

TO: Planning Commission

FROM: Kinsey O'Shea, AICP, Town Planner _____

TITLE: RZN18-0006/ORD 1868-Request to rezone 3.0 acres of vacant land from RM-48 Medium Density Multi-Unit Residential to PR Planned Residential at 1435 Toms Creek Road (Tax Parcel No. 195-A 18) for the development of a multi-family student housing development by Kirk Johnson of Graystone Properties, LLC (applicant/contract purchaser) and Thomas D (III) Frith, J. Patrick Frith and Eric Frith (property owners).

DATE: August 3, 2018

At the July 17, 2018 Planning Commission Work Session, there was discussion regarding several characteristics of the application, plan, and proffer statement. In general, the topics focused on:

- Building design, façade design and materials
- Bicycle parking & facilities
- Pedestrian improvements
- Toms Creek Road turn lane and right-of-way improvements
- Parking layout
- Easements to adjacent properties
- Landscaping

The applicant has submitted a revised application, plan, and proffer statement date-stamped July 30, 2018 with the following changes:

- Building design changes to feature a more prominent main entry on the north-facing façade (please see the revised building elevations in the application). Additional building entry from the south parking lot has been added. The applicant has also provided a cross-section showing relative building heights of the proposed building to the neighboring Chasewood buildings. The applicant has indicated that there is approximately 8,742 square feet of recreation space within the building. The applicant has also added a proffer to prohibit the use of vinyl siding. The plan also now shows approximate distances of the building to adjacent property lines, thereby clarifying the setbacks.
- Provision for 0.3 bicycle parking spaces per bedroom (30%), with 50% of the spaces being covered
- Right-of-way improvements including sidewalk; turn lanes; increased entrance radii and other associated improvements found on Sheet C2-01 and C3-01/Appendix 6 of the revised application
 - Sidewalk extension along the western side of the existing drive aisle; curb ramp and crosswalk crossing the entrance drive aisle.
 - *In further discussion with Town engineering staff, it may be more preferable for the crosswalk to cross the drive aisle where the parking splits between the proposed and the existing developments, rather than at Toms Creek Road. Functionally, pedestrians coming from either the building or the northernmost parking area are more likely to cross the drive aisle closer to the throat of the entrance rather than at the mouth of the entrance at Toms Creek Road, as it is the shortest and most direct path, as well as being less steep. A sidewalk and crosswalk at the entrance on Toms Creek Road would not connect to anything further north of the project on Toms Creek Road, as there is no*

sidewalk on this side of the street over the Toms Creek Road Bridge. Placement of the crosswalk further in the throat of the entrance will also eliminate conflicts between the crosswalk and vehicles stopped exiting the development. Please see the sketch provided by staff showing mark-ups attached to this memo.

- Left turn lanes on Toms Creek Road
 - The revised plan shows changes to the road section on Toms Creek Road to add a left turn lane in each direction into the development, and onto Sunridge Drive. This is accommodated by widening the road section of Toms Creek Road symmetrically within the existing bounds of the right-of-way to allow for two 12' travel lanes, and one 12' turn lane, in addition to maintaining existing sidewalk and bike lane widths. Pavement marking at both ends of the widened road section would indicate the shifting taper. The current configuration allows for the storage length of each of the turn lanes to be 55', which would accommodate approximately two vehicles. Existing improvements such as the 8' sidewalk on the east side of Toms Creek Road, the 5' sidewalk on the west side of Toms Creek Road, and the existing bike lanes in each direction would shift to accommodate the proposed turn lane.
 - *Additional information from the applicant is needed in order to evaluate the feasibility of these improvements:*
 - *A cross-section of the design of the road has been provided showing the lane widths, bike lanes, and sidewalk in front of the existing Toms Creek Townhomes. However, no information on proposed grading at the steep part of the site north of the existing entrance has been provided. It is unclear if a retaining wall would be required north of the entrance, or if the site can be graded to accommodate the increased road width. Additionally, the improvements proposed show the need for grading on the neighboring Toms Creek Townhomes property. No information or agreement has been provided from that property owner, so it is unclear if the grading will be allowed to be done offsite as a part of this project. The applicant should provide an agreement from the adjacent property owner, or show that a retaining wall will be constructed.*
 - *Additionally, the existing bike lanes are 4' of pavement, plus 2' of gutter pan. The applicant has shown that the existing configuration and dimension of the bike lanes will remain the same with the improvements. The Town's preference is for 5' of pavement plus 2' of gutter pan. In making such significant roadway improvements, the opportunity to increase the width of the bike lanes would occur with this development. The existing right-of-way is wide enough to accommodate the additional bike lane width, and/or the center turn lane may be able to be decreased in width from 12' to 11'.*
 - *It is unclear from the graphic whether there will be any work done within the VDOT limited-access right-of-way, or whether/how the improvements will affect the functional area of the interchange signal. Comments from VDOT have not yet been received regarding this design layout.*
 - *The plan shows that there will be changes to existing stormwater infrastructure. There will also be increased impervious surface with the proposed improvements. More information from the applicant is needed to determine whether the changes affect the stormwater concept plan. The stormwater comment letter attached to this report addresses concerns and questions from the Planning Commission work session, but does not take into*

account the proposed right-of-way improvements as no additional stormwater information has been received.

- *A crosswalk across Toms Creek Road both north of the development entrance and south of Sunridge Drive may be desirable. Crosswalks in these locations would facilitate pedestrians traveling northbound on Toms Creek Road across the bridge, and facilitate bicycles using the Givens Lane Trail southbound into town. The application already shows sidewalk extended along the north side of the entrance to Toms Creek Road, terminating at the existing guard rail. A curb ramp is shown to cross the mouth of the entrance. This curb ramp should be modified to provide passage only across Toms Creek Road, and not across the entrance. The painted shifting taper should be modified to be a curb island refuge area for the crosswalk. A curb ramp should be installed on the opposite side of Toms Creek Road in the new sidewalk to accept the crosswalk. To facilitate southbound bicycle traffic from the Givens Lane Trail, bicycles traveling toward town could exit the trail, and cross Toms Creek Road to the southbound bike lane, or ride on the 8' sidewalk on the east side of Toms Creek Road to Sunridge Drive, dismount, and walk across Sunridge Drive. From there, cyclists could walk across Toms Creek Road to access the southbound bike lane on Toms Creek Road into town. If this improvement is to be made, the applicant should construct the necessary curb ramp improvements to the sidewalk. Curb ramps would need to be provided at the crosswalk across Sunridge Drive, and at the crossing location on Toms Creek Road sidewalk. Furthermore, what is shown as a painted shifting taper should be constructed as a curb island with refuge area for the crosswalk across Toms Creek Road. Please see the sketch provided by staff showing mark-ups attached to this memo.*
- *Furthermore, the applicant indicated in the application that the volume of turning traffic onto Sunridge Drive is greater than the volume of projected turning traffic into the development. It may be advisable to allow more storage capacity for queuing vehicles onto Sunridge Drive. This does not affect overall layout of the design, and may be addressed at the site plan stage.*
 - *Town engineering staff have provided additional comments regarding the proposed improvements. Please see the attached letters.*
- The parking layout has changed to eliminate two parking spaces in the southern parking lot to facilitate vehicles turning around at the dead end. This area is shown to be striped.
- The plan shows easements for both vehicle and trail connections to neighboring properties in the southwest corner of the property.
 - *The proposed trail easement appears to be the width of the proposed trail, which is 6' wide. The Town would not accept a 6' wide easement for a public trail. If there is ever opportunity to connect the internal development trail to a public trail in the future, it may be desirable that this easement be wider to accommodate a transition between widths.*
- The applicant has removed landscaping from within the VDOT right-of-way. The trees that were shown in that area have been moved to the development site, around the perimeter near the trail. The trees along Toms Creek Road have been moved further down the hill to reduce potential sight distance issues.

- **Proffer Language Changes**

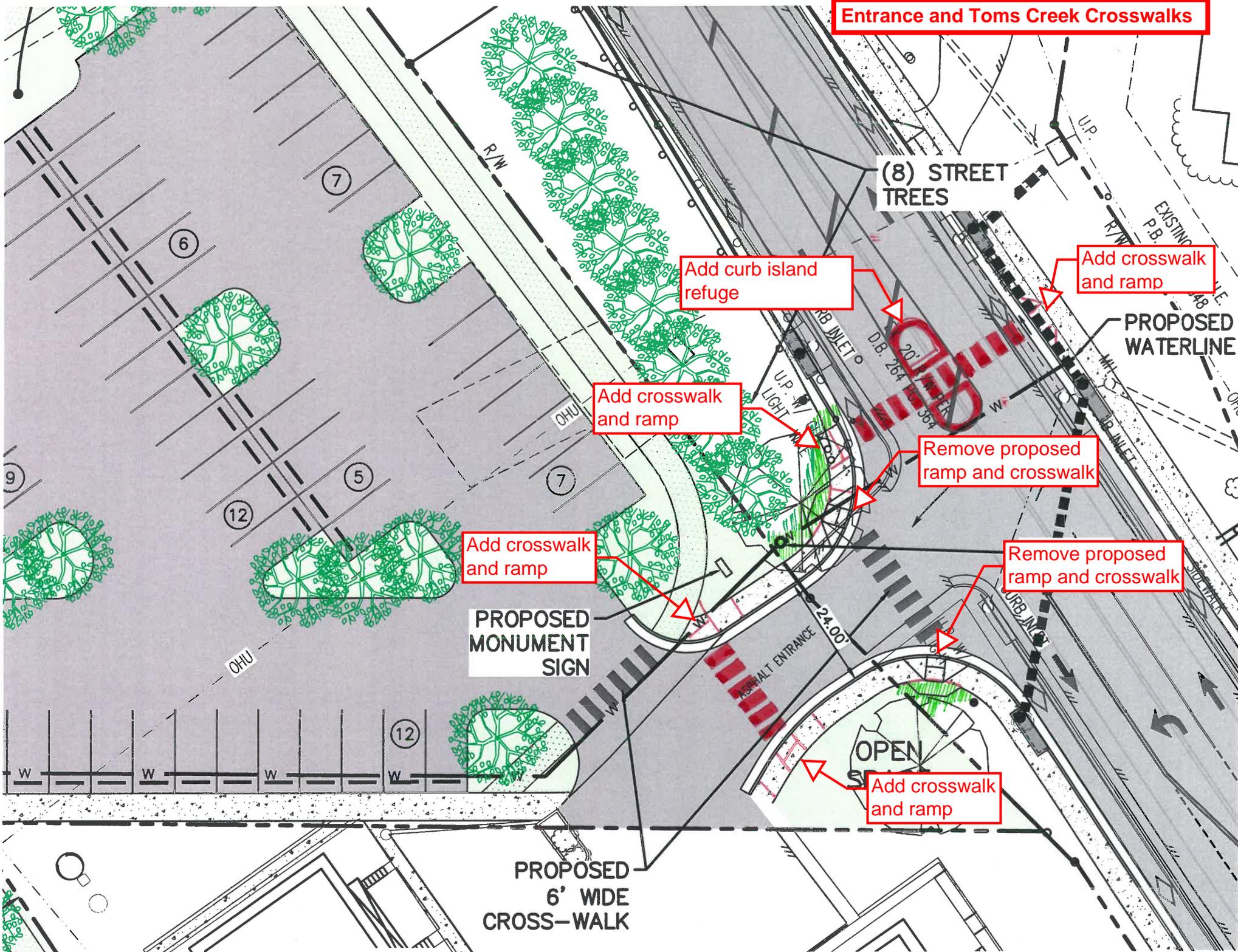
The applicant has submitted a revised proffer statement. The statement has been submitted to the Town Attorney for review.

- The applicant has added a proffer to prohibit the use of vinyl siding.
- The applicant has updated the proffers regarding substantial conformance, and the turn lane changes to reflect the date of the updated application and master plan.

ATTACHMENTS

1. Staff sketch showing entrance crosswalk suggested design
2. Staff sketch showing Toms Creek crosswalk suggested design
3. Staff comments regarding traffic and transportation dated August 3, 2018
4. Staff comments regarding stormwater management dated July 31, 2018
5. Revised application, proffer statement, plan dated July 27, 2018 and date-stamped July 30, 2018

Entrance and Toms Creek Crosswalks



(8) STREET TREES

Add curb island refuge

Add crosswalk and ramp

Add crosswalk and ramp

Remove proposed ramp and crosswalk

Add crosswalk and ramp

Remove proposed ramp and crosswalk

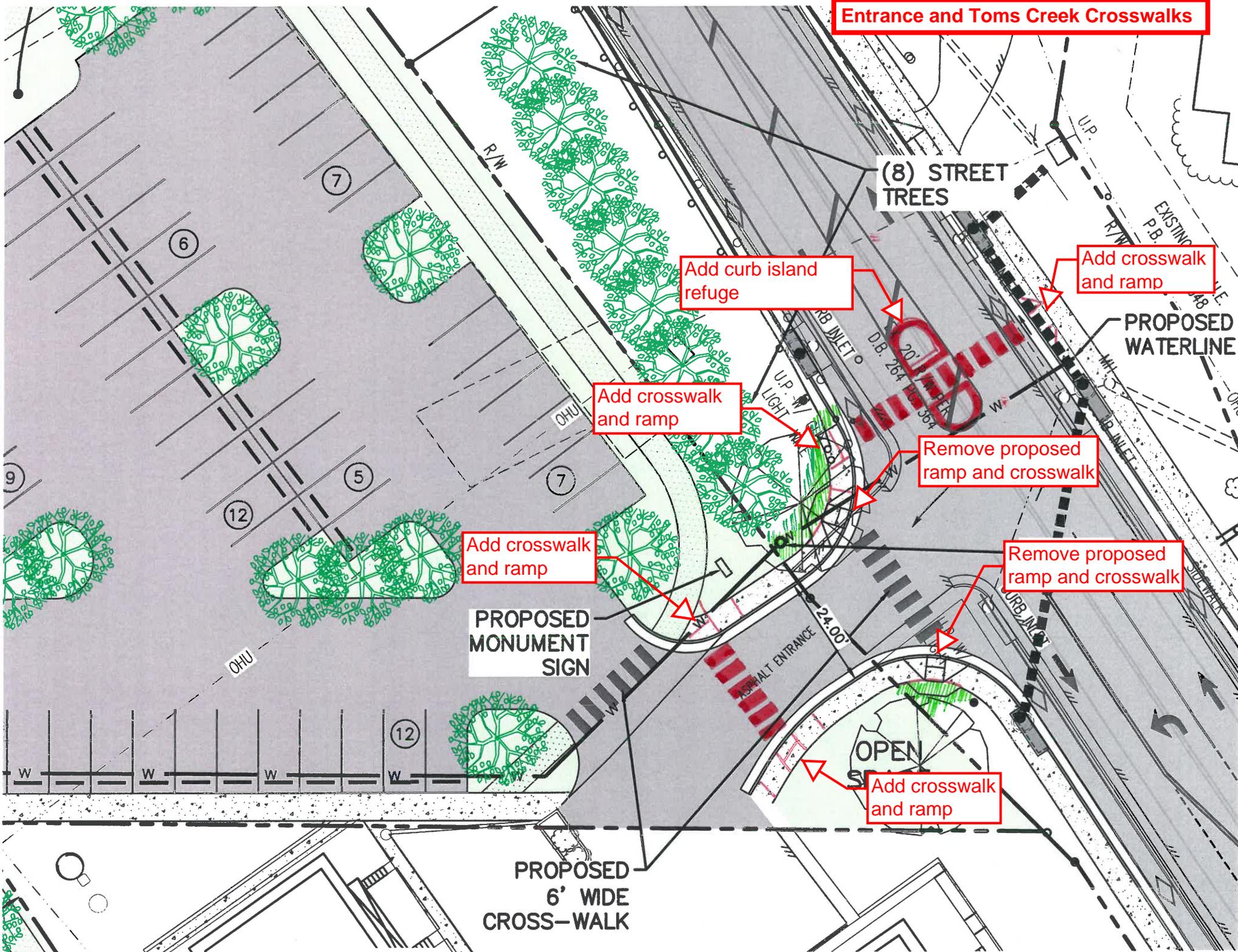
PROPOSED MONUMENT SIGN

OPEN
Add crosswalk and ramp

PROPOSED 6' WIDE CROSS-WALK

PROPOSED WATERLINE

NO



MEMORANDUM

TO: Kinsey O'Shea, Development Administrator

FROM: Randy Formica, Director, Engineering and GIS
Joshua Middleton, Town Engineer

DATE: August 3, 2018

SUBJECT: Frith Property (The View) – Revised Transportation Comments

Revised application materials for this proposed rezoning were received by Town Staff on July 30, 2018. The application materials included two exhibits, Drawings C2-01 and C3-01, providing additional information on proposed improvements within the right of way of Toms Creek Road. The revised application materials were provided to VDOT and Staff is awaiting their comments.

Trip Generation & Turn Lane Warrant Analysis

Both Staff and the VDOT representative requested additional information from the applicant regarding the methodology for determining their trip generation. There was not necessarily an issue with the methodology, however, both Staff and VDOT requested additional information and justification for the trip generation analysis. This justification was not provided.

Left Turn Lane – Toms Creek Rd. / Future Site Access / Sunridge Drive

It should be noted that the Traffic Impact Analysis still references the installation of a Two Way Left Turn Lane rather than a stacked left turn lane configuration as proposed in the revised application material. The report should be revised to reflect the correct proposed improvements.

Exhibit C3-01 provides details of the proposed infrastructure improvements within the Toms Creek Road right of way. The applicant proposes to construct stacked left-turn lanes that provide for left turns into the proposed development and into Sunridge Drive. As shown on the exhibit, the stacked left turn lane configuration will provide for lane widths of 12 feet for the through lanes as well as the turn lanes. The configuration shows left turn taper lengths of 55 feet and left turn lane storage lengths of 55 feet for both of the proposed turn lanes. Though these lengths do not meet VDOT minimum requirements for taper and storage lengths of 100 feet, Staff is aware that the turn lanes are required to be constructed within the confines of the built environment, i.e., the distance between the existing entrance to the development and the Sunridge Drive intersection. The entrance to the development cannot be relocated since a relocated entrance would create sight distance issues and would have to be constructed within the functional area of the VDOT traffic signal and interchange, which is not allowed by VDOT. Therefore, the entrance has to remain in its existing location and the taper and storage lengths for the left turn lanes are limited by the distance between the entrance and Sunridge Drive. The left turn lane configuration is acceptable to the Town and is more appropriate than the original Two Way Left Turn Lane (TWLTL) configuration.

If the rezoning is approved, during the site plan review phase, Staff may discuss the most appropriate manner to distribute the taper and storage lengths between two left turn lanes, meaning, Staff may request that the taper and storage lane lengths for the turn into Sunridge Drive be made longer than the 55 feet proposed as the volume of left turns at Sunridge Drive is greater than the volume at the entrance.

Level of Service (LOS) Analysis – Toms Creek Rd. / 460 WB Ramps (Signalized)

As addressed in the previous review, no issues have been identified regarding the LOS Analysis performed. It appears that no signal improvements would be warranted. However, the ultimate review and impact determination should be made by VDOT as this intersection is managed and maintained by the state. At this time that determination does not appear to have been made.

Bicyclist / Sidewalk / Pedestrian Connectivity

The proposed infrastructure improvements within Toms Creek Road right of way have greatly improved the connectivity. Widening to include a 5-ft bicycle lane will help to set the standard for bicycle lane widen along the corridor. In addition, the widening required for a center turn lane, provides for the possibility of including two (2) crosswalk applications across Toms Creek.

- ❖ The first crosswalk application would be just north of the entrance to provide connectivity to the north, across 460, and into the adjoining neighborhoods, parks and trail networks. It would also provide connectivity to the Given Trail and adjoining infrastructure to the northeast. To facilitate this connectivity, design consideration for a crosswalk and median island refuge should be provided as part of the master plan. This application will facilitate a complete network of connectivity along Toms Creek that was not included in the previous design.
- ❖ The second crosswalk application would be just south of the Sunridge Drive intersection along Toms Creek. This development should not warrant the complete addition of the crosswalk, however, features that would otherwise require the adjustment or replacement of the proposed widening should be incorporated. Included in the proposed widening plan is an accessible ramp (CG-12) application for the east side of the road. An additional accessible ramp (CG-12) should be added immediately adjacent to the west. This addition would allow for the addition of a crosswalk and median island refuge at a later time with no revisions needed to the curb / sidewalk / grading or other features not immediately within the asphalt section.

Additionally, the features associated with the application of a crosswalk across the entrance of Sunridge Drive (accessible ramps) have been included, however, the crosswalk has not been shown. This crosswalk would be required and could be represented on the master plan though it has no specific layout impacts other than a visual representation of the requirement.

Other aspects of the proposed connectivity within the development seem to have been reasonably addressed. Design considerations regarding the specifics of the proposed features and network are limited due to the scale and lack of grading associated with the master plan. An in-depth review of the specific design applications will be conducted as part of the site plan.

Entrance Design & Layout

Revisions to the entrance design and layout have been facilitated as part of the proposed infrastructure improvements widening. The entrance appears to have been adjusted per Access Management guidelines, however, it does not include a restricted left movement onto Toms Creek or a dedicated right turn area. Therefore, previous concerns regarding queuing within the development, during peak hour, are still prevalent. More so the possibility of excessive queuing has most likely increased as the application of the stacked left turn lane/s, on Toms Creek, will most likely make a left turning movement, from the development, more difficult as it would be required to yield to all incoming traffic queued within the turn lane. Additional considerations would be warranted that may include a slight widening of the entrance to facilitate a limited left movement or additional space for a dedicated right turn movement.

Smaller aspects regarding the entrance design (i.e. radii, depth, width) could not be fully reviewed based on the scale and grading detail. A comprehensive evaluation will be performed at the site plan stage, however, the sizing of the area needed to achieve an appropriate design should be incorporated into this master plan to ensure adequate space is available.

Tuesday, July 31, 2018

Gay and Neel, Inc.
Attn: John Neel
1260 Radford Street
Christiansburg, VA 24073

RE: RZN18-0006 The View - Frith Property Rezoning (revised)

Dear Mr. John Neel:

The Engineering Department has completed the review of the Frith Planned Community Stormwater Concept Plan. This letter has been revised to incorporate recent questions that have been posed and VDOT comments that have been submitted since the last submittal.

The Concept Plan is **approved** at this time. This 3.0 acre site abuts route 460 and is adjacent to Toms Creek Road. This stormwater concept plans shows the ability of the site to treat all of the necessary water quality and quantity stormwater regulations on site. The application commits to including rainwater harvesting, but does not identify the scale of this treatment. The plan also proposes to use a combination of off-site nutrient credits, bioretentions, or Filterra units to meet the water quality requirements. The owners would like the flexibility to choose the water quality measure that is most suitable at the time of site plan submission. Details of all these options are not submitted, but they meet the minimum stormwater requirements to reduce the 1, 2, and 10 year peak flows leaving the property and address the water quality requirements.

Downstream Flooding

Questions regarding how this site will impact the flooding in Toms Creek basin were raised at a Planning Commission Worksession on July 17, 2018. In response, the stormwater plan was re-evaluated to address those concerns. There are no immediate flooding concerns downstream of this site. Drainage that leaves this site drains to the Village of Toms Creek (where there is an existing Town stormwater facility). The stream then flows to the Spring Hollow in the lower Toms Creek basin where there is a history of flooding. It is important to note that the area that has seen historical flooding has over 300 acres of upstream land draining to it. The Frith site is only 3 acres of this upstream area.

The only way for this site to have a significant reduction of stormwater into the downstream waterways would be a commitment of large scale water reuse on this site. This would permanently remove the inputs of stormwater into the system for small and large storms. This plan does not commit to providing this.

To summarize, this stormwater plan meets the minimum requirements for stormwater management, which addresses any impacts from this site on the more routine storms, such as the 1-year, 2-year and 10-year storms. Stormwater regulations do not require detention of larger storms that would more likely impact the residents in the lower Toms Creek basin.

Comments to be addressed prior to Site Plan Approval:

1. Vehicular access to all stormwater management facilities will need to be shown on site plan.
2. Water quality measures will need to be identified and the specific design requirements met.

3. This site will need to be covered under the Virginia Stormwater Management Program (VSMP) permit. This will need to be attained prior to final site plan approval, and maintenance fees will be required for all years that this permit is active.

VDOT Comments to be addressed:

From a stormwater (SWM) standpoint, it appears that certain SWM features will be directed toward the limited access of US 460 Bypass. The submittal states that no downstream analysis has been performed. Please be aware of the requirements from the VDOT Drainage Manual including:

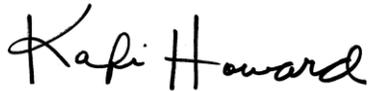
- a. Table 6-1: Rural Principal Arterial System shall be analyzed for the 50-year storm to insure that the travelway is not inundated;
- b. Chapter 7 for analysis of roadside ditches and adequacy of receiving channels;
- c. Chapters 8 and 9 for culverts and storm systems to the Principal Arterial;
- d. With the presence of a trail between the SWM Quantity Pond and the limited access right of way, there is concern that a storm pipe may be proposed to be installed within the limited access right of way. The pond discharge pipe should be constructed to daylight on the private property side. Minor revisions may be required.
- e. VDOT reserves the right to review the site plan submittal to verify compliance with the regulations.

Notes:

1. The Town of Blacksburg Town has implemented a stormwater utility fee estimated to be \$163.64 dollars **per month** for this site.

Please contact Kafi Howard with the Engineering Department at 443-1354 or via email khoward@blacksburg.gov if you have questions or concern regarding this review.

Sincerely,



Kafi Howard, Town Engineer – Stormwater, (540) 443-1354