



October 3, 2018

Kinsey O'Shea, Development Administrator  
Town of Blacksburg  
300 South Main Street  
Blacksburg, VA 24060

**RE: 1222 Patrick Henry PRD Rezoning**

Dear Kinsey,

Included in this letter are items our team has addressed since our Planning Commission Work Session meeting on September 18, 2018. Below is a list of these items and how each has been addressed.

**1) Traffic Study Update and Entrance Design**

The applicant has chosen to redesign the entrances along Patrick Henry Drive as full access intersections instead of the previously shown right in/right out configuration. The traffic study has been revised accordingly and has included new intersection movement counts at North Main Street and Patrick Henry, new turn lane analysis for the project and updated signal analysis. Results show no improvements are required to the traffic patterns or street design as a result of this project. All conclusions of the updated study are below.

- The proposed project will increase traffic at the existing intersections and on the surrounding road network;
- traffic volume increases at the existing intersections will not significantly impact level of service or delay at the existing intersections;
- the existing intersections operates at an acceptable LOS with the projected background traffic volumes and will continue to do so with the site-generated traffic volumes included;
- no signal timing modifications are recommended at the existing intersections;
- no right or left turn lanes or tapers are warranted at either of the full access entrances to the site.

**2) Increased Onsite Parking**

Based on some voiced concerns over providing enough onsite parking spaces, the applicant has chosen to amend the parking lot layout with one of the options shown to Planning Commission during the Work Session meeting. This option increases onsite parking by 15 spaces and still will meet the Town's requirements

for parking lot landscape areas. It also keeps all parking behind the front building line. These additional spaces will give the project a 0.80 space/bedroom ratio.

3) **Additional Bicycle Parking**

An additional amount of outdoor bicycle parking has been provided and the overall bike parking ration has been increased. The provided overall bike parking ratio is no proposed to be 30%. Three new bike rack locations have been provided around the site.

4) **Rear Buffer Area**

The applicant has taken the recommendation of the Town Staff and switched the location of the screening fence and the 12' tall evergreen buffer plantings. The tree buffer is now located along the property line and the fence is internal to the site along the northern perimeter of the parking lot.

5) **Trail Connection**

At the recommendation from the Corridor Committee, Planning Staff and the Planning Commission, a trail connection has been shown at the northwest corner of the project parking lot. This 5' asphalt trail will connect to the Shenandoah Trail system as shown on the updated masterplan. This location was chosen to limit the amount of tree disturbance and to run along the same alignment as the proposed sanitary sewer extension.

6) **Patrick Henry Drive Trail Alignment**

As the project is now proposing two full access intersections, no turning tapers are required and the existing trail alignment can stay as is. The only trail change will occur at the BT pull off location.

7) **Signage**

An additional monument sign has been added at the eastern entrance to the property. This sign design will match the sign shown at the western entrance and included in the initial rezoning submittal package.

8) **Waterline**

The waterline has been extended to create a waterline loop as required by the Town Engineering department.

9) **Sanitary Sewer**

The applicant realizes and understands that there is approximately 1,000 linear feet of sanitary sewer that the Town has documented that may need to be replaced/repared with the construction of this project. There is an additional 500 linear feet of sewer in the same general location that is currently over capacity and is included in the Town's current CIP request for replacement. The Town Engineering Department is currently working with their third party consultant to review the flows in this section of line and also looking at an alternative connection point for this project. If it is determined that a capacity issue will occur that is directly attributable to the proposed development, the applicant is prepared to remedy that issue based on good

engineering practice and as agreed to by the Town of Blacksburg Engineering Department.

**10) Blacksburg Transit Routes**

Currently there are two BT routes that service Patrick Henry drive at the project location. The "Progress B" route has eastbound stop on Patrick Henry at Mary Jane Circle and an eastbound and westbound stop on Patrick Henry at Seneca Drive. The "Patrick Henry" route has a westbound stop at Seneca Drive. Based on route configuration by Blacksburg Transit after plan approval, both routes could include a westbound stop at the proposed bus pull off area.

**11) Balconies**

An additional balcony option has been included within the interior core of the building facing the common open space and pool area. This area is outside of the central study area on the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> level. These are shown on the updated architectural building plans.

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

Sincerely,

**BALZER AND ASSOCIATES, INC.**



Steven M. Semones  
Senior Vice President