

RZN18-0005
Terrace View
Planned Residential

-  Subject Properties
-  Parcels

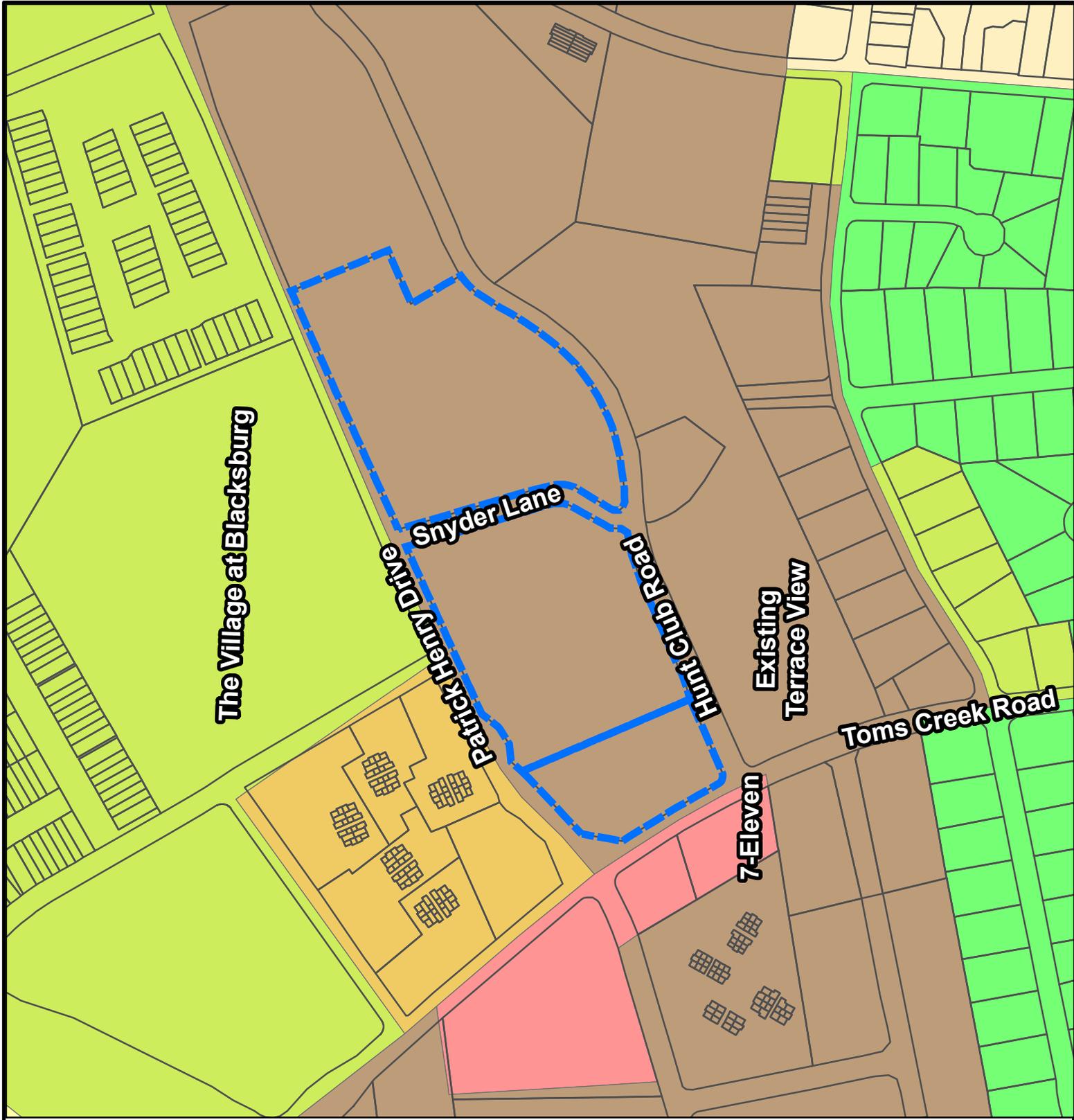


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Planned Residential**

Planned Residential

Current Zoning

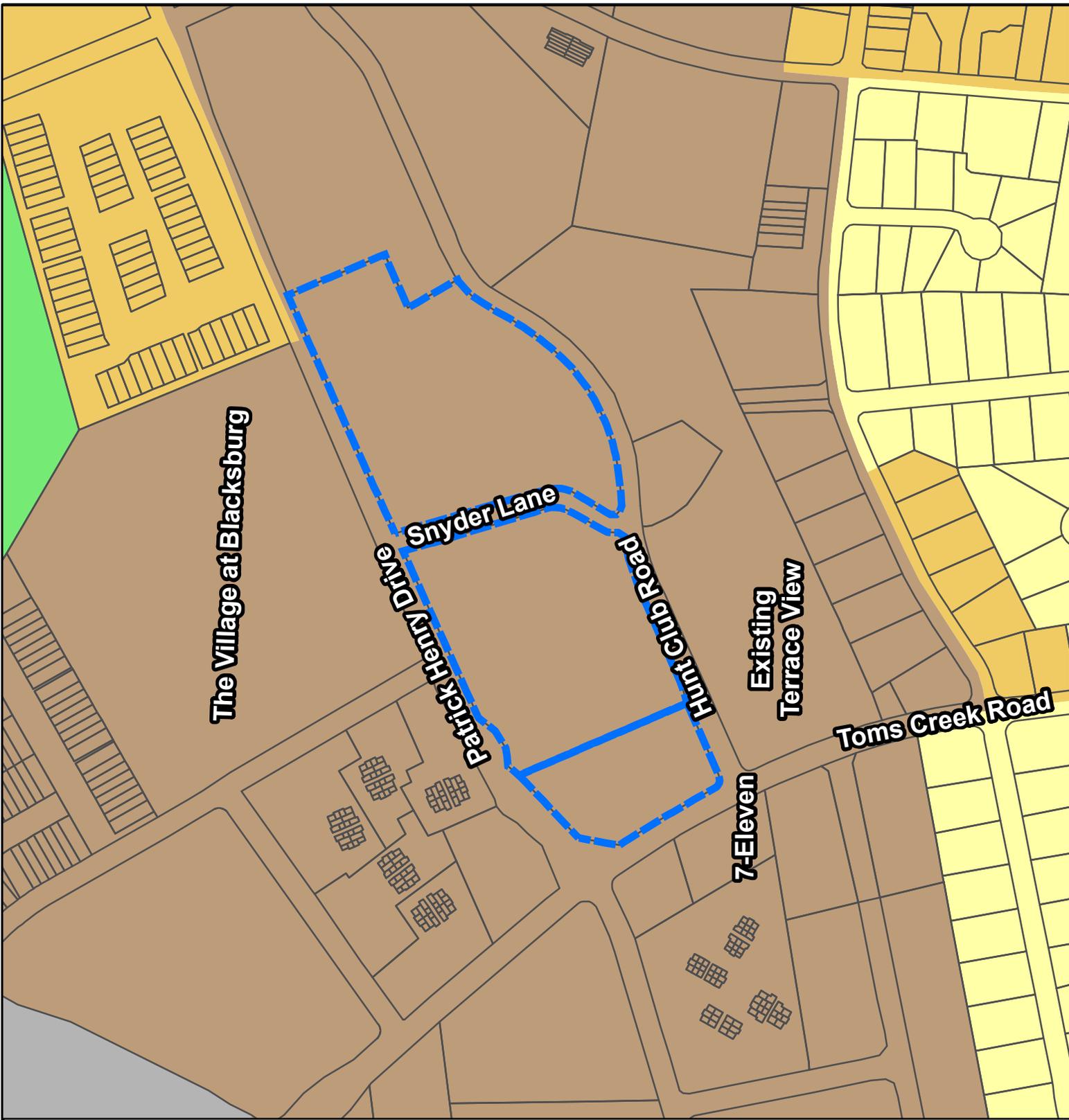
-  Parcels selection
-  Parcels
-  GC General Commercial
-  PR Planned Residential
-  R-4 Low Density Residential
-  RM-27 Low Density Multiunit Residential
-  RM-48 Medium Density Multiunit Residential
-  R-5 Transitional Residential



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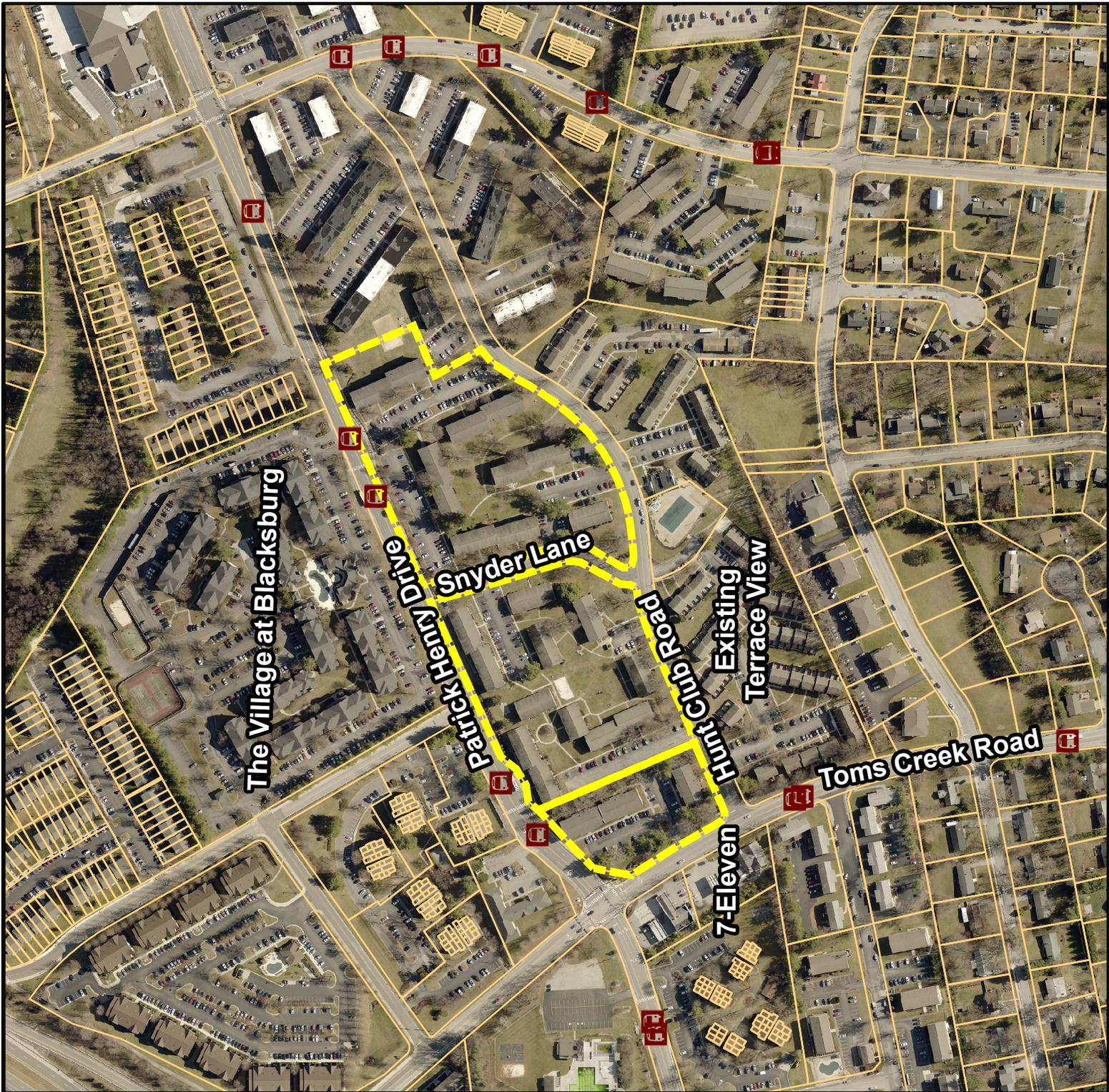
**Adopted Future
Land Use
Map**

-  Subject Parcels
-  Parcels
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Park Land / Open Space / Resource Protection



**RZN18-0005
Terrace View
Planned Residential
BT Bus Stops**

-  BT Bus Stops
-  Subject Properties
-  Parcels



RZN18-0005 Terrace View PRD

Staff Appendix

This appendix is provided to give additional supporting information from the Comprehensive Plan, and the Zoning Ordinance in order to allow the staff report to focus on the analysis of the application.

Physical Site Development

Building Design: Orientation, Style, Materials, Scale, Massing, and Height

- Comprehensive Plan Land Use Policy 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.
- Comprehensive Plan Community Character Principle CCP.21 The Town is concerned about the height, mass, and placement of buildings, cell towers, or other features of considerable height on viewsheds.
- CCP 12. To serve the needs of the community, support opportunities for commercial development and redevelopment in appropriate locations.
- Multifamily Dwelling Use & Design Standard for building orientation §4216 (a)(3):
 - The street elevation of the residential buildings shall have at least one (1) street-oriented entrance and contain the principal windows of the front unit.

Setbacks, Lot Coverage, Buffer Yards & Landscaping

- Comprehensive Plan Community Character Principle CCP.15 Blacksburg is a responsible headwaters community for Southwest Virginia
- CCP.16: Responsible site design and development practices will minimize environmental impacts within the town
- Comprehensive Plan Environment Objective E.17 As a part of the development review process, the Town will evaluate a proposed development's impact and proposed mitigation measures for the following:
 - Open Space
 - Urban forest canopy
 - Watershed
- Comprehensive Plan Sustainability Objectives & Policy S.6: Promote, protect and enhance the Town's urban forests through Town initiatives and in the development review process. Minimize site disturbance to protect existing tree canopy, native vegetation, and pervious surfaces to encourage open space.

Streetscape, Bicycle and Pedestrian Improvements

- Comprehensive Plan Community Character Principle CCP.1. Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable 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.
- Comprehensive Plan Transportation Objective & Policy T.10 Complete the construction of a connected sidewalk system.
- CCP.18 Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night

- 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.
- T.28: During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.
- Residential Infill Guidelines Best Practice #3: Create a pedestrian friendly streetscape
- Residential Infill Guidelines Site Design & Parking:
 - The design of the space between the edge of the curb and the front of a building is essential for encouraging pedestrian activity and promoting safety and security.
 - [Sidewalks] contribute to the character of the neighborhoods by providing safe places for people to travel and interact with one another.
 - Walkways should connect public sidewalks and parking areas to all main entrances on the site. For townhouses...fronting on the street, the sidewalk may be used to meet this standard
- Multifamily Use & Design Standard for sidewalks §4216 (a)(2):
 - Sidewalks shall connect each unit to the parking area serving that unit, to other units onsite, and to other buildings or uses on adjacent lots.
- Site Development Plans Minimum Standards and Improvements Required §5120(d)(1):
 - Sidewalks meeting the design standards of the Subdivision Ordinance shall be provide on public or private land along all parts of a site abutting a developed public street where such sidewalks do not exist as of the date of the application for site plan approval. The provision of these sidewalks will advance the goal of the Blacksburg comprehensive plan of development of “a network of walkways in the Town to increase the safety and convenience of pedestrian travel.” The Town Council finds that the need for such sidewalks in this Town is substantially generated by the development

Parking and Circulation

- Comprehensive Plan Community Character Principle CCP.13 Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network.
- 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 development sand be coordinate with Blacksburg Transit regarding service availability.
- Multifamily Dwelling Use & Design Standards §4216(a)(4):
 - All parking spaces shall be located behind the front building line
- Multifamily Dwelling Use & Design Standards §4216(a)(5):
 - Entrances to the site should be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on the surrounding residential neighborhood.

Density & Occupancy, Lifestyle Conflicts

- Comprehensive Plan Community Character Principle CCP.2. Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.
- Comprehensive Plan Land Use Objective & Policy LU.7: Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.

Open Space

- Comprehensive Plan Community Character Principle CCP.6. Creation of public and private parks and recreation amenities is an important part of land use development decisions
- CCP.17 The preservation of open spaces is an important part of community identity.
- Multifamily Use & Design Standard for open space, recreation, and trails §4216(a)(6)
 - Except in the Downtown Commercial (DC) district and the Mixed Use (MXD) district, for any development of twenty (20) or more bedrooms, a minimum of twenty (20) percent of the gross land area shall be reserved as open space. A specific recreational activity area or areas shall be developed and maintained for the residents of the development as a part of this open space

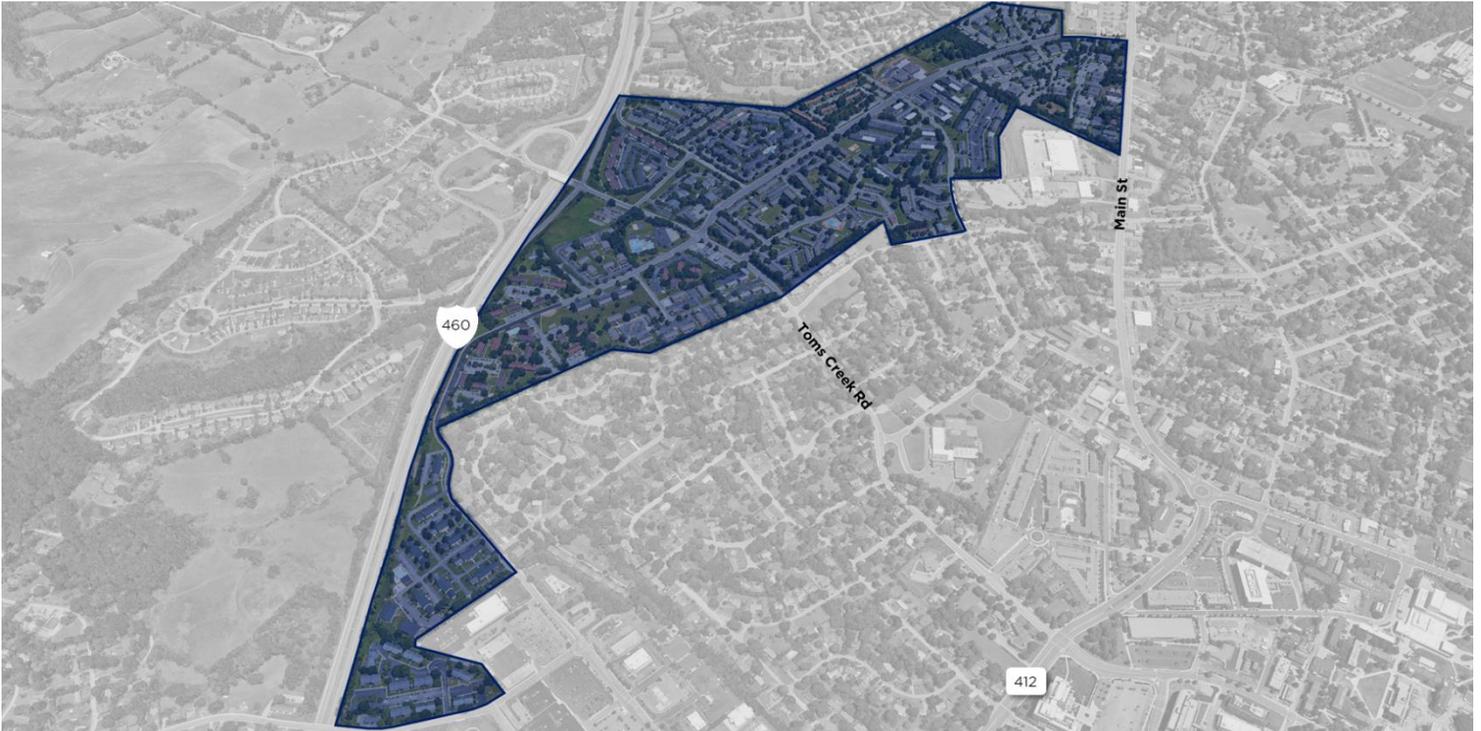
Comprehensive Plan Map C Excerpts:

A 3. Multi-Unit Residential Neighborhoods

These neighborhoods are primarily apartment developments rented to students due to the proximity of the Virginia Tech campus. In these dense urban areas with a high concentration of students, there are fewer lifestyle conflicts than in other residential areas because the properties are larger rental developments where residents have a shared set of lifestyle expectations. The compact forms of development in these areas allow residents to rely less on automobiles as they have access to public transit, on- and off- road trail systems, sidewalks, and bicycle lanes. With the exception of the Hethwood and Foxridge neighborhoods, these areas are located just beyond the urban/walkable neighborhoods, and all are located near the Town's major employment and commercial areas. These neighborhoods also have easy access to the US 460 Bypass, the main transportation route to I-81 and surrounding localities.

Multi-Unit Residential Neighborhood Issues for the Future

- Transit service in these areas should continue to meet residents' 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 landscaped multi-use trail systems for commuting opportunities to the Commercial and Employment areas while providing landscape buffers.
 - 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.



An Advisory Memo for the Town of Blacksburg
on the Patrick Henry Corridor and Terrace View Redevelopment Proposal

Prepared for
The Town of Blacksburg

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INTRODUCTION

The Patrick Henry corridor presents numerous strategic and logistical opportunities and challenges for Blacksburg. With coordination and clear objectives, a combination of market-based development and public-private/institutional partnerships could be harnessed to the benefit of the Town, residents, developers, and Virginia Tech.

Located on the northern end of Blacksburg, the Patrick Henry corridor consists of roughly 14 separate student housing developments bordering Patrick Henry Drive and University City Boulevard, between North Main Street and Glade Road (see map below). These properties were built primarily in the 1970s and 1980s as a means of meeting considerable off-campus student housing demand, and it remains the single greatest concentration of off-campus student housing in Blacksburg. There are approximately 6,500 beds spread across these developments today.

Unfortunately, the regulatory environment of that era encouraged single use development on large tracts of land, and this development was ultimately done in an uncoordinated way. The result has been large developments built on superblocks (blocks of 800 feet in length or more) with poor street grid connections, near complete auto-dependence due to a lack of commercial services, traffic congestion due to a combination of high

density and a limited street network, and development design where most buildings face internal courtyards and do not address the street in a meaningful way. All in all, this has not created the sense of a neighborhood community with a pleasant and attractive public realm.

GOALS

Recently, there has been an increase in demand for student housing, as Virginia Tech plans to expand their enrollment. At the same time, quality expectations for off-campus student housing units have increased. The marketplace has responded and a number of proposed student housing redevelopment projects are under review with the Town. Within the Patrick Henry corridor, Terrace View and Frith are pending. Outside of the corridor, Stadium View is under review. These redevelopment projects are at higher densities and offer updated finishes and amenities.

The goals for the Town, when evaluating redevelopment proposals, should be to seek ways to improve, enhance, and retrofit development design and transportation networks in ways that address these primary issues:

- Increase the density and supply of student housing to take pressure off other areas, such as Downtown, that are strategically important for developing non-student housing, employment, and other uses.

Existing Apartment Communities



- Improve the architectural quality of the community through better building materials, massing, and articulation.
- Improve the relationship of buildings to the street to make the public realm more inviting.
- Encourage a mix of uses to place more services where residents live, alleviating some demand for vehicular traffic.
- Encourage bicycle and pedestrian transportation through high-quality public facilities and thoughtfully designed private properties that safely take a user all the way from the door to the street and ultimately, their final destination.
- Improve connectivity through the reduction of superblocks via the addition of more street connections through properties.
- Reduce vehicle miles and traffic, as well as the need for parking, through increased transit service and more and varied bike and pedestrian facilities.
- Improve the sustainability of residential communities through the thoughtful design of buildings and stormwater management facilities in ways that promote energy and water savings.

CHALLENGES

Accomplishing these goals through redevelopment is not without challenges. Achieving these goals will be costly, not just to developers but to the Town as well. This is particularly true of improvements to the transportation network, which will require partnerships between the public, private, and institutional sectors in order to be successfully implemented. Given the widespread benefits that these improvements will bring town-wide, such partnerships should be sought.

The cost of encouraging better design will require reasonable architectural and environmental standards that balance aesthetics, functionality, and cost. In particular, allowing developers to build at greater densities will help to offset the costs of higher building standards. At the same time, the town should encourage the development community to introduce more commercial uses into the neighborhood, to better serve the greater number of residents and reduce their auto-dependency.

Finally, as developers seek to upgrade their units to meet higher quality expectations, prices for units will rise. Over time, this has the potential to “price out” too many students who can only afford midscale-priced housing, pushing them out of town (which increases traffic) or into single family residences (which leads to building deterioration). Therefore, it is not be advisable to redevelop every community in the corridor. The Town will have to work with property owners and managers to identify those properties best placed for redevelopment and those that are better positioned to continue to serve the midscale market, and to provide the appropriate support and, if necessary, incentives to maintain that balance.

BEST PRACTICES

The remainder of this memo provides recommended best practices for the Town to consider in approaching redevelopment in the Patrick Henry corridor, and the community as a whole. While these recommendations are not exhaustive, and will require continual review as conditions change, they offer a first step in making sure that the next round of development in the corridor is done strategically and with larger town impacts in mind.

The memo also includes a review of the recently-submitted redevelopment proposal for the Terrace View community. The proposal provides a case study for the Town to understand which desirable elements for the corridor are being addressed by developers, and which will require a more active role by the Town in order to be considered and implemented.

TERRACE VIEW PROPOSAL

SITE DESCRIPTION

The Terrace View apartment complex covers 43.5 acres, bordered by Patrick Henry Drive, Toms Creek Road, Broce Drive, and Progress Street. Approximately one mile northwest of Virginia Tech, the property has 1,720 total bedrooms in numerous buildings, for an overall density of 39.5 bedrooms per acre. Amenities include an outdoor pool, clubhouse, and active recreation areas. The complex was constructed in nine phases beginning in the 1960s and has undergone significant rehabilitation recently.

Terrace View is primarily surrounded by other student-focused multi-family properties, although single family neighborhoods are in the vicinity. There is a small amount of commercial activity nearby, with two gas stations with convenience stores directly across the street at the southwest corner of Patrick Henry Drive and Toms Creek Road.

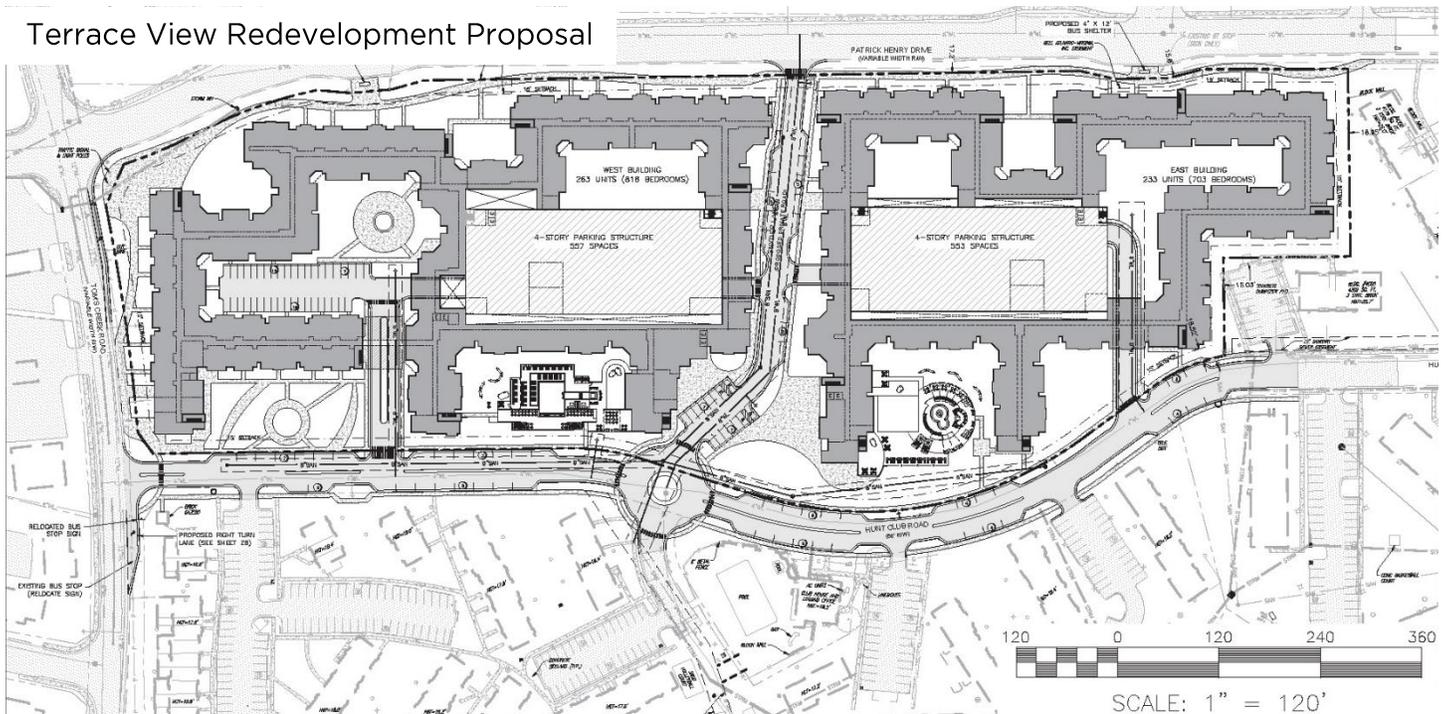
The apartment complex currently does not provide any vehicular access directly to Patrick Henry Drive, so most residents enter via Hunt Club Road, which traverses the site from east to west. Tenant parking is provided through surface parking lots and on-street parallel parking. Several bus stops are located on the perimeter of the property. In addition, some basic bicycle facilities are provided through a multi-use trail on the north side of Patrick Henry Drive and a narrow bike lane on Toms Creek Road.

PROPOSAL

The redevelopment proposal includes demolishing existing buildings on approximately 14 acres of the northwestern corner of the site, which would remove 198 units (533 bedrooms) from the complex. Two new multi-family structures would then be constructed, which together, would contain no more than 505 units (1,530 bedrooms), approximately three times as many bedrooms as are currently on that portion of the site. Each building will feature a clubhouse with fitness center, a café, multiple study areas, bicycle parking, and an outdoor area which will include a pool and other amenities.

Various features included in the redevelopment proposal will be further discussed throughout this memo.

Terrace View Redevelopment Proposal



ARCHITECTURE/BUILDING DESIGN

Improving the design of the corridor's communities as they are redeveloped will contribute to a public realm that is attractive, walkable, and sustainable.

ARCHITECTURAL STANDARDS

Recommendations

The primary goal in recommending architectural standards for redevelopment in the corridor is to move away from the inward-facing building design, which results in a wall of monolithic building facades addressing the street. This makes for an unpleasant walking environment and detracts from attempts to create a neighborhood feel that encourages non-vehicular mobility.

Some design standards that can address this issue include:

- Use of insets in building facades.
- Variation in roof elements/designs.
- Courtyards and pocket parks between buildings.
- Appropriately-placed variation in materials – specifically, at inside corners of vertical façade elements (e.g. recesses and projections in the elevation) rather than on a flat plane of the façade.
- Use of “heavier” masonry material along ground floor/foundation, and use of siding and other “lighter” materials on upper floors.

- Application of foundation landscaping consistently applied along all non-active ground floor facades.

All of the above standards help to mitigate the massing of the buildings, and create more visual interest from the street level.

Terrace View Proposal

In many ways, the design of the proposed new buildings improves how the community addresses the street and breaks up the massing of the buildings. Despite the large footprints of the proposed buildings, the architectural design is generally effective in breaking down the perceived mass of the structures along the Patrick Henry Drive street frontage, through the use of courtyards and pocket parks and insets within the building facades. Masonry, metal panels and fiber cement siding are appropriate materials.

“Heavier” appearing materials (i.e. masonry) are generally applied in an appropriate manner, located along the foundation/ground floor of the building or in vertical elements. Material specifications and installation details should be provided as the project moves forward to ensure selected materials are of a high quality, in terms of both aesthetics and durability, and will be correctly installed.

Terrace View Redevelopment Proposal



However, there are some elements that could be improved upon to further “break up” the appearance of the buildings:

- Extensive use of pitched roof design along street facades may contribute to a sense of increased massing. Consider incorporating a flat roof/capped parapet design (with a strong roofline edge such as a cornice or eave) for portions of the buildings to minimize the visual dominance of roof massing. Alternatively, incorporation of more modern shed-style roof elements (used in limited application in current elevations) could be considered to add visual interest to more dominant roof mass elements. The proposed overhanging eaves with the pitched roof design are appropriate. Pitched roof elements should be surfaced with dimensional or architectural shingles or similar high-quality, long life span roofing material.
- Dormer elements on some roof masses appear small in relation to the overall roof mass. However, dormer elements in general are an effective means of breaking up larger roof masses. If pitched roofs remain in the design, dormer elements should be increased in size to create the appearance of a functional architectural element, rather than a decoration. Consider the use of shed-style dormers to coordinate with other shed-roof architectural elements and add visual interest.
- Use of masonry for some elements of the ground floor façade and as a foundation water table element is effective and should be more consistently applied as a design element. It is not necessary to apply masonry to the entire ground floor façade of the buildings, but the foundation water table feature should line all or most of the street-visible facades to provide a consistent visual “base” to the buildings. Plank siding materials should not extend to the ground. Metal siding is an appropriate exception to this recommendation. Plank siding should have a minimum butt thickness of a quarter of an inch to provide visual depth and strong shadow lines.
- To highlight exterior facades with a high quality-appearance, windows should be designed to appropriately integrate with adjacent materials. Flush-mounted windows should be avoided. Windows in masonry walls should be designed with lintels and projecting sills. Windows within siding clad walls should have a projecting sill and integrated trim surround.

PARKING DESIGN

Recommendations

As redevelopment occurs in the corridor, higher quality projects can be encouraged by focusing on two main strategies in regards to parking. The first strategy involves reducing the need for parking by making it easier for residents to use alternate forms of transportation to get where they need to go. This is addressed in the transportation network and commercial nodes sections.

The second is to minimize the appearance of parking garages and lots from outside the community. As with building architectural standards, this will improve the street environment around the community. The primary way to achieve this is through the use of building-wrapped structured parking and interior courtyard surface parking. This approach can also maximize site efficiency.

The Town should also encourage, where economically feasible, the development of parking garages rather than surface lots. This will minimize the overall footprint needed for parking, leaving room for denser development and more open space. It’s important to note that while parking garages will help create higher quality, pedestrian-friendly developments, considerable expenses are involved. The typical cost of construction for a parking space in a 3+ story garage is \$15,000-\$30,000, far more expensive than the same space in a surface parking lot.

Estimated Parking Construction Cost per Space

Does NOT include value of the land

Subsurface or 3+ Story Parking Garage	\$15,000-\$30,000
2-Story Parking Garage	\$10,000-\$15,000
Surface Lot	\$1,000-\$4,000

Source: CBB Transportation

Terrace View Proposal

The proposed Terrace View redevelopment includes the recommended elements discussed previously. A majority of the parking is provided through dual four-story parking structures that are partially enveloped by the new residential buildings. This design makes the parking essentially invisible from Patrick Henry Drive and Toms Creek Road.

Street parking is also provided along Hunt Club Road and Snyder Lane. However, the applicant has proposed a combination of parallel and perpendicular parking along

Snyder Lane, with the latter being requested to serve the leasing centers for the buildings. Since perpendicular parking with direct access to the roadway is typically not allowed, the applicant has requested vacation of the right of way, which is likely not in the Town's best interest in the future. Perpendicular parking along a roadway is not recommended and a consistent application of parallel parking along the street would improve its appearance and increase safety for cyclists. Consideration should also be provided for curbside management and the potential need for designated pick-up/drop-off zones for rideshare services (e.g. Uber, Lyft, etc.)

SUSTAINABILITY STANDARDS

Recommendations

Blacksburg is committed to being a sustainable community. This commitment includes seeking ways to encourage smart and efficient energy and water use, particularly in the built environment. Requiring and encouraging sustainable features in redeveloped buildings will help the town in realizing this commitment.

A baseline for energy efficiency and sustainability is provided by the 2012 Virginia Building Code (VBC) and the 2012 Virginia Energy Conservation Code (VECC). Both of these codes are based on the standard International Code Council (ICC) versions, although the State did make some modifications. Adoption of the VECC was a large step forward for the State of Virginia as it mandated a level of energy efficiency far beyond previous expectations. As an example, the 2012 edition of the International Energy Conservation Code is expected to improve commercial and residential building efficiency by 30% compared to those built under the 2006 edition, and 17% more than those constructed under the 2009 edition.¹ Blacksburg staff already fully enforces these requirements, some of which are listed below:

- Programmable thermostats
- Energy efficient appliances
- Low-flow plumbing fixtures
- 50% of lighting to meet energy efficiency requirements
- Blower door tests to ensure building is properly sealed
- R-38 insulation in the ceiling
- Sealed duct work

Building codes are a good standard, but do in fact represent the minimum requirements a builder must conform to. However, many paths exist to go above and beyond building code requirements. One of the best options is to have a third party verification system such as LEED, National Green Building Standard, Passive House Institute, or Green Globe. These organizations provide standardized, yet flexible methods of ensuring sustainable building practices are followed and can verify techniques (such as recycling of building materials) that are above and beyond what is possible for municipal staff. Of course, the cost of these services is an important consideration, despite the fact that high efficiency buildings save property owners money in the long term.

As an alternative, a municipality can convene a stakeholder group made of local builders, concerned citizens, and

municipal staff to help determine the sustainability goals of the community. For example, water conservation may not be as critical in Blacksburg, Virginia as it is in Tucson, Arizona, but perhaps energy conservation (and the associated lower utility costs) and encouraging non-vehicular transportation are the most important here. Determining the priorities of the community will be helpful in deciding which standards above and beyond the building code should be pursued. If the example cited above holds true, some of the regulations that would help achieve those goals could include:

- Lowered parking requirements in exchange for the provision of car-sharing services, bike sharing services, enhanced bicycle parking, and/or improved connectivity in multi-family properties.
- Preferred parking and charging stations for electric vehicles
- Use of solar power for water heating or electricity
- Increasing the percentage of lighting fixtures that must be energy efficient
- Increasing insulation requirements

While water conservation may not appear to be a major priority for the community initially, stormwater management elements are important both for water and energy conservation, and for overall community appearance. In general, drainage basins, catchment areas and conveyance channels, where located within or adjacent to open space/landscape areas, should be designed to intentionally integrate with the landscape design through use of stormwater Best Management Practices (BMPs), such as rain gardens, bioswales, curb notching, stormwater planters, permeable pavement, etc. (see image on the following page for an example).

Terrace View Proposal

At this time, the proposed Terrace View redevelopment does not plan to pursue any third party verification systems such as LEED or EarthCraft. Even so, in addition to many of the standard energy efficiency features required by the building code, the property owners are taking additional steps to further sustainability by encouraging the use of alternative transportation. The redevelopment project will enhance existing bus stops and extend the bike lane on Toms Creek Road. The property will also provide

¹ www.ecmweb.com/content/step-closer-net-zero

bike parking on-site, as well as electric car charging stations in the parking structures.

The Stormwater Plan report submitted with the redevelopment proposal states: “In the post development condition, 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.”

The use of underground detention is appropriate given the intensity of the site development. Drainage entry points into the system should be designed to integrate with the overall site design to avoid excessive grades to catch basins in paved areas and landscape areas alike.

Overall, the Terrace View proposal certainly offers some sustainability elements that are beyond the requirements of the Virginia Building Code and the Virginia Energy Conservation Code. Most importantly, it reduces sprawl by reutilizing an existing site in a developed area and does not require costly infrastructure extensions or other investments that will burden the Town in the long term. In addition, it is attempting to encourage public transit and bicycle/pedestrian transportation, an important consideration in this community. The Town would be wise to ask for more detailed information on bicycle parking

and connectivity on the site, as well as to request additional bicycle accommodations on Hunt Club Road. Relatively inexpensive enhancements to the energy efficient lighting standards as well as improved insulation could further reduce the impact of this building on the environment. Costlier investments such as solar power could also be pursued and would serve the dual purpose of decreasing energy costs and acting as a marketing element that highlights the sustainable nature of the apartment complex.

Stormwater Best Practice Example



TRANSPORTATION SYSTEM/CONNECTIVITY

Given the town's challenges with traffic, redevelopments in the Patrick Henry corridor should be designed to encourage the use of alternative transportation options—specifically, walking, cycling, and transit. Additionally, opportunities for creating new north-south corridors connecting Patrick Henry Drive to Virginia Tech's campus and Downtown should be explored, so as to take traffic pressure off of existing corridors.

BIKE AND PEDESTRIAN NETWORK

Recommendations

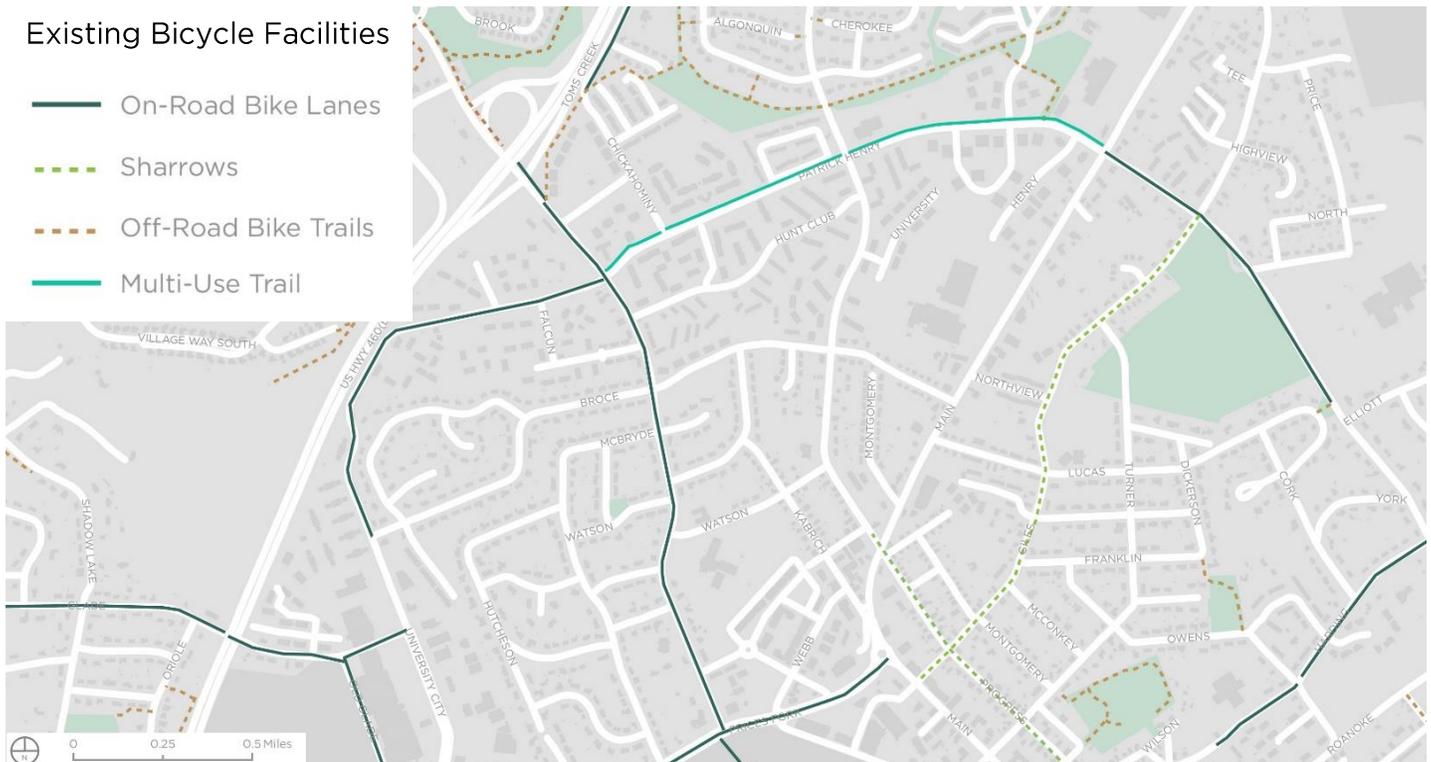
Not all cyclists have the same level of comfort interacting with vehicular traffic in the public right of way. While more experienced cyclists may have no issue using heavily-trafficked or high-speed roads, most casual cyclists will avoid a difficult route or not cycle at all if conditions are perceived to be dangerous or otherwise unappealing. Various types of bicycle facilities can improve safety and make cycling a more attractive alternative. Generally speaking, the more separation from vehicular traffic provided, the more users will feel comfortable taking advantage of the facility.

An example of a treatment that provides little to no separation is shared lane markings, also known as sharrows. This low cost alternative is typically only used when there is not enough roadway width for a full-size

bike lane. This system of pavement markings and signs primarily serves to alert motorists that cyclists may be present and help show cyclists the appropriate position in the roadway. In this situation, cyclists may use the full lane, as there is not enough room for a bicycle and car to travel side-by-side. The next major option, which provides moderately more separation distance, is a striped bike lane. Again, this system relies on pavement markings and signage, but provides a dedicated space, allowing bicycles to operate more safely.

Above and beyond those two options, bicycle facilities strive for physical separation through the use of barriers which can consist of planters, curbs, parked cars, or posts. These protected bike lanes (sometimes called cycle tracks) represent the highest level of protection and safety for users and are typically preferred by the majority of riders. The appropriate facility for any particular road is determined based on road conditions, available right of way, and budget constraints.

It's also important for all new development to consider the way cyclists and pedestrians will travel from the right of way to the door of the facility. Thoughtful design can minimize conflicts with vehicular traffic, ensure accessible paths are available, and provide ample bicycle parking in convenient locations. This parking should be required at both multi-family properties and destinations throughout the community. Inverted u-type racks are considered the



“gold standard”, but other options may be utilized if necessary.

Along with adequate bicycle parking, a well-connected street network allows more cautious riders to use residential side-streets to reach their desired destinations, without the need for costly infrastructure projects. In those circumstances, often all that is required is a little encouragement and safety education for both cyclists and drivers.

It is also recommended that all municipalities have an overarching plan that guides the development of bicycle and pedestrian facilities over time. The Town of Blacksburg has a Bicycle Master Plan that should be consulted with all proposed developments or other changes to the right of way. Any missed opportunities could result in a significant gap in the bike/ped system that will likely persist for many years. The Bicycle Master Plan should be reviewed periodically and the Town should continue to assess the best use of the available right of way in the corridor.

Terrace View Proposal

Bicycle facilities currently exist in the immediate vicinity of the Terrace View project. A multi-use path is on the north side of Patrick Henry Drive between Toms Creek Road and Main Street. A narrow area that appears to be a bike lane is present on Toms Creek Road. This bike lane does not have the standard pavement markings and appears to be narrower than recommended, which in this particular case would be a minimum four feet of usable space (not including the gutter pan) and a preferred width of five feet of usable space.

The applicant is proposing new 10+ foot wide curvilinear sidewalks on both Toms Creek Road and Patrick Henry Drive. These changes will improve pedestrian access to and from the apartment complex. In general, the Town should be cautious in approving “meandering” sidewalk designs as substantial weaving adds travel distance for a pedestrians and can make it difficult for users to see ahead to their destination. These issues are less of a concern in this particular application as the weaving appears to be minor and the sidewalk is relatively wide. The adjacent tree lawn and landscape areas between the walkway and the building should be thoughtfully landscaped to make best use of the spaces created by the meandering alignment. The Town must also ensure proper easements are provided for public access if the new sidewalks are placed on private property.

The Terrace View project also includes a four-foot-wide extension of the existing bicycle lane on Toms Creek Road, along with bicycle parking and repair stations for residents. While these features will likely contribute to greater use of bicycles by residents, there are some opportunities for further improvements. One step is to ensure that not only is bicycle parking is present, but that it is provided in reasonable quantities (perhaps at a rate exceeding the town minimum, given the density of the site), conveniently located, covered, and well-lit. The applicant should carefully evaluate the site to ensure that there is safe and convenient access from bicycle parking all the way to the street. In addition, with changes proposed for both Hunt Club Road and Snyder Lane, and the higher volumes of traffic that can now be expected, bicycle accommodations should be provided along these roads in a form deemed most appropriate by the town. At a minimum, the applicant should provide the preferred width of five feet for the bicycle lane on Toms Creek Road, as there is more than adequate room to do so. The applicant should also explore partnering with the planned Blacksburg/Virginia Tech Gotcha Bikeshare program to locate one or more stations on or adjacent to the development site.

It will also be important to carefully consider the applicant’s request to privatize the Snyder Lane right of way. In a community trying to increase connectivity, vacating right of way is definitely a step backwards. Of further concern is the applicants request to add perpendicular parking to Snyder Lane, creating a situation which can be dangerous for cyclists due to visibility issues.

It would also be wise to make future plans to provide a connection to Stonegate Drive to the south. If a full roadway connection is not a viable option, providing bicycle/pedestrian access would allow them to use a calmer residential street to complete their trips to and from campus and other areas of town. This concept is also important to the re-establishment of the street grid in the neighborhood, which is discussed at the end of this section.

TRANSIT CAPACITY AND ROUTES

Recommendations

Like the use of bicycles, transit use by residents living in the Patrick Henry corridor will mitigate traffic and improve overall sustainability. Today, the corridor is served directly by three Blacksburg Transit (BT) bus routes—the Progress Street, University City Boulevard, and Toms Creek lines. All three provide access to the Virginia Tech campus, two provide access to the University Mall, and one provides access to Main Street in Downtown.

Given that most residents are students, providing access to campus is the most critical piece of this service. And the need is evident in the fact that the three lines serving the corridor have the highest ridership of all of BT's lines. Common complaints heard from students are that there is not enough capacity, particularly along these lines, and that buses are often full before they have completed their route. Opportunities to expand transit capacity in the corridor, particularly as redevelopment brings more residents, should be explored.

If sufficient capacity can be provided, redevelopment of existing properties should include elements that encourage transit ridership among residents. These could include adding bus stops, if they do not already exist, at key access

points to the properties, and improving the quality of those stops—for example, by installing bus shelters.

In addition to serving students' need to get to class, connecting residents to retail and recreational amenities is important for encouraging transit use. Residents of the corridor currently have two lines—Toms Creek and University City Boulevard—that provide evening and weekend service to University Mall and Downtown Main Street. The Town and BT should continue to track the use of the lines at these times, and survey riders if possible, to determine any adjustments to schedule or route that may encourage greater ridership for non-school-related activities.

Reduction in travel times and improved reliability of service can be achieved through bus prioritization strategies which include dedicated bus-only lanes, transit signal prioritization, or rapid bus transit. Dedicated bus lanes are a potential solution where the right of way will allow for such a space. Based on the relatively low recorded traffic volumes (less than 10,000 AADT in 2016) the current configuration of four vehicular travel lanes on Patrick Henry Drive between Toms Creek Road and Main Street could potentially be reconfigured for a bus-only lane. Further improvements to reliability of service can be made through signal prioritization, in which slight adjustments can be made to signal timing in order to



accommodate an approaching bus. Generally speaking, bus rapid transit is a combination of dedicated lanes, signal prioritization, and high quality bus stops, which together make the bus similar to a light rail system in regards to quality and predictability. Further assessment of the right-of-way and reconfiguration options would be necessary to fully assess these opportunities.

In regards to other best practices, BT already provides bike racks on their busses. However, continual outreach to encourage students to use the bus or a combination of bus and bicycle to reach their destinations is warranted. It's important to remember that each year there is a significant turnover in the population of Blacksburg so these type of outreach campaigns need to be repeated regularly. BT should also continue to upgrade the BT4U app, which appears to be poorly rated in the iTunes store. Users appreciate programs such as this, which allow them to track bus locations in "real time". The increased predictability helps foster confidence in the system and encourage regular ridership. The university may also want to consider increasing the \$399 annual "resident student" parking fee as a way to deter more students from driving, particularly those who live nearby and have many other options.

Terrace View Proposal

Terrace View owners should be commended for surveying their tenants regarding their transportation preferences. The information offers an interesting glimpse into the choices of their residents. According to this survey, over 47% of responds do not drive to class. Of the students not already driving, over 70% use the bus, clearly indicating that the bus is much more popular than walking or cycling from this particular location. Approximately 51% said they could be interested in a car share program and 32% could be interested in a bike share program.

The redevelopment proposal includes the construction of new covered bus shelters at each of the three existing stops adjacent to the property along Patrick Henry Drive, as well as the replacement of an existing bus shelter along Progress Street. It will also include the relocation of an existing stop on Toms Creek Road so that it is closer to the property access point on Hunt Club Road. All of these elements will improve the transit-riding experience for residents.

More can be done to encourage a higher percentage of tenants to use alternative forms of transportation. As indicated by the survey results, there is significant interest in car sharing and this should definitely be explored by property management. Transit use can be further

supported with an educational campaign geared towards residents. For example, Terrace View can partner with BT to create an annual event where students can practice putting bikes on bus racks, download the BT4U app, and speak with representatives about service options. Car use can be also discouraged by carefully examining the price of parking in the apartment complex, particularly if the spaces are in high demand. Students are generally price sensitive in regards to transportation choices and will respond accordingly if cars are no longer the cheapest and most convenient option.

STREET GRID

Recommendations

As discussed in the introduction and seen in the map below, the properties along the Patrick Henry corridor were generally constructed on “superblocks”—blocks that are more than 800 feet in length before hitting an intersection. Superblocks detract from the pedestrian experience, as they can feel long and uninviting, especially when lined by the backs of buildings. They also have a negative impact on vehicular and bicycle access, as people have to drive or bike a farther distance to find an access point to a property. Shorter blocks also calm traffic, especially if they include crosswalks at each intersection.

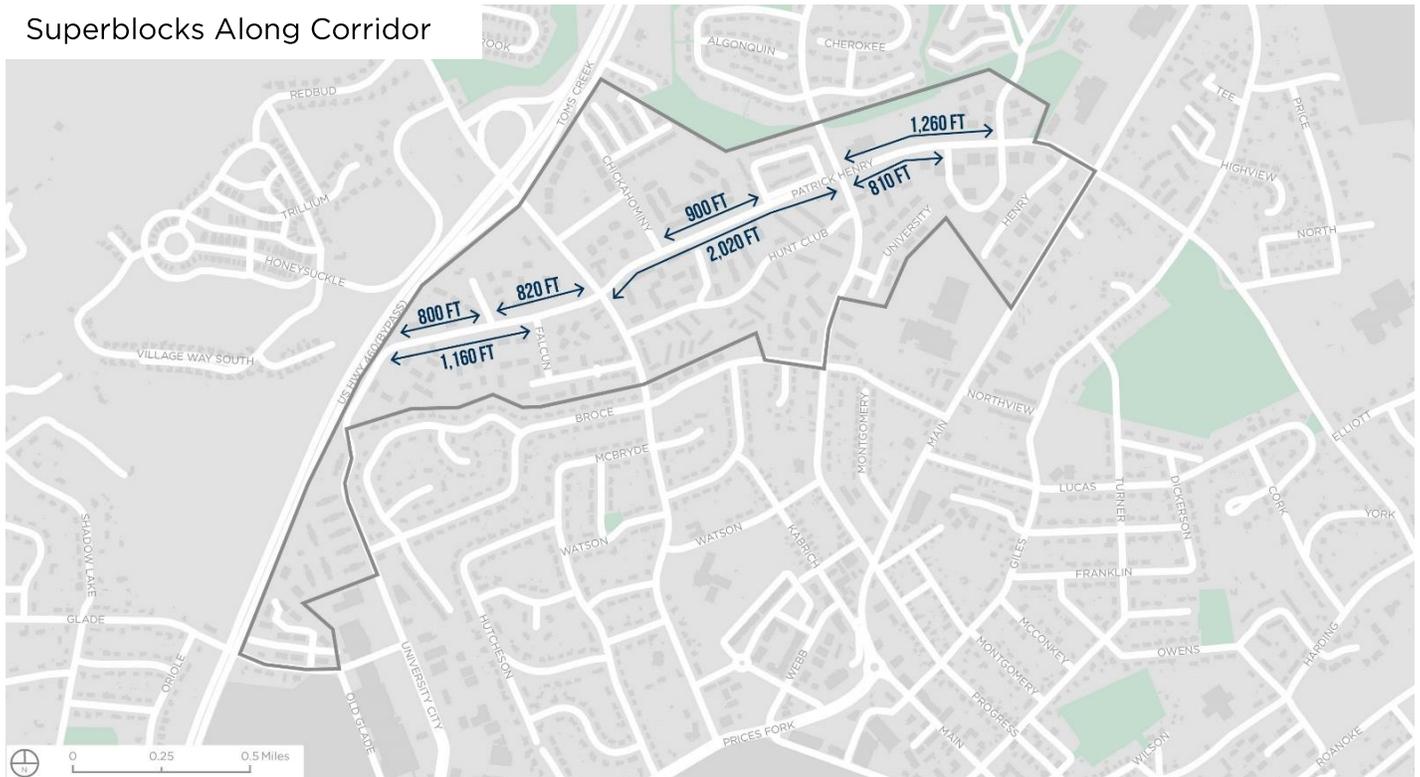
Through redevelopment, consideration should be made to establishing a street grid within the neighborhood. This would include finding places to add streets through properties, particularly where they might meet up with existing streets on the other side. In addition to the benefits described above, linking existing streets will provide more routes through the neighborhood. These new corridors could either be for cars, mitigating traffic, or for pedestrians and cyclists, making for a more comfortable non-automobile experience off of major roads. Either way, they can take pressure off the major corridors of Patrick Henry Drive, University City Boulevard, Toms Creek Road, and Progress Street.

Terrace View Proposal

The redevelopment proposal includes adjustments to the existing street grid in and around the property. Hunt Club Road will still act as a major entrance and will be improved with the addition of a turn lane on Toms Creek Road. Hunt Club Road itself will also be widened to provide on-street parking on both sides of the street. In addition, residents will now also have access directly from Patrick Henry Drive, through the extension of Snyder Lane. However, Snyder Lane will still dead-end to the south at Hunt Club Road, as it does today.

While Snyder Lane will provide access to the parking garages and accommodate additional street parking, it will do little to improve access between Terrace View and other parts of the neighborhood. The Town should work towards making a future connection between Snyder Lane and Broce Drive/Stonegate Drive, particularly as additional areas of Terrace View are redeveloped in the future. If a vehicular connection is not a politically viable option, a bicycle/pedestrian connection is a great alternative. Providing access to a low traffic volume street that leads towards campus, such as Stonegate Drive, will encourage bicycle and pedestrian use, with minimal infrastructure investments on behalf of the Town.

Superblocks Along Corridor



A major cause for concern is the applicant's request to vacate Snyder Lane, turning it from a public right-of-way into a private street. It appears this request was made to enable the addition of perpendicular parking, which is not normally allowed directly off a street. As mentioned in a previous section, perpendicular parking along a roadway is particularly dangerous to cyclists, who may very likely use this street. In addition to the safety concerns associated with this act, the Town needs to consider the long-term implications of losing control of this roadway and perhaps forfeiting the option to require connections or extensions of it in the future. The vacation of right of way generally works against the stated goal of improved community connectivity.

COMMERCIAL NODES

Recommendations

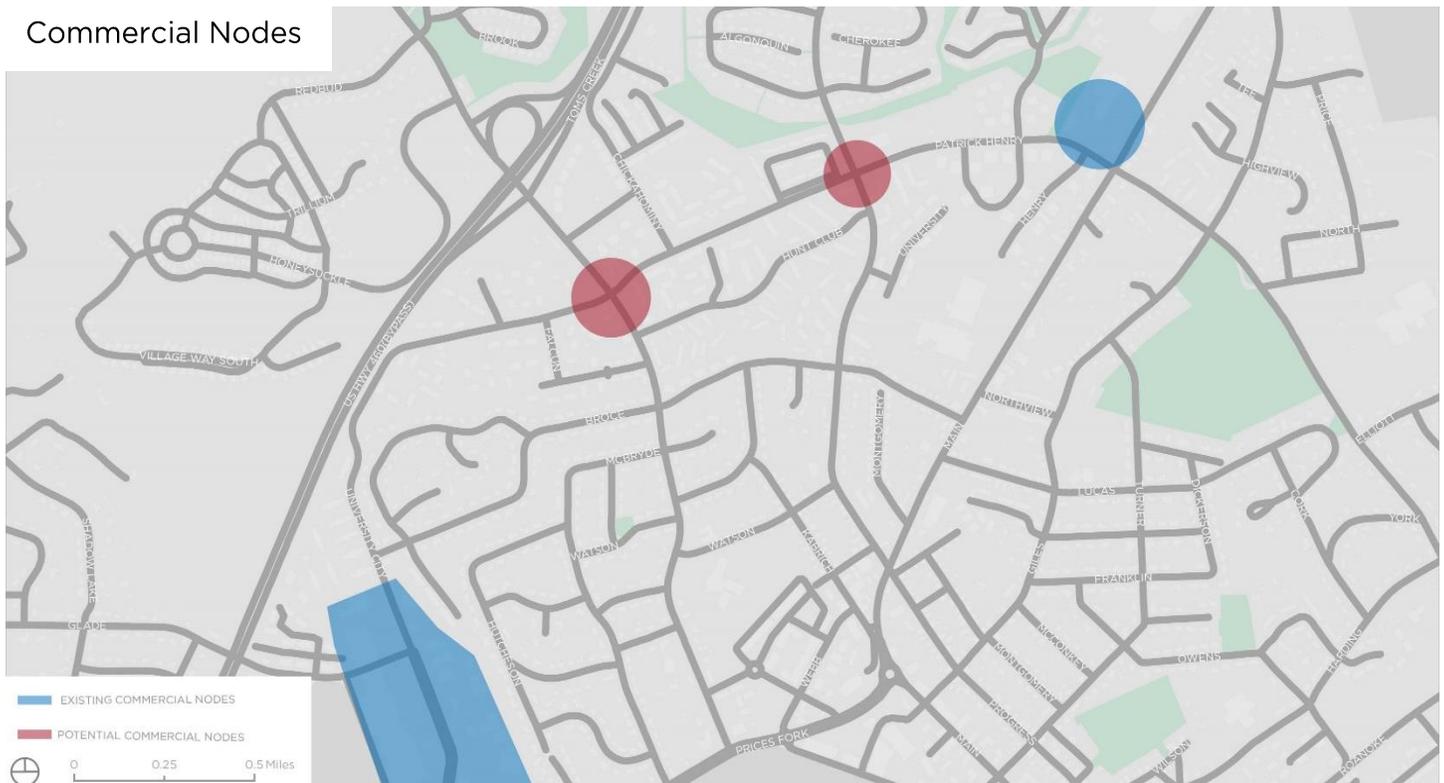
A final set of recommendations that would serve the goals of creating a better neighborhood feel, encouraging non-vehicular mobility, and improving overall access for residents involves the development of non-residential uses in and near the corridor. Today, the major commercial amenities closest to residents are the Patrick Henry Centre, including a Food Lion, at the corner of Patrick Henry Drive and North Main Street; and the various centers clustered around University City Boulevard and Prices Fork Road, including University Mall and Kroger. These centers are approximately a mile from the middle of the corridor, right around Terrace View. At this distance, they are fairly accessible by bicycle, transit, and car, but too far for comfortable pedestrian access. The neighborhood is also served by two gas station convenience stores at the southwest corner of Patrick Henry Drive and Toms Creek Road.

About two miles separate these two major commercial centers. Given the density of residents sandwiched between them, there is market opportunity for additional small-scale commercial development towards the middle of the corridor. These “inner” locations in the corridor would be best served by uses that residents patronize on a

daily basis—convenience stores, coffee shops, restaurants—as opposed to the more occasional uses, such as supermarkets, that are seen in the larger commercial centers. Reducing the need for residents to drive out of the neighborhoods to find these uses will mitigate traffic, encourage walking and cycling, and create a more vibrant neighborhood environment.

Identifying the most strategic locations for this commercial development will be critical to its success. The locations must be visible and accessible if they are to be patronized. Some recommendations for key commercial nodes are shown on the map below. In general, development at the intersection of two major streets is ideal. Development located adjacent to and accessible from a residential property would also likely be successful. Since the existing gas station convenience stores at the southwest corner of Patrick Henry Drive and Toms Creek Road meet all of the criteria mentioned above, focusing on their redevelopment could be beneficial to the Town. Those aging properties should be redesigned to be more pedestrian friendly and aesthetically pleasing and their offerings can be expanded to meet more of the daily needs of nearby residents.

Commercial Nodes



Terrace View Proposal

The redevelopment proposal includes the development of a “Reliant Collaborative Work Space and Café” at the corner of Toms Creek Road and Hunts Club Road. This is envisioned as a co-working space, with small offices for rent, as well as a café. It would be open to the entire Blacksburg community, not only residents.

The placement of the space makes it very accessible and visible, and the use serves a larger community need for flexible work space. However, it is not the type of “resident-serving” commercial use that is recommended for the area (with the exception of the café element). Further, since it is the kind of use that people from outside the neighborhood will want to come in to use, it may result in increased traffic in the area, running counter to the intent of encouraging commercial development in the neighborhood.

Tuesday, June 05, 2018

Balzer and Associates
Attn: Steve Semones
448 Peppers Ferry Road
Blacksburg, VA 24073

RE: RZN18-0004 Terrace View Phase I PRD Stormwater Concept Plan

Dear Mr. Semones:

The Engineering Department has completed the review of the Terrace View Phase I PRD Stormwater Concept Plan. The Concept Plan is **approved** at this time. This 14.04-acre site is located at the existing Terrace View Apartments Phase I, II, III and IX along Patrick Henry Drive, Hunt Club Rd, Toms Creek Rd and Snyder Lane is an internal street. External road improvements result in a total impact area of 16.04 acres. This site proposes the redevelopment of existing apartments with approximately 8.53 acres of impervious cover to a higher density complex with approximately 11.61 acres of impervious cover.

To meet the stormwater requirements, this site is proposing to construct two underground stormwater facilities and one underground detention/filtering system. Combined, these facilities are designed to meet the energy balance (erosion protection) requirements and treat 4.99 lbs/yr out of a total of 9.55 lbs/yr of phosphorus requirements on site. The remaining phosphorus requirements will be met through the purchase of off-site nutrient credits. The property shall be developed in substantial conformance with the rezoning application and the stormwater management concept plan. This complies with the Town's water quality requirements, and provides some local water quality benefit at the source.

Notes regarding some Items that will be required to be addressed prior to site plan approval:

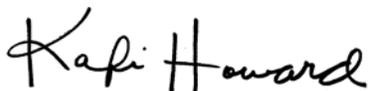
1. VSMP permit coverage will be required for this site.
2. If changes during the site plan design process cause the water quality nutrient requirement to exceed 10-lbs/yr; additional on-site measures will be required.
3. Due to the age of the infrastructure where discharge is being directed; all conveyances within the stormwater analysis area will need to be confirmed to have a capacity to convey stormwater in accordance with the stormwater assumptions. Significant system errors, capacity restrictions or other dysfunction (within the analysis area) that would impact the stormwater discharge from this site must be resolved during the site plan process to meet the intent of this concept plan.

Other Notes:

1. The Town Council has approved a stormwater utility fee based upon total impervious lot coverage. Please be aware that this proposed site would increase the stormwater fee for Terrace View from \$1,636.36 to **\$1,818.18** per month.

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

Sincerely,



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

Memo

To: Kinsey O'Shea, Randy Formica

From: Erik Olsen, Transportation Planner

Date: May 31, 2018

Subject: Transit input re Terrace View Rezoning, RZN18-0005

Summary: Input from BT re. nearby bus stops and bus service

- For the proposed turn lane near our current bus stop (Toms Creek/Hunt Club Nbd, stop #1337), the total length needs to be at least 200' to 250' to accommodate turning traffic and a bus.
 - This compares to our current shared areas at The Retreat (Prices Fork & Strock), Maple Ridge (North Main & Red maple) and Hunters Ridge (Patrick Henry & Seneca).
 - Our "normal" bus pull-offs are around 140-150' total length. 60-80' bus bay with 25-35' tapers.
- Bus shelters should be considered and are recommended at bus stops on Patrick Henry Drive eastbound and Progress Street southbound including:
 - Patrick Henry/Toms Creek Ebnd, #1323
 - The Village on Patrick Henry Ebnd, #1324 (if the back portion is going to be built up so a wider area for a cement shelter pad and connecting pathway can be installed)
 - Patrick Henry/Progress Ebnd, #1325
- Improvements to other bus stops adjacent to Terrace View (but outside the scope of the proposal) could also be considered. For example, bus shelters could be considered at Progress/Hunt Club Sbd (#1326), and Progress/Broce Sbd (#1328), and standing pads, paving over the grass strip to the curb, and other bus stop improvements could be considered at any other nearby bus stops such as Progress/University Terrace Sbd (#1327).
- Any new intersection on Patrick Henry Drive has the potential for increasing pedestrian/traffic/bus conflict, so this should be discussed further.
- An increase in the number of bedrooms will very likely lead to an increase in bus ridership as well; improvements to bus stops, as well as the potential for larger buses (60' foot buses) and an increase in bus frequencies may be needed to accommodate growth in demand. An analysis was conducted by BT staff of the ridership impacts on the four bus stops on Patrick Henry Drive between Toms Creek and Progress. Key takeaways include:
 - BT's projection for the impact on ridership if the complex is completed in Fall 2020 is an increase of 137,301 passenger trips per year.
 - This would represent a 3.4% increase of the 4 million system-wide passenger trips expected in FY18.
- Additional comments from BT staff may be provided at a later date, as this is a significant project and numerous routes/stops could be affected.

MEMORANDUM

TO: Kali Casper, Comprehensive Planner, Planning and Building Department

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

DATE: July 27, 2018

SUBJECT: Terrace View PRD Phase 1 – Transportation Comments

Traffic Study

Provided with the submittal package is a 10th Edition Trip Generation analysis, two (2) day traffic count and turn lane warrants for the proposed entrance connection on Toms Creek Road. and Patrick Henry Drive. A Level of Service (LOS) Analysis of the signals at the intersection of Toms Creek Road/ Patrick Henry Drive and Patrick Henry Drive / Progress St. was also performed. The conclusions of the traffic study have been verified and the following features have been included in the master Plan.

- A right turn lane and taper on Toms Creek Road at Hunt Club Road.
- A left turn lane on Toms Creek Road at Hunt Club Road.
- A right turn taper on Patrick Henry Drive at Snyder Lane.

No improvements will be required at the existing signalized intersections at Toms Creek Road / Patrick Henry Drive or and Patrick Henry Drive / Progress Street. There are also no signal timing adjustments anticipated due to this project. The existing signalized intersections will continue to operate at an acceptable level of service (LOS) meeting the requirements of the Subdivision Ordinance, given the proposed volume increased proposed by the development.

Entrance Design & Layout

❖ **Patrick Henry / Snyder Lane**

The proposed entrance design is proposed as a “limited access” intersection that limits left turn movements from Snyder Lane onto Patrick Henry Drive and from Patrick Henry Drive onto Snyder Lane. The design requires entrance and exiting tapers that are represented by dashed lines in the application materials. There may be minor revisions required concerning the tapers that will not affect the right of way or setbacks, therefore, those revisions can be addressed during the site plan review once the entrance is fully designed.

❖ **Toms Creek / Hunt Club (Plan Sheet Z8 in application materials)**

The proposed entrance design currently includes the application of a right and left turn lane per the traffic study conclusions. Per the submitted Master Plan, however, the proposed design application does not adequately address the design considerations needed for these turn lane additions. Of particular concern is severe misalignment of the northbound through lane that is proposed. Preliminary discussions have been facilitated with the applicant's design engineer regarding appropriate design considerations and are summarized below.

- Symmetrical widening would be warranted with revisions that would better utilize the existing right of way present on the west side of Toms Creek Road.
- Through lane widths should be maintained at 12-feet.
- Turn lane widths can be reduced, if necessary, to 11-feet.
- Lane misalignment should be eliminated through revisions to the northbound through lane and right turn lane design. This will likely include a small to moderate adjustment to the entrance layout at Hunt Club Road, particularly on the south corner.

These considerations should be reasonably represented as part of the Master Plan so all impacts can be properly evaluated with regard to right-of way, applicable setbacks and existing infrastructure conflicts.

Other aspects of the entrance design/s seem to generally meet the criteria outlined in the Access Management Guidelines. Sight distance is not anticipated to present an issue with either entrance location. An in-depth review of the entrances will be performed with the site plan submittal. The major consideration should be the need to incorporate the warranted infrastructure in the master plan layout to ensure adequate space is provided.



MEMORANDUM

Date: July 26, 2018

To: Randy Formica

From: John Holst

Subject: Revised Terrace View TIA Review

CC:

Work Order Number: 45863-000

Contract Number: P.O Number 180900

Project: Traffic Impact Analysis Review

As requested by the Town of Blacksburg, WRA has performed a review of the revised Traffic Impact Analysis (TIA) report for the Terrace View Redevelopment. This memorandum contains the findings of this review.

SUMMARY OF FINDINGS

Terrace View TIA

Previously noted comments from the June 19 review appear to have been addressed with changes to the trip generation methodology and for the allowable trip reductions for alternative travel means.

Comments based on the revised TIA are as follows:

- Section 3 Analysis of Future Conditions Without Development
 - Frith Property development was not considered in background traffic growth, but its impacts to the study area intersections should be relatively minor. No revisions are recommended at this time.
- Section 6 Analysis of Future Conditions with Development
 - Was the northbound Toms Creek approach to the UCB/PH intersection analyzed with a No Right Turn on Red condition? This is a requirement for the proposed bike box. However, given that the northbound right turns and through movements are in a shared lane, the effect of this change is likely to be minimal. No revisions are recommended at this time.
- Section 7 Conclusions
 - Based on VDOT turn lane requirements, the proposed improvements appear to mitigate the increased traffic by providing left- and right-turn lanes at the Toms Creek Road / Hunt Club Drive intersection.

The revised study was reviewed, and the overall methodology appears to be technically sound.

If there are any questions regarding the findings compiled in this memorandum, please do not hesitate to contact us.

RZN18-0005
Terrace View PRD Neighborhood Meeting

Thursday, May 31, 2018

6:00 PM

Blacksburg Motor Company Building Large Conference Room
400 South Main Street

Town staff in attendance were Kali Casper and Kasey Thomsen. Matt Whyland and Sanj Kakar were in attendance representing the applicant and owner, The Reliant Group. Steve Semones of Balzer and Associates and project architect Jeremy White of BSB Design were in attendance as members of the design team.

The neighborhood meeting began at 6:02 pm.

Kali Casper opened the meeting by explaining the Town of Blacksburg's role in reviewing and processing the application, as well as the timeline and meetings proposed to discuss and decide on this application. She also referred those in attendance to the Town's website where the application, documents and any and all proposed meetings and updates to the project could be found.

Matt Whyland spoke about The Reliant Group and their portfolio of developments. Since taking over ownership of the existing Terrace View, they have planned over 19 million dollars in renovations to update the property as a whole and take care of previously neglected and deferred projects.

Steve Semones presented an overview of the project and processes and provided the reasoning for the application to Planned Residential.

The meeting was then opened up to the group for any questions or comments.

-A citizen asked the applicant to review the reduced parking ratio and inquired if the ratio will provide enough parking for residents. The citizen also requested additional information on a parking study of the area and if it would be made available to the public.

-An attendee asked to confirm that the existing and proposed sections of Terrace View will all have the same parking ratio even though the project, if approved, will add more residents. The attendee further inquired regarding any existing parking issues from internal residents and neighboring areas.

-An attendee stated that it is the applicant's justification for the reduced parking ratio is that most residents will use Blacksburg Transit. The attendee lives near the existing Terrace View complex and rides the bus most days. The resident noted that the buses are overcrowded currently and the issue will become worse if more residents are added. The attendee indicated that Blacksburg Transit (BT) will need to add more buses, drivers, and frequency of service for the area. The resident was concerned with how the additional services would be funded. The attendee stated that residents who live in the surrounding areas of Terrace View should not have to suffer because Virginia Tech will not increase parking and housing on campus.

-An attendee asked about the proposed open space percentage. What is the impervious area currently and how will it change?

-A citizen noted that he lives adjacent to Terrace View and that overflow parking is an issue in the area, particularly on football weekends. He noted that Broce Drive, which is a narrow street anyway, is parked on both sides with cars. The citizen also mentioned concerns about increasing noise with more residents. He stated that the concern about parking and traffic will increase when winter sets in. He suggested that students would much rather drive their cars than walk or bike or wait in the cold and snow for a bus.

-An attendee asked if the Town has enough sewer capacity for the new proposed development.

-An attendee asked about the plan for stormwater for the development and specifically to where the stormwater will drain.

-A citizen asked if the applicant could guarantee that this would be the only redevelopment of the existing Terrace View development.

-A person asked the applicant how they could guarantee that this will not turn into affordable housing in the future. The attendee also thanked the applicant for sidewalk improvements on Progress Street.

-A citizen asked for additional information regarding the parking survey of Terrace View residents, specifically how many residents had cars parked that did not usually drive them.

-A citizen noted visitor parking at Terrace View may be an issue with the parking ratio.

At this point, Jeremy White of BSB Design began his presentation on the intent and focus of the architecture design for the site.

Following the presentation, more questions and comments were taken from those in attendance.

-A citizen asked if the current clubhouse and pool will be removed.

-A citizen asked if Snyder Lane would be the “dividing line” between the two new proposed buildings and if the applicant is requesting to vacate Snyder Lane?

-An attendee asked what would happen to Snyder Lane if it is vacated.

-An attendee asked for clarification regarding the provided elevations and which elevation corresponded with each street.

-A citizen asked about the building setbacks for Patrick Henry Drive.

-A citizen noted that while the buildings are fewer stories at Patrick Henry Drive, the full height would still be visible behind the lower stories.

-A person asked about the proposed exterior materials.

-A person asked if the parking garage would be interior to the residential units.

-A citizen commented that the parking and trash receptacles would be very far away from some units.

- An attendee asked about the width of the parking spaces.
 - An attendee asked about access to the residential units from the parking garage.
 - A citizen asked about access for the refuse trucks to remove the trash in the parking areas.
 - A citizen asked about the height of the parking garages and the access to the garages from the units.
 - An attendee asked if the proposed development would have more impervious area than the existing layout, if the stormwater management requirement will be increased, and where the water will be conveyed on the site.
 - A citizen asked how this project will fit into the Toms Creek Interchange.
 - An attendee asked why the Town cannot ask Virginia Tech to increase the amount of on-campus housing.
 - A citizen asked if there were other projects that had this amount of infill density.
 - An attendee stated that if the pattern of development of large-scale multi-family housing continues, there will be a decrease in the quality of life for non-student residents. The attendee expressed concern with existing traffic and indicated that the project would make traffic worse. The attendee noted that this area is being considered frequently for increased development and that other areas should be considered.
 - A person asked if the project would include a traffic signal or crosswalks at Toms Creek Road.
 - An attendee asked how the fire department would access the units, particularly the interior units.
 - A citizen asked about the construction schedule if the project is approved.
 - A citizen asked how long the construction was proposed to take from start to finish.
- There were no further questions or comments. The meeting was adjourned at 7:55 pm.

Neighborhood Meeting BZA 18-005 Terrace View Rezoning
 Date May 31, 2018 6:00 pm

Name	Address	Email
John Grant	309 Seminole Drive	mudcagrnt@comcast.net *
Steven Griffin	1206 Progressive	stevengriffin@yahoo.com
Elizabeth Cooper	1108 Asscot Ln.	ecooper1104@gmail.com
Sandra Stivers	503 Asscot Ln.	sandra.stivers@grm.com
Ariel DeLotto	211 Craig Drive	demottsan@montgomerycountymd.gov *
Stacy Rosemary Cole	1101 Golfview Dr	TRPCOLE@VERIZON.NET
Ronny Humphrey	430 Loppers Hang	R.HUMPHREYS@AIX.NET
Rumelby Moore	1001 UCB	Sturbridgesquare@gmail.com
Niki Yudin	1100 Patrick Henry Drive	Niki@thevillage-blacksburg.com *
Jessica Ross	11000 Patrick Henry Drive	Jessica@thevillage-blacksburg.com
Diane Aquid	501D Surrudge Drive	eaquid@math.vt.edu
David Torshine	609 Winsford St.	J.Torshine@d@yahoo.com *
A. Kara Smith	906 Alpendale Ct.	lhagersmith@blacksburg.gov
Eric M. Smith	1746 Danbar Drive	ericasmith@vt.edu *
Neal Feiarabend	804 Progress St	neal@nealf.com
Madeline McGuire	603 Giles Rd. Blacksburg	maddie@vt.edu
BLUESHAW PERMITTERS LLC	1903 Mendenhall Circle Blacksburg	

Please Print Legibly

*PLEASE INDICATE IF YOU WOULD LIKE A COPY OF THE STAFF REPORT EMAILED TO YOU

Kali Casper

From: Eileen Quirk Baumann <eileen@emquirk.com>
Sent: Sunday, June 3, 2018 8:20 PM
To: Kali Casper
Subject: RZN18-0005/ORD 1867 - Terrace View PRD

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Kali Casper,

I was out of town during the neighborhood meeting, but have reviewed all the documents online. I am a neighbor of Terrace View, living in Shenandoah. I believe that the greater density proposed for this space is well done and much needed and in a perfect location. I am for it. My only problem is the architectural design copying a broken-down coal mine that nobody in this part of town has any connection to. When most of us think of Blacksburg architecture and giving a nod to the past, we think of farmhouses like the Reynolds farmhouse next to the Rescue Squad — not industrial mines. We also think of the gorgeous downtown and Victorian homes in the area. Another thing we think of is the many window and glass of modern homes on the hills that we look at. But, that is my only complaint — it is visually not relevant to the people in this part of town.

However, Terrace View is known for being a good neighbor and also for caring about their landscaping and site maintenance. I assume that most of the coal mine will be hidden by lush greenery.

Thanks for considering our opinions.

Regards,
Eileen Baumann
308 Seminole Drive
Blacksburg Virginia 24060