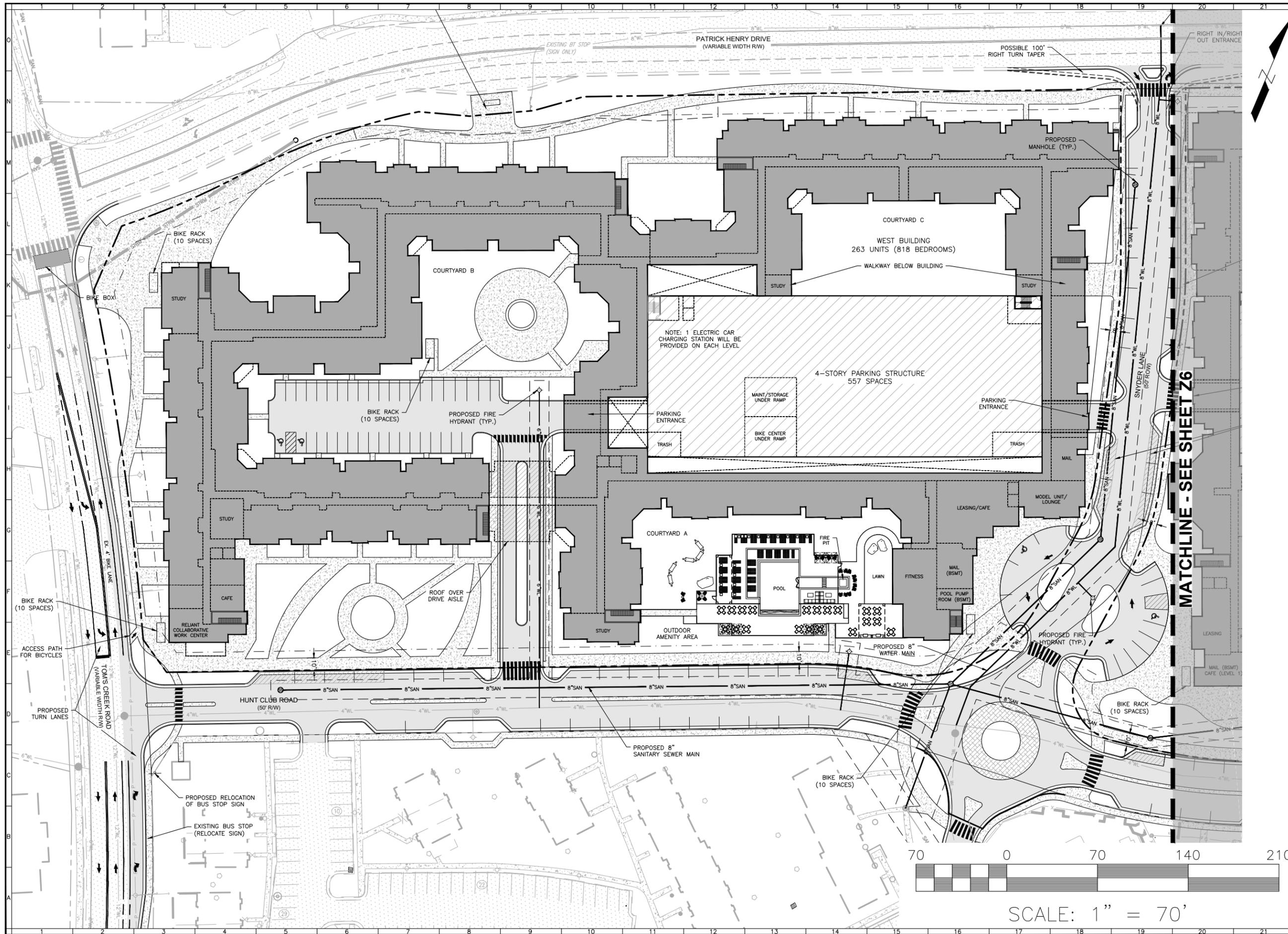
CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	272.27'	2320.16'	6°43'26"	N28°49'02"W	272.11'
C2	97.03'	599.41'	9°16'31"	N46°12'59"E	96.93'
C3	112.29'	538.02'	11°57'31"	N47°33'30"E	112.09'
C4	36.87'	538.02'	3°55'37"	N55°30'04"E	36.87'
C5	36.78'	45.99'	45°49'00"	S8°14'50"W	35.80'
C6	47.91'	80.26'	34°12'00"	S14°03'20"W	47.20'
C7	15.44'	10.00'	88°29'13"	S41°11'56"W	13.95'
C8	1.20'	289.05'	0°14'18"	N87°07'14"E	1.20'
C9	93.61'	289.05'	18°33'24"	N77°43'23"E	93.21'
C10	30.51'	95.94'	18°13'22"	N5°34'08"W	30.38'
C11	46.23'	95.94'	27°36'34"	N17°20'50"E	45.78'
C12	18.06'	30.26'	34°12'00"	S14°03'20"W	17.80'
C13	15.71'	10.00'	90°00'04"	S48°02'42"E	14.14'
C14	93.01'	208.60'	25°32'51"	S44°56'10"W	92.24'
C15	190.59'	456.65'	23°54'50"	S44°56'10"W	189.21'
C16	150.44'	392.58'	21°57'20"	S67°52'15"W	149.52'
C17	96.30'	680.57'	8°06'25"	S82°54'08"W	96.22'
C18	76.74'	95.94'	45°49'56"	S8°14'09"W	74.71'



SCALE: 1" = 120'



SCALE: 1" = 120'



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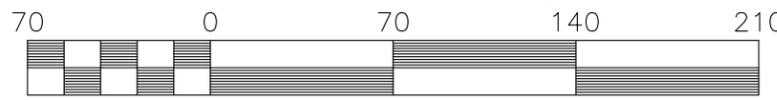
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TERRACE VIEW PRD PHASE I
 HUNT CLUB ROAD
 BUILDING WEST
 PRICES FORK MAGISTERIAL DISTRICT
 TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY GLM
 DESIGNED BY GLM
 CHECKED BY SMS
 DATE 5/1/18
 SCALE 1" = 70'

REVISIONS:
 1. 7/9/18
 2. 8/3/18

SHEET NO.
Z5
 JOB NO. 24170107.00

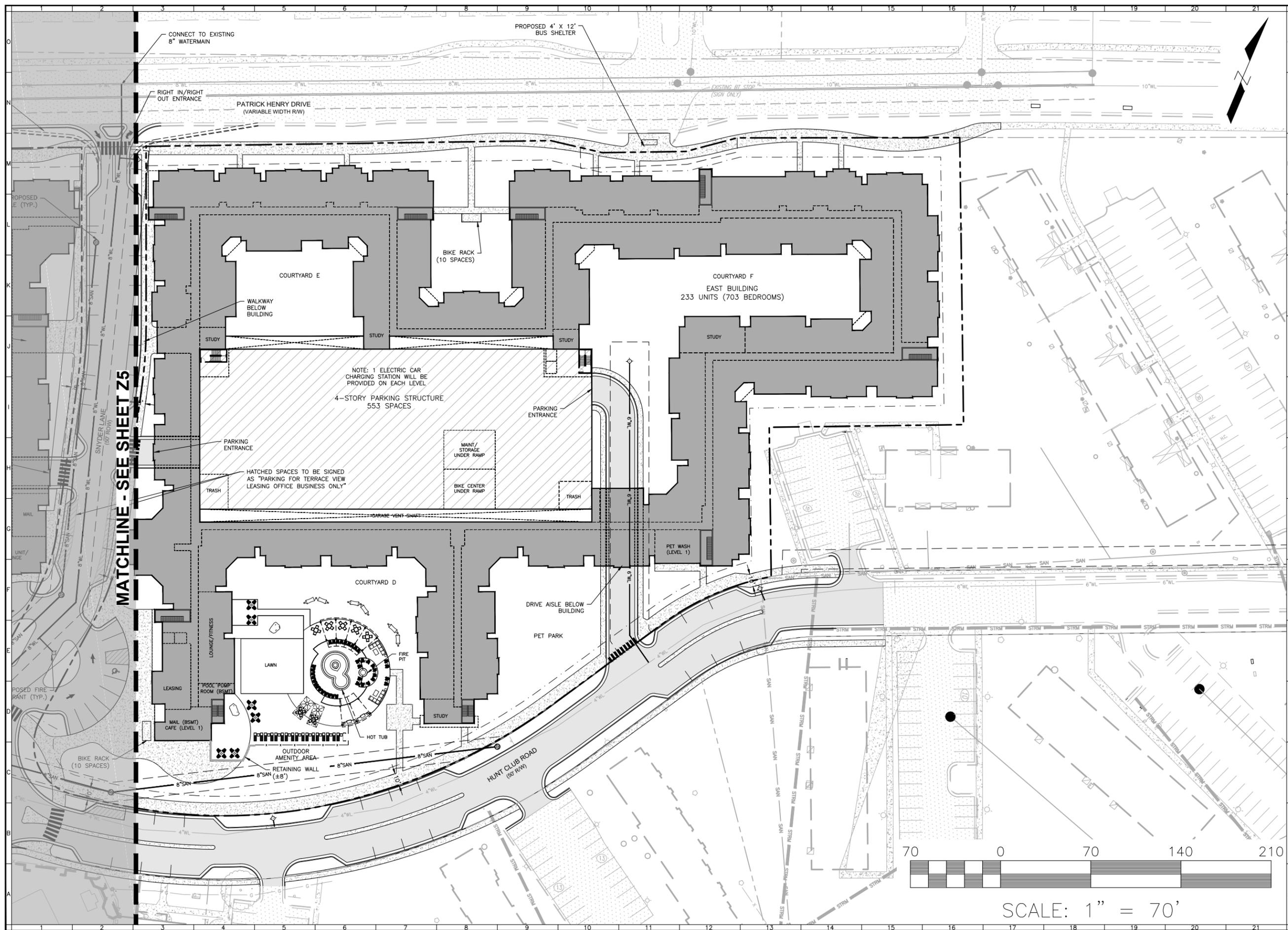


SCALE: 1" = 70'

MATCHLINE - SEE SHEET Z6

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

DRAWN BY GLM
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DATE 5/1/18
SCALE 1" = 70'
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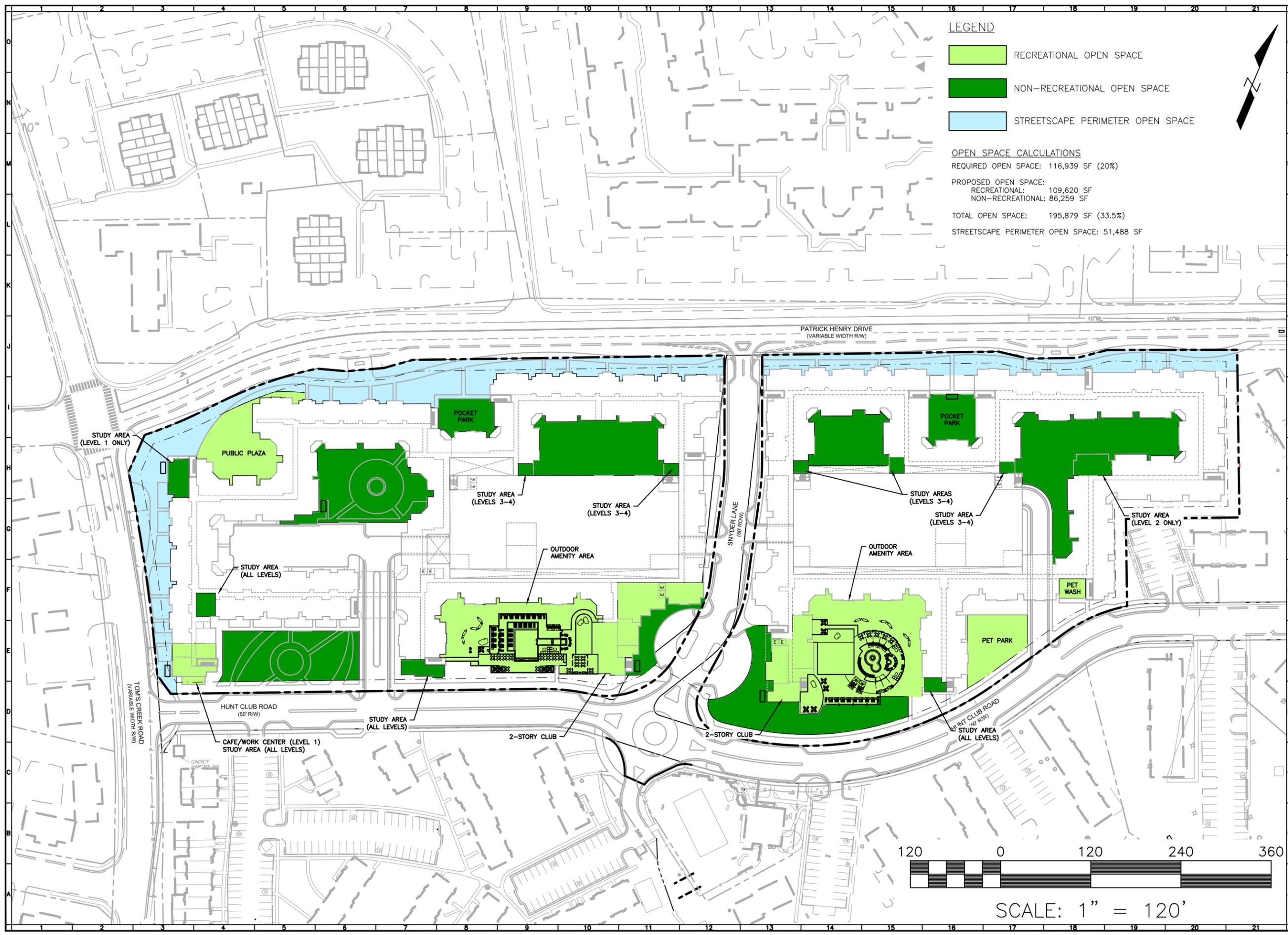


LEGEND

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

OPEN SPACE CALCULATIONS

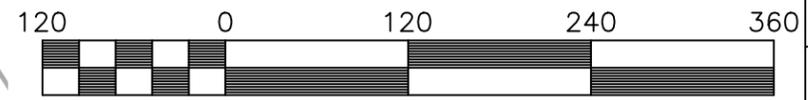
REQUIRED OPEN SPACE: 116,939 SF (20%)
 PROPOSED OPEN SPACE:
 RECREATIONAL: 109,620 SF
 NON-RECREATIONAL: 86,259 SF
 TOTAL OPEN SPACE: 195,879 SF (33.5%)
 STREETScape PERIMETER OPEN SPACE: 51,488 SF



PRICES FORK MAGISTERIAL DISTRICT
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY GLM
 DESIGNED BY GLM
 CHECKED BY SMS
 DATE 5/1/18
 SCALE 1"=120'

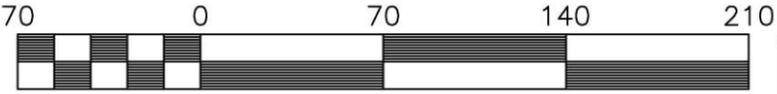
REVISIONS:
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SCALE: 1" = 120'



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.



SCALE: 1" = 70'



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TERRACE VIEW PRD PHASE I
 HUNT CLUB ROAD
 PROPOSED STREETScape PLAN
 PRICES FORK MAGISTERIAL DISTRICT
 TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY GLM
 DESIGNED BY GLM
 CHECKED BY SMS
 DATE 5/1/18
 SCALE 1"=70'

REVISIONS:
 1. 7/9/18
 2. 8/3/18

SHEET NO.
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 JOB NO. 24170107.00