

MEMORANDUM

To: Planning Commission
From: Kinsey O'Shea, AICP, Town Planner *KO*
Date: December 14, 2018
Subject: RZN18-0008/ORD 1872- Request to rezone 4.215 acres from R-5 Transitional Residential zoning district to PR Planned Residential zoning district at 1222 Patrick Henry Drive (Tax Map No. 196-A 5) by Justin Boyle of Green Valley Builders, Inc. (applicant) for Gary W. Case of Acme Holdings LLC (property owner).

This staff report has been updated to reflect the revised application submitted December 3, 2018. Please see additional background below.

SUMMARY OF REQUEST

Property Location	1222 Patrick Henry Drive
Tax Parcel Numbers	196-A-5
Parcel(s) Size	4.215 acres
Present Zoning District	R-5 Transitional Residential
Current Use	Vacant single-family residence
Adjacent Zoning Districts	North: PR Planned Residential East: PR Planned Residential South: PR Planned Residential West: PR Planned Residential
Adjacent Uses	North: Shenandoah Trail; Single-family homes East: Hunters Ridge Apartments South: Collegiate Suites Apartments West: Blacksburg Volunteer Rescue Squad
Adopted Future Land Use	Medium Density Residential
Proposed Uses	Multi-family residential; Leasing Offices
Proposed District Standards	
Maximum Height	41'
Minimum Setbacks	Front: 30' Side: 15' Rear: 30'
Maximum lot coverage	75% impervious
Maximum FAR	0.6
Proposed Maximum Density	215 bedrooms (51 bedrooms/acre); 75 units (18 units/acre)
Proposed Minimum Parking	221 spaces (1.03 spaces per bedroom)
Proposed Bike Parking	0.30 bike parking spaces per bedroom
Minimum Open Space	20% of total district area (22% as shown)

BACKGROUND

The original application for this request was filed in August 2018. At the October 2, 2018 public hearing, the Planning Commission recommended denial of the request with a vote of 6/2. Following the public hearing, the applicant intended to make additional changes before proceeding to Town Council, and asked to be referred back to the Planning Commission to address concerns raised by the Commission in a revised application. At the November 27, 2018 meeting, the Town Council approved a resolution to refer the request back to the Planning Commission. On December 3, 2018, the applicant submitted a revised application, including revised plan, architectural drawings, and traffic information.

The Planning Commission had several primary concerns regarding the application including neighborhood compatibility; traffic impact; scale and mass of building; future land use designation; and parking ratio. Minutes from the November 6, 2018 Planning Commission Public Hearing are included as an attachment.

This staff report reflects an analysis of the most current application dated December 3, 2018. Generally, changes to the application include:

- Reduction of total number of bedrooms from 276 bedrooms to 215 bedrooms (110 units to 75 units) which is a 23% reduction
 - Reduction of overall density from 66 bedrooms per acre to 51 bedrooms per acre or 26 units per acre to 18 units per acre
 - Increase in parking ratio from 0.8 parking spaces per bedroom to 1.03 parking spaces per bedroom. The overall number of parking spaces (221 spaces) has not changed.
- Reduction of height of building from 4 stories to 3 stories
 - Reduction of maximum building height from 52-56' to maximum building height of 41'
 - Reduction of proposed Floor-to-Area-Ratio (FAR) from 0.8 to 0.6
- Revised traffic study reflecting reduction in density

The Town asked Development Strategies to provide comment and critique on the original application dated August 1, 2018. The Town did not send the updated application for further comment. Where relevant comments from the Development Strategies memo are applicable, they have been noted in their respective topical sections. The Development Strategies memo has not been included as an attachment, but is available on the Town's website as a part of the September 14, 2018 staff report.

EVALUATION OF APPLICATION

This staff report is divided into topical areas of evaluation. Many of the overarching principles in the Comprehensive Plan, the Residential Infill Guidelines, and the Zoning Ordinance overlap into key topical focus areas. To aid in review of the staff report each topic or focus area is covered only once. The analysis is contained in the staff report. The pertinent text sections from the Comprehensive Plan and the Zoning Ordinance have been included as an appendix to this report.

The staff report also includes a summary of key elements to provide guidance to Planning Commission for discussion at the work session.

CRITERIA FOR EVALUATION

There are a number of analysis points for evaluation of a request to rezone a property within Town. The policies and maps in the Comprehensive Plan lend guidance to the Town's vision of growth in the future, while specific codes and requirements in the Zoning Ordinance, Subdivision Ordinance, and the Town Code ensure that the

development meets all applicable regulations. Specifically, the Zoning Ordinance calls out the criteria for evaluation of a rezoning request, as found below:

Section 1151 of the Zoning Ordinance requires the Commission to study all rezoning requests to determine:

- 1) *Whether the proposed amendment conforms to the general guidelines and policies contained in the Comprehensive Plan.*
- 2) *The relationship of the proposed amendment to the purposes of the general planning program of the Town, with appropriate consideration as to whether the change will further the purposes of [the Zoning Ordinance] and the general welfare of the entire community.*
- 3) *The need and justification for the change.*
- 4) *When pertaining to a change in the district classification of the property, the effect of the change, if any, on the property, surrounding property, and on public services and facilities. In addition, the Commission shall consider the appropriateness of the property for the proposed change as related to the purposes set forth at the beginning of each district classification.*

Additionally, section 1162 of the Zoning Ordinance states that proposals for rezoning to a planned zoning district constitute an application for conditional zoning. Section 1160 of the Zoning Ordinance gives guidance to the evaluation of proffers that may be proffered by the applicant.

EXISTING CONDITIONS

Steve Semones of Balzer and Associates (applicant's agent) and Justin Boyle of Green Valley Builders (applicant/contract purchaser) have filed a request to rezone property at 1222 Patrick Henry Drive on behalf of Gary Case, of Acme Holdings, LLC (property owner). The property is vacant except for an abandoned, vacant single-family home which was built in 1888. The applicant wishes to rezone the 4.215 acre property from R-5 Transitional Residential to PR Planned Residential to develop a multifamily apartment building. The existing R-5 zoning allows for up to 20 bedrooms per acre for multifamily or townhouse uses, which are permissible with a conditional use permit. Even under the current zoning, the land is underutilized for its development potential.

The site is bound on the south by Patrick Henry Drive; on the west by the Blacksburg Volunteer Rescue Squad station; on the north by the Town-owned Shenandoah Trail, with single-family homes beyond; and on the east by Hunters Ridge apartments. Across Patrick Henry Drive are the Collegiate Suites apartments. This proposal is for the development of a new student-oriented multifamily residential development on a parcel surrounded by existing development. Prior to the construction of the rescue squad station, the combined 7 acres of the station site and this parcel were the only undeveloped parcels in the area.

DEVELOPMENT PROPOSAL

The development proposal includes the construction of a single U-shaped multifamily apartment building oriented toward Patrick Henry Drive. There will be surface parking on the east, west, and north sides of the building, but not between the building and the street. The building will be three stories with residential amenities including a lounge and club, fitness area, study areas, a roof top terrace, and top-floor amenity area. The building is proffered to be either Earthcraft Multi-family or National Green Building Standard certified.

The units will be a mix of one-, two-, and four-bedroom units, with each unit featuring bed/bath parity. The application indicates that approximately 39% of the units will be two-bedroom units, with approximately 49% four-bedroom units, and 12% one-bedroom units. Additionally, there will be a large outdoor amenity area in the courtyard of the building that will include a lawn area, a pool and outdoor terrace, as well as a meandering trail with outdoor seating areas.

The plan also shows internal sidewalks connecting the parking to the building entries, as well as the construction of a bus pull off and shelter along Patrick Henry Drive. There will be a 5' asphalt trail to connect the northwest corner of the parking area to the existing Shenandoah trail in the rear of the property. Along the rear property line abutting the Town trail, as well as the northern portions of the eastern and western property lines are proposed to have an evergreen tree buffer and privacy fence. The circulation into and out of this development is achieved by two entrances on the easternmost and westernmost portions of the site.

COMPREHENSIVE PLAN

Comprehensive Plan Map Series Evaluation of Application

In evaluating whether the proposed use conforms to the general guidelines and policies contained in the Comprehensive Plan, all applicable sections of the Plan should be included in the review of the application. The Comprehensive plan offers a wide range of guiding principles for the future of development with Town. The following text identifies the designation of the proposed rezoning property on the maps in the Future Land Use map series.

Map A: Future Land Use Designation

In evaluating whether the proposed planned residential development conforms to the general guidelines and policies contained in the Comprehensive Plan, the Future Land Use designation of the subject property shall be considered. The subject property is designated Medium Density Residential on the Future Land Use map which is defined as:

Up to and including ten dwelling units per acre; or up to 20 bedrooms per acre, whichever is less. Typical Implementing Zoning Districts: Transitional Residential (R-5), Old Town Residential (OTR), Planned Residential (PR), and Planned Manufactured Home (PMH).

The density allowed under the Future Land Use designation would be up to 84.3 bedrooms.

Map B: Urban Development Areas

This property is not with a Mixed Use area as designated on the Future Land Use map nor is it within a designated Urban Development Area. UDAs and Mixed-Use Areas are intended to serve as focal points for commercial and residential growth in town. However, the designation of UDA does not prevent developments outside a UDA, nor obligate the Town to approve rezoning or conditional use permit applications within a UDA. The designation of a UDA does not affect zoning, nor does it mandate a specific type of development.

Map C: Neighborhood, Employment and Service Areas Map

All neighborhoods in Blacksburg are classified into different categories based on a number of key commonalities, characteristics, and factors including historical patterns of development, transportation network, neighborhood identity, density and type of development, and potential development opportunities. These general boundaries reflect the predominant land use form within each area. The subject parcel is located within a "Multi-Unit Residential Neighborhood" and key issues for these areas are noted in the appendix. Analysis of these issues is included in the topical areas of the staff report including bicycle and pedestrian improvements, transit, parking, landscaping/buffering, and open space.

Density & Occupancy, Lifestyle Conflicts

Not only does the physical development of the property affect the neighborhood compatibility, but also the lifestyle of the target market for the project. There are a number of Town policies and goals that encourage the provision of housing for a variety of different citizens with different lifestyle needs. Blacksburg has been identified as both a great place to retire, as well as a good place to raise a family. The University is actively growing undergraduate enrollment which is impacting the Town's housing market.

Density

The density of the development is a factor in considering whether the proposed development is appropriate to the surrounding neighborhood. The existing R-5 zoning would allow up to 20 bedrooms per acre, which would equate to up to 84.3 total bedrooms on the site. The application states that there will be 215 bedrooms, for a maximum density of approximately 51 bedrooms per acre. The density of the surrounding multi-family residential is 38 bedrooms per acre at Collegiate Suites, and approximately 59 bedrooms per acre at Hunters Ridge, which is a part of the Shenandoah PRD. There have been a number of requests lately for purpose-built student housing developments of varying sizes and scales. The chart below was also included in the previous staff report from September. Planning Commission has since received additional information regarding town-wide multifamily housing and density.

Name	Proposed Density	Status
The Retreat PRD	20 br/ac	approved
Sturbridge Square	89 br/ac	approved
Preston Row	55 br/ac	approved
Whipple Duplexes (Uptown Village)	27 br/ac	approved
Warren Street Stadium View	75 br/ac	pending
Frith/The View	68 br/ac	pending
Terrace View PRD 2018	114 br/ac	approved
1222 Patrick Henry	51 br/ac	pending

Occupancy

While the development is located in an area that is largely comprised of undergraduate student housing, the application states that the development may also support non-students. The proposed occupancy for the development is a family plus 2 unrelated persons, or no more than 4 unrelated persons. The existing R-5 zoning would allow up to 3 unrelated persons to occupy a residence. The neighboring Hunters Ridge and Collegiate Suites apartment developments are four-bedroom units, typically occupied by four unrelated individuals. Most of the multifamily developments in this area are occupied by one person per bedroom which is typical of undergraduate student housing.

Neighborhood Context

The proposed development is located in an area with a variety of uses. The parcel is adjoined by Hunters Ridge apartments to the east, and Collegiate Suites apartments to the south across Patrick Henry Drive, both of which are student housing developments. To the west is the newly-constructed Blacksburg Volunteer Rescue Squad station. Immediately to the north, the property is bounded by the Town-owned Shenandoah trail, which loops around the single family Shenandoah neighborhood and the Pheasant Run Townhomes. The rear yards of 5 of the single-family homes on Seminole Drive in the Shenandoah neighborhood back up to the trail north of the subject property. Most of the homes in this neighborhood are owner-occupied. There are concerns from the Shenandoah neighborhood about the addition of student housing on this parcel. See Neighborhood Meeting Notes.

The Town has encouraged the consideration of redevelopment of existing student housing in areas already oriented to undergraduate students. In this instance, the applicant is not proposing redevelopment of an existing developed site, but is proposing to develop an underutilized parcel. The parcel is within an area of other multifamily student housing but also has an interface with a single-family neighborhood. Many of the recent requests for higher density multifamily development have not had such an interface with owner-occupied single-family homes. The subject parcel is located on a collector roadway and is in an area served by transit so

there is existing supporting infrastructure. Each location will be different and should be looked at on a case-by-case basis to determine the infrastructure impacts and compatibility with adjacent land uses.

Zoning Ordinance Evaluation of Application

Intent of Districts

There is a statement of purpose for each district in the Zoning Ordinance.

Planned Residential §3110

The purpose of this district is to provide for the development of planned residential communities that incorporate a variety of housing options as well as certain limited commercial and office uses designed to serve the inhabitants of the district. This district is intended to allow greater flexibility than is generally possible under conventional zoning district regulations by encouraging ingenuity, imagination and high quality design to create a superior living environment for the residents of the planned community. The PR district is particularly appropriate for parcels which contain a number of constraints to conventional development. In addition to an improved quality of design, the PR district creates an opportunity to reflect changes in the technology of land development, provide opportunities for new approaches to home ownership, and provide for an efficient use of land which can result in reduced development costs.

It is the burden of the applicant to prove that the design submitted meets the intent of the Planned Residential District. In some cases, a development application for a PR district provides the Town with a housing model or type that is not found elsewhere in town, such as the Shadowlake Village Co-Housing Community PR district. In other instances, the PR district allows an applicant to put forward housing for an underserved population and proffer limitations to ensure the need is met as with the Grissom Lane Senior Housing development. In all cases, these applications are reviewed by the Planning Commission and Town Council for their merits on a case-by-case basis.

In this case, the applicant is proposing a multifamily development in an area with robust infrastructure to support more dense development than the current R-5 zoning would allow. The applicant is also proffering that the development will be certified by either Earthcraft for multifamily dwellings, or National Green Building Standard.

Development Standards

The characteristics of physical site development are regulated by the Zoning District standards. In a Planned Residential Zoning District the applicant may propose most of the individual standards for the proposed development. The layout and standards of the development, if approved, are binding. Since the applicant proposes the standards in the PRD, the evaluation of the proposed standards is different. The evaluation should be based on how well the proposed standards, when applied, fit into the existing character of the surrounding area. The Planning Commission and Town Council evaluate each Planned Residential development on its own merit. In this instance, the surrounding area contains existing single family residential uses, undergraduate student-oriented multi-family residential uses, and small commercial uses. There is a great deal of flexibility in proposing the development’s standards, but the standards should not be so out of scale or character, or different from the various surrounding districts as to create an incompatibility in use or site layout.

The following table illustrates the proposed Planned Residential District standards for this Planned Residential District:

	Proposed District Standards	R-5 District Standards
Maximum Height	41'	35-45'
Minimum Setbacks	Front: 30'	Front: 35'

	Side: 15' Rear: 30'	Side: 10' Rear: 25'
Maximum lot coverage	75% impervious	55% impervious
Unit Types	1-bedroom; 2-bedroom; and 4-bedroom units	No more than 3 unrelated individuals
Maximum Density	51 br/ac, 215 bedrooms; 18 units/ac, 75 units	20 br/ac (appx. 84 br for this property)
Minimum Parking	221 parking spaces; 1.03 spaces per bedroom	1 space/bedroom for two-family
Minimum Bike Parking	0.30 parking spaces per bedroom	0.25 spaces/bedroom
Minimum Open Space	20% minimum; 22% as shown	20% (more than 5 two-family dwellings)

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

The building orientation, style, materials, scale, massing, and height of a development are elements affecting how a proposed development fits into the surrounding area. The proposed building is now 3 stories tall, as opposed to 4 as previously submitted, with an outdoor terrace and amenity area on the third floor near the front of the building above the other amenity spaces. The building will have a flat roof, which can help to keep the building from appearing too tall. The building is U-shaped, with the amenity courtyard facing Patrick Henry Drive. The architectural drawings show a significant amount of visual interest in the façade with varying materials and textures, as well as façade articulation and a prominent angled-roof entry feature on the southwest corner of the building. The overall look and design of the building and site are the same.

The nearest multifamily buildings are those in the Collegiate Suites and Hunters Ridge developments, and they are comprised of typically 3-story, 12-unit garden-style buildings. Both Collegiate Suites and Hunters Ridge have pitched roofs which contribute to the overall height and mass of the buildings. However, these developments are broken into a number of smaller buildings as opposed to a single large multifamily building. The homes in the Shenandoah neighborhood to the rear are typically two-story structures, and they sit somewhat lower than the existing grade elevation of the site. The approximate distance from the building to the nearest residential property line is 190'. The architectural elevations and floor plans of the units indicate that there are no balconies proposed on the rear or sides of the building visible from the single-family neighborhood, but that there may be optional balconies in some of the units facing the interior courtyard.

It should be noted that the maximum height of 41' proposed is less than the allowable maximum height in the R-5 zoning district. The R-5 zoning district allows up to 35' of height, with one additional foot of setback per every foot of additional height up to 45'. In the chart above, the proposed and existing setbacks are noted. The proposed front yard setback is 5' less than the district standard. The proposed side and rear setbacks are each 5' larger than the existing R-5 district standard minimum setbacks. The building as proposed on the lot does follow the existing zoning requirement for additional setback per additional height along the side and rear property lines where there may be the most impact to other properties. However, the mass and scale of the single building proposed is greater than what would be allowed by-right in the district, which would be single-family, or two-family homes.

Development Strategies noted that the proposed building will be “noticeably larger than most nearby structures” but that the effect is reduced by the flat roof. The height of the building has since been reduced. The memo also points out the varied materials and façade articulation, but suggests that additional material variation could add more interest to the building. The memo comments on the design of the unique signage and striking entry feature, and notes that it will be walkable and accessible, but that additional ground-level features such as a more prominent canopy facing the courtyard would help to further highlight this amenity feature. These comments are valid to the revised application.

Setbacks

Setbacks or required yards provide areas on a property that are to remain free from structures. This allows for both landscaping and open space around buildings for light and air circulation, but it also generally provides areas where public utilities may be installed. In many cases, public utility easements are established around the interior of lot lines, within the setbacks to allow for both Town public utilities, but also for private utilities such as telecommunications, gas, and power. Consistent setbacks in a neighborhood can help maintain a sense of regular rhythm and uniformity while also allowing for landscaping and open space.

The minimum proposed setbacks along Patrick Henry Drive is 30'; along both sides the setback is proposed to be 10'; and in the rear of the property, the setback is proposed to be 30'. The plan shows that the rear of the building is located approximately 90' away from the rear property line at the closest point. The building will be separated from the rear property line by greenspace, a parking lot, and an evergreen tree buffer and screening fence. The side and rear yard setbacks are proposed to be larger than the setbacks allowed in the existing R-5 zoning district. The front yard setback is proposed to be 5' shallower than the allowed setback in the existing zoning. The combination of the shallower front setback, as well as the orientation of the building and rear-yard parking have been proposed to maximize the distance between the building and its single-family neighbors.

Buffering/Landscaping

There is no specific buffer yard requirement for the Planned Residential district as a whole because the nature of the proposed developments can vary so widely and the buffering proposed should be appropriate for the type and intensity and context of the development proposed. Each application is evaluated with regards to buffering and landscaping to determine the appropriateness of the proposal as it relates to the surrounding uses and neighborhood, and whether the effects of proposed buffering mitigate any adverse impacts to the surrounding area.

The applicant has proposed a buffer yard along the rear/northern property line extending partially along the side property lines to help mitigate the impact of the development on the single-family neighbors. The application indicates that the trees will be at least 12' tall at the time of planting. The buffer area is shown as having the fence on the inside nearest the parking area, with the trees planted beyond, adjacent to the property line. This configuration will help to shield the view of the fence from the neighbors. The fence would aid in blocking headlights from the parking area from view of the single-family neighbors to the rear. The adjacent trail area owned by the Town is fairly heavily vegetated with deciduous trees, though there are fewer trees nearer the northwest corner of the site where the site abuts the rescue squad property. This existing buffer area does also help to screen the development from the single-family neighbors.

The plan also shows that there will be tree islands in the parking area, as well as an indication on the plan that several of the existing trees are proposed to be kept in the courtyard and along the front of the property.

The application also states that the applicant is proposing a streetscape planting scheme above and beyond the Town's requirement of 1 tree per 30' of frontage. The applicant is proposing 1 street tree per 30' of frontage, 1 understory tree per 30' of frontage, and 10 shrubs per 50' of frontage. This equates to approximately 18 street trees, 18 understory trees, and approximately 110 shrubs. The application further indicates that overall canopy coverage shall be per the Town standard for multifamily developments, which is a minimum of 10% canopy coverage per §5426.

Bicycle and Pedestrian Improvements

Many individual policies and regulations address streetscape, bicycle, and pedestrian improvements as being a high priority to encouraging walkability and contributing to a high quality of life in Town. Providing enhanced pedestrian and bicycle facilities will encourage alternate-transportation behavior and lead to less dependency

on personal vehicle trips. These facilities may include wider sidewalks, separation between the street and the sidewalk with a vegetated buffer strip, on or off-street bicycle facilities, covered bicycle parking, and other elements to provide a pleasant and safe streetscape experience. Often, private development serves an important role in providing missing links in the sidewalk and trail network throughout Town, as there is not enough funding within the Town's budget to complete all the bicycle and pedestrian projects as the Town grows. At this location in particular, it is anticipated that many residents will take transit, or bike to class.

Sidewalks/Trail

There is currently an 8' multiuse trail immediately adjacent to the back of the curb along Patrick Henry Drive. This trail is continuous along the north side of Patrick Henry Drive from North Main Street to Toms Creek Road. Beyond Toms Creek Road, it changes to sidewalk along University City Boulevard and is continuous to Prices Fork Road. Headed toward town on Progress Street, the owners of Terrace View apartments have been filling in missing gaps of sidewalk along their property's frontage of Progress Street. There is now continuous sidewalk on the west side of Progress Street all the way to Main Street except for a single property at the corner of Broce Drive and Progress Street. This area of town has some of the most robust sidewalk infrastructure in town due in part to the high density and resident population. Many of the side- and cross-streets also have sidewalk.

The Corridor Committee reviews development applications and makes recommendations based on the Paths to the Future map in the Comprehensive Plan and comments on opportunities that may arise to enhance bicycle and pedestrian routes and facilities in Town.

The Committee reviewed the original August 1, 2018 application and recommended that the applicant provide a through-trail connection along the western edge of the property between the Patrick Henry trail to the existing Town-owned Shenandoah trail. The Corridor Committee stressed the importance of providing trail connections with new development to improve overall bike and pedestrian connectivity. Furthermore, the Committee requested additional information regarding the type of covered bike parking, and stressed the importance of well-lit, secure, and convenient locations for the bike parking.

In an updated application dated October 3, 2018, the applicant showed a 5' wide trail connection from the rear parking lot to the Shenandoah Trail. Trail pavement width is required to be 10' wide per the standard in the subdivision ordinance to allow for two-way travel, but there have been cases where a lesser width has been approved. It is the applicant's burden to prove why the standard trail width cannot be accommodated. The trail is situated over the current proposed location for the sanitary sewer extension to minimize land disturbance. The trail location as proposed requires users from the development to cross several travel lanes in the parking lot to access the trail, and does not provide any consideration for through-users from the Patrick Henry Drive trail. Both the Corridor Committee and staff recommended a connection be made from the trail along Patrick Henry Drive along the side property line to the Shenandoah Trail. The considerations made in response to the October 3, 2018 revisions for this recommendation are as follows, and are still valid to the December 3, 2018 application:

- This recommendation provides an off-street connection from the Patrick Henry Drive trail to the Shenandoah Trail. No such connection exists today. There is 5' sidewalk provided along Progress Street, but there is no bike lane along the frontage of the rescue squad property to provide a bicycle connection.
- Provision of this connection allows all users from the adjoining neighborhoods to access the Shenandoah Trail and the Patrick Henry Drive Trail via an off-street connection.

Additionally, the revised master plan shows that no additional changes are proposed to the 8' trail along the back of the curb on Patrick Henry Drive, other than accommodating the entrances and the bus pull-off. The opportunity to provide upgrades to existing infrastructure, or construction of new infrastructure often comes

with new development or redevelopment, and should be done to meet the Town standards, which, in this case is a 10' wide trail pavement width. Additionally, the trail could be positioned beyond the back of the curb, separated by a vegetated buffer strip to further enhance the pedestrian and bicycle experience. Consideration should be given to creating a more robust streetscape for the bicycle and pedestrian corridor along Patrick Henry Drive similar to the treatment proposed by Terrace View. There were no changes proposed to bicycle and trail facilities with the December 3, 2018 revised application, and thus the application was not referred back to the Corridor Committee.

Bicycle Parking

The application proposes exceeding the minimum Town standard of 0.25 spaces per bedroom for bicycle parking with ratio of 0.30 spaces per bedroom. The application indicates that a large portion of this parking will be covered, located on the north side of the building, between the building and the parking lot. The application does not state how many of the bike spaces will be covered or what sort of cover will be provided. The application further states that the remainder of the required bike spaces will be placed throughout the development, and that residents will be allowed to store bikes in their units. In order to further discourage personal vehicle use, a higher ratio of bicycle parking spaces should be provided in this development. While Progress Street does not have bike lanes, there are bike facilities along Patrick Henry Drive/University City Boulevard, and Toms Creek Road.

Development Strategies noted that the site is well-placed for bike and pedestrian access to a number of commercial services by foot, but that the trails were underutilized with regard to a lack of connection to the Shenandoah trail. The memo also points out that there should be more bike parking spaces than the minimum required, and that more of these spaces should be covered. The memo also states that the developer should consider partnering with Gotcha Bikeshare to locate stations in proximity to this development.

Parking and Circulation

Parking Ratio

The Planned Residential District allows applicants to choose a parking ratio that is different from the standards in the zoning ordinance with information to indicate why the proposed ratio is appropriate and will not have any negative effect on surrounding uses. The standard ratio is 1.1 parking spaces per bedroom for multifamily residential uses. This standard was designed primarily to respond to the parking demands associated with multifamily housing geared toward students.

However, in certain situations, a different ratio may be appropriate given the development's proximity to transit, the University, services, or the target market demographic. Providing the right amount of parking for a development is critical for the safety and convenience of the development's residents, but also for the safety and convenience of the surrounding neighborhood. Without adequate parking, residents and guests may overflow into the neighborhoods, where there may already be pressure for parking due to the rental tenancy, or small lot size. The Town is also concerned about developments that may be over parked adding unnecessary impervious surfaces. The goal is "right-sizing" the parking for each development to accommodate residents and guests.

To address the Planning Commission's concerns, the applicant has not reduced the number of parking spaces on site with the December 3, 2018 application, and thus the parking ratio has increased due to the reduction in the total number of bedrooms. In this case, the applicant has proposed a total of 221 parking spaces, for a ratio of 1.03 parking spaces per bedroom. While this is lower than the typical 1.1 spaces per bedroom for multifamily developments, the proposed ratio may be considered appropriate given the development's access to both Transit, and bicycle and pedestrian facilities. All of the parking proposed is surface parking, and all of the spaces are located behind the front building line with respect to Patrick Henry Drive. The application also states that an

electric car-charging station will be installed in the parking lot. With the parking set back so far from the street, there is a very real opportunity that the parking could be very well hidden from view of the street with the use of vegetation and berms. The application should show how the parking can be further screened from view of the street. No further specificity was given in the revised application.

Open Space

The provision of open space is another component of residential communities that is included as a requirement for nearly every type of residential development. The Planned Residential Zoning District Standards and the Use & Design Standards for Multifamily Dwellings §4216(a)(6) require a minimum of 20% open space for developments. It is important that the open space be meaningful in its size and function and geared toward the use of the residents in the development. A minimum of 5,000 square feet of the required open space shall be dedicated for active or passive recreation for residents.

The open space plan (sheet Z4 of the application) shows a total of approximately 40,000 square feet of recreation areas, which is approximately 21.8% of the site. The vast majority of this area is outdoors, with the indoor lounge/roof terrace on the 3rd floor being the only indoor recreation area counted in this total. The development will also feature a large indoor club/lounge and fitness area on the ground floor inside the building. The open space plan shows a combination of recreation areas, and non-recreation areas, which are more passive lawn and landscape areas. The recreational open space has been configured to be enclosed within the courtyard of the building, away from the neighboring property lines, while the non-recreational open spaces are located around the perimeter of the building. Additionally, the setbacks will be landscaped, but are not included in the open space calculation.

Signage

The Planned Residential District allows applicants to propose a cohesive signage plan for the entire development as a part of the review of the application. Zoning Ordinance section 5532 states that a maximum of two permanent signs and three directional signs are permitted per lot in any residential zoning district. Additionally, one freestanding identification sign is permitted at each primary entrance to a residential development, up to a maximum of two. However, through the review of a Planned Residential District, signage may be proposed that is greater in size or quantity, or of a different form, than what is ordinarily allowed in Town.

The applicant is proposing two monument signs to be located near the entrances along Patrick Henry Drive. The signage is unique in its materials and appearance, with the name of the development carved in metal atop hewn timber. The timber is affixed to a base that is approximately 9.5' long and 3' wide. The entire sign including the base to the top of the metal is shown to be approximately 6' tall. The materials and appearance are similar to the aesthetic of the proposed building, and will coordinate with the architecture. In any residential zoning district, a monument sign may be up to 8' tall, with a total of 35 square feet per sign (not including the base), for a maximum of two signs totaling no more than 50 square feet (not including the base). The applicant will need to verify the sign locations do not impact sight distances.

Solid Waste and Recycling

The plan shows two locations in the rear of the parking lot labeled "Trash" for refuse and recycling. The applicant will have to show the actual size of the enclosure on the site plan, ensuring that it can accommodate both the trash bin, as well as a recycling bin big enough to accommodate the Town's required capacity of 12 gallons per bedroom per week. The capacity can be achieved by a combination of the size of the container and the frequency of pickup. The trash areas will also have to be on a handicap-accessible route. Currently, the closest receptacle is located approximately 120' from the rear exit of the building. The trash enclosure on the northwest corner of the parking lot is not located near an exit. The applicant should consider adding an exit

more accessible to this enclosure, or moving the enclosure nearer an exit. There was no change to solid waste and recycling facilities in the December 3, 2018 revised application.

EVALUATION OF IMPACTS

In evaluating the potential effect on public services and facilities that this rezoning would have, the Town Engineering department has reviewed the Master Plan and application and the following comments are provided.

Sanitary Sewer

The Town has identified that the proposed development will necessitate capacity upgrades to the downstream sanitary sewer system. The Town has provided the applicant with sewer capacity information to evaluate the necessary upgrades to the downstream system. The applicant is working with the Town to determine the best route and the nature of the required upgrades to the sewer system. The applicant has indicated in the application that if the upgrades required are specifically attributable to the proposed development, then the applicant will remedy the issue as agreed to by Town of Blacksburg engineering staff. The applicant has included a proffer that states that the owner is responsible for making necessary upgrades to the sanitary sewer system that are determined to be specifically attributable to the development, and necessary to provide sufficient sewer capacity for the development. The cost of the upgrades is to be solely borne by the developer.

Water

Town engineering staff has reviewed the application with respect to water services and has several comments for the applicant to address to meet specific engineering requirements for water that may be addressed at the site plan stage. The water pressure with existing elevations for the proposed development meets the Virginia Department of Health requirements at the water meter, but the applicant should investigate if the pressure and flow will meet sprinkler design and domestic flow requirements for a three-story building.

Stormwater Management

The application submitted included a stormwater management concept plan. The plan has been reviewed by the Town's stormwater engineer and is approved at this time. The changes to the site did not impact or change the stormwater concept plan.

Traffic & Transportation

Town engineering staff has reviewed the application with respect to transportation and traffic. The original proposed design for entry circulation included two right-in/right-out entrances. Upon further study, the applicant determined that the entrances could be modified to allow full access including left turns at both of the entrances. The applicant submitted a revised traffic analysis that includes left-turn lane analysis, as well as projected queue lengths for vehicles turning left into the development during the peak hours. Further discussion of the traffic impact is found in the memo from Town Engineer, Joshua Middleton, dated December 13, 2018.

Blacksburg Transit

Blacksburg Transit operates full service stops along Patrick Henry Drive but there are no stops currently adjacent to the subject parcel. There are currently several stops on the Patrick Henry route in the area that serve the eastbound bus traffic, but the nearest westbound/southbound bus stop is Progress/Hunt Club southbound stop on Progress Street near Hunt Club Road, and the nearest westbound bus stop is in front of The Village on Patrick Henry Drive, approximately 0.3 miles away. The applicant is proposing a bus pull-off and covered bus shelter in front of the development on Patrick Henry Drive, which would add a westbound/southbound stop on the Patrick Henry Drive bus route between the Hunters Ridge stop on Seneca Drive, and the Progress/Hunt Club stop on Progress Street. The distance between these two stops is currently approximately 0.4 miles. The proposed stop

is close to the middle of the distance between the two existing stops. Comments from Blacksburg Transit have been received and are attached to this report. No changes to the bus stop layout were made in the December 3, 2018 revised application.

NEIGHBORHOOD MEETING

A neighborhood meeting was held on August 30, 2018. There were several citizen attendees as well as staff and representatives from the applicant team. Meeting notes and the sign-in sheets are attached. There were a number of issues raised at the meeting and they are covered in the meeting notes. ***No additional neighborhood meeting was held to review the revised application dated December 3, 2018.***

KEY ELEMENTS:

- **Traffic analysis and turning movements**
 - Overall reduction in number of trips due to reduced density
 - Left turns queuing in travel lane; no warrant for left turn lane
- **Sanitary sewer capacity upgrades necessary**
- **Building mass, scale, and height**
 - Reduction of height
 - Scale and mass of building
- **Density of development, neighborhood compatibility and lifestyle conflicts**
 - Reduction of density from 276 bedrooms to 215 bedrooms
- **Parking ratio, alternate transportation**
 - Increase in parking ratio from 0.8 to 1.03 spaces per bedroom
 - 0.30 bike parking spaces per bedroom
 - Bus pull off and shelter
- **Width of trail connection and through-connection**
 - 5' trail connection to rear; no through-connection to Patrick Henry Trail

SUMMARY

The Planning Commission is asked to consider and make a recommendation of approval or denial of the proposed Rezoning request. If the request is approved by the Town Council, the property will be rezoned Planned Residential with any proffers offered by the applicant and accepted by Town Council. Any changes to the master plan would be required to be reviewed through the public hearing process to amend this PR district. If ultimately denied by the Town Council, the property will continue to be zoned R-5 and any such subsequent development application will have to adhere to all the minimum standards found therein. The decision to grant or deny the rezoning request is a discretionary decision, and should be made according to the criteria outlined in §1151, and with the analysis provided.

PROFFER STATEMENT

The applicant has submitted a proffer statement dated December 3, 2018:

1. The property shall be developed in substantial conformance, as determined by the Zoning Administrator, with the submitted rezoning application entitled 1222 Patrick Henry Planned Residential Development (the "Application") dated August 1, 2018, and revised December 3, 2018.
2. The building shall be either Earthcraft Multi-Family Certified or National Green Building Standard Certified.
3. An evergreen buffer shall be planted along the northern property line. Evergreen trees shall be a minimum of 12' height at the time of planting.
4. An 8' privacy fence shall be installed along the northern property line.
5. Applicant will construct a 4'x8' covered bus shelter and a bus pull-off lane along Patrick Henry Drive.
6. The Owner will be responsible for making all upgrades to the downstream gravity sanitary sewer line

that are (i) determined by the Department of Engineering and GIS, in its reasonable judgement, to be specifically attributable to the 1222 Patrick Henry Dr. redevelopment and (ii) necessary to provide sufficient sewer capacity for the approved redevelopment. These improvements must be performed and accepted by the Town before any certificate of occupancy is issued for any development approved by this rezoning. All required upgrades to the downstream gravity sanitary sewer line shall be performed by the owner at its sole expense unless the Town of Blacksburg and the owner agree in writing to more substantial improvements to the downstream gravity sanitary sewer line that are beyond the scope of this proffer. The Owner acknowledges that part or all of any required upgrades may be performed by the Town if sufficient funding is appropriated by the Town Council for the North Main Gravity Sewer Replacement Capital Improvement Project (with plans dated September 7, 2016) and that the actual timing of any such Town upgrades is not determined at this point.

ATTACHMENTS

- A. Staff traffic memo dated December 13, 2018
- B. Planning Commission Public Hearing Minutes November 6, 2018
- C. Staff GIS maps
- D. Staff Appendix with supporting regulations: Comprehensive Plan & Zoning Ordinance dated September 14, 2018
- E. Blacksburg Transit memo dated September 14, 2018
- F. Neighborhood Meeting Notes and Sign-In Sheet dated August 30, 2018

MEMORANDUM

TO: Kinsey O'Shea, Town Planner, Planning and Building Department
FROM: Joshua Middleton, Town Engineer
DATE: December 13, 2018
SUBJECT: 1222 Patrick Henry PRD – Transportation Comments
RE: Revised Traffic Study dated 11-20-18

Traffic Study

Based on revisions to the proposed building size, the number of bedrooms has reduced from 276 to 215, resulting in a reduction in trip generation for the site. Weekday trip generation for the site reduced from 840 to 640 total trips, a reduction of 23.8%. Generally, this reduction was confirmed, as it pertains to trip generation, to include AM and PM peak hour volumes, LOS impacts at the adjacent signals and the turn lane warrants for movements through the proposed full access entrances. Therefore, the conclusions presented in the revised traffic study can once again be confirmed.

- The proposed project will increase traffic on the surrounding road network.
- Traffic increases at the Progress Street / Patrick Henry Drive and Patrick Henry / North Main Street intersection will have a negligible impact on level of service (LOS) and no timing adjustments would seem warranted.
- Right turn lanes and/or tapers for the proposed entrances to the site would not be warranted.
- Left turn lanes for the proposed entrances to the site would not be warranted.

Additional Study / Rescue Squad

Contained within Section V. of the rezoning application is a paragraph indicating that an additional study was performed to analyze any potential impacts the western most entrance would have on the Rescue Squad. The entrance appears to have been modeled similar to the level of service (LOS) analysis performed for signalized intersections yielding maximum queue lengths for both the AM and PM peak hour. Though results are presented in the application, the raw analysis data has not been provided in the traffic study. Therefore, the results presented cannot be confirmed.

Note: Page 18 of the Rezoning Application, Table 4: Site Generated Traffic, contains a small error in the number provided for the PM Peak Hour Exit volume. It has been shown as 321, however, it should be 31 as provided in the traffic study.

MINUTES

I. CALL TO ORDER

Commission Chair Don Langrehr called the meeting to order at 7:30 p.m.

II. ROLL CALL

Present: T. Colley; J. Davis; M. Jones (arrived late);
J. B. Jones; A. Kassoff; D. Langrehr;
E. Moneyhun; M. Sutphin
Anne McClung, Director of Planning and Building
Kinsey O'Shea, Development Administrator
Donna Boone-Caldwell, Town Clerk

Absent: None

III. CONSENT AGENDA

- A. Planning Commission Minutes - October 2, 2018.
ACTION: Approved.
- B. Street Name Change - Review of request for a proposed name change from Chickahominy Drive to Givens Lane.
ACTION: Schedule consideration of a memorandum to Town Council with a recommendation for December 4, 2018.
- C. Zoning Ordinance Amendment #39 (Ordinance #1884) - An ordinance to change the General Commercial Zoning District to 1) clarify the allowed location of support facilities, such as parking, for upper story residential development in the district; 2) add a allowance for residential on the ground floor with criteria through the Conditional Use Permit process; and 3) modify the Use and Design Standards for the hotel/motel use.
ACTION: Schedule public hearing for December 4, 2018.
- D. Zoning Ordinance Amendment #40 (Ordinance #1883) - An ordinance to change the development standards in the R-4 Low Density Residential Zoning District to 1) allow for averaging of front yard building

setbacks for infill lots; 2) limit the size of new driveways or driveway expansions in the district; and 3) increase the allowed Floor Area Ratio (FAR) for single family homes and to include attic and basement spaces within the FAR calculation.

ACTION: Schedule public hearing for December 4, 2018.

E. ROW18-0002 (Ordinance #1881) - Request by Adam and Tonya Czesnowski (applicant) to vacate approximately 0.129 acres (5,629 sq. ft.) of Town owned right-of-way known as Glade Road (Tax Map No. 222-A-16).

ACTION: Schedule public hearing for December 4, 2018.

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

ACTION: Cancel November 6, 2018 public hearing and reschedule at a later date.

Ms. Moneyhun moved to approve the Consent Agenda. Mr. Jones seconded; motion passed 7-0. Colley, Davis, Jones (Mr.), Kassoff, Langrehr, Moneyhun and Sutphin voted yes. None voted no.

IV. PUBLIC HEARINGS

A. RZN18-0008 (Ordinance #1872). Request by Justin Boyle of Green Valley Builders, Inc. (applicant) for Gary W. Case of Acme Holdings LLC (property owner) to rezone 4.215 acres at 1222 Patrick Henry Drive (Tax Map No. 196-A 5) from R-5 Transitional Residential Zoning District to PR Planned Residential Zoning District.

1. Staff Presentation

Ms. O'Shea reported on the request to rezone approximately four acres on Patrick Henry Drive from R-5 Transitional Residential Zoning District to PR Planned Residential Zoning District for construction of a single

four story multifamily residential building with a mixture of one, two and four-bedroom units. Ms. O'Shea describe the subject property and surrounding land uses and provided an overview of the development proposal including building and site design, specific amenities provided, surface parking provisions, applicant's proffer of EarthCraft or National Green Building Standard certification, and location of Blacksburg Transit access. She compared the current and proposed district standards and called attention to key elements that were addressed in the proposal including neighborhood compatibility/density/lifestyle conflicts, trail connection, parking ratio, vehicular access/circulation, sanitary sewer capacity and bus shelter location. Ms. O'Shea reviewed the proffer statement submitted by the applicant and offered to answer any questions regarding the rezoning request.

Ms. Jones arrived during the staff presentation.

2. Applicant Presentation
Mr. Steve Semones, representing Balzer & Associates on behalf of the applicant, referred to adjustments that had been made to the proposal in response to input received and respect for the adjacent neighborhood and called attention to the project's architectural elements, landscaping and buffering provisions, lighting, Blacksburg Transit access and trail connection.

Mr. Jones questioned the adequacy of parking provisions for residents of the development.

3. Public Comment
 - a. Mr. Tom Roberts, 312 Landsdowne Street, stated that he represented the property owner of Hunters Ridge and Collegiate Suites properties who was very concerned regarding current and anticipated parking problems in the area. Mr. Roberts expressed further concern that the proposed rezoning did not comply with the Comprehensive Plan's land use designation of the area.

- b. Mr. Jimmy Ritter, 516 Seminole Drive, opposed the rezoning and stressed that families residing in the Shenandoah neighborhood would be looking at the back of a four story building.
- c. Ms. Erin Stenger, 302 Seminole Drive, expressed strong opposition because of the lack of transition between the single family neighborhood and the mass and scale of the proposed apartment building.
- d. Mr. Richard Seyler, 506 Seminole Drive, voiced objection to the rezoning request based on concern that impacts from the project would be disproportionately burdensome on the adjacent single-family residential neighborhood.
- e. Ms. Sofia Midkiff, 6109 Albemarle Street, stated that information released on Virginia Tech's growing student population was misleading and urged that increases in the number of student housing facilities be more gradual.
- f. Ms. Colie Touzee, 313 Reynolds Street, emphasized the need to consider future transportation needs with incentives offered for residents to have fewer automobiles and provisions for more alternative transportation options.
- g. Ms. Eileen Baumann, 308 Seminole Drive, cautioned the Town about locating a large apartment complex within close proximity to the Rescue Squad facility on Patrick Henry Drive.
- h. Mr. John Grant, 309 Seminole Drive, urged the Commission's denial of the proposed rezoning based on negative impacts on residential property values, increased noise, conflicts with the Comprehensive Plan's land use designation, and the development being out of character with the adjacent residential neighborhood.
- i. A Virginia Tech student residing at 1207 University Terrace Apartments opposed the

project because of inadequate parking provisions and the project's building mass, scale and density.

4. Applicant Rebuttal

Mr. Ben Price, representing Green Valley Builders, called attention to positive features of the project including collaboration efforts of the developer to work with the Town and residents regarding challenges in the proposal.

Mr. Steve Semones noted that the project's transportation design provided safe site access that would not interfere with the nearby Rescue Squad operation.

Mr. Justin Boyle stated that the project promoted sustainability and would be an enhancement to housing in Blacksburg.

5. Action

Mr. Jones moved to recommend denial to Town Council of RZN18-0008 (Ordinance #1872) to rezone 4.215 acres at 1222 Patrick Henry Drive from R-5 Transitional Residential Zoning District to PR Planned Residential Zoning District.

Mr. Davis seconded the motion.

Mr. Jones stated that he opposed the request because of the proposed increase in density and because it was not compatible with the adjacent established single-family neighborhood.

Mr. Sutphin commented on his concern with the project's density and its potential impact on the neighborhood, infrastructure, and potential impact on emergency response times with it being close to the Rescue Squad facility.

Mr. Davis stated that he was not in favor of the project because of its volume but felt the applicant had worked hard with the proffers that were submitted.

Mr. Langrehr commended Green Valley Builders on the project but noted his disappointment that the Comprehensive Plan and Zoning Ordinance did not support the development proposal.

Mr. Colley noted a number of issues that had been addressed by the applicant but added his concern with the density, mass, scale and

height of the building being located next to a single family neighborhood.

Ms. Jones stated that it was a great project but the site needed a more transitional development that involved neighborhood input.

Ms. Moneyhun stated that she supported the project and felt the applicant's team had done a good job of mitigating concerns that were raised during the review process.

The motion to recommend denial to Town Council passed 6-2. Colley, Davis, Jones (Mr.), Jones (Ms.), Langrehr and Sutphin voted yes. Kassoff and Moneyhun voted no.

- B. RZN17-0003 (Ordinance #1835). Request by Steve Semones (agent) on behalf of Daniel Perry and Chuck Carroll of ACC OP (Warren Street) LLC (property owners) to rezone 3.818 acres in the 500 block of Warren Street and the 600 block of Green Street (Tax Parcel Nos. 256-7BK E 9-11; 256-7BK E 12A; 286-A 14; 286-A 8,9) from PR Planned Residential with conditions and RM-27 Low Density Multi-Unit Residential Zoning Districts to PR with amended conditions.

1. Staff Presentation

Ms. O'Shea reported on the request to rezone approximately four acres of vacant property, which consisted of seven individual parcels located on Warren and Green Streets, for construction of a large apartment building and a four-unit townhome building to include a mixture of two, four and five bedroom units. She described the subject property and surrounding land uses and provided information on the proposed site layout, building design, indoor amenity provisions, surface parking locations, and construction of a public trail in the Town-owned alley from Center Street to the Stadium Woods. Ms. O'Shea compared the current and proposed district standards and discussed key elements of the project including the need for exception/modifications to the use and design standards for reduction of open space, parking in front of the building line, and parking layout for the townhome development. She also called attention to issues related to neighborhood compatibility/density/lifestyle conflicts and the existing trans-

portation network in the area and highlighted provisions for alternative transportation options, parking ratio and the accompanying right-of-way vacation request (Ordinance #1880) for a 0.145 acre portion of Warren Street to accommodate the proposed development. Ms. O'Shea reviewed the proffer statement submitted by the applicant, which included a proffer of LEED certification, and offered to answer any questions from the Commission regarding the rezoning request.

2. Applicant Presentation

Mr. Chuck Carroll, representing American Campus, called attention to the time and effort in planning a unique pedestrian oriented project.

Mr. Steve Semones, representing Balzer & Associates on behalf of the applicant, pointed out the number of meetings held over the last four years planning the project and the amount of changes that had been made to address issues raised and identify challenges to make the project work for the site.

3. Public Comment

a. Ms. Rebecca Paulson, 913 Kentwood Drive, voiced her opposition to the proposed rezoning based on concerns with access, traffic, stormwater control, and negative impacts from the project's location next to the stadium woods. She called attention to current problems with tailgate activities in the area and urged the Commission to deny the rezoning request and help protect the old growth forest adjacent to the site.

b. Ms. Colie Touzee, 313 Reynolds Street, urged that consideration be given to the need for protection of the old growth forest. The speaker also commented on her support for bike share collaboration in the community.

4. Applicant Rebuttal

Mr. Steve Semones emphasized the amount of time spent on minimizing any impacts from the project on the stadium woods.

5. Action

Mr. Kassoff moved to approve the three requested modifications to the use and design standards related to reduction of open space, parking in front of the building line, and parking layout for townhomes.

Ms. Jones seconded; motion failed on a 4-4 vote. Colley, Jones (Ms.), Kassoff and Sutphin voted yes. Jones (Mr.), Langrehr, Moneyhun and Davis voted no.

Mr. Kassoff moved to recommend approval to Town Council of RZN17-0003 (Ordinance #1835) to rezone 3.818 acres in the 500 block of Warren Street and the 600 block of Green Street from PR Planned Residential with conditions and RM-27 Low Density Multi-Unit Residential Zoning Districts to PR with amended conditions.

Ms. Jones seconded the motion.

Mr. Davis stated that he could not support the scale of the project because of concern that the applicant could not control the negative impacts from the development on the adjacent residential neighborhood.

Ms. Jones commented that the site was an ideal location for student housing and would be a good model for encouraging students not to have to use automobiles for transportation in town.

Ms. Moneyhun expressed her concern that the proposed development was not supported by the Comprehensive Plan's land use designation for the area. She added that she did not want the stadium woods area to be used as open space for residents of the development.

Mr. Sutphin agreed that the site was a good location for students and noted his appreciation for the applicant's effort to deal with transportation issues and commit to a LEED certified development.

Mr. Colley commented that the applicant had shown good effort but noted that he felt the project's weakest aspect was its location in an older section of town with limited road access. He added that the site's location next to campus and the downtown area was an asset to the student housing development.

Mr. Kassoff stated that he believed the project could improve communication with the adjacent neighborhood and the existing road network could mitigate traffic concerns

because of the difficulty in navigating the area. He also noted that reduced parking provisions for the development was a function of the site's proximity to campus.

Mr. Jones stated that the proposed development was too intense for the area. The motion to recommend approval of RZN17-0003 (Ordinance #1835) failed 4-4. Colley, Jones (Ms.), Kassoff and Sutphin voted yes. Jones (Mr.), Langrehr, Moneyhun and Davis voted no.

C. ROW17-0001 (Ordinance #1880). Request by Steve Semones (agent) on behalf of Daniel Perry and Chuck Carroll of ACC OP (Warren Street) LLC (applicants) - related to RZN17-0003 (Ordinance #1835) - to vacate approximately 0.327 acres (14,244 sq. ft.) of the Town owned Warren Street right-of-way.

1. Staff Presentation

Ms. O'Shea referred to information previously provided for RZN17-0003 (Ordinance #1835) regarding the request to rezone 3.818 acres in the 500 block of Warren Street and the 600 block of Green Street and informed the Commission that information on the accompanying right-of-way vacation was included in the presentation.

2. Applicant Presentation - None

3. Public Comment

a. Ms. Rebecca Paulson, 913 Kentwood Drive, voiced her opposition to the proposed right-of-way vacation.

4. Applicant Rebuttal - None

5. Action

Mr. Kassoff moved to recommend approval of ROW17-0001 (Ordinance #1880) to vacate approximately 0.327 acres (14,244 sq. ft.) of the Town owned Warren Street right-of-way. Mr. Sutphin seconded; Colley, Jones (Ms.), Kassoff and Sutphin voted yes. Jones (Mr.), Langrehr, Moneyhun and Davis voted no.

D. RZN18-0006 (Ordinance #1868) - Request by Kirk

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

Public Hearing canceled per action on Consent Agenda Item III. F.

V. CITIZEN COMMENTS

There were no citizen comments presented.

VI. UNFINISHED BUSINESS

A. Election of Officers

The following proposed slate of Planning Commission Officers was announced:

Andy Kassoff - Chair
Mel Jones - Vice Chair
Greg Moneyhun - Secretary

There were no additional nominations from the floor. Mr. Jones moved to approve the slate of officers. Mr. Sutphin seconded; motion passed unanimously. Colley, Davis, Jones (Mr.), Jones (Ms.), Kassoff, Langrehr, Moneyhun and Sutphin voted yes. None voted no.

B. Zoning Ordinance Review Committee

The committee did not meet during the month of October.

C. Historic or Design Review Board Update

Mr. Davis referred to discussion held at the Commission's recent retreat regarding the Planned Residential District which he believed would impact future considerations of the Historic or Design Review Board.

D. Montgomery County Planning Commission Update

Ms. Jones provided a brief update on items considered at the Commission's October meeting.

E. Additional Items from the Commissioners

Ms. Moneyhun suggested that, if the Warren Street

rezoning moves forward in Town Council, that potential pedestrian/bicycle clashes be passed along for Town Council's and the Corridor Committee's consideration.

VII. NEW BUSINESS

A. Chair Report - None

B. Planning Director's Report - None

C. Town Council Report

Mr. Sutphin provided an update on Town Council activities including items considered on Council's November 6th work session agenda.

VIII. ADJOURNMENT

The meeting was adjourned at 9:58 p.m.

Mel Jones, Secretary

Town Clerk

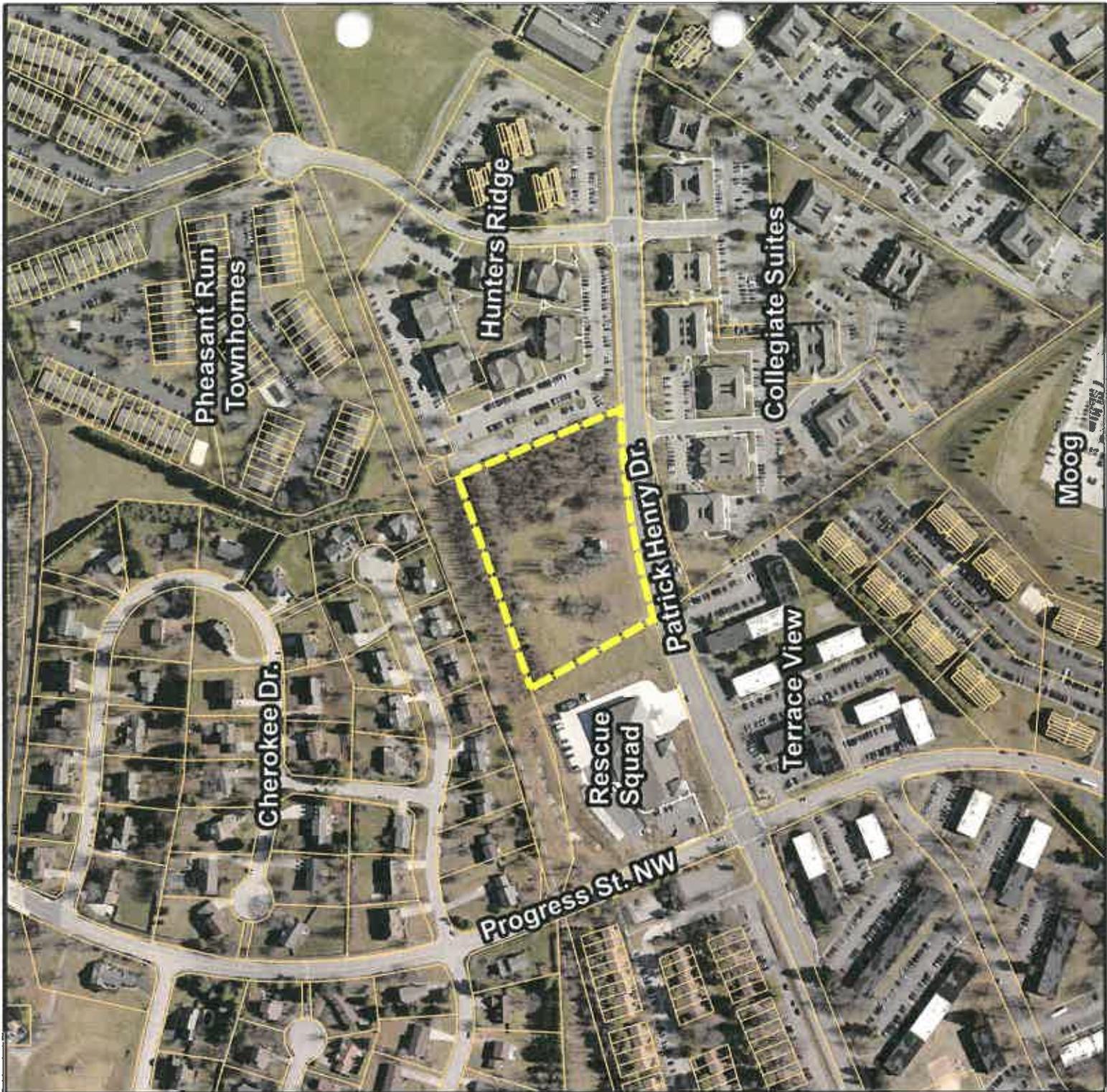
RZN18 - 0008
1222 Patrick Henry
Planned Residential

 Subject Properties
 Parcels



TOWN OF
Blacksburg
VIRGINIA

2017 Aerials provided by Pictometry
Town of Blacksburg, P&B Dept. 09-14-18



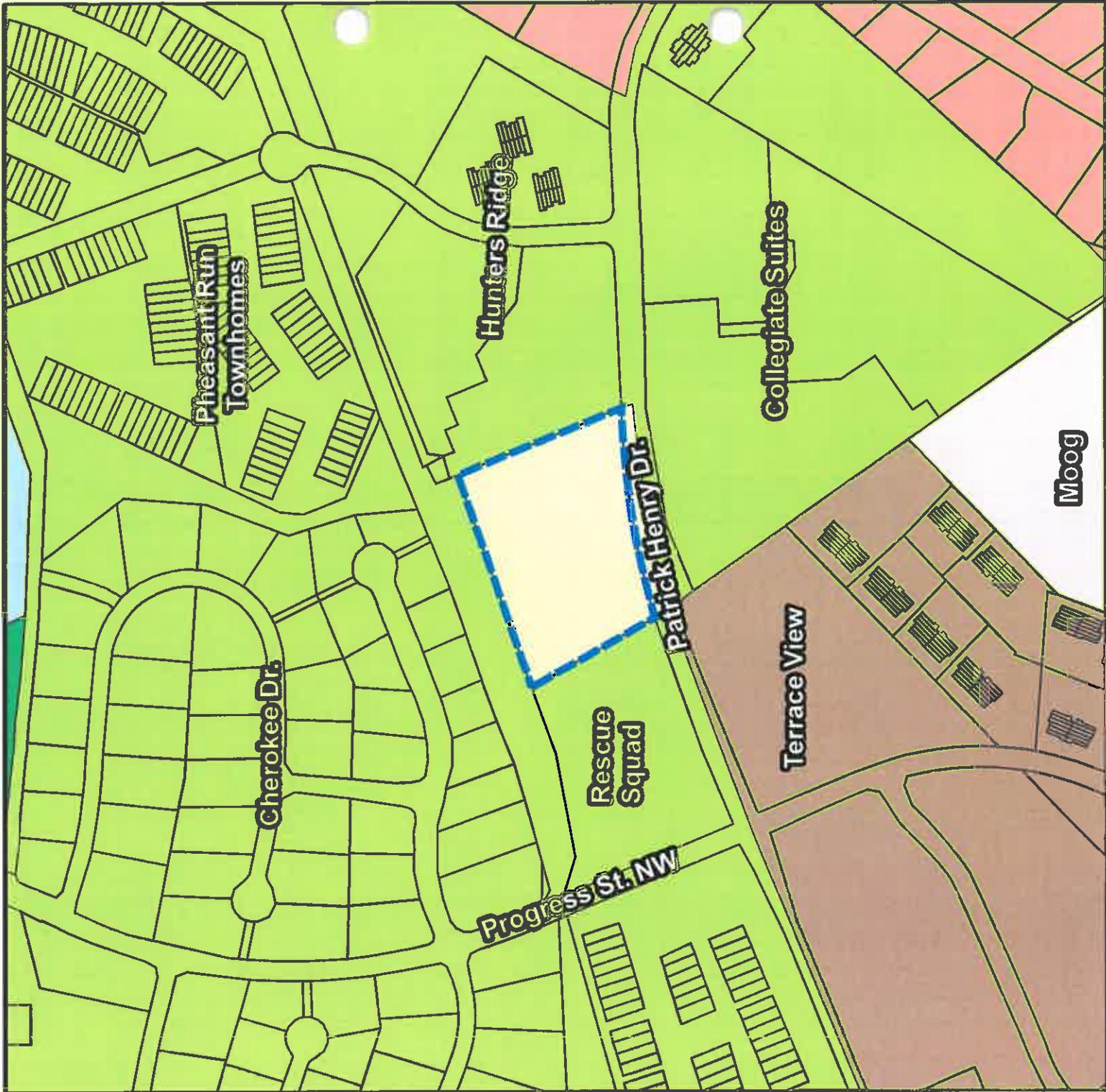
RZN18 - 0008
1222 Patrick Henry
Planned Residential

Current Zoning

-  Subject Parcel
-  Parcels
-  GC General Commercial
-  PMH Planned Manufactured Home
-  PR Planned Residential
-  R-4 Low Density Residential
-  R-5 Transitional Residential
-  RD Research and Development
-  RM-48 Medium Density Multiunit Residential



Blacksburg
 TOWN OF
 VIRGINIA



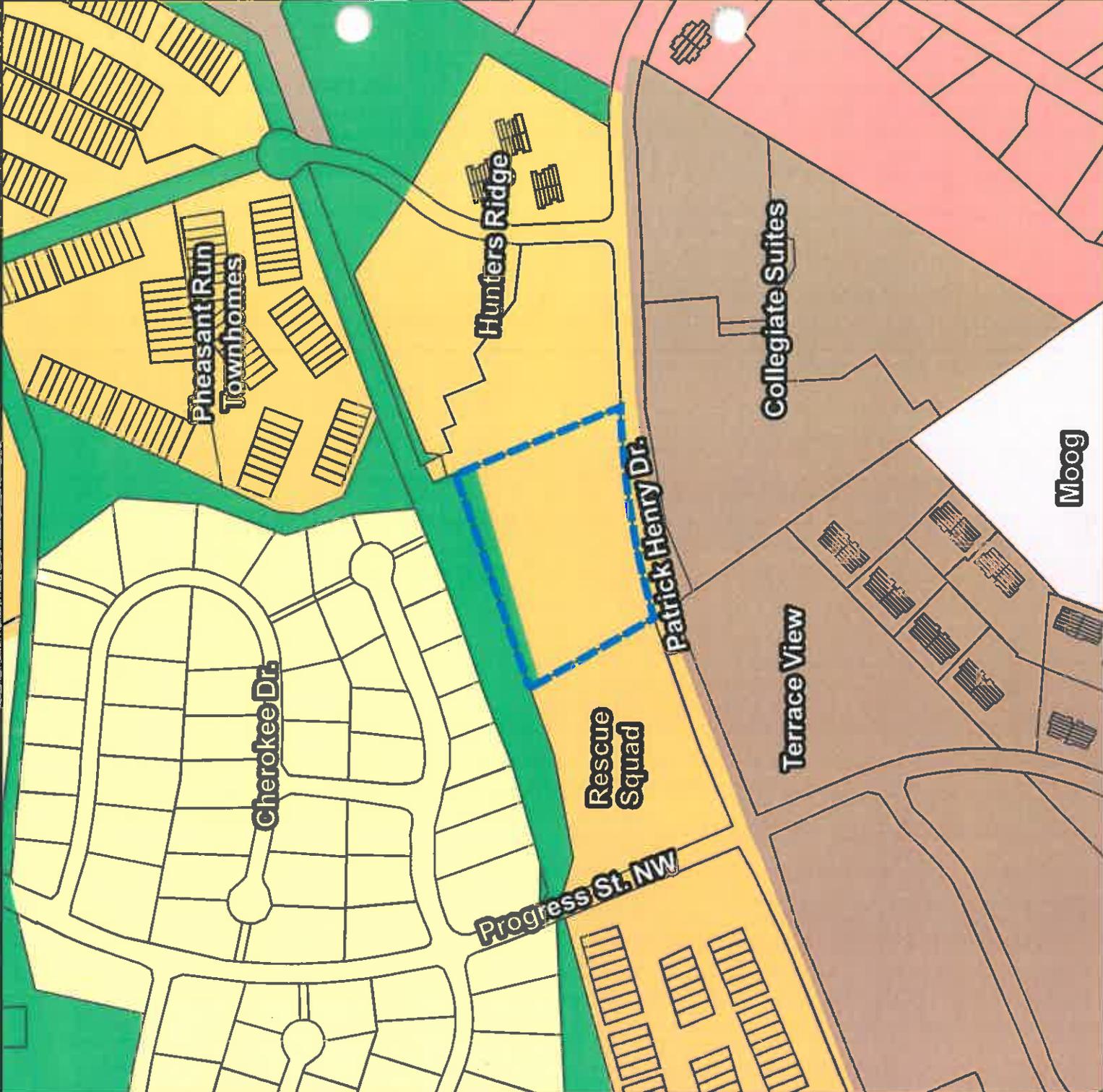
RZN18 - 0008
1222 Patrick Henry
Planned Residential

Adopted Future
Land Use Map

-  Subject Parcel
-  Parcels
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Park Land / Open Space / Resource Protection
-  High Impact Commercial
-  Research / Development



Blacksburg
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2017 Aerials provided by Pictometry
 Town of Blacksburg, P&B Dept. 09-14-18

RZN18-0008 Staff Appendix

This appendix is provided to give additional supporting information from the Comprehensive Plan, the Residential Infill Guidelines, and the Zoning Ordinance in order to allow the staff report to focus on the analysis of the application. This appendix is grouped topically, with supporting text from the Comprehensive Plan and Zoning Ordinance to illustrate the topical concepts.

PHYSICAL SITE DEVELOPMENT

Building Orientation, Scale, Massing, Height

- **Comprehensive Plan Land Use Policy LU.6** Consider the compatibility of development with surrounding uses. Utilize strategies such as landscaping or other buffering techniques along with modification of site design to minimize impacts and facilitate compatibility
- **Comprehensive Plan Community Character Principle CCP.21** The Town is concerned about the height, mass, and placement of buildings, cell towers, or other features of considerable height on viewsheds.
- **Residential Infill Guidelines Best Practice #1:** Respect neighborhood context and enhance community character
- **Residential Infill Guidelines Best Practice #2:** Provide...transitions...of building scale, building design, form and color...Complementary architectural design, materials, scale, massing and the use of landscape, screening, and open space are strategies to achieve compatibility within the neighborhood and the Town.
- **Residential Infill Guidelines Site Design & Parking:**
 - Buildings oriented toward streets are a key characteristic of Blacksburg's residential neighborhoods.
 - Locate the primary entrance towards the street
 - Clearly define the primary entrance of the structure by using a front porch or stoop, and other architectural details.
 - Retain space in front of the structure to relate to the street or sidewalk without intervening elements such as parking.
 - Entry porches and porticoes in two-story homes should be one story to minimize the appearance of bulk.
 - The scale and style of porch and portico elements should be consistent with the scale and style of the home, and should strive to respect the scale and style of porch and portico elements in the other homes on the block.
 - Buildings should be designed to fit within the context of the surrounding structures and provide visual interest to pedestrians.
- **Residential Infill Guidelines Building Design:**
 - The mass and scale of new infill residential buildings should appear to be similar to the building seen traditionally in the neighborhood.
 - The width of a building face of an infill project should not exceed the width of a typical residential structure on adjacent lots.
 - Building roof forms that are similar to those seen traditionally in the neighborhood, such as gabled and hip roofs, should be used.
 - Buildings should be designed to fit within the context of the surrounding structures and provide visual interest to pedestrians.
- **Multifamily Dwelling Use & Design Standard for building orientation §4216 (a)(3)**
 - The street elevation of the residential buildings shall have at least one (1) street-oriented entrance and contain the principal windows of the front unit.

Setbacks, Lot Coverage, Buffer Yards & Landscaping

- **Comprehensive Plan Community Character Principle CCP.15** Blacksburg is a responsible headwaters community for Southwest Virginia
- **CCP.16** Responsible site design and development practices will minimize environmental impacts within the town
- **Comprehensive Plan Environment Objective E.17** As a part of the development review process, the Town will evaluate a proposed development's impact and proposed mitigation measures for the following:
 - Open Space
 - Urban forest canopy
 - Watershed
- **Comprehensive Plan Sustainability Objectives & Policy S.6** Promote, protect and enhance the Town's urban forests through Town initiatives and in the development review process. Minimize site disturbance to protect existing tree canopy, native vegetation, and pervious surfaces to encourage open space.
- **Residential Infill Guidelines Best Practice #2:** Provide transitions
- **Residential Infill Guidelines Site Design and Parking:**
 - Streets [that] feature consistent front building setbacks...help define neighborhood character.
 - Provide a front yard consistent with those found on the block facing the street.
 - Front porches are encouraged and may extend into the required front yard setback.
 - In residential neighborhoods, multi-family housing should adopt the predominant setback, but should also vary the building façade to relieve the appearance of mass.
 - Setbacks should be proportional to the height and mass of a building
 - The "green edge [landscaped setbacks between the...buildings and sidewalks]" provides residential streets with a clearly identifiable character; [landscaping] and fences are often used for transition between public and private space; provision of open space is critical for multifamily developments...
 - Natural features and existing trees should be retained
 - Parking lots should be generously landscaped to provide shade, reduce glare, and provide visual interest
 - All site areas not covered by structures, walkways, driveways, or parking spaces should be landscaped
 - Street trees and planting strips also help buffer pedestrians from vehicle traffic.

STREETSCAPE, BICYCLE, AND PEDESTRIAN IMPROVEMENTS

- **Comprehensive Plan Community Character Principle CCP.1** Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable community.
- **CCP.14** Transit connections and bus stop facilities are important components to support transit as a viable transportation option in town. These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.
- **CCP.18** Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night.
- **Comprehensive Plan Transportation Objective & Policy T.10** Complete the construction of a connected sidewalk system.
- **T.12** Maintain and improve the aesthetic quality of the pedestrian environment by planting

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

DENSITY, OCCUPANCY, LIFESTYLE CONFLICTS, & AFFORDABILITY

- **Comprehensive Plan Community Character Principle CCP.2.** Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.
- **Comprehensive Plan LU.7** Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.
- **Comprehensive Plan Jobs & Housing Objective & Policy J&H. 48** Plan for the housing demands of a changing and diversifying population
- **J&H.49** Continue to provide affordable workforce housing in Blacksburg in accordance with the adopted Consolidated Plan.
- **J&H.50** Work with regional partners to promote affordable and sustainable housing in the New River Valley
- **J&H.51** Promote varying types of housing types needed, including:
 - Rental or starter homes for purchase by graduate students and young families
 - Young professional housing and services in the Downtown area
 - Workforce housing for those making 80% - 120% of AMI

- Affordable workforce housing options for LMI families making less than 80% of AMI
- Housing with universal design features to allow aging-in-place
- **J&H.52** As the active adult, retiree, and senior citizen population increases, promote varying types of housing needed. For example, provide smaller homes that retirees can downsize to such as townhomes or condos, as well as retirement communities and nursing home facilities.
- **Comprehensive Plan Sustainability Objectives & Policy S.8** Support the New River Valley Livability Initiative coordinated by the NRV Planning District Commission and other regional efforts.

PARKING, TRAFFIC, AND CIRCULATION

- **Comprehensive Plan Community Character Principle CCP.13** Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network. 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.14** Transit connections and bus stop facilities are important components to support transit as a viable transportation option in Town. These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.
- **Residential Infill Guidelines Best Practice #4:** Minimize visual impacts of parking
- **Residential Infill Guidelines Site Design & Parking:**
 - Parking should not obstruct the building frontage; rather, it should be located behind, to the rear or side of the principle structure
 - Deep front setbacks can compromise the ability to provide backyard space and/or rear parking, particularly at higher densities.
 - Parking spaces should not dominate the street scene. Instead, parking should be located to the rear of the lot or building or screened from the public way with landscaping, low fencing, or garage orientation.
 - Parking should not disrupt the quality of common spaces or pedestrian environments of multi-family development
 - Reduced or no onsite parking can greatly simplify the design of infill development with no need to find space to fit vehicle areas onto small infill sites, and entirely avoids the problem of how to minimize the visual and environmental impacts of parking.
- **Multifamily Dwelling Use & Design Standards §4216(a)(4):**
 - All parking spaces shall be located behind the front building line

OPEN SPACE & ENVIRONMENT

- **Comprehensive Plan Community Character Principle CCP.6** Creation of public and private parks and recreation amenities is an important part of land use development decisions. 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.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 runoff, 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.
- **Residential Infill Guidelines Best Practice #5:** Create usable outdoor spaces
- **Residential Infill Guidelines Site Design and Parking:**
 - New developments should use open space and community facilities to provide social and design focal points.
 - Multi-family development must provide...common open space for each unit
 - Common spaces and amenities should enhance the sense of community in multi-family projects
 - Play spaces for children are strongly encouraged and should be both secure and observable.
 - Provision of open space is critical for multi-family developments.
- **Multifamily Use & Design Standard for open space, recreation, and trails §4216(a)(6)**
 - Except in the Downtown Commercial (DC) district and the Mixed Use (MXD) district, for any development of twenty (20) or more bedrooms, a minimum of twenty (20) percent of the gross land area shall be reserved as open space. A specific recreational activity area or areas shall be developed and maintained for the residents of the development as a part of this open space.

NEIGHBORHOODS, EMPLOYMENT, & SERVICE AREAS

Multi-unit Residential Neighborhoods

While the map categorizes the subject area as an Urban/Walkable Neighborhood, the neighborhood shares many of the qualities found in the Multi-Unit Residential neighborhoods.

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

Multi-Unit Residential Neighborhood Issues for the Future

- Transit service in these areas should continue to meet residents' needs.
- Enhancing sidewalk, trail and bicycle opportunities that link these areas of high concentrations of people with Downtown and the University core campus will be beneficial.
- New developments and redevelopments should:
 - Consider providing open areas and recreational opportunities within their developments.
 - Provide landscaped multi-use trail systems for commuting opportunities to the Commercial and Employment areas while providing landscape buffers.
 - Provide strong property management and maintenance.

- Through education of residents, owners and property managers, as well as the Town's zoning enforcement property maintenance programs, seek to minimize lifestyle conflicts that may occur at the interface of these higher density developments with adjacent residential neighbors.
- New multi-family developments in these areas should de-emphasize parking areas, maximize the use of alternate transportation options, be walkable, connect to other developments, have a street presence, and use other principles as detailed in the Residential Infill Guidelines.

Project Plan Review

DATE

9/14/18

PROJECT NUMBER

RZN18-0008/ORD 1872

PROJECT NAME

1222 Patrick Henry Drive

PROJECT LOCATION / ADDRESS

1222 Patrick Henry Drive

REVIEWED BY / DEPARTMENT

Blacksburg Transit (Transportation Planning)

REVIEW NUMBER

Page # of

1 of 2

COMMENTS (INDICATE IF THERE ARE NO COMMENTS)

BT has included comments on the following seven items including 1) routes, 2) stops, 3) increases in demand for transit, 4) comments about proffer commitments, 5) transit ridership data, and 6) other.

1. Routes serving proposed development: Patrick Henry Drive (PHD), Progress B (PRB), Main Street - North (MSN)

a. Frequencies (full service):

-PHD: Every 10 minutes

-PRB: Every 30 minutes

-MSN: Every 15 minutes (30 late night, hourly weekends)

b. Span of service:

-PHD:

-PRB: 7 am to 6:30 pm (no evenings or weekends)

-MSN: 6:30 pm to 12:30 am (M-Th) & 6:30 pm - 2:30 am (F-Sa), 11:30 am-11:30 pm (Sunday)

c. Full Service/Reduced Service: see website schedules for details.

2. Stops serving development and which ones have shelters:

-“Patrick Henry/Mary Jane Ebnd” #1433 (no shelter) – directly across the street from development, about 56 ft., for riders going east to North Main Street

-“Seneca/Patrick Henry Sbnd” #1415 (no shelter) – about 825 ft from development (if the development did not add a bus stop to service their apartment, #1415 would be the stop riders would take to go to Virginia Tech/downtown)

-“Pheasant Run” #1414 (shelter) – about 1,510 ft. down Seneca Dr., this is the stop prior to #1415

-“Patrick Henry/Seneca Wbnd” #1430 (no shelter) – about 865 ft. from development, for riders going West towards the development

3. BT plan for handling the increase in demand for transit: BT would welcome infrastructure improvements along Patrick Henry to support additional ridership. Bus pull-offs on both sides of the street would be ideal. Pull-offs need to accommodate 60' buses; dimensions should include 65' bus bay with 50' tapers, ideally.

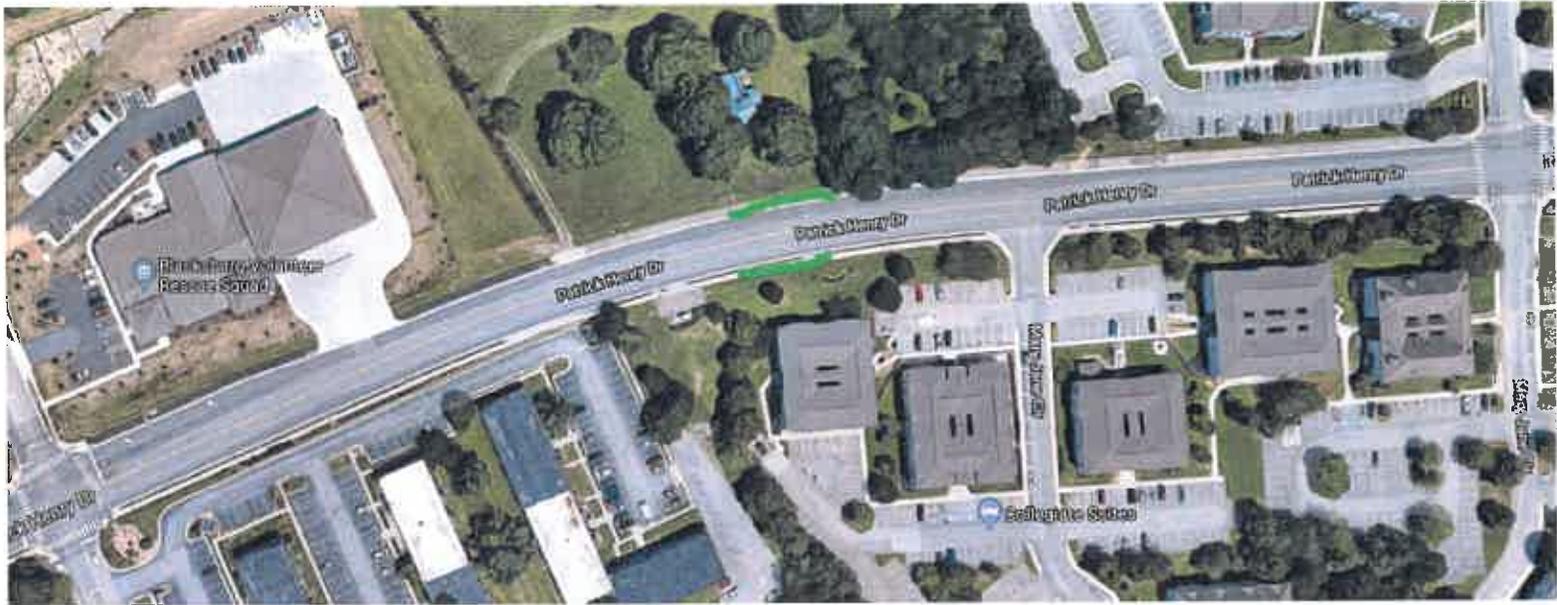
4. Comments on the developer's proffer commitments: It is BT's understanding that the developer was considering proffering a pullout and bus shelter. We would fully support that.

5. Transit Ridership Data

Stop #	Stop Name	Daily Average Boardings	Daily Average Alightings
#1430	"Patrick Henry/Seneca Wbnd"	133	169
#1433	"Patrick Henry/Mary Jane Ebnd"	1	<1
#1414	"Pheasant Run"	144	95
#1415	"Seneca/Patrick Henry Sbnd"	58	6

6. Other: Crossing the road should be discussed further. Nearby crosswalks do exist. See diagram also.

WHEN YOU HAVE REACHED THE END OF THIS BOX, TAB TO BEGIN COMMENTS ON FOLLOWING PAGE



Green lines indicate desired locations for future transit bus pull offs. Each would be approximately 65' bays with 50' tapers, with bus shelters as well.

Neighborhood Meeting Notes for RZN18-0008
1222 Patrick Henry Drive PRD
August 30, 2018

A neighborhood meeting was held to discuss the request to rezone approximately 4 acres at 1222 Patrick Henry Drive from R-5 to PRD.

At the meeting, staff gave a brief overview of the process and the schedule, as well as provided an opportunity for the public to ask questions of staff.

The applicant team discussed the details of the project and its layout, and discussed changes that they had made in response to a neighborhood meeting that they had held prior to submitting the application to the Town.

At the conclusion of their remarks, the floor was opened for citizen comment and questions.

- A citizen asked if the Town had any plans to remove any trees on the Town property between the proposed development and the single family homes to the north.
- A citizen asked how cars traveling east on Patrick Henry Drive would access the property since there are only right turns allowed into the development. The citizen further asked if all of the residents would be exiting toward Progress Street and University City Boulevard.
- A neighbor asked if the traffic study submitted anticipated and took into consideration all the additional traffic with the proposed Terrace View development. She also asked if there was an opportunity to install medians on Patrick Henry Drive.
- A citizen asked if the proffer statement gave any detail on the proposed fence height, or the number and types of trees to be installed in the buffer yard.
- A neighbor asked what the replacement process for trees would be if they died.
- A neighbor asked what would happen to the existing overhead power lines on the site.
- A citizen who manages nearby student housing developments had comments and concerns regarding parking. He noted that 75% parking ratio would not be enough, and was concerned that overflow parking would occur on his neighboring site. He stated that the principal complaint from his residents regards parking issues. He wanted to know how the applicant could justify the 75% ratio, and if there were studies available to support this ratio. He was also concerned that people traveling east on Patrick Henry Drive would turn onto Seneca Drive and use his property as a turnaround to access the proposed development. Furthermore, he asked what experience the applicants had in developing and managing student housing projects.
- A neighbor was also concerned that overflow parking would spill into the adjacent neighborhood.
- A neighbor wondered if there would be a parking permit system. The citizen asked if there would be a fee associated with a parking permit to discourage residents from all bringing personal vehicles.

- A neighbor asked how many stories the building would be, and asked if there were any other 4-story buildings on Patrick Henry Drive. A citizen noted that 4 stories would be an additional floor of windows looking down into the homes on Seminole Drive.
- A citizen asked for a cross section that showed the building, the grade, and neighboring buildings including the apartments across the street, as well as the single-family homes on Seminole Drive.
- A neighbor noted that the images of the cross section provided in the application were representative of the tree cover in the summer. The citizen noted that the trees in the buffer area between the project and the homes are deciduous, and that they can see the existing vacant house from the trail in the winter time. She wondered if the applicant could fill in gaps in the buffer area to better screen the view.
- A neighbor was concerned that there would be no trees that could adequately screen the building.
- A citizen wanted to know how snow loads would be handled on a flat roof.
- Neighbors were concerned about trash collection so close to the residential properties behind the development, and noted that the noise from collection could be very disturbing. They wondered if the trash areas could be moved closer to the street, or if collection could occur during the middle of the day.
- A neighbor wondered about the site lighting and the maximum height of the light poles. She asked if the lights could be low-intensity, or if they could be motion-sensor.
- Another citizen wanted to know how tall the fence would be.
- A neighbor noted the discrepancy between the plan and the application, in that the application mentioned a trail connection, but the plan did not show the connection.
- A neighbor noted that the proposed height is taller than the rescue squad, and taller than the buildings across the street, and behind in the Shenandoah neighborhood.
- Several citizens voiced concerns regarding feeling pushed and pulled by development in this area with much higher density. They asked what the future of the neighborhood would be. They wondered if the building could be reduced in height, and they noted that there are existing problems with vehicles and pedestrians today.
- A citizen asked if the proposed development would trigger any offsite traffic improvements.
- A citizen wondered what the plan for the site would be if the request was denied. She noted that the comprehensive plan did not support a higher density development.
- Several citizens asked if there was a study on the overall Patrick Henry corridor.
- A citizen stated that if there is a consideration for up-zoning and higher density, then commercial nodes should be included in every project.
- A neighbor was concerned with the traffic in the neighborhood, and asked if there was any kind of signage that could be installed that would alert drivers that they are entering a single-family neighborhood.
- A citizen stated that while Virginia Tech is adding students, they don't seem to care about the community. He noted that he and the other neighbors are looking to preserve the quality of life

in their neighborhood. He asked the attendees who would support or oppose this project by a show of hands, and stated that he would continue to oppose this request.

- A neighbor stated that there is no way to know how all the recent development will affect the area and the Town as a whole. He requests that the Town “pause” on this development and wait and see if there are problems that arise from previously approved housing developments in this area.
- Another neighbor commented that there is a lack of road infrastructure in the area for new development.
- A close neighbor to the project asked if all the windows in the development would be equipped with window blinds.
- A citizen stated that this area is not a high density area corridor and he was opposed to the project.
- A citizen asked about the location of the storm water management areas. He stated that those areas already overflow from time to time.
- An attendee asked about the minimum distance from the property line of the property to the bike/walking path.
- A neighbor asked if the Town would consider removing the path
- An attendee wanted to know if the developer planned to take over management of the off-site park.
- A citizen asked if this plan had been presented to the Town’s Corridor Committee and what was their advice on the bike/walking trail? The citizen stated that the neighbors do not want the path to stay.
- A citizen stated that he was upset with the way that the Town is developing this project.
- A neighbor asked if the Council approves this request, what legal recourse the neighbors had to appeal the decision.

