DOWNTOWN COMMERCIAL & PLANNED RESIDENTIAL DISTRICT for redevelopment of the OLD BLACKSBURG MIDDLE SCHOOL PROPERTY Blacksburg, Virginia

October 6, 2017

Revised August 10, 2018

Prepared for:

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PROFFER STATEMENT FOR THE APPLICATION OF MIDTOWN REDEVELOPMENT PARTNERS, LLC and TOWN OF BLACKSBURG

Dated: August 10, 2018

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, MIDTOWN REDEVELOPMENT PARTNERS, LLC, and the TOWN OF BLACKSBURG, the owner(s) of the property that is the subject of this Application (Tax Parcels #257-A 94, #257-A 94A, 257-A 113, 257-A 217, 257-A 218, & 257-25 C) will be developed in accordance with the following voluntarily proffered conditions.

1. Substantial Conformity with Rezoning Application. The property shall be developed in substantial conformance with:
    a. The submitted rezoning package entitled "DOWNTOWN COMMERCIAL & PLANNED RESIDENTIAL DISTRICT FOR THE REDEVELOPMENT OF THE OLD BLACKSBURG MIDDLE SCHOOL PROPERTY" dated October 6, 2017 and revised on August 10, 2018; and
    b. The OLD BLACKSBURG MIDDLE SCHOOL SITE PATTERN BOOK (collectively the "**Rezoning Package**").
2. To address the increased traffic resulting from the approved development, the Applicant will construct at no cost to the town a new traffic signal and all associated road improvements at the intersection of South Main Street and Eheart Street including signal lights & poles, electrical signal boxes, engineering analysis and signal timing.
3. Public streets proposed shall be paved and accepted by the Town prior to a certificate of occupancy for any building within the development that would be accessed from said public streets.
4. The property shall be developed in substantial conformance with the street grid as shown on the concept plans included in the application.
5. The Applicant shall maintain a running total of all site development items with each site plan as site plans are submitted to the Town. These items may include, but are not limited to, open space, parking spaces, number of units, and square footage of uses.
6. No more than 75% of the total unit number in the Planned Residential District will be multi-family units, and no more than 50% of the units in the Planned Residential District will be townhomes.
7. The applicant proffers that all buildings in the Project shall be designed and constructed with careful consideration of environmentally responsible design and shall meet a minimum of Earthcraft, Leadership in Energy and

Environmental Design ("LEED") BD+C New Construction, LEED BD+C Homes and Multifamily Lowrise, Living Building Challenge, Green Globes New Construction, the National Green Building Standard, or a comparable green building standard which utilizes a 3rd party certification process, recognizing that over time (and recognizing the length of the anticipated phases of development) new and improved certification programs and standards may become available and adopted over the 8-10 year anticipated build-out. Owners of each parcel may obtain the relevant certification for the program for any building(s) on such parcel, or retain a licensed architect, engineer or other certified professional to provide a signed verification to the Town that the building, as designed and then as constructed, meets the standards and any applicable scoring criteria to obtain certification.

8. All surface parking spaces shall be screened from the public right of way of Eheart Street by way of evergreen plantings or fencing/site walls. Evergreen plantings must be 4' in height at time of planting and be spaced a maximum of 4' apart. Any fencing or wall must be constructed at a 4' height.

9. The final location, orientation and design of the proposed public safety building shall be approved by the Blacksburg Town Council through a process involving the Planning Commission, the Historic or Design Review Board and the public.

10. The final location, orientation and design of the proposed parking garage building shall be approved by the Blacksburg Town Council through a process involving the Planning Commission, the Historic or Design Review Board and the public.

11. The following uses shall be allowed per parcel within the Planned Residential District.

    PRD Parcel #1: Multi-family residential
    PRD Parcel #2: Civic/Park Space
    PRD Parcel #3: Multi-family residential and Community Recreation
    PRD Parcel #4: Multi-family residential and Townhomes
    PRD Parcel #5: Multi-family residential and Townhomes
    PRD Parcel #6: Townhomes, Duplex, and Community Recreation

12. In addition to any other proffered conditions set out in the OLD BLACKSBURG MIDDLE SCHOOL SITE PATTERN BOOK (the "**Pattern Book**") applicable to the development of the parcel, the development of the allowed uses on the parcels in the Downtown Commercial District shall comply with the following parcel design restrictions:

    DC Parcel #1: Civic, Office or Multi-Use Commercial, see **Exhibit A**
    DC Parcel #2: Multi-Use Commercial, see **Exhibit B**
    DC Parcel #3: Community Open Space per the Pattern Book
    DC Parcel #4A: Civic, Office or Multi-Use Commercial, see **Exhibit C**
    DC Parcel #4B: Civic, Office or Multi-Use Commercial, see **Exhibit D**
    DC Parcel #4C: Parking & Open Space to support Parcels 4A and 4B

DC Parcel #5: Multi-Use Commercial & Residential, see **Exhibit E**
DC Parcel #6: Hotel, see **Exhibit F**

13. In addition to any other proffered conditions set out in the OLD BLACKSBURG MIDDLE SCHOOL SITE PATTERN BOOK (the "**Pattern Book**") applicable to the development of the parcel, the development of the allowed uses on the parcels in the Planned Residential District shall comply with the following parcel design restrictions:

    PRD Parcel #1: Multi-Family Residential, see **Exhibit G**
    PRD Parcel #2: Community Open Space per the Pattern Book
    PRD Parcel #3: Multi-Family Residential, see **Exhibit H**
    PRD Parcel #4: Multi-Family Residential & Townhomes, see **Exhibit I**
    PRD Parcel #5: Multi-Family Residential & Townhomes, see **Exhibit J**
    PRD Parcel #6: Townhomes & Duplexes, see **Exhibit K**

The undersigned hereby warrants that all of the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these conditions, and that the proffers contained in this statement are not "unreasonable" as that term is defined by Virginia Code. In the attached **Exhibit M** the ownership interest of each applicant has been provided.

§ 15.2-2303.4, and that the proffers are entered into voluntarily. In the attached **Exhibit L** the owner has explained the following:

a) How each proffered condition addresses an impact specifically attributable to the proposed new residential development; and/or
b) Whether there are any offsite proffers and how they benefit the project.

Should any provision of this proffer statement be determined to be invalid by a court of competent jurisdiction, that determination shall not affect the validity of the remainder of the provisions in this document.

Should any provision of this proffer statement be determined to be invalid by a court of competent jurisdiction, that determination shall not affect the validity of the remainder of the provisions in this document.

MIDTOWN REDEVELOPMENT PARTNERS, LLC

By: _____

Printed Name: _____

Title: _____

STATE OF _____

COUNTY OF _____

Acknowledged before me this _____ day of _____, 20___.

_____
Notary Public

My Commission Expires:

Registration No.:

TOWN OF BLACKSBURG

By: _____

Printed Name: _____

Title: _____

STATE OF _____

COUNTY OF _____

Acknowledged before me this _____ day of _____, 20___.

_____
Notary Public

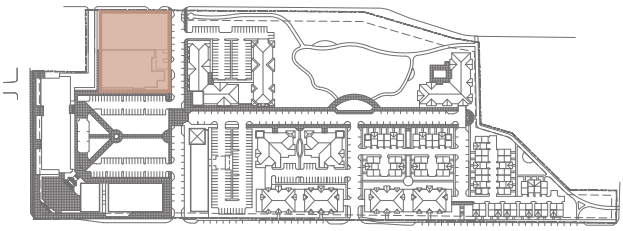
My Commission Expires:

Registration No.:

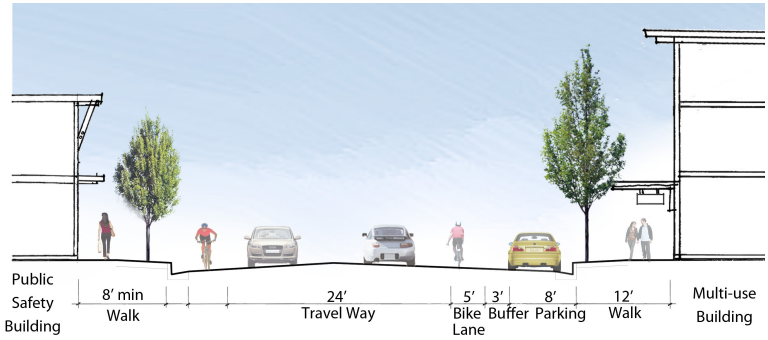
*The Town of Blacksburg is signing this proffer statement solely to provide consent to the rezoning.

Downtown Commercial - Parcel 1

EXHIBIT A



Key Map



New Church Street

Allowed Uses

- Civic or Multi-use Commercial

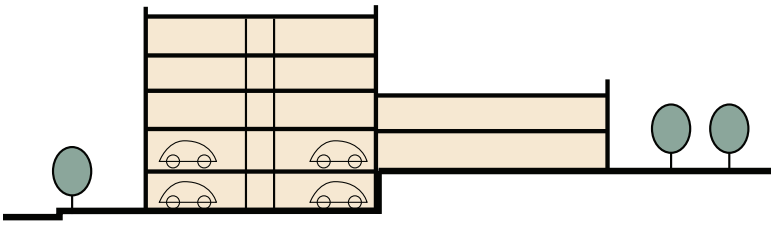
Height

- 5 stories over parking
- 60' to top of roof or parapet roof

Setbacks

All buildings on New Church Street will have the following setback from the curb to face of structure.

- **Front**
  East side of street 12' min.
  West side of street 8' min.
- **Side**
  Between buildings 10' min.
- **Corner**
  Corner to parking /drive 5' min.
- **Rear**
  Multi-Floor: Buildings may abut alley
  Townhome: Garage door to alley 4' min.



Public Safety Building Section

Overhangs

- May extend a maximum of 48" into setback

Parking

- Parking shall be located in a parking structure. The parking structure shall be heavily landscaped along New Church Street
- 1 stall per 300 sf

Entries

- Front doors must face the street or Old School Common and provide access from the public sidewalk.
- Entries shall feature weather protection for pedestrians.
- Private residential unit entrances shall be 12" above grade of the sidewalk.

Landscape

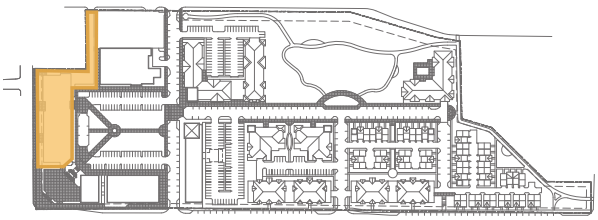
- Street tree species shall be consistent along both sides of the street and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Parking lots shall be screened with shrubs and trees from New Church Street.

Architecture

- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.

Downtown Commercial - Parcel 2

EXHIBIT B



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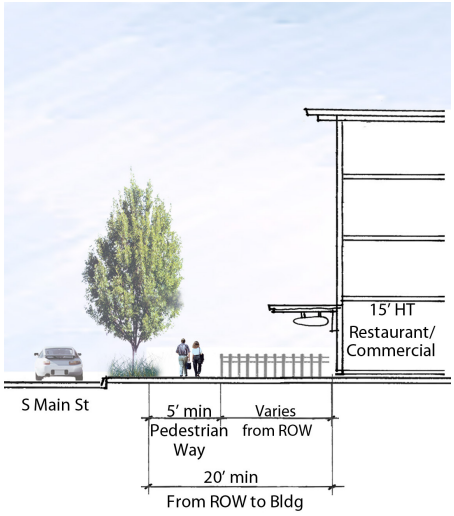


South Main Street Section

Allowed Uses

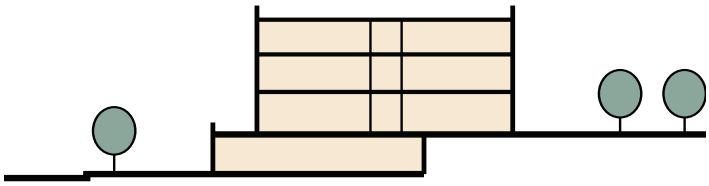
- Multi-use Commercial

Height

- 5 stories over parking
- 60' to top of roof or parapet roof

Setbacks

- **Front**
  ROW to face of building 20' min.
  ROW to outdoor eating 5' min.
- **Side** 10' min.
- **Corner**
  South corner opens to Midtown Plaza



South Main Street Section

Overhangs

- May extend a maximum of 48" into setback

Parking

- Garage and parking will not be visible from South Main Street.
- Parking for uses fronting on South Main Street will share the parking structure with the public safety building, be located under the building or be surrounding the Common.
- Drop-off and perpendicular parking for the Main Street building shall be provided in the Common.

Entries

- Front doors must face the street or common open space and provide access directly to a public sidewalk.
- Any ground floor uses shall have entries that face South Main Street.
- Entries shall be covered to provide weather protection for pedestrians.

Landscape

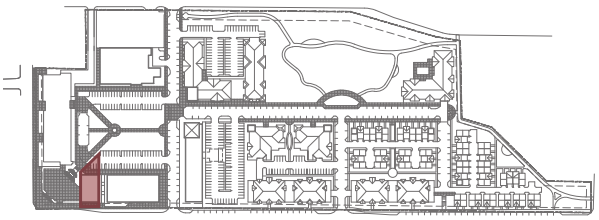
- On the South Main Street frontage, Ginkgo Biloba shall be provided to match existing town street trees.
- Street trees shall maintain a regular street pattern where possible, except where conflicts exist with site distance, utilities and driveways.
- The landscaping on South Main Street shall be an urban treatment. The trees may be located in tree grates or urban planters.

Architecture

- **Office, commercial and hospitality building facades** shall present a street friendly presence emphasizing entries and windows.
- **Residential floor facades** shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.

Downtown Commercial - Parcel 4A

EXHIBIT C



Key Map

Allowed Uses

- Civic, Office, Multi-use Commercial

Height

- 4 stories over parking
- 60' to top of roof or parapet roof

Setbacks

- **Front**
  ** Porch may encroach into setback 5'*
  **Steps may encroach into setback as required*
- **Downtown Commercial**
  Parcel 4A, 4B & 6 - ROW to face of building 15' min.
- **Planned Residential District**
  Parcels 4, 5 & 6- ROW to face of building 15' min.
- **Side & Corner** 10' min.
- **Rear**
  Alley ROW to face of garage 4' min.

Overhangs

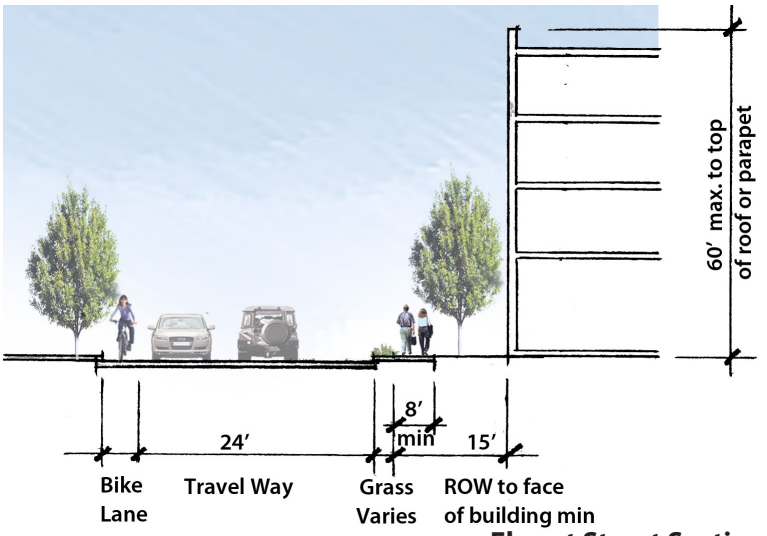
- May extend a maximum of 48" into setback

Parking

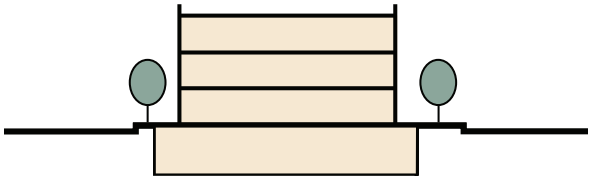
- Private garages and parking lots shall not be visible from Eheart Street.
- Commercial uses may have parking visible from Eheart Street. The parking areas must be screened with a continous screen of evergreen shrubs, 24" in height at the time of installation.
- A minimum of 65% of all private parking on site will be in garage or under the building.

Entries

- Front doors must face the street or common open space
- A covered porch or stoop is required in the PRD zone
- Stoop minimum size: 4' x 4'
- Entrances in the Planned Residential District shall be a minimum of 12" above finished grade.



Eheart Street Section



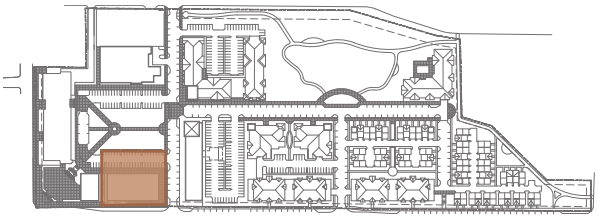
Eheart Street SE

Architecture

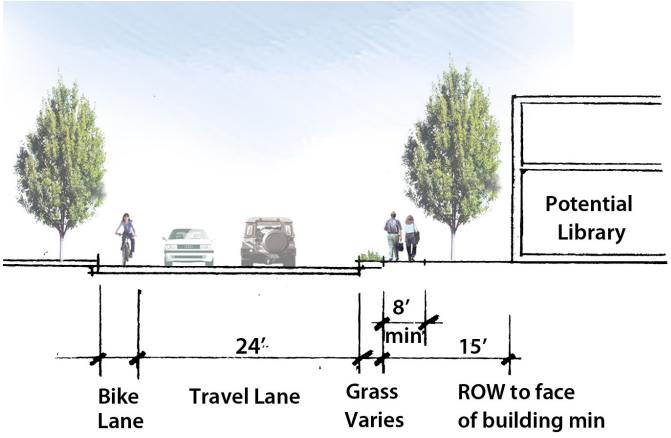
- **Office, commercial and hospitality building facades** shall present a street friendly presence emphasizing entries and windows.
- **Residential floor facades** shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.

Downtown Commercial - Parcel 4B

EXHIBIT D



Key Map



Eheart Street Section

Library Section at Eheart Street SE

Allowed Uses

- Civic, Office, Multi-use Commercial

Height

- 4 stories over parking
- 60′ to top of roof or parapet roof

Setbacks

- **Front**
  ** Porch may encroach into setback 5′*
  **Steps may encroach into setback as required*
- **Downtown Commercial**
  Parcel 4A, 4B & 6 - ROW to face of building 15′ min.
- **Planned Residential District**
  Parcels 4, 5 & 6- ROW to face of building 15′ min.
- **Side & Corner** 10′ min.
- **Rear**
  Alley ROW to face of garage 4′ min.

Overhangs

- May extend a maximum of 48″ into setback

Parking

- Private garages and parking lots shall not be visible from Eheart Street.
- Commercial uses may have parking visible from Eheart Street. The parking areas must be screened with a continous screen of evergreen shrubs, 24″ in height at the time of installation.
- A minimum of 65% of all private parking on site will be in garage or under the building.

Entries

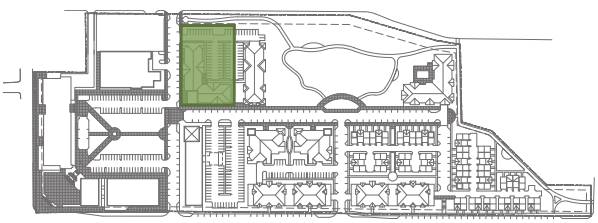
- Front doors must face the street or common open space
- A covered porch or stoop is required in the PRD zone
- Stoop minimum size: 4′ x 4′
- Entrances in the Planned Residential District shall be a minimum of 12″ above finished grade.

Architecture

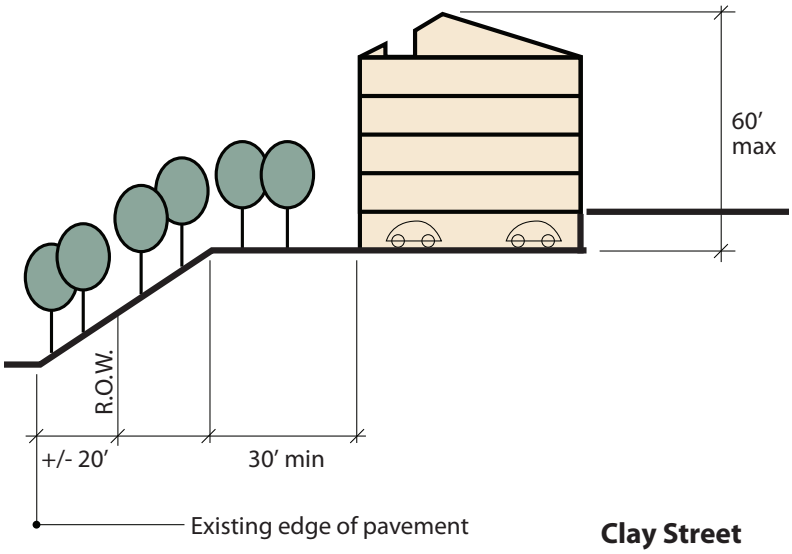
- **Office, commercial and hospitality building facades** shall present a street friendly presence emphasizing entries and windows.
- **Residential floor facades** shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2″ thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2″ thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.

Downtown Commercial - Parcel 5

EXHIBIT E



Key Map



Allowed Uses

- Civic, Office, Multi-use Commercial

Height

- Maximum 5 stories over parking
- 60′ to top of roof or parapet roof

Setbacks

- **Front**
  Midtown Way: No setback required from pedestrian way
  New Church Street: Curb to face of structure 12′min.
  Clay Street 30′ from ROW
- **Side**
  Between buildings 10′ min.
- **Corner**
  Corner to parking /drive 5′ min.
- **Rear**
  Multi-Floor: Buildings may abut alley
  Townhome: Garage door to alley 4′ min.

Overhangs

- May extend a maximum of 48″ into setback

Parking

- Garage and parking lots shall not be visible from Church Street
- **Multi-family**
  Parking shall be located within, under and behind the building.
- **Commercial**

Restaurant- General	1 stall for 400 sf serving area
	1 stall for 50 sf of seating area
Restaurant- Fast Food	1 stall for 400 sf serving area
	1 stall for 50 sf of seating area
Retail	1 stall for 250 sf

- **Residential**

1 bedroom units	1 stall per unit
2 and 3 bedroom units	2 stalls per unit

  Shared parking allowed
- Parking garage and parking lots shall be located behind or under the buildings along Church Street.

Entries

- Front doors must face the street and provide access from the public sidewalk.
- Entries shall feature weather protection for pedestrians.
- Private residential unit entrances shall be 12″ above grade of the sidewalk.

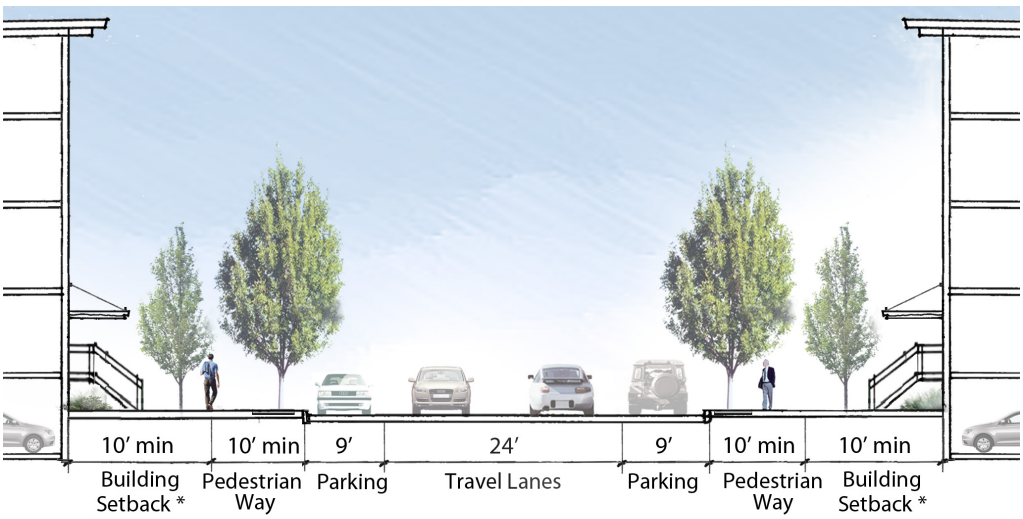
Landscape

Midtown Way

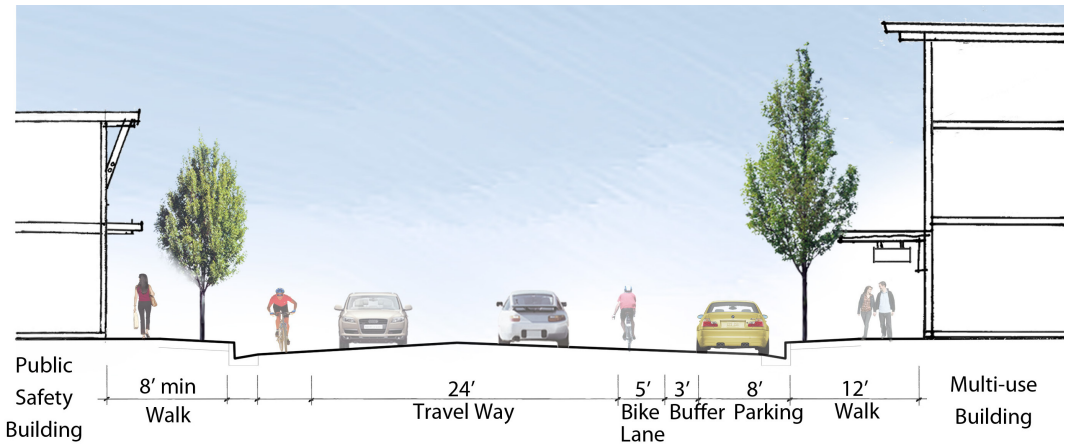
- The pedestrian portion will be 10′ wide and located on both sides of the street. Buildings will be set back an additional 10′ from the pedestrian way in the PRD zone for a total of 20′ curb to building face. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public spaces.
- Lighting shall be provided at the entries to buildings.

New Church Street

- Street tree species shall be consistent along both sides of the street and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Parking lots shall be screened with shrubs and trees from Church Street.



Midtown Way- Section Looking East in PRD



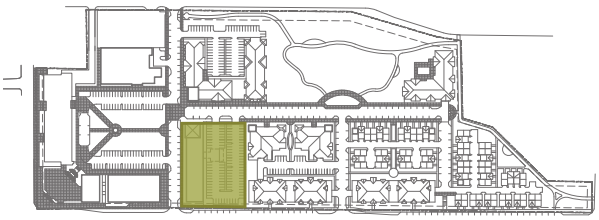
New Church Street- Section Looking North

Architecture

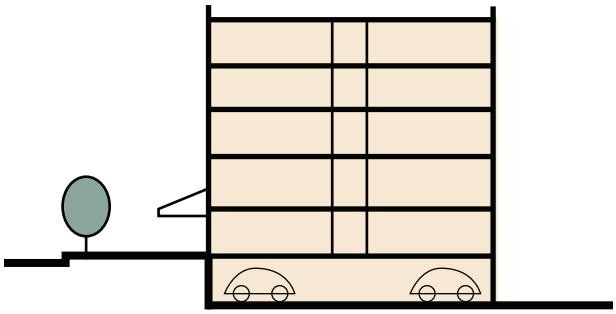
- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.
- **Commercial Percentage**
  A minimum of 20% of parcel 5 ground floor will be a commercial use. The remaining ground floor may be office, residential, or parking. Parcel 6 can be all commercial.
- **Building Features**
  Residential units shall feature balconies, terraces to differentiate the buildings as residential usage.

Downtown Commercial - Parcel 6

EXHIBIT F



Key Map



Typical Building Section

Allowed Uses

- Hotel

Height

- 60' to top of roof or parapet roof

Setbacks

- **Front**
  Midtown Way: No setback required from pedestrian way
  Eheart Street: ROW to face of building 15'min.
  New Church Street: Curb to face of structure 12' min.
- **Side**
  Between buildings 2-3 story - 10' min.
  > 3 story - 20' min.
- **Corner**
  Corner to parking /drive 10' min.
- **Rear**
  Multi-Floor: Buildings may abut alley
  Townhomes: Garage door to alley 4' min.

Overhangs

- May extend a maximum of 48" into setback

Parking

- The parking for the hotel may be visible from Midtown Way, but shall be screened with a continous screen of evergreen shrubs, 18" in height at time of installation.
- **Multi-family**
  Parking shall be located within, under and behind the building.
- **Townhomes:**
  Parking shall be tucked under the building and accessed from an alley. Front loaded garages are not allowed on Church Street but may occur on internal circulation streets.
- **Commercial**

Restaurant- General	1 stall for 400 sf serving area 1 stall for 50 sf of seating area
Restaurant- Fast Food	1 stall for 400 sf serving area 1 stall for 50 sf of seating area
Retail	1 stall for 250 sf
Hotel	1 stall per room

- Parking garage and parking lots shall be located behind or under the buildings along Church Street.

Entries

- Front doors must face the street or Old School Common and provide access from the public sidewalk.
- Entries shall feature weather protection for pedestrians.
- Private residential unit entrances shall be 12" above grade of the sidewalk.

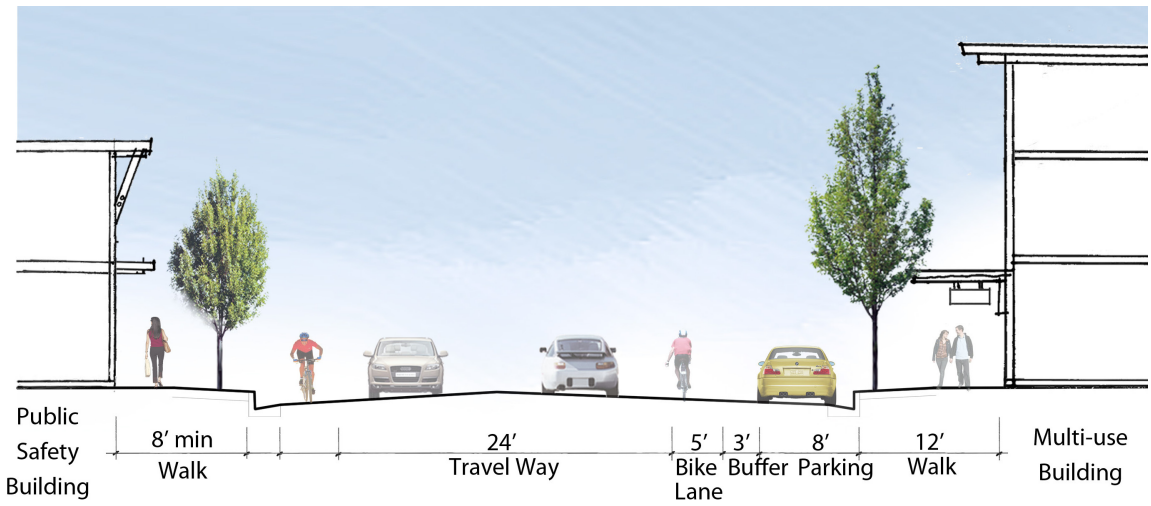
Landscape

Midtown Way

- The pedestrian portion will be 10' wide and located on both sides of the street. Buildings will be set back an additional 10' from the pedestrian way in the PRD zone for a total of 20' curb to building face. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public spaces.
- Lighting shall be provided at the entries to buildings.

New Church Street

- Street tree species shall be consistent along both sides of the street and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Parking lots shall be screened with shrubs and trees from Church Street.



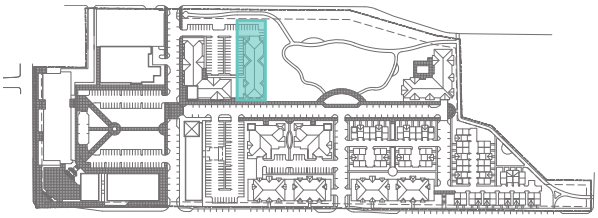
New Church Street- Section Looking North

Architecture

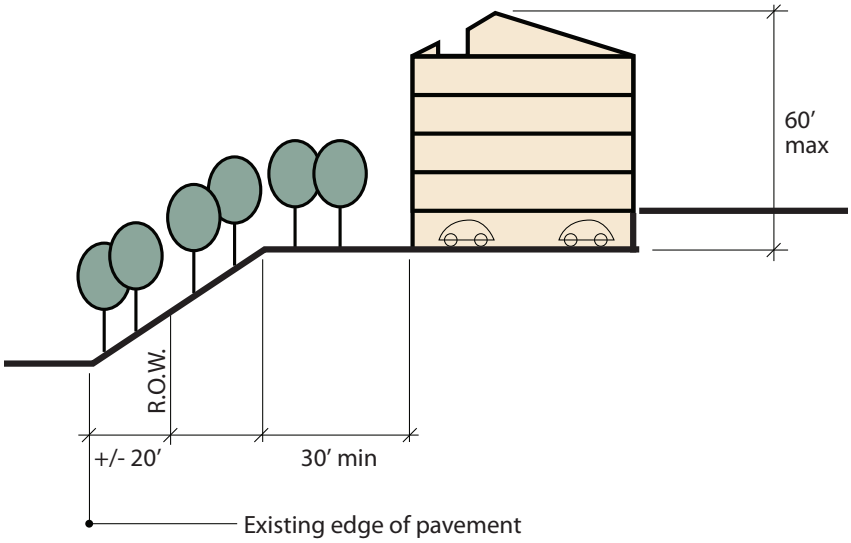
- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2″ thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2″ thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.
- **Commercial Percentage**
  A minimum of 20% of parcel 5 ground floor will be a commercial use. The remaining ground floor may be office, residential, or parking. Parcel 6 can be all commercial.
- **Building Features**
  Residential units shall feature balconies, terraces to differentiate the buildings as residential usage.

Planned Residential District - Parcel 1

EXHIBIT G



Key Map



Multi-story Residential North of Clay Street

Allowed Uses

- Multi-family Residential

Height

- Maximum 5 stories over parking
- 60′ to top of roof or top of parapet, maximum

Setbacks

- **Front**

  Midtown Way**:** No setback required from pedestrian way

  Clay Street:

Townhomes	20′ from R.O.W. min.
Multi-Family	30′ from R.O.W. min.

- **Side**

Between buildings	2-3 story - 10′ min.
	> 3 story - 20′ min.

- **Corner**

Corner to parking /drive	10′ min.

- **Rear**

  Multi-Floor: Buildings may abut alley

Townhomes: Garage door to alley	4′ min.

Overhangs

- May extend a maximum of 48″ into setback

Parking

- Garages and parking lots for the residential uses, shall not be visible from Midtown Way. Where entries to parking lots are visible they, should be screened with an architectural screen or heavily landscaped.
- A minimum of 65% of all private parking will be in garage or under the building.
- Front loaded garages are not allowed on Midtown Way but may occur on internal circulation streets.
- **Multi-family**

  Parking shall be located within, under and behind the building
- **Townhomes**

  Parking shall be tucked under the building and accessed from the alley.

1 bedroom unit	1 stall per unit
2 and 3 bedroom units	2 stalls per unit

  Tandem stalls are allowed

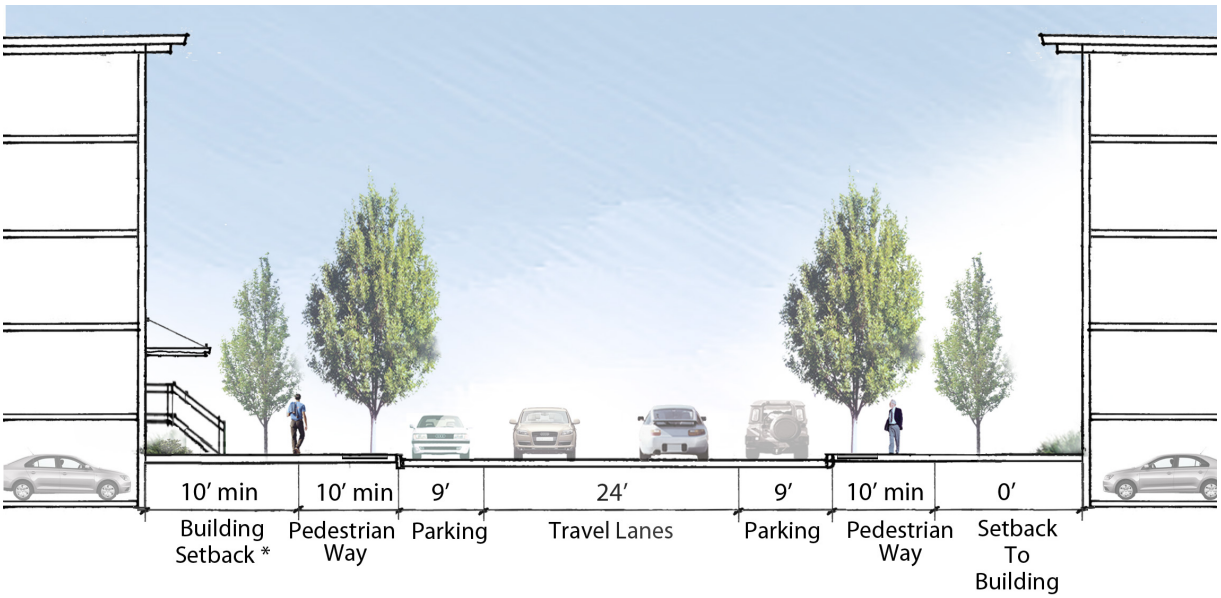
- Parking garage and parking lots shall be screened from Midtown Way with a landscaped buffer or architectural screen.
- Public parking is provided the length of Midtown

Entries

- Front doors must face the street or common open space and provide access from the public sidewalk
- Entries shall feature weather protection for pedestrians
- Private unit entrances in the PRD zoned shall be a minimum of 12″ above finished grade.
- Entries such as porches, stoops or private terraces may project into the front setback in the PRD zone.
- Entry porches and terraces may project within 5′ of the pedestrian sidewalk in the PRD zone.

Landscape

- The pedestrian portion will be 10′ wide and located on both sides of the street. No addtional setback is required from the pedestrian way on Midtown Way in the PRD Parcel 1. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public spaces.
- Lighting shall be provided at the entries to buildings.

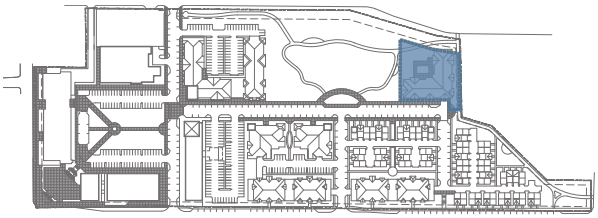


Midtown Way- Section looking east in PRD zone

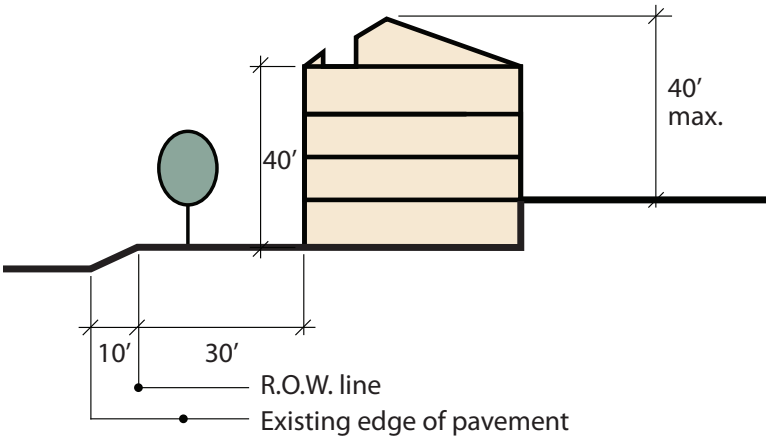
Architecture

- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.
- A maximum of 75% of the residential units in the PRD will be multi-family stacked units.
- **Building Articulation**
  Shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern. The building mass along Eheart Street shall maintain a visual connection into the OBMS site.
- **Building Features**
  Building units shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Exposed exterior walls of parking structures** shall be treated with architectural detail and materials such that parked vehicles will not be visible from the street or immediately adjacent properties.

Planned Residential District - Parcel 3 EXHIBIT H



Key Map



Clay Street Section

Allowed Uses

- Multi-family residential

Height

- **Multi-family** Maximum 5 stories over parking
  60′ to top of the roof or parapet, maximum
- **Townhomes** 40′ to the top of the roof, or parapet wall, maximum

Setbacks

- **Front**

Clay Street	
Townhomes	20′ from R.O.W. min.
Multi-Family	30′ from R.O.W. min.

- **PRD Zone:** Buildings will have a consistent 10′ setback from the pedestrian sidewalk to building facade
- **Side**

Between buildings	2-3 story - 10′ min.
	> 3 story - 20′ min.

- **Corner**

Corner to parking /drive	10′ min.

- **Rear**

Multi-Floor: Buildings may abut alley	
Townhomes: Garage door to alley	4′ min.

Overhangs

- May extend a maximum of 48″ into setback

Parking

- Private garage and parking shall be screened from Clay Street and Midtown Way
- A minimum of 50% of all private parking will be in garage or under the building.
- **Multi-Family**
  Parking shall be located within, under and behind the building.
- **Townhomes**
  Parking shall be tucked under the building and accessed from an alley or parking court.

1 bedroom unit	1 stall per unit
2 and 3 bedroom units	2 stalls per unit

Tandem stalls are allowed

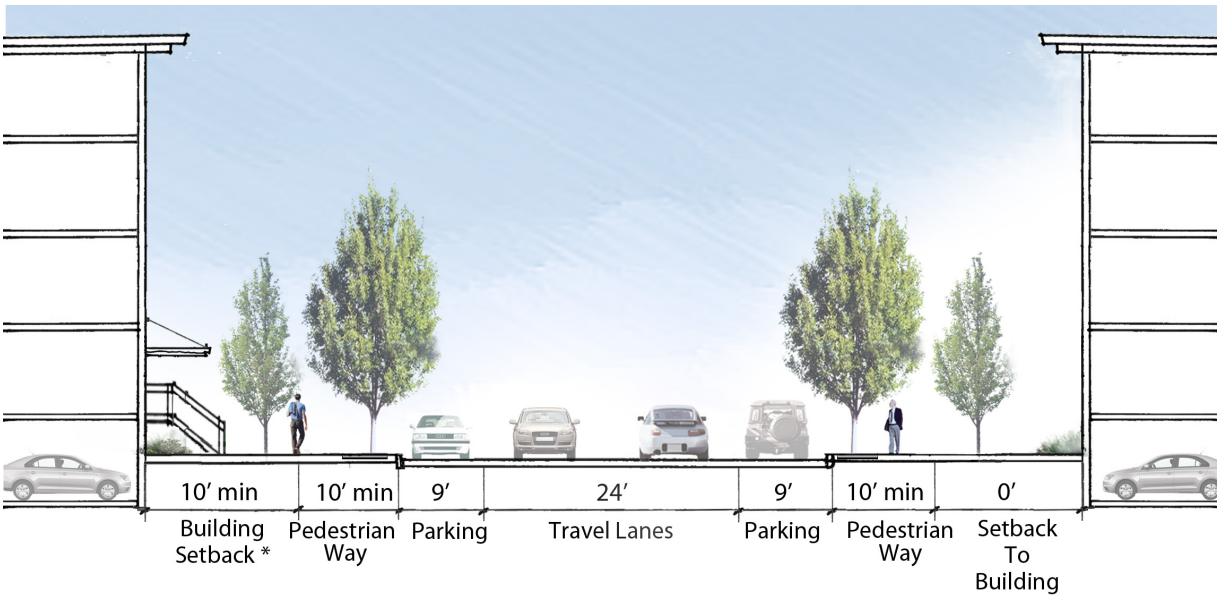
Entries

- Front doors must face the street or common open space and provide access from the public sidewalk
- Entries shall feature weather protection for pedestrians
- Private unit entrances in the PRD zoned shall be a minimum of 12″ above finished grade.
- Entries such as porches, stoops or private terraces may project into the front setback in the PRD zone.
- Entry porches and terraces may project within 5′ of the pedestrian sidewalk in the PRD zone.

Landscape

Midtown Way

- The pedestrian portion will be 10′ wide and located on both sides of the street. Buildings will be set back an additional 10′ from the pedestrian way in the PRD zone for a total of 20′ curb to building face. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public spaces.
- Lighting shall be provided at the entries to buildings.



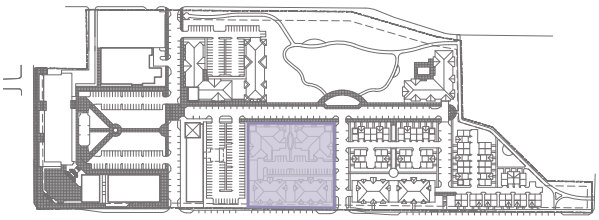
Midtown Way- Section looking east in PRD zone

Architecture

- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.
- A maximum of 75% of the residential units in the PRD will be multi-family stacked units.
- **Building Articulation**
  Shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern. The building mass along Eheart Street shall maintain a visual connection into the OBMS site.
- **Building Features**
  Building units shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Exposed exterior walls of parking structures** shall be treated with architectural detail and materials such that parked vehicles will not be visible from the street or immediately adjacent properties.

Planned Residential District - Parcel 4

EXHIBIT I



Key Map

Allowed Uses

- Multi-Family Residential and Townhomes

Height

- Maximum 5 stories over parking
- 60' to top of roof or top of parapet, maximum

Eheart Street

- Maximum 4 stories
- 40' maximum from grade at building to top of parapet or mid-point of the slope of a pitched roof.

Setbacks

Eheart Street

- ROW to face of building 15' min

Midtown Way

- **PRD Zone:** Buildings will have a consistent 10' setback from the pedestrian sidewalk to building facade
- **Side**
  Between buildings 2-3 story - 10' min.
  > 3 story - 20' min.
- **Belvedere Street** 10' min. from back of sidewalk
- **Setback from DC Zone** 10'min.
- **Corner**
  Corner to parking /drive 10' min.
- **Rear**
  Multi-Floor: Buildings may abut alley
  Townhomes: Garage door to alley 4' min.

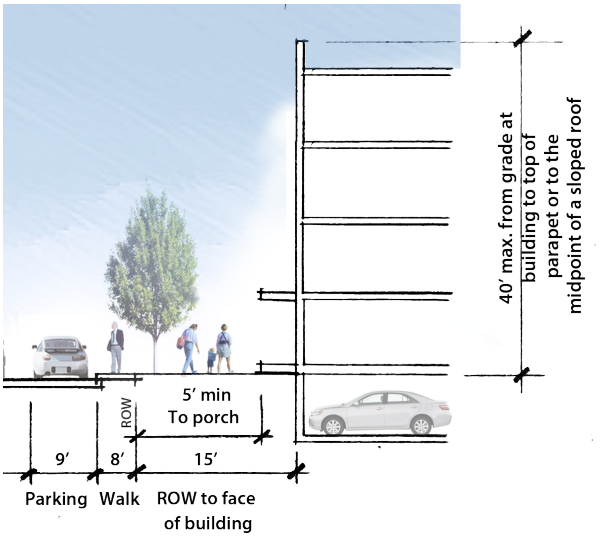
Overhangs

- May extend a maximum of 48" into setback

Parking

- Private garages and parking lots shall not be visible from Eheart Street or Midtown Way
- A minimum of 65% of all private parking on site will be in garage or under the building.
- **Multi-Family**
  Parking shall be located within, under and behind the building.
- **Townhomes**
  Parking shall be tucked under the building accessed from the alley. Front loaded garages are not allowed on Eheart Street but may occur on internal circulation streets.

1 bedroom unit	1 stall per unit
2 and 3 bedroom units	2 stalls per unit
Tandem stalls are allowed	



Eheart - Section of Multi-family residential over podium parking

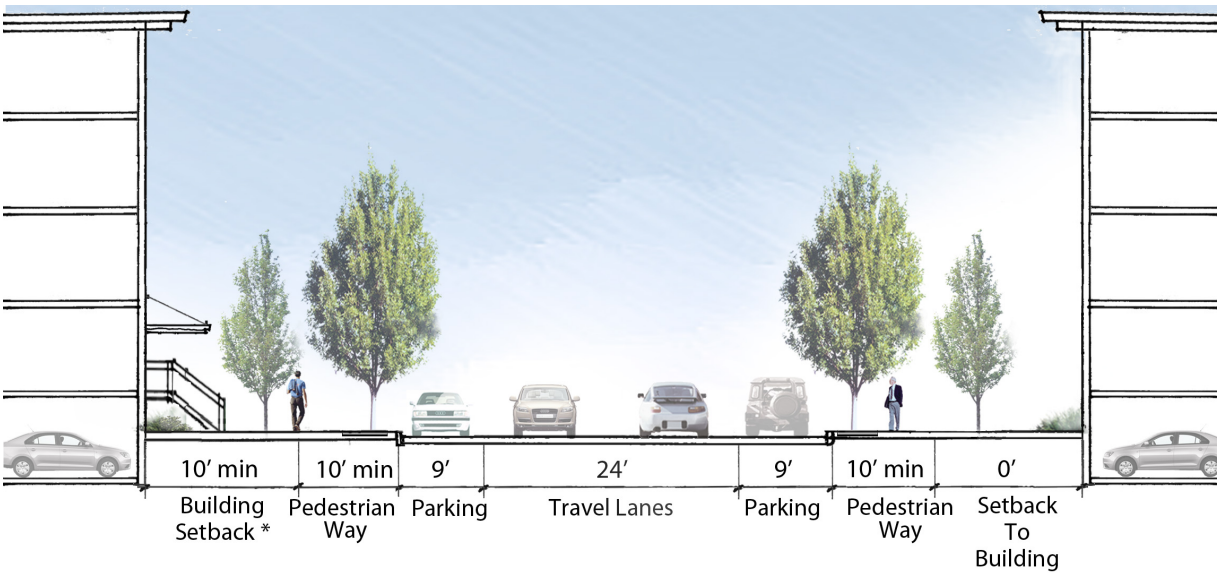
Entries

- Front doors must face the street or common open space and provide access from the public sidewalk
- Entries shall feature weather protection for pedestrians
- Entries such as porches, stoops or private terraces may project into the front setback in the PRD zone.
- Entry porches and terraces may project within 5' of the pedestrian sidewalk in the PRD zone.

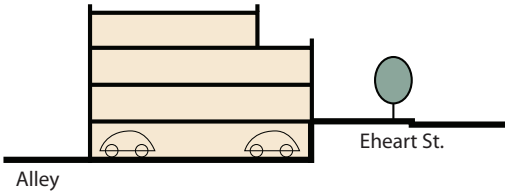
Landscape

Midtown Way

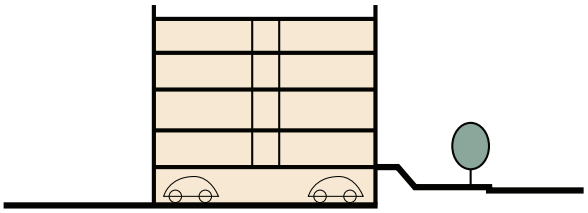
- The pedestrian portion will be 10' wide and located on both sides of the street. Buildings will be set back an additional 10' from the pedestrian way in the PRD zone for a total of 20' curb to building face. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public spaces.
- Lighting shall be provided at the entries to buildings.



Midtown Way- Section looking east in PRD zone



Typical Building Section- Hillside Site

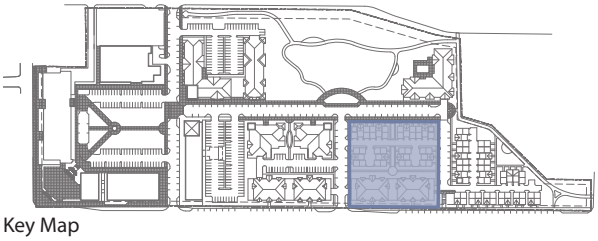


Typical Building Section- Flat Site

Architecture

- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2″ thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2″ thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.
- A maximum of 75% of the residential units in the PRD will be multi-family stacked units.
- **Building Articulation**
  Shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern. The building mass along Eheart Street shall maintain a visual connection into the OBMS site.
- **Building Features**
  Building units shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Exposed exterior walls of parking structures** shall be treated with architectural detail and materials such that parked vehicles will not be visible from the street or immediately adjacent properties.

Planned Residential District - Parcel 5 EXHIBIT J



Key Map

Allowed Uses

- Multi-Family Residential and Townhomes

Height

- Maximum 5 stories over parking
- 60' to top of roof or top of parapet, maximum

Eheart Street

- Maximum 3 stories
- 40' maximum from grade at building to top of parapet or midpoint of the slope of a pitched roof.

Setbacks

- **Front**
  ** Porch may encroach into setback 5'*
  **Steps may encroach into setback as required*
- **Eheart Street**
  ROW to face of building 15' min.
  Side & Corner 10'min.
  Rear
  Alley ROW to face of garage 4' min.
- **Midtown Way**
  10' setback from pedestrian sidewalk to building facade
- **Side**
  Between buildings 2-3 story - 10' min.
  > 3 story - 20' min.
- **Belvedere Street** 10' min. from back of sidewalk
- **Internal circulation** 10' min.

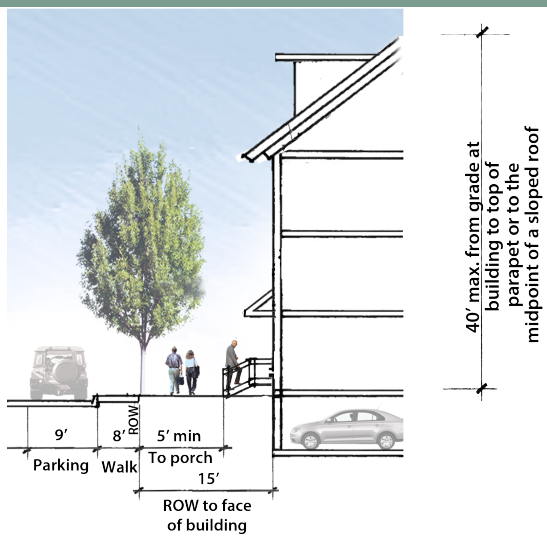
Overhangs

- May extend a maximum of 48" into setback

Parking

- Private garages and parking lots shall not be visible from Eheart Street and Midtown Way.
- A minimum of 65% of all private parking on site will be in garage or under the building.
- Front loaded garages are not allowed on Midtown Way and Eheart Street
- Midtown Way but may occur on internal circulation streets.
- **Multi-Family**
  Parking shall be located within, under and behind the building.
- **Townhomes**
  Parking shall be tucked under the building accessed from the alley.

1 bedroom unit	1 stall per unit
2 and 3 bedroom units	2 stalls per unit
Tandem stalls are allowed	



Eheart - Section of Townhomes
Planned Residential District - Parcel 5

Entries

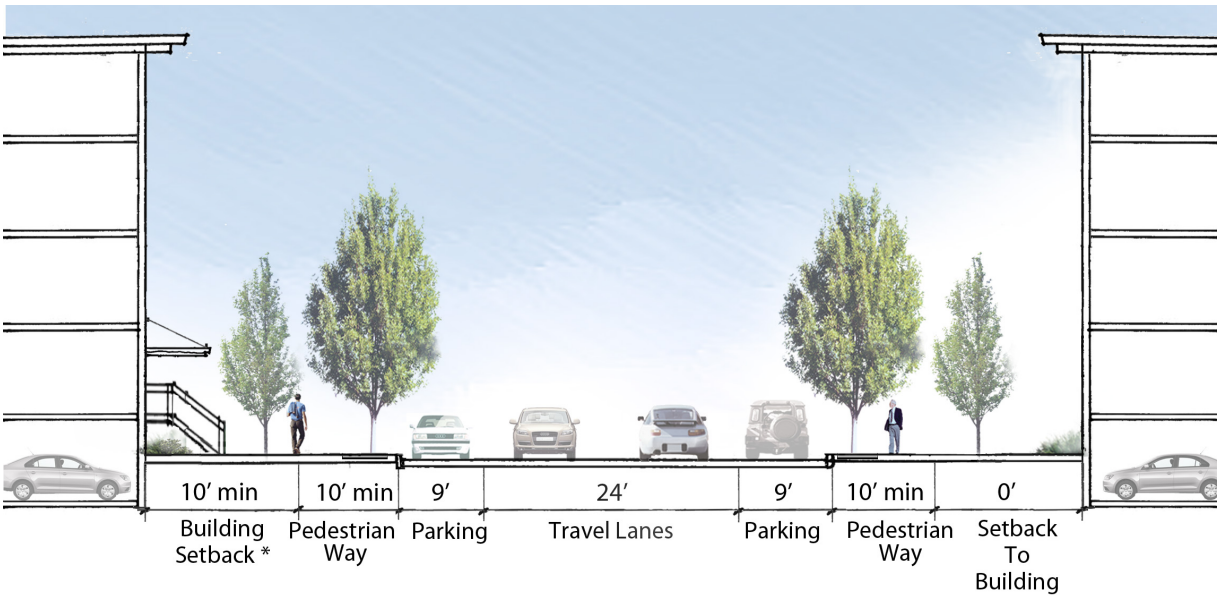
- Front doors must face the street or common open space
- A covered porch or stoop is required in the PRD zone
- Stoop minimum size: 4' x 4'
- Entrances in the Planned Residential District shall be a minimum of 12" above finished grade.
- Entries shall feature weather protection for pedestrians
- Entry porches and terraces may project within 5' of the pedestrian sidewalk in the PRD zone.

Landscape

- Entries and porches will be facing green streets and pocket parks to activate the spaces.
- Pedestrian connections will be provided to the Old School Common, Central Park and Neighborhood open space.

Midtown Way

- The pedestrian portion will be 10' wide and located on both sides of the street. Buildings will be set back an additional 10' from the pedestrian way in the PRD zone for a total of 20' curb to building face. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public spaces.
- Lighting shall be provided at the entries to buildings.



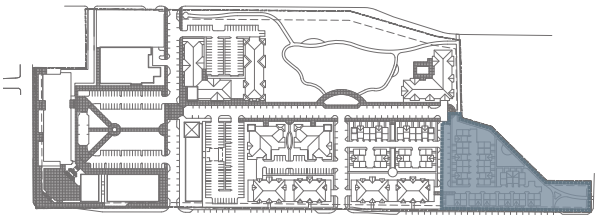
Midtown Way- Section looking east in PRD zone

Architecture

- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.
- A maximum of 75% of the residential units in the PRD will be multi-family stacked units.
- **Building Articulation**
  Shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern. The building mass along Eheart Street shall maintain a visual connection into the OBMS site.
- **Building Features**
  Building units shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Exposed exterior walls of parking structures** shall be treated with architectural detail and materials such that parked vehicles will not be visible from the street or immediately adjacent properties.

Planned Residential District - Parcel 6

EXHIBIT K



Key Map

Allowed Uses

- Townhomes and Duplex

Height

- 40' to top of roof or top of parapet, maximum

Eheart Street

- Maximum 2 stories
- 40' maximum from grade at building to top of parapet or midpoint of the slope of a pitched roof.

Setbacks

- **Eheart Street**

  ROW to face of building 15' min.
  Side & Corner 10'min.

  Rear

  Alley ROW to face of garage 4' min.

- **Midtown Way**

  Buildings will have a consistent 10' setback from the pedestrian sidewalk to building facade

- **Side**

  Between buildings 2-3 story - 10' min.
  > 3 story - 20' min.

- **Internal circulation** 10' min.

Overhangs

- May extend a maximum of 48" into setback

Parking

- Private garages and parking lots shall not be visible from Eheart Street and Midtown Way
- A minimum of 65% of all private parking on site will be in garage or under the building.
- **Multi-Family**

  Parking shall be located within, under and behind the building.

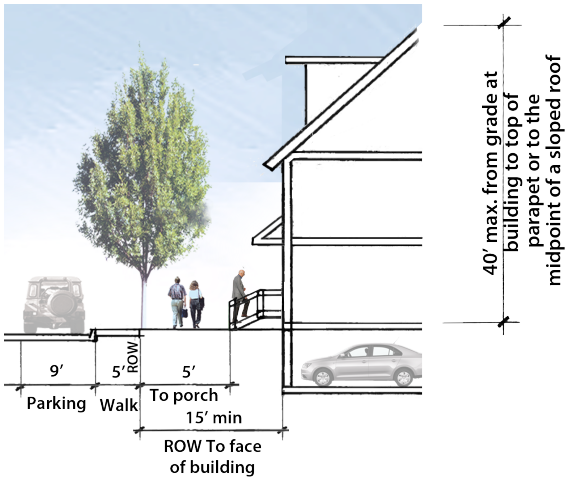
- **Townhomes**

  Parking shall be tucked under the building accessed from the alley. Front loaded garages are not allowed on Eheart Street but may occur on internal circulation streets.

  1 bedroom unit 1 stall per unit
  2 and 3 bedroom units 2 stalls per unit
  Tandem stalls are allowed

Entries

- Front doors must face the street or common open space
- A covered porch or stoop is required in the PRD zone
- Stoop minimum size: 4' x 4'
- Entrances in the Planned Residential District shall be a minimum of 12" above finished grade.

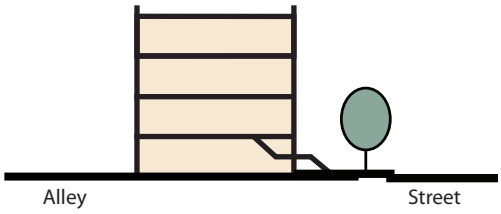


Eheart - Section of Townhomes/Duplexes
Planned Residential District - Parcel 6

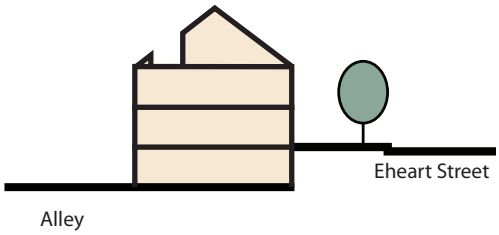
Landscape

Midtown Way

- The pedestrian portion will be 10' wide and located on both sides of the street. Buildings will be set back an additional 10' from the pedestrian way in the PRD zone for a total of 20' curb to building face. Street trees landscaping or street furniture such as bollards will provide separation between curb parked cars and pedestrians.
- Street trees shall be a consistent species on both sides of Midtown Way and maintain a regular street pattern unless prohibited by conflicts such as driveways or utilities.
- Tree species shall be unique from other streets and provide shade for Midtown Way.
- Street setbacks shall be landscaped and provide separation and privacy for the units facing Midtown Way.
- Pedestrian separation from moving and parked vehicles will be provided by a curb and the use of trees and landscaping.
- Entries will front the street and have direct access to sidewalks.
- Parking lots shall be screened with shrubs and trees from Midtown Way.
- Accent lighting with shields to prevent glare and light spillage will be provided for safety in outdoor public space.
- Lighting shall be provided at the entries to buildings.



Typical Building Section at Midtown Way



Typical Building Section at Eheart Street

Architecture

- **Façade Materials**
  Buildings shall be constructed with a minimum of 50% masonry materials such as brick, stone or high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town.
- **Alternative Materials**
  The remaining 50% of façade materials may include cast materials, glass, metal and cement composite siding, smooth finished concrete or equivalents as approved by the town. A maximum of 20% of the facade can be EIFS used as accent panels. No EIFS may be used on first floor.
- **Foundations**
  Foundations shall be monolithic slab or basement construction. All foundations visible on the exterior of the building shall be faced with brick, high quality synthetic stone with a minimum 1 1/2" thickness as approved by the Town, smooth finished concrete surfacing or parged/painted concrete.
- **Vinyl Siding** is not permitted.
- A maximum of 75% of the residential units in the PRD will be multi-family stacked units.
- **Building Articulation**
  Shall be achieved through the incorporation of a tripartite vertical definition: base, mid-section and top, in order to articulate the various levels within the structure. Horizontal articulation shall include building bays and offsets. Such vertical and horizontal definition shall be visually characterized by differing materials and textures, or the use of the same material incorporating changes in color, texture and/or pattern. The building mass along Eheart Street shall maintain a visual connection into the OBMS site.
- **Building Features**
  Building units shall feature balconies, terraces to differentiate the buildings as residential usage.
- **Exposed exterior walls of parking structures** shall be treated with architectural detail and materials such that parked vehicles will not be visible from the street or immediately adjacent properties.

PROFFER STATEMENT FOR THE APPLICATION OF MIDTOWN REDEVELOPMENT PARTNERS, LLC and TOWN OF BLACKSBURG,

Dated: August 10, 2018

EXHIBIT L

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

Proffer #2: The additional density proposed with the Old Blacksburg Middle School Redevelopment rezoning request increases the trip generation in and out of the property. These additional trips create a necessity for a new traffic signal at the intersection of South Main Street and Eheart Street. In order for traffic to safely function at this intersection, the traffic signal must be installed at the time the warrant analysis indicates it is necessary as provided in the Traffic Study performed by Whitman, Requardt & Associate, LLP.

Proffer #3: This proffer provides assurance to the Town and future tenants and residents that the road infrastructure serving their buildings will be complete prior to occupancy.

Proffer #4: The street grid is a defining part of the site layout to provide adequate vehicular ingress/egress for the site and to accommodate the pedestrian and bicycle facilities proposed.

Proffer #5: This proffer provides assurance to the Town that the individual site plans required for final development will meet the intent and the proffered conditions of the rezoning application and accompanying documentation.

Proffer #6: One of the development goals of this project is to provide a mix of residential building types in the Planned Residential District to encourage differing residential tenants. This proffer provides assurance to the Town that the residential portion of the project will not be developed as one singular residential use type.

Proffer #7: This proffer provides verification that certain environmentally sustainable building features are constructed within the buildings proposed in the project.

Proffer #8: This proffer provides screening of parking lots from public right of ways. This will allow for a visual break in the landscape and limit the visual impact of parking lots.

Proffer #9: This proffer provides certain specific approval criteria for the development of the Town Public Safety Building.

Proffer #10: This proffer provides certain specific approval criteria for the development of the Parking garage.

Proffer #11: This proffer provides the use types allowed per parcel within the Planned Residential District. This will also assist in assuring the project is not developed as one unit type. It also provides assurance to the adjacent neighborhoods in regard to the unit types proposed along Eheart Street and Clay Street.

Proffer #12: This proffer provides certain specific development criteria and restrictions, per parcel, within the Downtown Commercial District. This proffer provides assurance to the Town that the design criteria for each parcel, as described in the Pattern Book, will be met.

Proffer #13: This proffer provides certain specific development criteria and restrictions, per parcel, within the Planned Residential District. This proffer provides assurance to the Town that the design criteria for each parcel, as described in the Pattern Book, will be met.

EXHIBIT M

MIDTOWN REDEVELOPMENT PARTNERS, LLC – OWNERSHIP INTEREST
Jeanne H. Stosser
James K. Cowan, Jr.

TOWN OF BLACKSBURG – OWNERSHIP INTEREST
Town of Blacksburg, Virginia

1. Land Use Plan

1.1 Proposed Development

This application is for the rezoning of the old Blacksburg Middle School property to a mix of the Downtown Commercial District and Planned Residential District, as amended by Ordinance 1822 adopted by the Town of Blacksburg on April 11, 2017. The property is currently situated in five separate parcels. Tax map #257-A 94A, #257-A 94 and #257-25 C are owned by Midtown Redevelopment Partners, LLC. Tax map #257-A-217 and 257-A 218 are owned by the Town of Blacksburg. The contract purchaser and master developer of the project will be Midtown Redevelopment Partners, LLC, who is the rezoning applicant.

1.2 Site History and Background

The property is currently zoned R-4 Low Density Residential. As a former school site, the property is currently designated and described as Civic on the Future Land Use Plan but the entire property is within the Mixed Use D bubble area as shown in the Town's Comprehensive Plan text. The property is surrounded by a variety of zoning designations including R-4, R-5, RM-27, Downtown Commercial and Office. There are also a variety of uses within these designations including retail with residential above, office use, multi-family developments, and single family residential homes (both owner occupied and rental).

The property was developed as Blacksburg High School in 1952. In 1974, a new high school was constructed and the school was converted into the Blacksburg Middle School. It served as the middle school until 2002 when a new middle school was constructed. The building was then used for some minor office use and some community use. The County owned portion of the property was surplused by the Montgomery County School Board in 2009. This property has always held great importance to the Town and County and both governing boards took the progressive step of developing a Master Plan to aid in the future development of the property. This was done through a number of public input meetings, professional planning processes directed by Arnett Muldrow & Associates and Mahan Rykiel Associates, and a financial analysis provided by The Eisen Group. This process developed into the Master Plan that was approved and adopted by both Blacksburg Town Council and the Montgomery County Board of Supervisors. While this Master Plan is no longer a viable plan due to a number of changed circumstances, the Town Council in 2015 reaffirmed several of the overall design principles of that plan that should be followed with the redevelopment of the OBMS property. The proposed rezoning request strives to not just meet, but exceed, the expectations set forth in the 2015 Resolution and are fully discussed in Section 2 of this document.

2. CONSISTENCY WITH OLD BLACKSBURG MIDDLE SCHOOL REDEVELOPMENT PRINCIPLES

On July 14, 2015, the Town Council adopted Resolution 7-D-15, "A Resolution Reaffirming and Clarifying the Town's 2010 Old Blacksburg Middle School Property Development Principles." The Resolution was adopted to reiterate the Town Council's commitment to fundamental principles of good design and a willingness to work with the County of Montgomery and potential developers of the Property. In the Resolution, the 2010 Old Blacksburg Middle School Development Principles were reaffirmed and clarified as follows:

The 2010 principles state that the parties should "work together on a master plan for the 20 acre site that is consistent with the Town's Comprehensive Plan with key project elements identified." A Master Plan was completed in 2011. The Town remains committed to working with the County, potential purchasers and developers on planning for this site. Given the passage of time, revisions to the Master Plan in keeping with the design principles are now appropriate.

After this statement, five (5) principles followed, and a short summary of how the application is consistent with and meets each of these criteria is provided:

1) *The 20 acre + property should not be developed as on single mega-block. The parcel should have a grid network of street connections that provide interconnections to the existing Town street system and result in development with walkable block lengths. The connections should take into account the importance of the T-intersections of Clay Street within the Town's Historic Sixteen Squares and the topography limitation along the rear of the parcel.*

The property is not developed as a mega-block, but rather a series of walkable blocks arranged around a street grid and community spaces. The parcel incorporates a network of street connections that connect parcels within the site to Clay and Eheart streets, with a grid pattern consistent with that proposed in the original Master Plan. The proposed development includes walkable and pedestrian friendly block lengths and pedestrian-only pathways within the residential blocks. The street connections respect the T-intersections of the original Sixteen Squares, and the topography limitations along the rear of the parcel.

2) *Parking for uses within the proposed development should not consist solely of surface parking. As noted in the 2010 principles and the completed Master Plan, structured parking should be considered and the Town remains willing to consider options for participation in the construction of a parking garage.*

The application contemplates and provides the opportunity for a structured parking garage with public participation, and for "self parked" residential buildings with private garages and podium parking designs encouraged in order to limit the amount of surface parking. The 2010 masterplan specifically stated that Development Parcel A, where the public safety building is now shown, should be developed with a parking deck or provide surface parking that could incorporate a parking deck in the future.

3) *The 2010 principles provide that any development should "include open space and connection to greenways and trails." This item remains important and development should take into account the work of the Town's Bikeway/Sidewalk/Greenway Corridor Committee regarding connectivity options through the OBMS site that would benefit pedestrians and bicyclists and connect to sidewalks and trails in the Town, including the Huckleberry Trail.*

The proposed development included significant open space and park areas, given prominent positioning within the site of the "Midtown Plaza," "Old School Common" event space, and a large "Central Park." Pedestrian and bike connectivity is provided throughout the site through a series of multi-use trails and sidewalk network that achieves the desire of the committees desire for safe north-south and east-west connectivity for pedestrians and cyclists. Moreover, the residential blocks are broken up with pedestrian corridors that create walkable connections between the public streets and adjacent sidewalks within and adjoining the site.

4) *The 2010 principles state that the redevelopment should "orient more intense project components toward Main Street and Clay Street." For Clarification, the portion of Clay*

Street intended is that portion adjacent to the Clay Court development and not the rear portion within the residential neighborhood.

The proposed development orients the more intense project components – the Downtown Commercial district within the site, towards Main Street and the front third of the site. Larger scale residential buildings are located on the Clay street side, and are also buffered from adjacent properties – especially towards the rear of the site, by the Central Park and preservation of the vegetation along Clay Street. Development along Eheart Street is tiered in height (from four stories down to three and then two stories) as it progresses from the front of the site to rear to reduce the intensity of the development towards the adjoining residential areas at the rear of the site.

5) *The 2010 principles contained the following regarding housing: "have a residential component and work with the Town, using local and regional affordable housing programs, to see if there is an opportunity to provide affordable housing in the project in addition to the mark rate housing. Housing, in general, would be best if designed to serve young professionals and/or retirees whose housing needs are currently unmet in the Town. Housing should not be targeted toward the high occupancy student market." With the rezoning and tax credit funding of the Fieldstone affordable housing project, the Town is not likely to have the resources to participate in affordable housing on the OBMS site. Housing that meets a diversity of needs is still an important principle even if Town sponsored affordable housing is not a project component. The results of the recently completed downtown housing study may be helpful in guiding developers to consider viable non-student housing options.*

The proposed development contains a mix of urban infill housing designed to serve young professionals, families and active seniors. Housing is not targeted at the high occupancy student market. The project will contain both for sale and rental townhouses, apartment, lofts and condominiums covering the range of downtown market demand, and price points, identified in the Town's housing study. Additionally, proffered design criteria, building massing and materials will insure high-quality development that is consistent with character of our downtown.

Beyond the foregoing consistency with these design principles, the proposed development honors and incorporates the best aspects of the original Master Plan, while updating it to today's needs and the current tenant mix. For example, the street framework and park area establishes a roadway and open space structure that integrates the site into Downtown Blacksburg and divides the site into a walkable, gridded series of development parcels. Church Street provides a primary north-south circulation route, while preserving the "T" intersections at Penn and Wharton Street, and incorporating shade trees, curb extensions and accent planting at intersections. Midtown Way provides an east-west circulation route, and connectivity between the public plaza at the heart of the commercial district with the Central Park and residential components. Midtown Plaza contains a loop road and civic event space. Additionally, a secondary north-south vehicle connection is provided between Midtown Way and Eheart Street, along with two pedestrian connections and a multi-use path connection.

Public and civic spaces occupy over twenty percent (20%) of the entire site acreage. Central Park meets the original Master Plan's desire for a significant public park space within the site, and is larger than that proposed in the original Master Plan. Bike and pedestrian connectivity through the park into downtown and the adjoining Fiddler's Green subdivision is provided, along with a bike trail along Eheart to allow access across Main Street towards the Huckleberry Trail. Finally, Midtown Plaza offers an attractive gateway along Main

Street into downtown, and a community event space surrounded by mixed use development of office, restaurant, hotel, civic buildings and residential components.

3. Proposed Zoning Districts

The site will be divided into two zoning districts, Downtown Commercial (DC) and Planned Residential District (PRD). There will be eight (8) parcels zoned DC on the western portion of the site and six (6) parcels zoned PRD on the eastern portion of the site. See Sheet Z3 in the Appendix for the exact location of the zoning line.

3.1 Downtown Commercial District – 9.25 Acres

3.1.1 Structures

The square footage and the design of the buildings shall be planned to allow for a variety of use types within the DC District. These uses will be a mix of commercial, retail, office, restaurant and residential. While the final tenant mix, footprint and location of each use is not known with certainty at this point, since new tenants may be added or their needs evolve over time, the current proposed building uses, as shown on the Master Plan, are described in detail in the Old Blacksburg Middle School Property Pattern Book included with this application.

The applicants reserve the right to adjust building uses, within those permitted in the Downtown Commercial Zoning District, and the actual square footage of each building will be determined by the final tenant requirements. Any adjustments shall be in substantial conformance with the approved rezoning Master Plan and the proffers made in this application.

For more detailed information on the building types, height, and setbacks, refer to the Pattern Book and the individual parcels within beginning on page 10.

3.1.2 Density and Occupancy

The Downtown Commercial District shall have a maximum overall residential density of 24 units per acre and 48 bedrooms per acre. This density shall be calculated over the DC district acreage excluding Parcels #1, #3 and #6. It shall have a maximum occupancy of a family, plus two unrelated to the family; or no more than three unrelated persons.

3.1.3 Permitted and Non-Permitted Uses

Permitted Uses

Unless otherwise specified below, all uses listed in the Town of Blacksburg Zoning Ordinance Section 3141-Permitted Uses shall be allowed by right within the proposed Downtown Commercial District. In order to create a vibrant streetscape and encourage traffic-generating ground-floor uses on this site, where the site location will not support exclusively retail and restaurant uses on the ground level of commercial buildings, the requested rezoning will allow, as part of the included CUP request and by-right use on the ground level of buildings, the uses shown below in section 3.1.4. This will allow and accommodate for a number of uses such as retail uses; restaurant uses; office space for consumer/service oriented businesses and professional offices; and high-tech incubator, co-working and emerging company workspaces, and live-work opportunities. No residential living units shall be located on the ground level of any building located in the Downtown Commercial District.

Non-Permitted Uses

The following uses shall not be permitted by right within the proposed Downtown Commercial District:

Commercial

Consumer Repair Service

Funeral Home

Pawn Shop

Tattoo Parlor

3.1.4 Conditional Use Permits

The following uses are hereby requested to be allowed within the proposed Downtown Commercial District as Approved Conditional Use Permits:

Commercial

Hotel/Motel

Office

General Office on the ground floor

Medical Office on the ground floor

*No individual building within the proposed DC zoning district shall have more than 50% of the ground floor area used for office uses.

Residential

Home Occupation

3.2 Planned Residential District – 11.89 acres

3.2.1 Structures

The square footage in the design of the buildings shall be devoted primarily to residential use with minor square footage devoted to leasing management/office in clubhouse and community maintenance facility use. The residential structures will be a mixture of multi-level, multi-family buildings and multi-level townhome buildings. For detailed information on the building types, height, and setbacks, refer to the Old Blacksburg Middle School Property Pattern Book included with this application beginning on page 10.

3.2.2 Occupancy

The Planned Residential District shall have a maximum overall residential density of 24 units per acre and 48 bedrooms per acre; calculated over the entire district acreage of 11.89 acres. It shall have a maximum occupancy of a family, plus two unrelated to the family; or no more than three unrelated persons.

3.2.3 Permitted and Non-Permitted Uses

Permitted Uses

Unless otherwise specified below, all uses listed in the Town of Blacksburg Zoning Ordinance Section 3111-Permitted Uses shall be allowed by right within the proposed Planned Residential District.

Non-Permitted Uses

The following uses shall not be permitted by right within the proposed Planned Residential District:

Commercial

Gasoline Station

Tattoo Parlor

3.2.5 Encouragement of Long-Term Residents

The creation of a vibrant downtown community of long-term town citizens that embraces a mix of young and urban amenity seeking professionals, families, empty-nesters and active seniors is an important aspect of the project and in the development of our downtown to promote a mix of professional oriented or purpose-built housing. The entire Planned Residential District ("**PRD**") shall be limited to a family plus two unrelated, or no more than three unrelated, individuals. In order to encourage these goals, the following additional steps shall also be taken:

1. All leased communities and apartment buildings within the PRD shall adopt the following criteria:
   - No four (4) bedroom, (4) bath product will be offered for lease.
   - All leases shall be by the unit. "By-the-bedroom" leases shall not be permitted.
   - The residents of 100% of the units offered for rent by any owner shall be required to verify an income, at the time the lease becomes effective, of three times the monthly rent for the unit.
   - Onsite management, shall be provided all owners with more than Fifty (50) units in the PRD, and will be provided during office hours of 9:00 am to 5:00 pm Monday through Friday; and 24 hour on-call emergency maintenance will also be provided. One office on the OBMS Site may manage all properties of an owner located in the PRD.
   - A resident and guest parking policy will be adopted for each property and parcel which shall issue parking permits/stickers to residents and visitor passes to visitors. Parking passes shall be visibly displayed in a location determined by the parking policy.

2. All "for sale" residential units and developments in the PRD (excluding transfers by the developer to related and/or subsidiary entities), whether single-family, townhome, duplex or condominium unit, shall be part of a Residential Homeowners Association ("Residential HOA") after declarant period ends which adopts the following rules and regulations prior to the sale of any units:

   - All purchasers shall be required to represent to the seller at the time of purchase their intent, or that of an immediate family member, to occupy the unit; or that the unit will be occupied by one or more owners of a beneficial interest in the unit in the case of a residential unit to held in a corporation, LLC, life estate, trust or similar entity.

- All purchasers shall be required to represent to the seller at the time of purchase that they are not acquiring the property primarily for investment purposes or as a "rental property".

3.3 Master Plan

The requirements and development criteria set forth in the attached Old Middle School Site Pattern Book for the proposed development are binding. Minor adjustments consistent with the intent of the design standards contained in the Pattern Book may be made based on field conditions, or for minor changes required by future tenants. The public street grid is fixed as shown in the plans, and provides a number of different future office, civic and commercial development opportunities within the site's commercial and planned residential parcels as well as various types of residential living styles. The Patten Book defines the various options for development in the downtown commercial and planned residential districts and all site plans must meet these criteria, which will insure a high-quality integrated development of the site by a mix of public and private users. There is a significant amount of open civic spaces and recreational space provided for the benefit of the Town of Blacksburg citizens as well as the future businesses and residents. While the site will allow for very efficient vehicular access into and around the project, it is truly designed as a pedestrian and bike friendly community with an extensive sidewalk network through the site to allow for safe pedestrian movement to all uses interior to the site as well as to downtown and the adjacent residential neighborhoods.

4. Site Development Regulations

4.1 Minimum Open Space

Proposed private open space and public use space are shown on Sheet Z7 in the Appendix. A minimum of 20% of the PRD parcels will be dedicated open space with a minimum of 5,000 sf dedicated as recreational open space. More detailed descriptions of each type of space are included in the Old Blacksburg Middle School Pattern Book. The "Central Park" shall be included in the calculation of the minimum open space requirements for the PRD. The Planned Residential District will also provide community space within its development that will be dedicated for use by the residents only. These could be small pocket parks, playground areas, swimming pools and/or clubhouses. The only park or recreational areas that will be open to the public are the spaces that are specifically donated or dedicated to the Town of Blacksburg.

4.2 Parking

4.2.1 General

The off-street parking for the development will be accessed from the three entrances to the property. A combination of standard and compact parking spaces will be used. Compact parking shall be designed in accordance with the Town Zoning Ordinance at a maximum of 30% of the overall provided parking spaces. The project may also utilize some percentage of motorcycle/scooter parking. If the project has interior parcel lines, all parking spaces, drive aisles and loading areas will have cross access and cross parking easements/agreements in place at the time of site plan approval. Parallel parking spaces proposed by the project located on private streets shall count toward required parking spaces for the uses provided. Parallel parking spaces proposed along public streets located

internal to the site may be counted toward required parking spaces for the uses provided upon agreement with the Town.

4.2.2 Vehicle Parking

Specific parking requirements for the proposed commercial and residential uses proposed are included in the Old Blacksburg Middle School Site Pattern Book accompanying this application text. Downtown Commerical zoning does not require specific parking spaces per use, however as parking downtown continues to be a concern for business owners, the applicant is setting a standard for those uses. These parking spaces will exist across the site in surface lots, the proposed parking deck, and in private garage areas. There is also public parking along the proposed streets and along Eheart Street. Shared parking and crossover parking is anticipated with the project. For example, restaurant traffic will be heavier in the evening when the office users are no longer using much of the parking structure and surface parking along the Old School Common.

4.2.3 Bicycle Parking

The residential portion of the development shall provide bicycle parking at a minimum ratio of 25% of the provided bedrooms. The commercial retail portions of the project shall provide bicycle parking at a ratio of five spaces or one space per one thousand (1,000) square feet of floor space devoted to retail sales for first fifteen thousand (15,000) square feet and one (1) space for each additional five thousand (5,000) square feet, whichever number is greater. Office uses and other uses not specified above shall have a minimum of five (5) bicycle spaces. Each individual parcel as shown on Exhibit Z3 shall have dedicated bike parking onsite per the ratios listed above for their intended uses. Covered bicycle parking may be provided in the proposed parking deck located in the Downtown Commercial zoning district. It is anticipated that residents in the PRD zoning district will store bicycles in their garages or in the individual building parking decks located on the ground floor of the proposed structures.

4.2.4 Electric Car Charging Stations

In response to the Town of Blacksburg's sustainability goals, the project is proposing two electric car charging stations within the proposed Downtown Commercial Zoning District. One station would be located at the proposed hotel parking area and one is suggested to be located in the parking deck structure on the north side of Old School Common.

4.3 Signage

The requirements and design criteria for all signage on the property shall be set and governed by a Special Signage District. Types of signage included in this district would be monument signs, pedestal signs, building signs, identification signs, and directional signs. This Special Signage District will be approved as a separate set of documents presented to the Town of Blacksburg. Should any of the buildings in the proposed Downtown Commercial District proceed with construction and final occupancy prior to the approval of the Special Signage District, those buildings will be required to follow the current sign regulations provided for the Downtown Commercial Zoning District as described in the Town of Blacksburg Zoning Ordinance.

5. Public Utilities

The Preliminary Utility Layout is included on Sheet Z4 in the Appendix. All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public

utility easements will be dedicated along water distribution and sewer collection lines outside of the public road right-of-way.

5.1 Water and Sanitary Sewer

The proposed rezoning area is on the east side of South Main Street, to the north of Eheart Street, to the south of Clay Street and west of several privately-owned parcels, most of which front on Willard Drive. Currently the site does have public water and public sewer service that existed on the site when it was used as the Blacksburg Middle School. The site also has existing main waterlines and main sewer lines located adjacent to the parcel boundaries. According to the Town water and sewer maps, there is an 8" waterline along Clay Street, a 6" and 8" waterline along Eheart Street and a 12" waterline along South Main Street. The proposed development will install new waterlines throughout the property to serve the new commercial, office, restaurant and residential uses including the clubhouse/pool area. A preliminary 8" waterline layout has been provided on Sheet Z4. The waterline will tap into the 8" main on Clay Street in two locations and will run through the project to each building connection. The distance provided between taps on Clay Street is approximately 740 feet. It will also serve the designated firelines that will be necessary for the buildings sprinkler systems. The waterline is also proposed to connect into the 6" waterline on Eheart Street. All required fire hydrants will be located within the project as required by Town Code. The proposed waterline size my change based on final design criteria.

Gravity sanitary sewer currently runs along Clay Street. There is also gravity sewer located along Eheart Street, however due to the depth of that sewer and the projected grades of the project, it is unlikely that this sewer will be able to be utilized for this project. As the project redevelops, new 8" gravity sanitary sewer service will be provided to the proposed buildings within easements and per Town Code as shown on the preliminary layout on Sheet Z4. The proposed sewer main will tie into the existing sanitary sewer in Clay Street. An extension of this Clay Street line will be necessary to make this connection. While final uses and flows are not known until the site plan process, in order to perform this analysis some assumptions must be made. The approximate sewage flows for the project are being provided to the Town Engineering Department for confirmation that the existing infrastructure downstream of the project is adequate to carry the proposed development.

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

<u>BUILDING #1: GATEWAY BUILDING - OFFICE/RETAIL/RESTAURANT USE</u>

General Office: 4 Stories of Offices Totaling 76,751 Square Feet

Restaurant: 13,637 square feet of restaurant space

Design Assumptions and Calculations:

1. Water and Sewer usage for office use is 40 gal/day per 1000 square feet = 3,070 gal/day
2. Water and Sewer usage for restaurant use is 300 gal/day per 1000 square feet = 4,091 gal/day

Total Water/Sewer Usage By Office/Retail = **7,161 gal/day**

<u>BUILDING #2: PUBLIC SAFTEY BUILDING - CIVIC USE</u>

Safety Building: Office Building Totaling 50,000 Square Feet

Design Assumptions and Calculations:

1. Water and Sewer usage for office use is 40 gal/day per 1000 square feet = 2,000 gal/day

Total Water/Sewer Usage By Safety Building = **2,000 gal/day**

BUILDING #3: HOTEL USE WITH RESTAURANT

Hotel: 71,275 Square Foot Hotel

Design Assumptions and Calculations:

1. Water and sewer usage for hotel is 300 gal/day per 1000 square feet = 21,382 gal/day

Total Water/Sewer Usage By Hotel = **21,382 gal/day**

BUILDING #4: PUBLIC LIBRARY

2-Story Library Building Totaling 30,600 Square Feet

Design Assumptions and Calculations:

1. Water and Sewer usage for library use is 40 gal/day per 1000 square feet = 1,224 gal/day

Total Water/Sewer Usage By Library = **1,224 gal/day**

BUILDING #5: OFFICE BUILDING

General Office: 3 Stories of Offices Totaling 16,200 Square Feet

Design Assumptions and Calculations:

1. Water and Sewer usage for office use is 40 gal/day per 1000 square feet = 648 gal/day

Total Water/Sewer Usage By Office/Retail = **648 gal/day**

PRD BUILDINGS - APARTMENT / TOWNHOUSE USE WITH CLUBHOUSE AND POOL

Residential Units

Design Assumptions and Calculations:

1. Assume 82 Townhome/Condo Units
2. Water and Sewer usage for townhome/condo units is 170 gal/day per unit = 13,940 gal/day
3. Assume 424 Apartment Bedrooms (212 Apartment Units)
4. Water and Sewer usage for apartments is 65 gal/day per unit = 27,560 gal/day

Total Water Sewer Usage By Residential Units = 41,500 gal/day

Leasing/Clubhouse & Pool

Design Assumptions and Calculations:

2. Swimming pool water and sewer usage is 10 gal/day per swimmer (assume 100 swimmers) = 1,000 gal/day
3. Clubhouse = 1,500 gal/day
4. Leasing Office = 3,500 gal/day

Total Water/Sewer Usage By Leasing/Clubhouse & Pool = 6,000 gal/day

Total Water/Sewer Usage By Apartment / Townhome with Clubhouse and Pool = **47,500 gal/day**

TOTAL ESTIMATED WATER/SEWER USAGE BY PROPOSED DEVELOPMENT = 79,915 gallons per day

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

5.2 Stormwater Management & Water Quality Standards

The overall property currently drains naturally to the north and feeds into a tributary within the Central Branch section of Stroubles Creek. Runoff from the proposed development enters the Central Branch of Stroubles Creek, which flows in a westerly direction near the site, under Main Street and downtown Blacksburg, and through the Virginia Tech campus towards the Duck Pond. The watershed reaches the 1% analysis point (2,100 acres) approximately 1,360 feet downstream of the Duck Pond. A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements. The project proposes an underground stormwater collection facility that will control the majority of the stormwater quantity volumes. At a minimum, the 1-Year, 2-Year and 10 Year post-development runoff rates will be less than or equal to the 1-Year, 2-Year and 10-Year pre-development runoff rates. For stormwater quality, a manufactured BMP has been designed to meet 75% of the required pollutant removal rates. A nutrient credit purchase will meet the remaining 25% of the required removal rates as allowed by state code.

Post-Development Summary

The proposed site will be graded such that the majority of the developed land will drain to a StormTech MC-4500 underground detention/filtration system located underneath the central area labeled as "Old School Common". The stormwater management systems designed herein have been designed to accommodate the proposed streets and the full buildout of the future planned residential development areas (PRD Parcels 2, 3, 4, 5, & 6) up to a maximum total impervious lot coverage of 70% (including the park areas). The discharge from the stormwater management system will be conveyed via storm sewer to Manhole "B" in Clay Street, which will be replaced. The existing 15" storm sewer under Church Street will be replaced with a 30" A-2000 PVC drainage pipe to adequately convey flows from Manhole "B" to Point of Analysis 2. This strategy of reducing the runoff from the site entering Stroubles Creek at Wharton Street and discharging it at Church Street is an effort to reduce the known flooding problems between Wharton and Church Streets.

A 1.90 acre area encompassing a small portion of the commercial area on the northern side of the site will discharge directly into Manhole B. A 1.99 acre portion of the site along Main Street will drain to existing Manhole "C" as in the pre-development condition. These areas sit below the stormwater management system and therefore cannot be captured by it. The stormwater system over-detains runoff from the rest of the site to account for these areas, as evidenced by the post-development peak flows that meet the maximum discharge requirements at Point of Analysis 2. See HydroCAD report for area and time of concentration calculations.

Channel Protection

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows have been discharged directly to a stormwater conveyance system. Concentrated runoff from the site is discharged at two locations.

From Point of Analysis 1, flows will be carried through a manmade conveyance system located within the public right of way. This conveyance system carries flows from the site to a junction box in Draper Road where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 4(a) of the regulations (at least 199 acres). Per subdivision 1(a), the post-development peak flow rate from the two-year 24-hour storm shall not cause erosion of the system. No erosion of the manmade system components (metal, concrete, and brick) can be expected from these stormwater flows.

From Point of Analysis 2, flows are carried through a series of manmade and natural conveyance systems. The watershed reaches the 1% analysis point (2,100 acres) downstream of the point of analysis. Per subdivision (3)(a), the maximum post-development peak flow rate from the one-year 24-hour storm shall be calculated per the equations below.

RV Calculation (site area)

Pre-development = 1.678 acre*ft – See HydroCAD "Rv CALCULATION" Report Pg. 2

Post-development = 3.026 acre*ft – See HydroCAD "Rv CALCULATION" Report Pg. 3

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

$$Q_{Developed} \leq 0.8 \times \left(Q_{Pre-developed} \times 1.678\ af\right) / 3.026\ af$$

$$Q_{Developed} < 0.44 \times Q_{Pre\ developed}$$

The development will utilize the proposed SWM facility to achieve the peak flow reduction required by the energy balance equation. Since the energy balance equation is applied to the development site[1] drainage area only, this reduced flow rate has been entered into the regional pre-development model to obtain a maximum flow rate at the point of analysis. Per the equation above, the pre-development flow from the site has been multiplied by a factor of 0.44 in the attached HydroCAD calculations labeled "Channel Protection".

The resulting maximum allowable peak flow rate for the one-year 24-hour storm at Point of Analysis 2 is 84.97 cfs.

The actual post-development peak flow rate achieved is 84.66 cfs.

Flood Protection

In accordance with 9VAC25-870-66 subsection C, concentrated stormwater flows have been discharged directly to a stormwater conveyance system. The conveyance system conveys flows from the site3 to a point downstream where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 3(a) of the regulations (at least 2,100 acres). As shown on the attached HydroCAD calculations, the point of discharge releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development peak flow rate from the 10-year 24-hour storm event, satisfying subdivision 2(b). Per subdivision (3) of these regulations, no further analysis of the downstream stormwater conveyance system is required.

5.3 Trash Pick-up

Dumpsters will be conveniently located to provide for screened trash and screened recycling pickup. A service alley is also proposed on the western edge of the public safety parcel which would be used to access the building on DC Parcel #2. During final design, the project may determine that compactors would be the most efficient for the project and would substitute for the dumpster locations shown on the proposed plan. Minor dumpster location changes may be made during final design as well. Townhomes which front on Eheart Street may have the opportunity for curbside trash pickup and recycling as provided by the Town of Blacksburg.

5.4 Other Utilities

Proposed utility connections such as power, phone, cable television, fiberoptic, gas, and any other miscellaneous utilities serving this community shall be located underground. Any existing overhead utility lines not proposed to be or required to be relocated due to construction shall remain as overhead lines. The overhead utility lines along Clay Street have been investigated to be relocated and put underground for aesthetic reasons. However, after discussion with the utility companies and further site investigation, it has been determined that relocating those lines are not feasible. The infrastructure cost to move those lines has been estimated to be over one million dollars and cannot be absorbed by the development.

5.5 Public School Impacts

The proposed project shows approximately 300 residential units. This would on average have the potential of increasing the local public school enrollment by 180 total students. This is a national average based on a dwelling unit adding 0.6 students to the school system. As described above, there will likely be a mix of residents in this development including young professionals, young families and retired residents. While the exact mix of these resident types is unknown at this point, it is anticipated that there may be some school age children that would be attending Montgomery County Public Schools but that number is unlikely to reach 180.

6. Traffic Circulation Pattern

6.1 Access Drives and Vehicular Traffic

The proposed access points to the project will be from Eheart Street and Clay Street. No vehicular access from Main Street is proposed. The main entrances will be a north-south connector designated as Church Street. This street will be dedicated as a public road and will be constructed to Town standards. This road will tie into the proposed Midtown Way which may also be dedicated as a public road. The third entrance will be an entrance on Eheart Street approximately 990' east of South Main Street. This road will enter directly into the PRD district and tie into Midtown Way. This will allow residents of the PRD District to enter/exit that portion of the site without using Church Street. All public roads shall be constructed to Town Standards and shall exist within a 50' dedicated public right of way. All private drive aisles and parking lots shall have cross access and ingress/egress easements to benefit the interior adjacent parcels and uses. The drive aisles and parking lot areas within the project will meet all applicable Town standards. Trip generation calculations are included below.

Use	ITE Code	SF/Units	Daily	AM Hour	PM Hour	AM In	AM Out	PM In	PM Out
Offices	710	92,951 sf	1,023	144	138	127	17	24	115
Restaurant	932	13,637 sf	1,733	157	152	47	43	51	36
Police Station	710	50,000 sf	551	78	75	68	9	13	62
Hotel	310	104 rooms	850	58	61	36	23	33	29
Library	590	30,600 sf	1,721	32	223	23	9	107	116
Apartments	220	212 units	1,410	108	131	22	86	85	46
Condo/Townhomes	230	82 units	476	36	43	6	30	29	14
			7,764	**613**	**823**	**329**	**217**	**342**	**418**

The applicant has partnered with the Town of Blacksburg to provide a Traffic Study to determine the impacts from this development on the streets and intersections in proximity to the project site. Traffic engineering firm, Whitman, Requardt & Associates, LLP (WRA) was contracted by the Town to provide this study. A synopsis of their study and their findings is provided in this section and are shown in italics. Their full report is included as a separate submittal to the rezoning application and designated as P.O. Number: 170910 / WRA W.O. 45843-000.

The existing study area network includes three signalized intersections, which are the focus of the operational impacts within this report due to their high traffic volumes:

- *South Main Street at Washington Street*
- *South Main Street at Clay Street*
- *South Main Street at Airport Road*

Additionally, the existing study area network includes seven unsignalized intersections, which were also analyzed but not detailed within the report due to their low traffic volumes:

- *South Main Street at Miller Street*
- *South Main Street at Eheart Street (signal in 2025 Build Out)*
- *Church Street at Washington Street*
- *Church Street at Clay Street*
- *Willard Drive at Clay Street*
- *Willard Drive at Eheart Street*
- *Palmer Drive at Eheart Street*

The following scenarios were analyzed:

- *2017 Existing Conditions*
- *2025 No Build Conditions*
- *2025 Build Out Conditions*

Existing 2017 peak hour traffic volumes were collected by Peggy Malone & Associates (PMA) in April, 2017. 2025 No Build traffic volumes were developed by utilizing a 0.5% annual growth rate for background traffic growth. 2025 Build Out traffic volumes were developed by adding distributed site trips to the 2025 No Build traffic volumes. Trip generation and site layout information was provided by Balzer & Associates, the engineering firm for the OBMS development design.

Traffic analysis of 2017 existing conditions indicates that the three existing signalized study intersections along South Main Street operate at an overall level of service (LOS) C or better during both the AM and PM peak hours. All intersections within the study area are also projected to operate at an overall LOS C or better under 2025 No Build conditions.

The OBMS development has three proposed entrances: one along Clay Street, and two along Eheart Street. The proposed entrances will operate as stop-controlled T-intersections, with traffic exiting the site having the stop condition. To serve the proposed development traffic along westbound Eheart Street, two lanes are required at South Main Street: an exclusive right-turn lane, and a shared left turn / through lane. This configuration will help reduce queues leaving the development and improve projected levels of service for traffic entering South Main Street from westbound Eheart Street. To further accommodate the OBMS development, a traffic signal warrants analysis was performed for the intersection of South Main Street at Eheart Street. Based on projected 2025 Build Out traffic volumes, a traffic signal will be warranted at this location.

With the proposed buildout of the OBMS site, a significant number of vehicular trips will be added to the existing roadway network. To be conservative, no internal capture, pass-by, or multi-modal trip reductions were assumed for this study. Considering the addition of traffic volumes to the existing roadway network, the projected levels of service at the signalized intersections within the study area will see additional delays and queues, but will continue to operate at an overall LOS C or better during both the AM and PM peak hours for the 2025 Build Out conditions, including the new signal proposed for the intersection of South Main Street at Eheart Street.

6.2 Paths to the Future

Within the text of the Comprehensive Plan, pedestrian and bike connectivity is strongly encouraged in new development. The Paths to the Future Map is the guiding document concerning locations of existing and future public and private routes across the Town. There are several proposed routes which show up on the Paths to the Future Map either across or adjacent to the project site. Sections 6.3 and 6.4 below demonstrate how the proposed pedestrian and bike ways are consistent with the Paths to the Future Map in type and location of these non-vehicular travel ways. Exact locations of these routes can be found on Page 30 of the Pattern Book.

6.3 Pedestrian Walks

Sidewalks will be provided along all roads and parking lots in the development, and will connect the commercial, office and residential areas with each other and all the recreational areas. A direct pedestrian connection will be made from Main Street into the site through the plaza area at the corner of Main and Eheart Streets. Pedestrian connections will be provided into the side from Clay Street and Eheart Street as well. Sidewalks adjacent to South Main Street along the proposed Downtown Commercial zoning district and along Eheart Street will be a minimum standard of 8’ width. Sidewalks adjacent to or within the Town right of way along Clay Street will be a minimum standard of 5’ width. Sidewalks interior to the project will be a minimum of 5’ in width and may be constructed with varying materials based on the final hardscape plans. All sidewalks will that will serve as accessible routs will meet ADA requirements.

6.4 Multi-Use Trails and Bike Lanes

The project will contain a multi-use trail across Central Park, the open space area on PRD Parcel #2. It will be accessible from the end of Midtown Way and will connect Willard Drive to Clay Street and to the sidewalk along Church Street. This trail will meet all Town of Blacksburg construction standards for a multi-use trail and will be a minimum of 10' wide. Future development will allow the Town of Blacksburg to extend the trail from its shown terminus to the southeast to tie in to the existing trail system that was constructed with Fiddlers Green and the Villas at Fiddlers Green. A future trail and pedestrian connection easement will be provided to the property line of 402 Clay Street just east of the terminus of Midtown Way. The owners/developers of 402 Clay Street would be responsible for constructing a future trail in this easement.

A new dedicated bike lane is proposed on the southside of Eheart Drive. This lane will extend from the intersection at South Main Street to Willard Drive. It is anticipated that due to the existing pavement width of Eheart Street, only minor road improvements may be needed on the southside of the road to accommodate this bike lane. To assist in crossing from the bike lane into the site at Church street, a bike pull off area and crosswalk striping is proposed. A bike lane on each side of new Church Street will also be incorporated into the road design. This will allow for a complete street system and a safe location for bikes to ride north/south through the site.

6.5 Blacksburg Transit

The Blacksburg Transit currently operates bus service along the South Main Street frontage of the site as part of the Main Street Route. There is an existing northbound bus stop in front of the site and just south of Clay Court. This Applicant proposes that this bus stop stay at this location upon the redevelopment of the site and anticipates a high ridership number will use this stop after the full project buildout. Due to the anticipated increased ridership at this stop, the applicant will provide a covered bus shelter at this stop. There is an existing southbound bus stop in front of the Phi Sigma Kappa fraternity house at the intersection of South Main Street and Eheart Street. Riders using this stop will be able to safely cross South Main Street at the new signalized intersection at Eheart Street. No bus stops or bus service is currently proposed internal to the overall site.

7. Development Schedule

7.1 Project Phasing

Construction of a project of this size will certainly need to be phased. The plan in its entirety could take as long as 8-10 years for a full buildout, although the goal is to complete it in substantially less time, as market conditions allow. This schedule depends primarily on the future interest of businesses to locate to the OBMS site, the health of the overall economy and the growth in demand for the non-student focused housing product contemplated for the site. It is expected that development will begin in the late summer of 2018. Phase I of construction is anticipated to be the Hotel shown as DC Parcel #6 on Sheet Z3 and potentially the multi-use building shown as DC Parcel #2. Church Street would also be designed and constructed in Phase I. Construction timing for DC Parcels 1, 3, 4A, 4B, 4C, and 5 is unknown at this point. Phase 2 will be the construction of the PRD parcels. It is anticipated that construction may start on Phase 2 during the fall of 2018 as well. Finalization of market studies will determine the exact location, building type and tenant type for the buildings to be constructed. Phase 2 will include sections of Midtown Way and

Belvedere Avenue as the development moves back through the site. Parking lots, stormwater management, waterlines, and sanitary sewer will be designed in Phase I to accommodate full build-out of the project and shall be constructed as required to service the first Phase.

The developer retains the right to adjust the phasing and parcels included in each to meet prospective tenant needs and market product demand for housing. However, in all instances, each Phase as it is developed will need to provide all required zoning elements as dictated in the Pattern Book and the rezoning application package such as required parking spaces, open space, setbacks, etc. Depending on financing, the market and leasing rates, future phases may begin concurrently or immediately after initial construction of Phase I, may be phased over time, or may be redefined into smaller sub-phases.

8. Design Principles and Concepts

8.1 Site development

8.1.1 Subdividing & Parcels

The site currently exists as five separate parcels. Upon redevelopment, these parcel lines will be adjusted. Future subdivisions within the DC District shall be in accordance with the information contained in the rezoning application and Pattern Book. Because the project provides for a variety of housing types, the developer reserves the right to subdivide the proposed residential units. Residential parcels may be divided along the common walls and may include yard area, sidewalks, parking spaces, drive aisles and/or other site improvements required as part of the PRD. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards. The parcels will be developed and maintained within the Master Plan phasing as described above in Section 7.1. The developer also reserves the right sell apartment units within the project in accordance with all requirements of the Virginia Condominium Act. The developer reserves the right to transfer units to other LLC's for liability, financing and estate planning. As long as ownership is with related parties these units will not be considered sold units. All parcels will have cross access easements, cross parking easements, public utility easements, drainage easements, and open space/common space/multi-use trail easements to ensure all residents have full access to the entire development and its amenities. Subdivision plats shall be required for all subdivisions within the Downtown Commercial District and the Planned Residential District.

8.1.2 Maintenance

A site and project of this size will have a full time staff handling unit and ground maintenance. All common space elements including the structures and exterior elements such sidewalks and parking lots will be under the development's ownership and will be maintained at no cost to the general taxpayer. Any public spaces such as roads and/or recreational amenities dedicated to the Town of Blacksburg such as the Multi-use trail will be maintained by the Town as dictated per Town Code.

8.2 Environmentally Responsible Design

All buildings contained within the redevelopment project are to be built for energy-, water- and resource-efficiency, durability, and superior indoor air quality – all key factors in achieving a healthier, more sustainable lifestyle. Each structure will use guiding principles of environmentally responsible and resource-efficiency throughout a building's life-cycle:

from siting to design, construction, operation, maintenance, renovation, and demolition. In the broad context, sustainable design seeks to minimize the negative environmental impact of buildings by enhancing efficiency and moderation in the use of materials, energy, and development space.

The applicant proffers that all buildings in the Project shall be designed and constructed with a strict focus on principles mentioned above and shall meet a minimum of Earthcraft, Leadership in Energy and Environmental Design ("LEED") BD+C New Construction, LEED BD+C Homes and Multifamily Lowrise, Living Building Challenge, Green Globes New Construction, or the National Green Building Standard, or a comparable green building standard which utilizes a 3rd party certification process, recognizing that over time (and recognizing the length of the anticipated phases of development) new and improved certification programs and standards may become available and adopted over the 8-10 year anticipated build-out. Owners of each parcel may obtain the relevant certification for the program for any building(s) on such parcel, or retain a licensed architect, engineer or other certified professional to provide a signed verification to the Town that the building, as designed and as constructed, meets the standards and any applicable scoring criteria to obtain certification.

Popular strategies and ideologies are found in LEED and Earthcraft, to mention a few avenues for certification. Owners of each parcel shall survey these project and construction standards and new ones as they are adopted by the industry, and may be designed to a variety of certifiable levels where practicable and agreeable to the developer, tenant and/or building purchaser. The developer will encourage owners of buildings in the Planned Residential District to have their projects meet a minimum of Earthcraft certification, or a comparable green building standard which utilizes a 3rd party certification process. The developer will encourage owners of buildings in the Downtown Commercial District that they be constructed to LEED standards, and either be certified through LEED, or have a licensed architect, engineer or other certified professional provide a verification that the building would meet LEED certification standards as constructed. Where public or semi-public buildings are proposed, and public funding may be required, individual buildings in the Downtown Commercial District may apply for LEED or any other qualifying certification of their choosing.

For additional information on environmentally responsible design guidelines, refer to the Old Blacksburg Middle School Property Pattern Book included with this application

8.3 Comprehensive Plan

Zoning, Existing Land Use and Comprehensive Plan Vision

The property is currently zoned R-4 and has been vacant for several years. In referencing the Town of Blacksburg 2012 Comprehensive Plan, there are several designations of this property that steer it's redevelopment toward a plan such as the one presented in this rezoning application. While the subject parcel has been designated as Civic on the current Map A: Future Land Use Map, it also is shown as Mixed Use Area D.

Some of the applicable Mixed Use Area principals from the Comprehensive Plan that are demonstrated in this application are:

a. Vertically mixed use buildings and, where feasible, a mix of uses horizontally throughout the entire site.
b. Access to mass transit stops.

c. Internal pedestrian amenities and greenways that connect to mass transit stops and connect externally to the Blacksburg Greenway system. Pedestrian features such as a loop trail around the perimeter of the development are strongly encouraged.
d. Limited entrances to major arterial roads to help prevent additional traffic congestion and to help prevent the appearance of strip commercial shopping centers. On-site vehicular parking should be accommodated without dominating the streetscape or landscape.
e. Site design and site layouts that are coordinated with and complemented by other mixed use developments within the Mixed Use Area and to other properties adjacent to the Mixed Use Area. While mixed-use developments may be designed independently of each other, they must function with surrounding developments.
f. Arrangement and configuration of buildings, building setbacks and streets that create a sense of spatial enclosure or "outdoor rooms" along key portions of street corridors. The result should be an inviting and attractive built environment that encourages and accommodates people living, working, shopping, and visiting these mixed use areas.
g. A mix of uses, residential and non-residential, within each building and within the development is encouraged. Outdoor activities such as patio dining are encouraged to promote commercial and pedestrian vitality.
h. Low Impact Development (LID) techniques and the preservation of existing mature trees and the provision of landscaped buffers within each development.
j. Design styles and features that accommodate and prepare for the Town's changing population, such as aging in place.

The property is also designated as UDA-D on Map B: Urban Development Areas & Inter-Jurisdictional Map. This project certainly promotes the intent of the UDA by encouraging additional higher density residential development, along with commercial opportunities in an area where public transit and adequate utility services are available. It is a redevelopment and infill project located in the heart of Town and is close enough to services, downtown and the university that residents will be encouraged to walk or bike to their destinations rather than drive.

The property is located in an area classified primarily as an Urban/Walkable Neighborhood with a small area along South Main Street designated as Commercial as shown on Map C: Neighborhood, Employment, and Service Areas in the Comprehensive Plan. According to the Comprehensive Plan, the definition of an Urban/Walkable Neighborhood is *…"typically higher density residential neighborhoods located within walking distance of employment and commercial centers. These areas typically have access to all modes of transportation, including mass transit, bikeways, and pedestrian trails. Streets are typically organized in a grid pattern, which allows for easy pedestrian travel. Pedestrians can travel from these areas to commercial centers, the University, and neighborhood schools."*

The elements of the proposed project that directly conform to the issues and principles stated in the **Town of Blacksburg 2046 Comprehensive Plan** are listed below and reference the Policy Chapter as updated December 11, 2012.

A SUSTAINABLE COMMUNITY – Objectives and Policies

S.5. Promote environmental education and awareness to citizens and businesses by supporting events and initiatives such as Sustainability Week, the Electronics Recycling Partnership, Blacksburg Farmers Market, Solarize Blacksburg, etc.

S.6. Promote, protect, and enhance the Town's urban forests through Town initiatives and in the development review process.

- Increase the total tree canopy coverage by 5% by 2019
- Identify potential planting areas on all town properties and increase the public property urban tree canopy by 10% by 2019.

S.7. Support dark sky regulations and programming.

ENVIRONMENT – Objective and Policies

Land Resources: Open Space, Viewsheds, & Greenways
EN.9. Ensure public access to area natural resources, open space, waterways, and views.

Watershed Resources: Watersheds, Flooding Hazards, Stormwater and Groundwater
EN.27. Implement the BMP's required in the MS4 Program Plan.
Air Quality and Energy
EN.34. Support citizens in establishing and reaching vehicle travel reduction goals to reduce air pollution.

- Walk, bike, and use public transit

JOBS AND HOUSING – Objectives and Policies

Economic Development
J&H.1. Recognize and grow economic development as part of a Sustainable Community.

J&H.3. Continue to support local and regional economic development organizations in the marketing of Town/region and in recruiting and retaining businesses in Blacksburg.

J&H.15. Retain and recruit clean businesses/industries that support Blacksburg's sustainability goal.

Downtown
J&H.22. Continue economic incentives in the tourism district.

J&H.25. Support DBI in promoting Downtown businesses and marketing Downtown as a specialty retail destination.

J&H.27. Continue parking education plan and monitoring total public parking availability in the Downtown area.

J&H.28. Continue streetscape improvements in Downtown.

- Finish brick sidewalks and street furniture upgrades in Downtown.

J&H.31. Support implementation of the Old Blacksburg Middle School Master Plan as an anchor to the south end of Downtown

J&H.32. Keep core government services for citizens in the Downtown area, such as municipal government offices, the police department, and the public library.

Workforce Development
J&H.33. Support Blacksburg's workforce by recruiting and facilitating the availability of needed services, including commercial, medical, and other services such as child and adult daycare programs.

J&H.37. Market Blacksburg as a place for young professionals to live and work.

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

J&H.51. Promote varying types of housing types needed, including:
- Young professional housing and services in the Downtown area.

J&H.52. As the active adult, retiree and senior citizen population increases, promote varying types of housing needed.

PARKS AND RECREATION – Objectives and Policies

PR.1. Ensure Blacksburg's Park and Recreation legacy for future generations by providing a wide variety of high quality parks.

PR.3. Create an interconnected regional and local system of trails and walkways.

UTILITIES – Objectives and Policies

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

Electrical Services and Natural Gas
U.24. Provide cost-effective, energy-efficient street lighting in Town and on the Virginia Tech campus and VDOT-maintained roads that is appropriate to the use and character of the area and that promotes the Dark Sky initiatives.

TRANSPORTATION – Objectives and Policies

Paths to the Future
T.2. Support the implementation of the New River Valley's Bikeway, Walkway, Blueway plan.
T.8. Increase access to the trail network to promote the network as an effective means of transportation and recreational amenity:
- Construct multi-use trails that are accessible to the physically challenged and meet ADA standards as topography permits.
- Improve connections from trails to sidewalks and bicycle lanes with safe crossings at major roads.

Sidewalks
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.

Road Network
T.42. Provide a road network that accommodates multiple modes of transportation including bus, pedestrian, and bicycle access as well as develop strategies for reducing demand on the Town's roads.

Alleys
T.48. Encourage the design of developments that incorporate alleys for primary or secondary vehicular access in keeping with the historic development pattern of the Town.

Parking
T.49. The development review process ensures:

- Surface parking facilities are landscaped and appropriately lighted
- Structured parking facilities are designed to minimize the visual impact of the bulk of the structure and the horizontal appearance of a parking deck
- New parking lots minimum impacts on stormwater

T.50. Require the parking for commercial and industrial development is adequate to serve employee and customer needs without excessive unused spaces.

COMMUNITY CHARACTER PRINCIPLES

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

CCP 5. Historic landmarks and properties are an important part of the character of the Town. Efforts should be made to maintain and protect historic landmarks and properties. Focus should be placed on the use or re-use of historic properties so they contribute to the Town's economic base and neighborhood vitality and charm. New development in the district should be constructed at the same quality in order to be a valuable contribution to the Historic District in the future.

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

CCP 7. Commercial development should be street-oriented. Pedestrians, bicyclists and transit riders are better served by buildings that meet the street with meaningful street-oriented entrances and vehicular parking located to the side or rear. Parking should not be a dominant feature of the development. There should be clearly defined safe pedestrian routes to buildings and to the public sidewalk system across vehicle travel ways.

CCP 8. To ensure economic viability over time, commercial structures should be constructed with quality building materials and maintained. Quality construction and materials should be used so that new buildings withstand the test of time and are not designed for obsolescence. Architectural style should be sensitive to the character of surrounding properties. The conversion of existing residential property to small scale commercial or office uses should use the existing residential structure on-site or construct the new building in a scale and design that does not detract from the character of the neighborhood.

CCP 10. Offices are part of the desired mix of uses in Downtown but should contribute to the vibrancy and vitality of Downtown throughout the day and night.

CCP 12. To serve the needs of the community, support opportunities for commercial development and redevelopment in appropriate locations.

CCP 13. Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network. For commercial developments: minimize curb cuts and driveways, add internal connections between adjacent properties and optimize signal timing. For residential developments: design an internal connected street grid system as well as connections to the external street system, along with traffic calming measures.

CCP 16. Responsible site design and development practices will minimize environmental impacts within the Town. Any residential, commercial, industrial, or agricultural development or redevelopment should meet and exceed federal, state, or local regulations to minimize impacts of soil erosion, stormwater run-off, and non-point source pollution.

CCP 17. The preservation of open spaces is an important part of community identity. Provision of private and public open spaces on both a small scale and large scale can be achieved by protecting environmentally sensitive areas and scenic vistas, and promoting agricultural and forestal lands. Dedicated open space, passive recreational open space and community gardens within developments are ways to preserve open space.

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

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

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

LAND USE – Objectives and Policies

LU.5. Continue amendments to update the Town's Zoning Ordinance based on Town Council priorities. Determine the Zoning Ordinance amendments necessary to:

- Implement the Residential Infill Design Guidelines

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

LU.11. Encourage residential infill in the Downtown area. Support the addition of a mix of uses and services that will attract and support a Downtown residential population.

GOVERNMENT RELATIONS – Objectives and Policies

GR.2. Work with Montgomery County on the successful redevelopment of the Old Blacksburg Middle School property.

GR.5. Identify opportunities for short, medium, and long-term joint infrastructure, recreational, or environmental protection projects between partnering agencies and governments that achieve efficient uses of resources and cost savings.

The Town has also developed the set of **Residential Infill Development Guidelines**. These guidelines help provide direction to new development or redevelopment projects located on potential urban infill parcels. Building architecture and style as well as site planning issues are discussed throughout the document. These Guidelines were reviewed during this design process and many of the issues and goals addressed in these guidelines have been incorporated into the final design of new neighborhood. Some of these are:

• ***Building Orientation:*** *Orienting buildings toward the street contributes to a pedestrian-friendly street environment, provides a visually rich street edge, and contributes to resident safety by placing "eyes-on-the-street."*
Multi-story residential buildings and townhomes will be oriented to face Eheart Street or Midtown Way if they border said streets. Entries will be accessed from the public sidewalk. For multi-story residential buildings, the lower units will be accessed from the public sidewalk as well, where feasible. Any units on Clay Street will be oriented towards Midtown Way and accessed from the interior of the site in order to limit disturbance to the steep slope between the site and the street.
• ***Setback:*** *Consistent front building setbacks create a uniform appearance along the street.*
Consistent setbacks will be provided along Eheart Street and along Midtown Way. Setbacks on Clay Street will vary based on topography to limit disturbance to the existing slope.
• ***Building Frontage/Entries:*** *Landscaping in front of buildings and entry features, such as porches or steps, create visual interest and give the neighborhood an identifiable character.*
Entries will be directly accessed from the public sidewalk on either Eheart Street or Midtown Way. Parking will be provided underneath or in the rear of the buildings and will not be highly visible from either Eheart Street or Midtown Way. A wide sidewalk and landscaping along Eheart Street will provide an attractive streetscape and welcoming entrance into the residential portion of the development. Similarly, a wide sidewalk and landscaping along Midtown Way will create an aesthetic promenade through the site. Buildings on Clay Street will be accessed from the interior of the side in an effort to preserve the steep slope adjacent to the street.
• ***Off-street Parking:*** *Parking for residential areas that plays down the visual impact of cars and parking garages respects the character of an existing neighborhood and creates pedestrian-friendly streets.*
Parking for the residential buildings will be provided either underneath the buildings, below the grade of Eheart Street, or in parking areas in the rear of the buildings. Townhomes will typically have individual garages with driveway space for visitor parking. The majority of the residential parking will not be visible from Eheart Street, Clay Street, or Midtown Way. Parallel parking will be provided along Midtown Way which can be utilized by visitors to the commercial or residential portions of the site.

• ***Planning for Parking:*** *Shared structured parking can accommodate more parking than surface parking lots and can be designed so that the structures do not dominate street frontage of a building.*

There are no separate parking structures proposed for the residential portion of the site. Parking will be provided underneath the buildings in order to provide additional parking without negative visual impact or reduction in open space. The parking under the building will be accessed from alleys and therefore the entrances will not dominate the streetscape of either Eheart Street or Midtown Way.

• ***Alleys:*** *Alleys are a part of the Town's historic street structure, and they are a way to provide off-street parking without impacting the pedestrian friendliness of a residential street.*

Much of the residential parking is provided off of alleys in order to lessen the visual impact of the parking areas and maintain pedestrian friendly streets.

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

Street trees will be provided along Eheart Street and Midtown Way. Some landscaping may be provided along Clay Street, but existing trees will be utilized as well. Alleys and parking areas will be landscaped to lessen the visual impact of asphalt.

• ***Open Space:*** *Comfortable outdoor places in multifamily developments can provide a place for people to sit, rest, and interact, fostering a sense of community.*

Multiple open space areas will be provided throughout the residential area. The most prominent open space of the site is Central Park, which is located within the PRD zoned area but will be a public park. This will be a large open area with pedestrian and multi-use trails and space for events and recreational activities. In addition, the residential development will feature a clubhouse with a pool and a small neighborhood park with trail connections to Willard Drive and the other portions of the site. Finally, multiple pocket parks and pedestrian greenways will be provided around and between the residential buildings.

• ***Connectivity:*** *An interconnected street network and compact blocks provide the framework for a greater diversity of building types close to one another and promote pedestrian and bicycle activity by making connections between destinations accessible and convenient.*

There are three (3) proposed streets for the overall development. All streets are connected to each other and/or to an external street. The street layout proposed is similar to a grid type network which will maintain the style of streets in the adjacent "Sixteen Square" historic section.

• ***Walkways:*** *Internal walkways within larger residential developments promote pedestrian movement by connecting users from the public sidewalk network and parking areas to ultimate destinations within a site.*

A pedestrian friendly internal walkway system will be built. Midtown Way will have wide sidewalks (10' minimum) on both sides of the street. These sidewalks will connect the commercial area to the residential area, continuing to the neighborhood park at the far eastern side of the site. Central Park will be accessed off of these sidewalks and connections to Clay Street and Willard Drive will be provided. Sidewalks along Church Street and Belvedere Avenue will have external connections to Eheart and Clay Streets, encouraging residents to bike and walk to their destinations all around town, not just within the development.

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

The scale of the multi-story residential buildings will typically be three, four, or five stories over a parking podium. Townhomes will be two to three levels over ground level parking. This site is a gateway to downtown and is a transitional area between residential neighborhoods and downtown. The scale and massing of the buildings will be designed in

such a way as to provide a smooth transition into the downtown area and create a unique neighborhood character.

• ***Architectural Features:*** *Structures that are designed with architectural features similar to existing homes contribute to a sense of place and add to the character of the neighborhood.*

Buildings will be constructed with a minimum of 50% masonry materials, with the remaining 50% including but not limited to cast materials, EIFS, glass, metal, cement, and concrete. The buildings will use materials similar to each other in order to create a strong character within the neighborhood. Buildings visible from the historic Sixteen Squares neighborhood will be background in character, using with materials and design details that will keep them from becoming a strong visual presence.

• ***Character and Context:*** *Infill designs that are sensitive to the vernacular and traditional architecture found in Blacksburg and Southwest Virginia help to preserve community character.*

These buildings will be designed in a way that is compatible with existing architecture in the downtown area to ensure that the development will preserve the character of the downtown area. While the overall development will maintain a similar and familiar architectural influence, each parcel will provide individuality in its final building design. The will provide continuity across the property without creating sterile, undistinguishable structures.

• ***Streetscape:*** *Streetscape designs that include trees, pedestrian-scaled lighting, benches, drinking fountains, newspaper boxes, or other pedestrian-oriented amenities help encourage pedestrian activity and promote safety and security.*

A pedestrian friendly streetscape, including wide sidewalks, street trees, and landscaped building entries, will be provided on Eheart Street and Midtown Way. Lighting will be provided to enhance sight and safety.

• ***Sidewalks:*** *Well-connected and maintained sidewalks contribute to the character of neighborhoods by providing safe places for people to travel and interact with one another.*

Sidewalks will be provided within the development connecting internal areas to each other and to the exterior of the site.

• ***Crosswalks:*** *Crosswalks provide higher visibility to pedestrians at logical crossing points and can be basic white striping or can include other elements such as raised surfaces or aesthetic materials.*

Crosswalks will be provided at all intersections. The style of crosswalk will be determined as final design is completed. A mid-block crosswalk will also be installed on Eheart Street at new Church Street.

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

A 10' multi-use trail is proposed through the site and will connect to Willard Drive and Clay Street. Bicycle parking will be provided at each building. New bike lanes are proposed along Eheart Street and new Church Street.

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

The internal street network provides a safe and efficient network for pedestrians and bicyclists, with traffic calming measures being provided to keep speeds slow in order to avoid conflicts between auto drivers and those that are walking or riding bicycles through the development.

9. Economic Development Principles and Concepts

9.1 Town of Blacksburg Economic Development Strategy Update 2013

In 2013, the Town began an update to the Economic Development Plan that was developed and completed in 2001. Many of the original 2001 strategies had been addressed in some form at the time of the 2013 update. Based on that, the Town proposed recommendations revolving around six main themes for the 2013 update. These themes were: Entrepreneurship/Technology, Retail Development, Real Estate Development, Creative Economy, Downtown Development, and Virginia Tech Partnerships. In reviewing the current proposed project, there are several recommendations proposed for these Themes that are addressed within our application and development plan. These applicable recommendations are listed below and referenced by their numerical designation within the 2013 Update document.

Entrepreneurship/Technology

4.2.6- *Revise Conditional Use for Ground Floor Office Uses in Downtown Commercial*

The application is including a proposal to allow general and medical office use on the ground floor buildings within the proposed DC district.

Retail Development

While not specifically addressed in the 2013 Update, the proposed project does have areas within the DC zoning district that could support additional downtown retail opportunities should the market reflect that need.

Real Estate Development

6.2.2- *Identify, Promote, and Work with the Owners of Key Development and Redevelopment Sites*

The current conceptual masterplan and Pattern Book presented in this application have been developed in keeping with the design principles as reaffirmed by Town Council in Resolution 7-D-15 on July 14, 2015 and in coordination with various members of Town management and staff. By doing so, it has provided a plan that will be meet the goals of the Town, offer a marketable product for developers, and produce properties that will add to the tax base and quality of life of Town.

Creative Economy

7.2.9- *Implement Live-Work-Sell Ordinance*

While not specifically stated as a use type in the application, there are opportunities within the project that would allow for a live-work-sell scenario if the market reflects a need for these. While an arts district is discussed in the 2013 Update, it is difficult to ascertain whether the local artisan demand is there to fill commercial spaces or would be able to afford downtown rents. However, these opportunities are more readily available if Town incentives are provided to the artists and/or the building owner/developer to help control up front and long term costs.

Downtown Development

8.2.1- *Conduct a Comprehensive Parking Analysis of Downtown*

It has been clearly documented that there is a lack of easily accessible parking downtown. The 2013 Update states that the town should conduct a study to determine a number of items related to parking including existing parking facilities, fees, need and location for additional parking. As the OBMS property redevelops, the need for parking will increase not only for the new residents and business that will occupy the new development but for the general public visiting these offices, restaurants, and shops. While onsite parking is not required by the zoning ordinance in DC zoning, not providing adequate parking on this site would likely result in failed commercial opportunities. A parking deck is shown on the concept plan that could provide parking for the public safety building as well as leased parking spaces for commercial tenants and public parking.

8.2.4- *Maintaining Downtown at a High Quality Level*

The proposed development will continue the upscale improvements that have been made in downtown over the last several years. Sidewalk infrastructure, pavers, lighting, and benches will be designed to match existing Main Street improvements. At the corner of South Main Street and Eheart Street, a new public plaza is proposed with landscaping, hardscaping, and a water feature; all of which will enhance the experience of entering Downtown. Within the proposed project site will be park space as well as The Common, which will serve as a gathering spot within the DC zoning district for public and private outdoor events that can be programmed in coordination with the Town, the property owners, and Downtown Blacksburg, Inc. The upkeep and maintenance in Downtown and on the OBMS site will be critical in maintaining a high quality site and enjoyable experience for Town residents and visitors.

10. Surveyed Boundary Map

The property was surveyed by Balzer and Associates, Inc. of Christiansburg, Virginia. The boundary map of Parcels 1-5 is attached, Sheet Z1, in the Appendix. Topographic mapping for this project was obtained from the actual field survey performed by Balzer& Associates, Inc. in December 2012. The legal description for the overall parcel boundary included in this application is described below.

10.1 Legal Description

PARCEL 1 - TAX MAP # 257-A-94A 5.497 ACRE PARCEL – MAIN ST AND EHEART ST

FROM THE "POINT OF BEGINNING", A ROD FOUND IN THE NORTHEASTERN RIGHT OF WAY OF SOUTH MAIN STREET, APPROXIMATELY 202.89 FEET TO THE SOUTH OF CLAY STREET, AT THE SOUTHERN CORNER OF THE LANDS OF HILL COMPANIES, LLC, THENCE WITH THE SAID LAND OF HILL COMPANIES, LLC THE FOLLOWING 2 COURSES, N51º09'22" A DISTANCE OF 165.69 FEET; THENCE N40º16'23" A DISTANCE OF 193.00 FEET TO A ROD FOUND IN THE SOUTHERN RIGHT OF WAY OF CLAY STREET; THENCE ALONG THE RIGHT OF WAY OF CLAY STREET N50º46'37" A DISTANCE OF 109.42 FEET TO A NAIL FOUND IN THE CORNER OF THE PROPERTY OF THE TOWN OF BLACKSBURG; THENCE ALONG SAID TOWN OF BLACKSBURG PROPERTY THE FOLLOWING 4 COURSES; S52º14'22"E A DISTANCE OF 98.95 FEET; THENCE N69º38'37"E A DISTANCE OF 73.58 FEET; THENCE N39º21'37"E A DISTANCE OF 34.77 FEET; THENCE N06 º13'21"W A DISTANCE OF 100.44 FEET TO SPIKE SET; THENCE S39º38'19"E A DISTANCE OF 520.99 FEET TO A SPIKE SET, A POINT IN THE PROPERTY OF THE TOWN OF BLACKSBURG; THENCE WITH SAID TOWN OF

BLACKSBURG PROPERTY THE FOLLOWING 2 COURSES, S50º18'08"W A DISTANCE OF 49.31 FEET; THENCE S39º32'52"E A DISTANCE OF 92.02 FEET TO A SPIKE SET IN THE NORTHERN RIGHT OF WAY OF EHEART STREET, THENCE ALONG SAID RIGHT OF WAY S49º40'23"W A DISTANCE OF 400.68 FEET TO A SPIKE IN THE INTERSECTION OF THE SOUTH MAIN STREET AND EHEART STREET RIGHTS OF WAY, THENCE ALONG THE SOUTH MAIN STREET RIGHT OF WAY N40º03'20"W A DISTANCE OF 458.38 FEET TO THE POINT OF BEGINNING CONTAINING 5.497 ACRES AS SHOWN ON A PLAT OF MINOR SUBDIVISION AND RIGHT-OF-WAY DEDICATION FOR THE MONTGOMERY COUNTY BOARD OF SUPERVISORS, LOT B, TOWN OF BLACKSBURG, MOUNT TABOR MAGISTERIAL DISTRICT, MONTGOMERY COUNTY, VIRGINIA. ANDERSON & ASSOCIATES JOB NUMBER 29095-001, DATED SEPTEMBER 23, 2016.

PARCEL 2 - TAX MAP # 257-A-94 14.223 ACRE PARCEL – CLAY ST AND EHEART ST

FROM THE "POINT OF BEGINNING", A ROD FOUND (BENT) ALONG THE SOUTH RIGHT-OF-WAY OF CLAY STREET SOUTH EAST, APPROXIMATELY 1,400 FEET FROM SOUTH MAIN STREET, AT THE NORTH WEST CORNER OF THE LANDS OF VIRGINIA TECH FOUNDATION, INC (AS RECORDED IN INSTRUMENT No. 2013008625) THE FOLLOWING 2 CALLS; S40º48'42"E, 252.01 FEET TO AN IRON ROD FOUND; THENCE N67º00'18"E, 102.00 FEET TO AN IRON ROD SET; THENCE CONTINUING WITH THE SAID LAND OF VIRGINIA TECH FOUNDATION, INC AND CONTINUING ONTO THE LAND OF THE BETTY ESTES REV TRUST (AS RECORDED IN INSTRUMENT No. 2015000312), AND CC&B DEVELOPMENT, L.L.C. (AS RECORDED IN INSTRUMENT No. 2005006645) THE FOLLOWING COURSE, S85º05'43"E, 395.94 FEET TO AN IRON ROD SET, A CORNER ON THE RIGHT OF WAY WITH EHEART STREET SOUTH EAST, S51º00'58"W, 985.13 FEET TO A MARK ON A WATER VAULT LID, A POINT ON THE PROPERTY OF THE TOWN OF BLACKSBURG (AS RECORDED IN DEED BOOK 365, AT PAGE 72); THENCE WITH SAID TOWN OF BLACKSBURG PROPERTY THE FOLLOWING 2 COURSES, N42º22'02"W, 96.83 FEET TO A SPIKE FOUND; THENCE S50º18'08"W, 325.56 FEET TO A SPIKE SET; THENCE S39º38'19"E A DISTANCE OF 520.99 FEET, A POINT ON THE PROPERTY OF THE TOWN OF BLACKSBURG (AS RECORDED IN DEED BOOK 365 AT PAGE 72); THENCE WITH SAID TOWN OF BLACKSBURG PROPERTY N06º13'21"W A DISTANCE OF 34.67 FEET TO A SPIKE IN THE SOUTHERN RIGHT OF WAY OF CLAY STREET, THENCE ALONG THE RIGHT OF WAY OF CLAY STREET THE FOLLOWING 3 COURSES, N50º46'37"E A DISTANCE OF 553.65 FEET TO A ROD SET; THENCE N66º43'24"E A DISTANCE OF 288.36 FEET; THENCE N59º47'49"E A DISTANCE OF 81.85 FEET TO THE POINT OF BEGINNING, CONTAINING 14.223 ACRES AS SHOWN ON A PLAT OF MINOR SUBDIVISION AND RIGHT-OF-WAY DEDICATION FOR THE MONTGOMERY COUNTY BOARD OF SUPERVISORS, LOT B, TOWN OF BLACKSBURG, MOUNT TABOR MAGISTERIAL DISTRICT, MONTGOMERY COUNTY, VIRGINIA. ANDERSON & ASSOCIATES JOB NUMBER 29095-001, DATED SEPTEMBER 23, 2016.

PARCEL 3 - TAX MAP # 257-A-218 0.3848 ACRE PARCEL – CLAY ST

BEGINNING AT A SPIKE FOUND ON THE SOUTHERN RIGHT OF WAY LINE OF CLAY STREET, THENCE LEAVING THE SAID RIGHT OF WAY LINE OF CLAY STREET AND WITH THE LINES OF MIDTOWN REDEVELOPMENT PARTNERS, LLC THE FOLLOWING COURSE, S06º13'21"E A DISTANCE OF 34.67 FEET TO A SPIKE AT THE CORNER OF THE LANDS OF THE MONTGOMERY COUNTY BOARD OF SUPERVISORS; THENCE ALONG THE LANDS OF THE MONTGOMERY COUNTY BOARD OF SUPERVISORS THE FOLLOWING 4 COURSES, S06º13'21"E A DISTANCE OF 100.44 FEET; THENCE S39º21'37"W A DISTANCE OF 34.77 FEET TO A SPIKE; THENCE S69º38'37"W A DISTANCE OF 73.58 FEET TO A SPIKE FOUND; THENCE N52º14'22"W A DISTANCE OF 98.95 FEET TO A NAIL FOUND IN THE SOUTHERN

RIGHT OF WAY LINE OF CLAY STREET; THENCE WITH THE SAID SOUTHERN RIGHT OF WAY LINE OF CLAY STREET N50º46'37"E 199.59 FEET TO THE POINT OF BEGINNING.

PARCEL 4 - TAX MAP # 257-A-217 0.9415 ACRE PARCEL – EHEART ST

BEGINNING AT A SPIKE ON THE NORTHERN RIGHT OF WAY LINE OF EHEART STREET AND CORNER TO LANDS OF THE MIDTOWN REDEVELOPMENT PARTNERS, LLC; THENCE LEAVING THE SAID RIGHT OF WAY LINE OF EHEART STREET AND RUNNING WITH LINES OF THE MONTGOMERY COUNTY SCHOOL BOARD THE FOLLOWING COURSES, N39º32'52"W 108.54 FEET TO A SPIKE; THENCE N50º18'08"E 374.87 FEET TO A SPIKE; THENCE S42º22'02"E 96.83 FEET TO A MARK ON A WATER VAULT LID; THENCE S42º20'30"E 12.00 FEET TO A POINT ON THE NORTHERN RIGHT OF WAY LINE OF EHEART STREET; THENCE WITH THE SAID NORTHERN RIGHT OF WAY LINE OF EHEART STREET S50º19'40"W 380.22 FEET TO THE POINT OF BEGINNING.

PARCEL 5 – TAX MAP # 257-25 C 0.2149 ACRE PARCEL – EHEART ST AND WILLARD ST

BEGINNING AT AN IRON ROD IN THE NORTHERN RIGHT OF WAY OF EHEART STREET, SAID ROD BEING 40.46 FEET TO THE WEST OF WILLARD DRIVE, THENCE ALONG LANDS OF MIDTOWN REDEVELOPMENT PARTNERS, LLC N85º05'43"W A DISTANCE OF 145.15 FEET, THENCE N51º12'17"E A DISTANCE OF 145.46 FEET TO THE WESTERN RIGHT OF WAY OF WILLARD DRIVE, THENCE ALONG SAID RIGHT OF WAY S38º45'43"E A DISTANCE OF 100.00 FEET TO THE RIGHT OF WAY OF EHEART STREET, THENCE ALONG EHEART STREET S50º49'17"W A DISTANCE OF 40.46 FEET TO THE POINT OF BEGINNING.

Adjoining Landowners

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

OLD BLACKSBURG MIDDLE SCHOOL SITE REZONING REQUEST Adjacent Property Owners		
Tax Parcel(s)	**Owner**	**Address**
257-24 A	CC&B DEVELOPMENT LLC	P O BOX 10397 BLACKSBURG, VA 24062
257-4SEC 8 1	CHURCH OF CHRIST	315 EAKIN ST. SE BLACSKBURG, VA 24060
257-4SEC 8 1B	CHURCH OF CHRIST TRUSTEES	315 EAKIN ST. SE BLACSKBURG, VA 24060
257-4SEC 8 1A	ROBERT M CRANWELL SUSAN B CRANWELL	110 DRAPER RD NW BLACKSBURG, VA 24060
257-4SEC 7 6A*	EDUARDO C FUNE	315 TARNEYWOOD DRIVE CHESAPEAKE, VA 23320
257-4SEC 7 1&2	MICHAEL L BRIZENDINE LUCY A BRIZENDINE	2501 GLOUCESTER DR BLACKSBURG, VA 24060
257-4SEC 1 7A*	ROGER M POWELL VICKI S POWELL	5527 MEDMONT CIR ROANOKE, VA 24018
257-4SEC 1 7,8	WILLIAM E OSBORNE SUZAN MCGANN OSBORNE	P.O. BOX 10132 BLACKSBURG, VA 24062
257-4SEC 1 1,2	GREGORY HUDNALL TEW	100 EHEART ST SE BLACKSBURG, VA 24060
257-3SEC 3 1-4	EPSILON HEXATON ALUMNI FOUNDATION C/O AUSTIN HARRIS	P.O. BOX 175 HARTWOOD, VA 22471

257-B 1 1 257-B 1 2 257-B 1 A 257-B 1 B 257-B 1 11 257-B 1 12 257-B 1 13	GEORGIA ANNE SNYDER-FALKINGHAM	2220 WOODLAND HILLS DR BLACKSBURG, VA 24060
257-B 1 9 257-B 1 10	TRISON PROPERTIES LLC	508 SOUTH MAIN ST UNIT 10 BLACKSBURG, VA 24060
257-B 1 6 257-B 1 7 257-B 1 8	GLENN P REYNOLDS DIXIE H REYNOLDS C/O ROGERS & REYNOLDS ARCH.	506 SOUTH MAIN ST BLACKSBURG, VA 24060
257-B 1 3 257-B 1 4 257-B 1 5	BOXWOOD DEVELOPMENT LLC C/O JOHN N. SPICER	1506 BOXWOOD DR BLACKSBURG, VA 24060
257-B 1 C	SOUTH MAIN 500 OWNERS ASSOCIATION	500 SOUTH MAIN ST BLACKSBURG, VA 24060
257-3SEC 1 A,F* 257-A53 257-A184	TOWN OF BLACKSBURG	P.O. BOX 90003 BLACKSBURG, VA 24062
257-C 3A	BROWNSTONE LLC	114 NORTHSIDE RD NEWPORT, VA 24128
257-A 56	C & P TELEPHONE CO	109 CLAY ST SE BLACKSBURG, VA 24060
257-A110	SLICE PROPERTIES, LLC	1457 HARDING RD BLACKSBURG, VA 24060
257-A109	WING FAI NG & LUCY M W NG	1004 DOE RUN BLACKSBURG, VA 24060
257-A108	WSSE, LLC C/O ROBERT J DUNAY & DONNA W DUNAY	302 E WASHINGTON ST BLACKSBURG, VA 24060
257- A104 257- A103 257- A102 257- A95	FIRST BAPTIST CHURCH OF BLACKSBURG	P O BOX 11232 BLACKSBURG, VA 24062

257-A185 257-A186 257-A195, 187	DENNIS K DODSON SR	9928 AVALON WAY FREDERICKSBURG, VA 22408
257-9 2	SCOTT LYNDON NOONKESTER	1106 NORTH MAIN STREET BLACKSBURG, VA 24060
257-9 3	GARY J. ASHTON JOHN C. ASHTON III	39091 LOGANS CREEK LN LEESBURG, VA 20175
257-9 4	ROGER M. & VICKI S. POWELL	5527 MEDMONT CIR ROANOKE, VA 24018
257-A189	BETTY ESTES REV TRUST C/O CURTIS M ESTES & JAMES M ESTES	701 GRAVES AVE BLACKSBURG, VA 24060
257-25 24A-B	KEVIN DONALD HOEPKER KATHRYN ANNE HOEPKER	10584 SANCTUARY DR NE MINNEAPOLIS, MN 55449
257-25 23A-A	BRUCE ARKEMA CAROLYN T ARKEMA	14200 HARBURN CT MIDLOTHIAN, VA 23113
257-25 23A-B	THOMAS D. BARNS JULIE E. BARNS	415 WILLARD DR BLACKSBURG, VA 24060
257-C 1A 257-C 1C	HILL COMPANIES, LLC	114 NORTHSIDE RD NEWPORT, VA 24128
257-C 1101	JNJG LLC	401 SOUTH MAIN ST SUITE 101 BLACKSBURG, VA 24060
257-C 1102	KEVIN RYAN	401 SOUTH MAIN ST SUITE 102 BLACKSBURG, VA 24060
257-C 1103	FREDERICK J COBB AMELIA A COBB	1600 PALMYRA AVE RICHMOND, VA 23227
257-C 1104 257-C 1105 257-C 1204 257-C 1206 257-C 1207	HILL RENTALS LLC	114 NORTHSIDE RD NEWPORT, VA 24128

257-C 1212 257-C 1220 257-C 1222 257-C 1316		
257-C 1106	COLLEGE TOWN, LLC	4937 HUNTING HILLS CT ROANOKE, VA 24018
257-C 1200	ROBERT ALLEN CROUCH JUDITH CASEY CROUCH	212 CLEARPORT DR CARY, NC 27519
257-C 1201	STEVEN W DORMAN	7912 RIVER FALLS DR POTOMAC, MD 20854
257-C 1202	CLAY COURT 202 ASSOCIATES LLC	5501 MERCHANTS VIEW SQ SUITE 729 HAYMARKET, VA 20169
257-C 1203	RONALD A JONES PATRICIA M JONES	16802 BAYWATCH CT CORNELIUS, NC 28031
257-C 1205	CHRISTOPHER JOHNSTONE	401 SOUTH MAIN ST UNIT 205 BLACKSBURG, VA 24060
257-C 1208	DAVID R PHILLIPS	401 SOUTH MAIN ST SUITE 208 BLACKSBURG, VA 24060
257-C 1210	JEFFREY A KNAPP LESLIE A KNAPP	350 44TH AVE NW HICKORY, NC 28601
257-C 1214	STEPHEN MICHAEL JONES KAREN HAYDEN JONES	21548 LAKE POINT LN CORNELIUS, NC 28031
257-C 1216	CAROL JEAN TYREE	5127 BRADSHAW RD SALEM, VA 24153
257-C 1218	M&T DEVELOPMENT, LLC	105 INDUSTRIAL DR CHRISTIANSBURG, VA 24073
257-C 1300	JOHN W OLVER	806 DRAPER RD BLACKSBURG, VA 24060

257-C 1301	H FULTON SENSABAUGH JR ANN L SENSABAUGH	2122 STUART AVE RICHMOND, VA 23220
257-C 1302	WILLIAM SCHLICHTING KATHI SCHLICHTING	35 HEATHER CT BERKELEY HEIGHTS, NJ 07922
257-C 1303	CHARLES AFTON JOHNSON MELISSA GASKINS JOHNSON	P.O. BOX 21 OILVILLE, VA 23129
257-C 1304	KELLI K KNIGHT CAROLYN S KNIGHT	50 ASHLEIGH DR WAYNESBORO, VA 22980
257-C 1305	WILLIAM I SNYDER PATRICIA S SNYDER	401 SOUTH MAIN ST UNIT 305 BLACKSBURG, VA 24060
257-C 1306	SOHPIA E ECONOMOU EDWIN F BARNES	327 N PITT ST ALEXANDRIA, VA 22314
257-C 1307	TROY TOUREAU CATHERINE TOUREAU	6026 EMPIRE LAKES CT HAYMARKET, VA 20169
257-C 1308	VIRGIL NELSON	21 AZTEC DR STAFFORD, VA 22554-5841
257-C 1310	MARY SATCHER BYNUM REV LIVING TRUST	715 ABELIA RD COLUMBIA, SC 29205
257-C 1312	JEFFREY H NOOGER BARBARA A NOOGER	4421 CORRAL RD WARRENTON, VA 20187
257-C 1314	CLAY COURT 314 ASSOCIATES LLC	5501 MERCHANTS VIEW SQ SUITE 729 HAYMARKET, VA 20169
257-C 1318	MICHAEL J LOPEZ ROBERTA SAARI LOPEZ	305 HEARTHSTONE DR BLACKSBURG, VA 24060
257-C 1320	JAMES M BARCH JOHNNA C BARCH	3817 PACES LOOKOUT CIR ATLANTA, GA 30339

257-C 1322	LARSEN FAMILY TRUST MARK & CYNTHIA LARSEN TRS	12009 BENNETT FARMS CT OAK HILL, VA 20171
257-A 188	VIRGINIA TECH FOUNDATION, INC.	902 PRICES FORK ROAD, SUITE 140 BLACKSBURG, VA 24060

Appendix

SHEET Z1 – Existing Parcel Map

SHEET Z2 – Existing Conditions Plan

SHEET Z3 – Zoning Plan

SHEET Z4 – Overall Conceptual Master Plan

SHEET Z5 – Proposed Parks and Trails Plan

SHEET Z6 – Proposed Sidewalk and Trail Plan

SHEET Z7 – Proposed Open Space Plan

SHEET Z8 – Proposed Intersection Design

SHEET Z9 – Proposed Parcel Map