

MEMORANDUM

To: Planning Commission

From: Anne McClung, Planning and Building Director 

Date: February 15, 2019

Subject: RZN 17-0006 – Request to rezone the Old Blacksburg Middle School property at 501 South Main Street from R-4 Low Density Residential to Downtown Commercial (DC) and Planned Residential zoning districts by Steve Semones (agent) on behalf of Midtown Development Partners LLC (applicant/owners).

SUMMARY OF REQUEST

Property Location	501 South Main Street
Tax Parcel Numbers	#257-A-94, #257-A-94A, #257-25C, #257-A-217, #257-A-218
Parcel(s) Size	21+ acres
Present Zoning District	R-4 Low Density Residential
Current Use	Vacant
Adjacent Zoning Districts	<p>North: DC - Downtown Commercial, Office, R-5 Transitional Residential, RM-27 Low Density Multi Unit Residential</p> <p>East: R-5 Transitional Residential</p> <p>South: R-4 Low Density Residential, R-5 Transitional Residential, PR Planned Residential (across Eheart St.)</p> <p>West: DC (Clay Court) and R-5 across Main Street</p>
Adjacent Uses	<p>North: Verizon communication tower/building, vacant lot, single family, Spout Spring, Berryfield apartments</p> <p>East: Residential, Single and Multi-family</p> <p>South: Residential, Single and Multi-family</p> <p>West: Clay Court mixed use, small scale office (across South Main St.)</p>
Adopted Future Land Use	Civic, Mixed Use Area D
Proposed Zoning	Downtown Commercial 10.59 acres Planned Residential 10.54 acres
Proposed Uses	Offices, hotel, restaurant, townhouses, multi-family residential, two-family dwelling, public safety building
Proposed Maximum Density	DC:48 bedrooms/acre or 24 units/acre on 7.5 acres PR: 48 bedrooms/acre or 24 units/acre on 10.54 acres
Proposed Minimum Parking	Varies per parcel and use type
Proposed Bike Parking	0.25 spaces per bedroom PR - 20% of total PR district area
Minimum Open Space	DC- none required, public open space provided

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 body of the staff report. The pertinent text sections from the Comprehensive Plan and the Zoning Ordinance can be found in Attachment D. Resolution 7-D-15 adopted by Town Council concerning development principles important to the Old Blacksburg Middle School (OBMS) site is included as Attachment C. The applicant's evaluation of Midtown in relation to Resolution 7-D-15 can be found on pages 29-32 of the application.

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

List of Attachments:

- A. Maps
- B. Supporting regulations: Comprehensive Plan & Zoning Ordinance
- C. Resolution 7-D-15 (Resolution Reaffirming and Clarifying the Town's 2010 Old Blacksburg Middle School Property Development Principles)
- D. Staff Comments/Memo from Historic or Design Review Board (**pages D-11 to D-22 contain the updated staff comments from Engineering and Transit**)
- E. Neighborhood Meeting Notes and Sign-In Sheets
- F. Correspondence received as of February 14, 2019 (correspondence from the October 2017 and April 2018 submittal are included. No correspondence specific to the February 2019 submittal has been received to date)
- G. Resolution 2-C-19 (Re-referring rezoning to Planning Commission)
- H. Memo from Town Attorney dated February 15, 2019

HISTORY OF THE SITE

The site has a long history of educational uses. In addition to its history as the "Old Blacksburg Middle School," (OBMS) the site was the location of an early African-American school. A public high school was built on the site in the 1950s. In the 1970s when a new high school was built on Patrick Henry Drive, the school on this site was converted to a middle school. With the opening of a new middle school on Prices Fork Road in 2002, the school use ceased but the school buildings on-site were used for a short period of time for school office and administrative uses. The property was declared surplus by the Montgomery County School Board in 2009 and transferred to the Montgomery County Board of Supervisors in 2010 and offered for sale. The school buildings were demolished in 2012 and the site has remained vacant. The property has now been sold to Midtown Partners LLC.

EXISTING SITE CONDITIONS/ZONING

The subject parcel is approximately 21 ± acres in size with frontage on Main Street, Clay Street and Eheart Street. The parcel shape is a long rectangle. The Main Street frontage is approximately 445 feet. There is variation in the topography over the parcel. There are flat areas, such as the location of the former athletic field area, as well as significantly sloped areas. In general, the site is raised along the South Main Street frontage and along Clay Street. The site is currently zoned R-4, Low Density Residential which would allow approximately 85 single family homes by-right on the 21 ± acre parcel, provided all other Zoning Ordinance and Subdivision Ordinance standards are met.

PLANNING HISTORY

The OBMS site was the subject of a joint master planning effort by the Town of Blacksburg and Montgomery County in 2011. The final OBMS Master Plan was adopted by both entities in June 2011. This planning effort was designed to provide guidance for redevelopment on the site. Different proposed purchasers and a different project vision were in place at the time of the development of the OBMS Master Plan. Conditions have changed since then and some of the elements in the adopted Master Plan are no longer relevant. Other overarching principles such as creating walkable blocks, mixed uses, structured parking, Main Street orientation for more intense uses, and the importance of creating public spaces remain valid considerations.

After adoption of the Master Plan, a rezoning petition was filed in March of 2013 (RZN 13-0001). That rezoning application was withdrawn on June 14, 2013. In 2016, Montgomery County, the property owner at the time, filed a subdivision plat (SUB 16-0005) to split the present OBMS parcel into two parcels in order to facilitate the sale of the property.

REZONING APPLICATION HISTORY

RZN 17-0006 is a request by Steve Semones (agent) for Midtown Development Partners, LLC (applicant/owners). The ownership interests listed for Midtown Partners in the application is Jeanne H. Stosser and James K. Cowan Jr. Midtown Partners own three of the five parcels included in the rezoning. The Town of Blacksburg owns the remaining two parcels. The parcels owned by the Town are the two paved areas from the former school use located on Clay Street and Eheart St. All of the parcels are illustrated on Sheet #Z1 of the application.

Midtown Partners LLC filed RZN 17-0006 in October of 2017. After a neighborhood meeting and initial work session with the Planning Commission, the applicant requested the rezoning be placed on hold in order to revise the application and address concerns. The rezoning filed in 2017 included the parcel located at 402 Clay Street. In February of 2018, the owner of the parcel at 402 Clay Street withdrew from this rezoning request and filed a separate rezoning (RZN 18-0004).

Revised application materials were submitted on April 13, 2018. The April 2018 application was amended based on input from the Planning Commission. The Planning Commission considered the rezoning at public hearing on September 6, 2018 and recommended approval of the rezoning by a vote of 7/1. The application did not move forward immediately for consideration by Town Council due to the ongoing negotiations of a Development Agreement between the Town and the applicant which is related to the Midtown project. The rezoning and Development Agreement will be considered together by the Town Council.

On February 12, 2019, the Town Council referred the rezoning back to the Planning Commission for consideration due to the provision of Section 1152(c) of the Zoning Ordinance regarding the timeline for Town Council to take action on the Planning Commission's recommendation within six (6) months after the Planning Commission's action. The Planning Commission also asked to consider the changes in the application since the Planning Commission action in 2018. Resolution 2-C-19 is included as Attachment G.

The current revised application is dated February 8, 2019. This staff report is based on the February 8, 2019 application materials.

APPLICATION FORMAT AND BINDING ELEMENTS

The applicant is proposing to rezone the front 10.59 acres to the Downtown Commercial (DC) zoning district and the rear 10.54 acres to the Planned Residential (PR) zoning district. This is a change from the

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previous application (9.25 acres to DC and 11.89 acres to PR) with an increase in the amount of commercial zoning. The proposed zoning line and the subparcels are illustrated on Sheet #Z3 of the application. The application shows that the DC zoned area will be divided into ten parcels and the Planned Residential zoned area will be split into five parcels.

The applicant has worked with Communita Design, a Seattle based design firm, to develop a Pattern Book for the Midtown project. The Pattern Book contains general text outlining the placemaking goals of the plan, overarching design principles and pictures representative of possible building types and public spaces in the project. Pages 7 and 9 of the Pattern Book show the "project vision."

The Pattern Book is intended to be illustrative in nature and while explanatory and supportive, it is not considered a binding proffered element with the same level of compliance as the items in the Proffer statement. There are specific sections in the Pattern Book showing the development parameters for each of the parcels and typical sections for the streets proposed. The applicant has pulled portions of the Pattern Book into separate cut sheets and included the cut sheets in the proffer statement to indicate the elements that are proposed as binding conditions. Please refer to the Proffer statement, pages 9-24 in the rezoning application to understand what elements from the Pattern Book are proposed to be binding for this development.

Proffer #1 includes the proffer language common to rezoning applications in the Town committing to development in substantial conformance with the application and proffers. The applicant has added text to that proffer to address "general" conformance with regard to the Guiding Elements in the Pattern Book. There is differentiation between "substantial" in Proffer 1.a and "general" compliance in Proffer 1.b.

IF A STATEMENT, STANDARD OR ILLUSTRATION IS NOT IN IN THE PROFFER STATEMENT, WHILE IT MAY BE INCLUDED IN THE PATTERN BOOK OR ELSEWHERE IN THE APPLICATION, THE STATEMENT, STANDARD OR ILLUSTRATION IS NOT BINDING IN THE SAME WAS AS IN THE PROFFERS.

DEVELOPMENT AGREEMENT

The Town and the applicant have been working on a development agreement separate from the rezoning that can address key project considerations that cannot be included in the Rezoning Application or Proffer statement or that are not specific to the land use decision of the rezoning. This could include broader economic development issues, cost sharing measures or parameters around land transfers. For example, there can be financial cost sharing proposals that are not appropriate in the land use decision of the rezoning but are important to convey for the project to be successful. In this instance, the applicant proposes several parcels of land for public gathering areas to be dedicated to the Town. The Town and the applicant may together decide on the level of funding the Town will commit to developing these spaces. This type of mutually agreed upon arrangement would be the type of element included in a Development Agreement. Development Agreements can also address timing of certain elements of a project and have commitments that must be fulfilled by both parties for the Development Agreement to be fully executed.

The Town Attorney has provided the following summary of the key provisions that may be addressed in the Development Agreement and included a summary memo in Attachment H.

- Provisions for a shared stormwater facility;
- Transfer of the Town parcels on Eheart St (.94 acre) and Clay Street (.385 acre) to Midtown;
- Transfer to the Town of Parcel 1b along Clay St.needed for a new police station;

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- Possible reimbursement to developer for the costs of improving the public gathering areas (Plaza and Old School Commons);
- Recommended use restrictions on the property, including provisions to limit student housing in Planned Residential areas; and
- Contribution for parking garage costs.

While the details of the agreement are still being negotiated (the draft is exempt from public disclosure under Virginia Code §2.2-3705.1(13)), the agreement requires approval by Town Council and will be available to the public for review and comment before it is approved.

The process of approving a Development Agreement operates separately from a rezoning. There is the possibility that if a particular commitment is not upheld by either party that the agreement would not be fully implemented. **Thus it is important to consider the rezoning as a separate and distinct document and focus its review on the application materials and proffers carefully to find them adequate to address issues regardless of the provisions in the development agreement.**

PPEA/PUBLIC SAFETY BUILDING

The Town of Blacksburg is planning for a new Police Department Headquarters to replace the existing facility on Clay St. The master plan for Midtown shows a Public Safety building on the Clay Street side of the property. The Town of Blacksburg received an unsolicited proposal under the Public-Private Education Facilities and Infrastructure Act of 2002 (PPEA) for the construction of a new Police Department Headquarters and Parking Garage in this location. The PPEA is an alternative method of public procurement that is based on public/private partnerships; it is intended to be a faster, cheaper method of constructing public buildings.

The Town accepted the unsolicited PPEA for consideration. As part of the PPEA process, the Town provides an opportunity for the submission of alternate proposals by other entities. The Town evaluated all of the submitted proposals and selected the firm of W.M. Jordan to proceed with preparing a more detailed proposal for a new Police Headquarters. That process is underway.

Thus, the consideration of development on Parcel DC#1b with the new Police Department Headquarters and DC#1b with a parking facility (parking garage) is still under discussion and further details are not available at this time. The exact size of the building and number of spaces in the parking garage have not been determined. The funding to construct the parking facility, as a multi-level garage, or as a two level podium garage, is a key factor in including this element in the project.

After discussion with staff and the Planning Commission, the Police Department Headquarters and Parking Garage were shown as combined in one parcel (now parcels 1a and 1b) in the application previously acted upon by the Planning Commission. At that time, the location, orientation and design of these two project elements were not determined.

The revised application on Sheet Z4 shows two separate parcels; DC #1b as the Public Safety Building (Police Department Headquarters) and DC #1a as Public Parking Garage. The uses proposed for each of the two parcels can be found in Proffer #10 which are listed as Parking Facility for parcel DC #1a and Civic/Administrative Services for parcel DC#1b. However, in the event a Civic use is not constructed on parcel DC#1b then the permitted uses shall be as allowed for DC parcel #4a. A service alley, located along the western parcel boundary abutting Clay Court and DC #1a is now included as part of parcel DC#2a.

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Concerns about this element of the project in the current configuration have been expressed in a memo from the Historic or Design Review Board and in a letter from the Clay Court HOA, both of which are attached.

EVALUATION CRITERIA

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.*

In addition to the criteria in Section 1151 and all of the standards in the Zoning Ordinance, the application should be reviewed in comparison to the adopted development principles for the Old Blacksburg Middle School adopted by Town Council in Resolution 7-D-15 and found in Attachment C.

Intent of Districts

There are other pertinent evaluation criteria in the Zoning Ordinance including the purpose of each zoning district. There is a statement of purpose for each district in the Zoning Ordinance. The purpose statement is particularly important for the PR district. The purpose statement for the Planned Residential zoning district is as follows:

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.

The purpose statement for the Downtown Commercial zoning district is as follows:

Downtown Commercial §3140

The Downtown Commercial district is the heart of Town culturally, geographically, and historically. It lends the Town its small-Town architecture, scale, and feel. It is intended to be a predominantly pedestrian area, catering to bicycle and pedestrian traffic with shops and storefronts close to the road, pedestrian scale, wide walkways, street trees and limited off-street parking, well screened. The history of the area is retained with preservation of historic structures and replication of style in additions and expansions. The core of the Downtown exudes the vitality of the interaction of people and activities. Commercial opportunities include a diversity of specialty, retail services, cultural, recreation, entertainment activities, and public functions.

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 within 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 property is designated as "Civic" on the Future Land Use Map. Civic uses typically include schools, government offices and buildings, service organizations, and other institutional uses that can occur in any zoning district. The Civic designation reflects the historic use of the property for a public school.

The property is also designated in Mixed Use Area D on the Future Land Use Map. Mixed Use Areas are intended to be developments containing a mix of both residential and non-residential uses. These areas are located on major roads, served by public utilities and transit. Typical Implementing zoning districts for the Mixed Use Future Land use classifications include: Mixed Use (MXD), Downtown Commercial (DC), General Commercial (GC), Planned Residential District (PR), and Planned Commercial District (PC).

The Comprehensive Plan states that all properties within a Mixed Use Area should complement adjacent properties with vehicular connections, coordinating pedestrian amenities, and complementary architecture and site design features and compatible uses. Mixed use areas are encouraged to have vertically mixed uses and include outdoor activities such as patio dining. On-site parking should be accommodated without dominating the streetscape. A strong bike and pedestrian system should be included within the project and connect to the Town's greenway system. Low impact design techniques should be considered, and historical and environmentally sensitive sites within a Mixed Use Area should be adequately protected

More specifically, Mixed Use Area D includes the Old Blacksburg Middle School property and extends down Main Street to the old Annie Kay's building (now Capone's Jewelry). The Comprehensive Plan indicates that redevelopment of Mixed Use Area D should have "uses that stimulate pedestrian activity on Main Street and have sensitive transitions to established neighborhoods within the Blacksburg Historic District."

The Town's Historic or Design Review Board (HDRB) has reviewed the application and its comments are included in Attachment D on pages D-8 to D-10. The changes to the rezoning application proposed do not alleviate the concerns expressed by the HDRB.

Map B: Urban Development Areas

This property is 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. These are target areas for growth and redevelopment. However, the designation of UDA does not prevent developments outside the UDA, nor obligate the Town to approve rezoning or conditional use permit applications within the UDA. The designation of an Urban Development Area does not affect existing 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 front part of the OBMS site is located in a Commercial area, which is the same designation along all of the Town's commercial corridors such as Main Street, Prices Fork Road and University City Blvd. The back of the parcel is located within an "Urban Walkable Residential" area, which reflects a variety of housing types within proximity to commercial areas and the University.

Key issues for these areas are noted in the support regulations found in Attachment B. Analysis of these issues is included in the topical areas of the staff report including lifestyle conflicts, bicycle and pedestrian improvements, transit, parking, landscaping/buffering, and open space.

PROPOSED ZONING

The applicant is proposing to rezone the front 10.59 acres to the Downtown Commercial (DC) zoning district and the rear 10.54 acres to the Planned Residential (PR) zoning district. The proposed zoning line is illustrated on the map on Sheet #Z3 of the application. The rezoning application describes the project as a mix of commercial, retail office and residential in the DC district and different residential products in the PR district.

Land Uses Proposed

The Midtown project proposes a variety of different uses. Proffer #10 outlines the possible uses by parcel and is summarized below. The location of each the parcel and the acreage are illustrated on Sheet #Z3 of the application. In comparison to the previous application, the amount of DC commercial acreage has been increased and two of the PR parcels have been combined so there are now five residential parcels as opposed to six. The Proffer lists "All uses listed in the Town of Blacksburg Zoning Ordinance Section 3141- Permitted Uses, excluding Consumer Repair Shop, Funeral Home, Pawn Shop and Tattoo Parlor..." Staff has summarized the non-residential uses allowed in the DC district as "Commercial and Office" for simplicity. As residential uses are allowed use on upper floors and in basement staff has included it as well as "Residential". In some cases, parameters governing specific uses are included in the proffer.

Assumptions on the maximum square footage of non-residential uses and the number of residential units were provided in the application and traffic study for the purpose of calculating water and sewer demand and projected traffic generation. These are not exact numbers but estimates of the maximum project impacts.

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DC Parcel #1a	0.72 acre	Parking Facility
DC Parcel #1b	0.51 acre	Civic/Administrative Services <u>or</u> DC #4a uses (Commercial, Office, Residential)
DC Parcel #2a	0.90 acre	Commercial, Office, upper story residential (above 3 rd floor)
DC Parcel #2b	0.41 acre	Commercial, Office, upper story residential (above 3 rd floor)
DC Parcel #3	1.47 acres	Community Recreation, Public Park and Recreation Areas and Public Recreation Assembly (Old School Commons)
DC Parcel #4A	0.53 acre	Commercial, Office, Financial Institution with drive-through, Residential
DC Parcel #4B	0.62 acre	Commercial, Office, Residential
DC Parcel #4C	0.40 acre	Parking Facility
DC #5	1.77 acres	Commercial, Office, Residential
DC#6	1.86 acres	Hotel
PR Parcel #1	3.06 acres	Civic/Park Space (Central Park)
PR Parcel #2	0.91 acre	Multi-family Residential, Community Recreation, Townhomes
PR Parcel #3	1.33 acres	Multi-family residential and Townhomes
PR Parcel #4	2.02 acres	Multi-family residential and Townhomes
PR Parcel #5	2.17 acres	Townhomes, duplex (two family dwelling) and Community Recreation

The Proffer statement (Proffers #10, #11 and #12) in the revised application includes a statement regarding the ability to change parcel boundaries as follows:

“To the extent the boundary lines of one or more of the parcel designations in this proffer are adjusted as permitted in the Rezoning Application, the parcel area designated for particular uses in this proffer shall also adjust to correspond to the new boundary lines for the affected parcel. In the event one or more parcel designations in this proffer are combined as permitted in the Rezoning Application, the allowed uses in each of the parcels shall be combined with none of the designated uses being extinguished”.

This statement allows all of the permitted uses on one parcel to be automatically allowed on another parcel if the two parcels are combined. While the roadway grid separates many of the parcels, limiting the parcels that could be combined, this is a new and more permissive addition to the Proffer statement. This statement also appear to apply to both the DC zoned parcels and the Planned Residential zoned parcels. If parcel configuration and permitted uses are as fluid as the wording suggests then the usefulness of the parcel layout graphics and proffers regarding uses are limited. It is also not clear if this provision applies to parcel where a CUP has been requested. The Planning Commission should review all of the uses carefully to determine if there are uses on parcels that would be problematic if allowed on an adjacent parcel.

Downtown Commercial Uses

The application and Proffer #10 indicate that, for the DC district, the permitted uses would be all those listed in the DC district except those noted below. Typical permitted uses in the DC district include retail commercial, restaurant, personal services and offices. Residential uses are allowed on upper floors of DC zoned parcels. The applicant proposes to voluntarily exclude the following permitted uses:

- Consumer Repair Shop
- Funeral Home
- Pawn Shop
- Tattoo Parlor

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The applicant is also requesting the granting of several Conditional Use Permits (CUP) in the DC district as part of the rezoning including:

- Hotel/Motel
- General Office on the ground floor
- Medical Office on the ground floor
- Financial Institution with drive through

Office Uses: The Downtown Commercial district does not allow office uses by-right on the ground floor. Offices are allowed by-right on all upper floors and in basement levels. It is important to create visual interest at street level and have uses that draw pedestrians in from the street for a vital and active downtown. Office uses are intended to be part of the mix of uses in Downtown and there will be locations where office on the ground floor in the DC district is appropriate. Thus, offices on the ground floor are allowed by Conditional Use Permit so the use can be evaluated on a case-by-case basis. Requests for both General and Medical office have been submitted with the rezoning.

Proffer #10 includes the limitation on how much of the ground floor area of each parcel could contain general or medical office uses. Office uses are allowed by-right on upper floors. The applicant has not indicated the total square footage of development proposed on ground floor spaces in order to give a finite number on the total office square footage but is approaching the limitation through a maximum percentage. This is a similar approach to the Brownstone project where a maximum percentage of office uses on the ground floor was approved through a CUP in advance of the project construction. The percentages for other CUPs have been more in the 20-40% range. In the consideration of other recent CUPs, the Planning Commission and Council have discussed the street presence of the office uses adding conditions about how much of window area can be covered.

Parcel #	Percentage Office	Frontages
DC #2a	25%	Main Street
DC #2b	25%	Main Street, Plaza
DC #4a	50%	Eheart St., Plaza, Commons
DC #4b	50%	Eheart St., new Church St, Commons
DC #5	No maximum given	Midtown Way, new Church St., Clay St.
DC #6	n/a - hotel	Eheart St., new Church St., Midtown Way

Hotel/Motel: A hotel is proposed on Parcel DC #6. The parcel size to accommodate the hotel has increased in size but the bedroom count and parking count have not changed. The applicant has indicated that a larger parcel size is needed for the prospective tenant and that is reason for the increase in the acreage to be zoned Downtown Commercial. This is the only parcel where the hotel CUP is requested.

Financial Institution with Drive Through: The revised application includes a Conditional Use Permit request for a financial institution with drive through on DC #4b. The DC district is urban in nature and uses with

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drive-through lane such as fast food restaurant and banks negatively affects the pedestrian orientation of the downtown core. New uses with external speakers (commonly associated with fast food restaurants) are not allowed by-right or by conditional use permit in the district. There are several existing non-conforming uses of this type in the Downtown. A Financial Institution with a drive-through is allowed only by CUP. The applicant is proposing the use as part of a multi-story building. While this helps to ensure the use is not a single-story stand-alone branch bank, the drive-through use is still not appropriate in a downtown location. In addition, the applicant has not provided any detail on the layout or circulation for the drive-through as would typically be provided in a CUP application.

Civic Uses

The Civic uses proposed include public gathering spaces on various parcels primarily in the DC zoning district. A proposed public safety building is shown on DC Parcel #1b at the corner of new Church St. and Clay Street. The Pattern Book, on page 22, addresses the Civic uses on DC Parcel #1a and #1b. The applicant has removed the discussion of a possible public library on DC Parcel #4B on Eheart Street.

The applicant included "Community Recreation, Public Parks and Recreation Areas and Public Recreations Assembly" as the description of uses for DC #3 in the proffer statement (#10). Staff would like to discuss the most appropriate terms to use in this proffer to convey the possible uses on this parcel. Definitions from the Zoning Ordinance are shown below.

PUBLIC PARKS AND RECREATIONAL AREAS—Publicly owned and operated parks, picnic areas, playgrounds, indoor/outdoor athletic or recreation facilities, indoor/outdoor shelters, amphitheatres, game preserves, open spaces, and other similar uses. This shall not include Public Recreation Assembly.

PUBLIC RECREATION ASSEMBLY—Publicly-owned and operated community, civic, or recreation centers, year-round swimming facilities, or indoor performing arts/auditoriums.

COMMUNITY RECREATION—A private recreational facility for use solely by the residents and guests of a particular residential development, planned unit development, or residential neighborhood, including indoor and outdoor facilities. These facilities are usually proposed or planned in association with development and are usually located within or adjacent to such development.

Planned Residential Uses

Typical uses in the PR district include a variety of residential uses such as single family, multi-family, townhomes and duplexes (two family dwelling). Uses in the PR district are listed in Proffer #12. In Proffer #6, the applicant proposes that no more than 75% of the total Planned Residential units will be multi-family units and at least 25% of the units will be townhomes. While duplexes are listed as an option for PR Parcel, #6, there is no indication of a minimum or maximum on that residential use type. The goal is to encourage a mix of products so that all 10.54 acres of residential development are not the same product type and look and appeal to different market segments. Staff suggests that a maximum on the percentage of townhomes might also be useful. That would ensure the project is not 100% townhomes.

Community Recreation

Community Recreation is included as a use on PR Parcel #2 and PR Parcel #5 but no information has been given on the type of amenities that would be provided. The term Community recreation is typically developed as an amenity for the private use of the residents of a development and includes uses such as clubhouse, pool, sport court or picnic areas. The applicant has not indicated the types of recreational

amenities proposed. The applicant may want to better identify the Community Recreation areas that are private areas for residents that are not public areas such as the Old School Commons or Central Park.

Use and Design Standards

Use and Design standards govern the physical development for a particular use in any zoning district. Use and Design Standards are found in Article IV of the Zoning Ordinance and are categorized by type of use (Civic, Residential, Commercial, and Office). For example, for multi-family residential dwellings, parking must be located behind the front building line and the street frontage must contain an entrance and the principal windows for the units. Some of these standards are covered by the statements in the Pattern Book excerpts Exhibits A-K attached to the proffer statement. However, that does not address all of the possible Use and Design Standards. Since the application does not specifically address if/how all of the applicable Use and Design standards for each use will be met, the applicants has included commitment to meeting those standards as part of the rezoning application and in the Proffer statement.

Density & Occupancy, Lifestyle Conflicts

The **density** of the development is a factor in considering whether the proposed development is appropriate to the context of the surrounding neighborhood. The density for the Downtown Commercial portion of the site conforms to the development standards for the DC district. In the Planned Residential zoning district, applicants propose a density with a justification on why the density proposed is appropriate for the site.

The proposed density is 48 bedrooms per acre or 24 units per acre in both the DC and Planned Residential districts. For the DC zoned land, page 32 of the application states that the density is calculated over the entire acreage excluding DC #1a, DC #1b and DC #6 and not on a by parcel-by-parcel basis. The overall acreage of DC zoned land is 10.59 acres with 3.09 acres removed for the excluded parcels. With 7.5 acres, **the maximum number of units in the DC district would be 180 units and a maximum of 360 bedrooms.** This is a reduction from the previous proposal. It would be helpful to specify that the maximum density is the lesser of the two; bedrooms or units.

The PR zoned portion of the site would have a **maximum of 505 bedrooms or 252 units** with the density calculated over the full 10.54 acres. This also represents a decrease based on the overall reduction of PR zoned land from the previous proposal of 11.89 acres to the revised acreage of 10.54 acres.

Allowed **occupancy** in the DC district is a family plus two unrelated individuals or no more than four unrelated individuals. Occupancy in the Planned Residential district varies by residential use type. For multifamily dwellings and townhouses, the maximum dwelling unit occupancy is a family, plus two (2) persons unrelated to the family; or no more than four (4) unrelated persons. For detached and attached single-family dwellings and two-family dwellings, the maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family, or no more than three (3) unrelated persons. The proposed occupancy for all of the residential unit types in Midtown is a family plus two unrelated persons or no more than three (3) unrelated persons. Thus, the applicant is restricting the number of unrelated individuals through the rezoning application to no more than three.

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 great place to raise a family. The University is actively growing undergraduate enrollment, which is affecting the Town's housing market.

The Town and the Blacksburg Baptist Church commissioned a study to look at the potential for housing in the Downtown area. The purpose of the study, completed in 2015, was to better understand what housing demand exists for Downtown and the types of products that must be offered to capture this demand with a focus on non-student housing. The study determined that there is demand for non-student oriented housing in Downtown, however, the ongoing demand for undergraduate student housing is influencing the market and impeding the development of non-student housing. The OBMS site was identified as a "Special Opportunity Site" and specific information from the study on the OBMS is included in Attachment C. The summary recommendations from the study are shown below.

"The Town of Blacksburg has immense potential to adapt and thrive in the growing knowledge economy. Downtown is the centerpiece; it can continue to evolve into a more vibrant, mixed-use environment with the kind of energy that a robust residential community can add, and that an innovation economy needs. Over the course of conducting this housing market strategy, a number of policies were identified that need to be addressed in order to make the development of non-student oriented housing a reality:

1. Target young professionals
2. Better align regulatory and policy framework with desired outcomes
3. Identify places for full-block development and downtown expansion
4. Continue to partner with Virginia Tech where interests align
5. Undertake a joint plan with Virginia Tech to accommodate future growth"

The rezoning application states in Section 3.2.5. page 34, that long term residency is desired and the project is not intended as student housing. Regarding leased units, the applicant commits that no 4-bedroom, 4-bath units will be constructed and units will not be leased by the bedroom. In addition, for all of the units offered for rent, the tenant will be required to verify an income of twice the monthly rent. This often eliminates undergraduate students. On-site management will be provided to all owners and a parking policy will be adopted. In Section 3.2.5 of the previous application, the rental income requirement was three times monthly rent and on-site management required a threshold of 50 units. The applicant may to provide the Planning Commission with some background on the changes.

For sale units have some limitations at the time of sale. Purchasers have to "represent to the seller at the time of purchase their intent, or that of an immediate family member, to occupy the unit; or that the unit will be occupied by one or more owner of a beneficial interest in the unit is the case of a residential unit to held in corporation, LLC, life state, trust or similar entity" and that they are "not acquiring the property primarily for investment purposes or as rental property." There is no restriction beyond the initial sale. The site design, unit mix and likely price points make the development less attractive to undergraduate students. However, it is possible that some units may be resold for student occupancy or as second homes and the restrictions appear to be generally of limited effectiveness. There may be other options to limit these possibilities that can be considered as part of the Development Agreement between the Town and the applicant.

Phasing of Development

The application does not include a specific phasing plan but phasing is discussed in Section 7.1 (page 45) of the application and is referenced in the Proffer regarding green building. In those sections, the applicant anticipates an 8-10 year buildout of the entire project. The timing will be guided by market demand and absorption of the residential units. Supporting infrastructure occurs with each phase as needed.

Proffer #13 indicates that "The owner shall construct improvements within DC Parcel 3 in accordance with Proffered Condition 1(b) and as approved by the Town." Proffer 1(b) is substantial compliance with the

rezoning application. Parcel DC #3 is the Old School Common. Thus, it appears the proffer relates to the stormwater management facilities on DC #3 but not to other proposed infrastructure. The Proffer also lack a timing mechanism to when the improvements would occur. Further clarity from the applicant regarding the intent and application of this Proffer would be helpful.

Development Standards/District Standards

District standards govern the physical development of a site in a particular zoning district regardless of use. Section 3142 of the Downtown Commercial zoning district has specific standards for building height and building design that will need to be met. There is no maximum lot coverage or FAR, and no setback requirement in the DC district.

In a Planned Residential Zoning District the applicant may propose most of the individual district/development standards. 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. 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. In this instance, the front portion of the site abuts the mixed use Clay Court project and other non-residential uses across Main St. The remainder of the surrounding area contains single family and smaller scale multi-family development. A new more dense multi-family development, The Alexander, was approved in 2014 at the corner of South Main St and Eheart St.

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 applicant has put forward a Pattern Book for Midtown, which has a very general level of architectural commitment. There are no specific elevations given for any of the buildings. Some suggested images and guiding elements are provided in the Pattern Book but these should **not** be taken as a commitment to architectural style or specific building materials. The Pattern Book and Proffers do include individual cut sheets with development standards and design features listed parcel-by-parcel. Please refer to Exhibits A-K of the Proffer statement. The topics covered in each Parcel cut sheet include:

- Allowed Uses (previously discussed)
- Height
- Setbacks
- Overhangs
- Parking
- Entries
- Landscape
- Architecture

These are key elements in how a building looks and how it functions in relation to the street as well as how the project components will work together. The Comprehensive Plan contains Residential Infill Guidelines designed to outline important elements that will integrate new development into the existing urban fabric. Excerpts from the Residential Infill Guidelines are included in Attachment B.

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Overall, the building orientations are primarily internal to the site with the exception of the residential uses on Eheart St. and the buildings fronting on Main St. Ground floor uses on South Main will have entries that face Main St. which is a key element in the proposal to activate the Main Street frontage of the development with commercial uses and the public plaza. The project as a whole is oriented around the Old School Commons and Midtown Way. The applicant is putting forward a mixed-use community that is walkable with a trail and sidewalks as well as providing public gathering spaces. The development as a whole must be cohesive and must fit into the overall context of the area. Integration of uses and a commercial component that is appropriate in design to an urban location are important.

Staff does have concerns that with the addition of such uses as a financial institution with drive-through, more reliance on surface parking and office uses on ground floor that the commercial component of the project may take on a more suburban look and feel versus the more urban product depicted in the materials and the video shown for the previous rezoning proposal.

Sheet #Z4 of the application shows the revised parcel layout with building locations and parking shown for development in the DC zoned area, not including the Public Safety Building or Parking Garage. The previous application showed one larger office building was anticipated on the Main St. frontage with ground floor entries facing Main St. and also entryways to the Old School Common interior to the site. Design work was ongoing on the building. The potential office tenant is no longer involved in the project. The February 8, 2019 application indicates it is more likely that there will be two or three separate buildings on Main St. as shown on Sheet Z4, occurring on Parcels DC#2a and DC#2b. No tenants have been identified.

The hotel use is located along Eheart St. on parcel DC #6. The hotel is internally oriented to the site with vehicular access via Midtown Way. The applicant shows a design feature at the corner of Midtown Way and new Church Street. The Pattern Book includes a general depiction of the hotel design. No further specifics on the hotel design are available.

In the residential development on Eheart St., front doors may face the street or the common open space and a covered porch or stoop is required to help orient units to the street. Private garages and parking lots will not be visible from Eheart Street. Any commercial uses may have visible parking from Eheart St. but would include vegetative screening.

Building Materials: The application states that the building materials will include cast materials, glass, metal and cement composite siding, smooth finished concrete or approved equivalents. The applicant has clarified that the stucco product proposed is EIFS (Exterior Insulation and Finish System) as opposed to traditional stucco. Staff has concerns about the overall quality and long-term viability of this material, especially for the DC zoned buildings. In response, the applicant is proposing that buildings facing South Main St, a maximum of 20% of the façade can EIFS. EIFS would not be allowed on the ground floor and would be used as accent panels. Vinyl siding is prohibited.

For other buildings, a maximum of 50% of EIFS is proposed. There was also discussion previously about the quality and durability of synthetic stone as a building material. The applicant has provided information that the synthetic stone would be a minimum of 1 ½" thick as approved by the Town in response to the concern.

Historic or Design Review Board (HDRB): The HDRB reviewed the application acted upon by the Planning Commission. The HDRB expressed concerns that synthetic stone and EFIS are not durable building materials and should not be included in the project. Another comment from the HDRB is related to architectural variety. The applicant may want to consider a commitment to some level of architectural

variety particularly with the residential products to show that all of the residential units will not look the same. This could be a commitment to architectural variation by parcel. Lastly, the HDRB noted the internal orientation of the development does not create a sensitive transition to the adjacent historic Sixteen Squares. The HDRB comments are applicable to the revised application.

Design Review: Proffer #9 states that: "The final location, orientation and design of all proposed Downtown Commercial buildings shall be approved by the Blacksburg Town Council through a process agreed to by the Owner and the Town."

It is anticipated that more detail on the nature of the process is part of the Development Agreement. Building review was a topic of much discussion in consideration of the previous rezoning. The review of the building design will be in accordance with the Pattern Book. The Pattern Book does contain a number of design standards but more may be needed to ensure that development does meet the design quality of the images shown in the Pattern Book. Commitments regarding basic variations in building plane to break up the mass of building, variations in roofline, architectural detail at a pedestrian level and more detail on fenestration could be helpful in giving more assurance as to design. It is not the intent to force or prohibit any particular architectural style but to give guidance on buildings that are of the quality of the illustrative examples in the Pattern Book.

For example, in Exhibit C of the Proffer statement, under Architecture, the proffer states that: "Office, Commercial and hospitality building facades shall present a street friendly presence emphasizing entries and windows. See Pattern Book for requirements." Staff concurs with this design principle as a vital one in a downtown streetscape but has concerns over how it can be enforced. The Town does not want to have a disagreement during the plan review process about what constitutes "a street friendly presence." Furthermore, the conversation about compliance may be with individuals who were not part of the rezoning process and who are applying the requirements from the binding elements of the Pattern Book very literally.

Green Building: Section 8.2 (page 46) of the application is entitled "Environmentally Responsible Design." The applicant proposes that all of the buildings in the Planned Residential zoning district would meet Earthcraft green building standards. The wording of Proffer #7 was discussed at length in the previous consideration of the rezoning and wording from those Planning Commission discussions is included in the February 8, 2019 Proffer statement. The wording give options should future programs be developed and states that the applicant will obtain certification of the project.

The Planning Commission and Council are asked to determine if the level of detail in the Proffer statement with Attachments A-K are sufficient to govern the quality of design and neighborhood compatibility. The standard for these elements is "substantial compliance." A standard of "general compliance" is proposed for the Guiding Elements in the Pattern Book.

Building Height

Building height is measured from the grade at the front entrance of the building to the peak of the roof or tallest point of the building. This calculation is slightly different for corner lots where the entry heights on the two street sides are averaged to calculate a maximum height. The Downtown Commercial district allows a maximum of 60' in building height. The application shows compliance with the maximum height of 60' for Parcels DC#1, DC#2, DC#4A, DC#4B and DC#5. The buildings range from 4 or 5 stories over parking. Portions of the parking areas may be underground. The applicant does indicate on p.12 of the Pattern Book that height for the buildings along South Main St. will be measured from the grade on the Old School Commons. This does mean the buildings could be taller than 60' when the story at grade on

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Main St. is considered. For DC Parcel #6 the same 60' maximum height is shown but does not reference the buildings as over parking.

For the Planned Residential district, the applicant proposes the height standard for the development. In this case, the applicant is proposing a 60' maximum height. The Pattern Book and the Exhibits in the proffer statement show the maximum height for each parcel. In general, there is a step down in building height along Eheart Street (South Main St to Willard Ave.) from 60' to 40' and four stories to two stories.

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 Pattern Book and the Exhibits in the proffer statement show the minimum setback from the property line for each parcel. Along the public street frontage, the following setbacks are proposed:

Main Street	20'
Eheart Street	15'
Clay Street	30' (excluding Civic uses)

The exterior project elements and how they relate to the street and the surrounding development are the most important in this project. The internal setbacks proposed are appropriate to a more urban residential and non-residential mixed-use project.

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 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.

Landscaping is shown parcel-by-parcel in Exhibits A-K of the Proffer statement.

In addition, the applicant will also have to show on site plans that the landscaping provided meets the Town ordinances for any surface parking lot landscaping, street trees and overall site canopy coverage:

- 5% of the entire surface parking area (excluding access drive) landscaped with trees and ground cover in parking lot islands (§5427(a))
- 1 tree per 10 parking spaces (§5427(b))
- Perimeter parking area of at least 10' wide where any parking is adjacent to public right-of-way (§5427(f))
- 1 street tree per 30' linear foot of frontage

The Downtown Commercial district has no requirement for canopy coverage. Street trees must be provided on public streets. Parking lots constructed within the DC district must meet the standards within the Zoning Ordinance.

Open Space

The open space plan (Sheet Z7) shows a total of approximately 159,453 square feet (35%) of open space. There is no specific open space requirement for the DC district. Sheet #Z7 shows the proposed private open space and public use spaces proposed. Public use space is proposed in the DC district in two areas; Midtown Plaza and Old School Commons. The Midtown Plaza is at the corner of South Main St and Eheart St. The Old School Commons is internal to the site and is the location of the underground stormwater facility. The areas total 83,540 square feet. See also discussion of Public Spaces in the staff report.

Required open space is a component in most of the Town's residential zoning districts. The Planned Residential zoning district standards and the Use & Design Standards for Multifamily Dwellings, Townhomes and Two-family dwellings 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 to a specific recreation area for residents. Sheet #Z7 shows 20% or 91,807 square feet of open space for the PR portion of the development.

In addition to the open space required in the Planned Residential district and Use and Design Standards for multi-family dwellings, Section 3113(b) of the Zoning Ordinance also requires a specific recreational activity area or areas be developed and maintained for the residents of the development as part of this open space. Two parcels in the PR district are shown to include Community Recreation. No specific information has been given on the types of recreational amenities that will be included in the residential development.

Public Spaces

The Zoning Ordinance does not include a specific requirement for "public space." The application proposes several different areas on the site that would be public gathering spaces. Sheet Z5 and Z7 illustrated the public spaces proposed. The specific dimensions of the public spaces were previously provided by the applicant. The applicant should clarify if the previous dimensions are still correct and provide any updated dimensions as appropriate.

A plaza area, "Midtown Plaza" is proposed on the corner of South Main St. and Eheart St. The applicant previously indicated the dimensions as approximately 141' wide (along Eheart St.) and 132' deep (along South Main St.) The applicant proposes to dedicate this area to the Town. While illustrations are included of how the plaza could be designed and landscaped it should be noted that the design is only illustrative in nature. The applicant is not proposing to construct the plaza. The Town would be responsible for design and the cost of improvements in the plaza. The plaza illustrations in the application materials and previously shown videos also do not include the mast arm or signal equipment necessary for the traffic signal to be installed at South Main St. and Eheart St.

A second public space, "Old School Common" is proposed interior to the site and would be framed in U-shape by the proposed office building on S. Main St., the proposed public safety building/parking garage on Clay St. and a future office building on Eheart St. This area is connected to "Midtown Plaza" and the applicant proposes to dedicate this area to the Town. The Commons does include parts of the driveway loop, entrance to the parking garage and surface parking spaces. The applicant envisions this space could be closed off and used for events. Further discussion on the use of the space may be needed to be clear on what parameters will govern use of the space since it is proposed to be publicly owned land. Clarity is also needed on what land is proposed for dedication to the Town. Similar to the Plaza, the applicant is not proposing to improve the Common. The Town would be responsible for design and the cost of improvements in the Common. The Old School Common space was previously listed as approximately

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247' wide by 133' deep. The combined size of Midtown Plaza and Old School Common is shown as 83,540 square feet as shown on Sheet #Z7.

The third public space proposed is a 3.06 acre park area along Clay St. referred to as "Central Park" in the application. This area is elevated from Clay Street and would contain part of the trail system proposed in the development. This area would also be dedicated to the Town.

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.

High quality bicycle and pedestrian ways are consistently identified by residents as a high value in the community. The Paths to the Future Map in the Comprehensive Plan outlines an overall goal for providing routes for bicyclists and pedestrians. As developments are proposed, staff reviews this map to determine where facilities should be considered. An excerpt from this map showing the OBMS parcel is included in Attachment A. The map shows a high level of bike and pedestrian connectivity expected on the OBMS parcel.

Bicycle Improvements

Providing enhanced pedestrian and bicycle facilities will encourage alternate-transportation behavior and lead to less dependency on personal vehicle trips especially in walkable and bikeable areas with transit service like the proposed development. These facilities may include on- or off-street facilities such as bike lanes, buffered bike lanes, trails, and cycle tracks, as well as bicycle parking. At this location in particular, the proposed application is within ¼ mile of the Huckleberry Trail and is within close proximity to the Virginia Tech campus and many downtown destinations. Bicycle facilities were discussed as part of rezoning application last considered by the Planning Commission and a number of high-quality bicycle facilities were worked out and are outlined below.

Proposed Bicycle Facilities

The submitted application text includes the following proposed bicycle facilities:

- proposed two-way cycle track on the south side of Eheart Street from South Main Street to Willard Drive;
- bicycle pull off area on Eheart Street and crosswalk connecting to new Church Street;
- 5' bicycle lanes on both sides of new Church Street; and
- multi-purpose trail from Willard Drive crossing the site to Clay Street and then running to new Church Street.

The application does not include any bicycle facilities on Midtown Way or Belvedere Avenue. These proposed streets include sidewalks of varying widths and on-street parking on both sides. With no discernable bicycle routes, it is assumed that cyclists would utilize the travel lanes or sidewalks for these streets. With street parking facilitated on both sides of the roadway and sidewalks of 10' proposed, bicycle traffic will be mixed with vehicles or pedestrians. With proposed bicycle routes skirting the

exterior of the site and no clear internal routes, prominent bicycle parking will be vital to ensuring cycling is a safe and viable option to access the site.

The proposed multi-purpose trail will provide a strong connection along Clay Street separated from the roadway and then connecting across the site to Willard Drive. However, the final layout of this trail should ensure that sharp turns are avoided and transitions are carefully considered for full functionality. A fully functional bicycle network will help to reduce conflicts with both vehicles and pedestrians.

The Town is working with the applicant to ensure the conceptual design of the cycle track can meet the recommended standards in the NACTO Urban Bikeway Design Guide. A two-way cycle track is a physical separated area that allows bicycle movements in both directions on the same side of the roadway. A two-way cycle track may be configured as a protected cycle track with a barrier separating the track from the motor vehicle travel lanes or as a raised cycle track which provides vertical separation between the track and the motor vehicle lanes. The recommended width for usable space for a two-way cycle track is 12 feet, with a minimum width of 8 feet in constrained conditions. Consideration should be given to street crossings and to side street and driveway intersections.

As noted by the Engineering Department, coordination will be required to ensure this facility is considered in the design of the signalized intersection at South Main Street and Eheart Street. To further connect the project area to the Huckleberry Trail, the Town will review the design of Eheart Street and consider changes to better accommodate bicyclists and pedestrians as part of the adopted Capital Improvement Program (CIP).

Additional revisions may be needed to reconcile the application text with the pattern book and drawings with respect to consistent bicycle facilities throughout the project.

Bicycle Parking

The application proposes meeting the minimum Town standard for bicycle parking with a ratio of 0.25 spaces per bedroom for residential uses and meeting the minimum Town standards for all other uses. More information is needed from the applicant regarding the location of any exterior bicycle parking spaces. With the location adjacent to Downtown and the proximity to the Huckleberry trail, staff recommend the applicant provide bicycle parking at a ratio higher than the minimum in safe, accessible locations. It is likely that bicycle, pedestrian, and transit usage will be high in this location, and the facilities to accommodate these alternative modes of transportation should be given high priority. The location of bicycle parking should be convenient to support this alternative mode of transportation. The application notes that covered bicycle parking may be provided in the proposed parking deck. Covered and secure bike parking is encouraged to accommodate the needs of residents and employees in the development.

Corridor Committee

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 recommended consideration be given to bicycle facilities on Eheart Street and Church Street. The Committee suggested that surface parking be reduced and accommodated in the garage, if needed, to incorporate improved bicycle and pedestrian facilities. The Committee also noted the importance of visible, accessible bicycle parking. The revised proposed bicycle facilities align with the goals of the Corridor Committee.

Bicycle Master Plan

The vision of the Blacksburg Bicycle Master Plan (“the Plan”) is to create a bicycle friendly community through infrastructure improvements and non-infrastructure recommendations. The Plan identifies a network of bicycle routes for focused infrastructure improvements including Clay Street and Eheart Street. The Master Plan did not contemplate facilities for streets that were not existing at the time of the Plan’s creation; for example, new Church Street, Midtown Way, and Belvedere Avenue. For Clay Street from Main Street to Jefferson Street, the Plan recommends sharrows (shared lane markings) and bike route signage at a minimum. Eheart Street is identified as a network route but does not include specific recommendations. For the intersection of Clay Street with South Main Street, the Plan recommends signal detection and actuation, colored bike facilities (such as painted pavement), and bike route signage. Signal detection and actuation alerts the traffic signal controller of bicycle crossing demand for the intersection and can include push signals, in-pavement detection, and video detection methods. For the intersection of Eheart Street with South Main Street, the Plan recommends colored bike facilities and bike route signage. However, the Plan does not contemplate the signalization of this intersection. Additional attention should be given to configuration of bicycle infrastructure and bicycle operation at this intersection, particularly with respect to the proposed two-way cycle track on Eheart Street. Bike route signage should be contemplated in coordination with a larger Town-wide wayfinding project for bicycle infrastructure.

Pedestrian Improvements

The Downtown Commercial district requires a minimum 10’ sidewalk width on Main Street and an 8’ sidewalk width along side streets. The 10’ sidewalk width on Main Street is reflected in the application and the sidewalk would be brick consistent with the rest of the Downtown sidewalks and contain the same street amenities such as the light poles, street trees, benches and trashcans as found elsewhere in Downtown.

Attachment A contains a map showing existing sidewalks in the area. The map shows that there are sidewalk gaps in this area. The Corridor Committee maintains a matrix of prioritized sidewalk projects to complete as funding becomes available through revenue-sharing, ongoing sidewalk project budgets or private development to complete or enhance the sidewalk network. This is particularly important in the very walkable areas of Town such as the location of the OBMS site.

The application text indicates that Eheart Street will have a minimum 10’ sidewalk and Midtown Way will have a 10’ minimum sidewalk on both sides of the street. The application also notes that other Town streets and interior sidewalks will be a minimum of 5’ in width. Additional revisions may be needed to reconcile the application text with the pattern book and drawings with respect to consistent sidewalk widths throughout the project. Along Eheart Street, the segment from Palmer Drive to Willard Drive has been identified as a priority in the Corridor Committee’s sidewalk matrix.

There is a sidewalk on the south side of Clay Street that extends from Main Street along the edge of Clay Court to the end of the Clay Court property. On the north side of Clay Street there is sidewalk from Main Street to Church St and along one additional property. The only other segment of sidewalk on the north side of Clay Street before the intersection with Willard Drive is a small section in front of the church at 309 Clay Street. Looking at Clay Street as a whole, there are segments of sidewalk along Clay Street on either the north or south side of the street but there is no continuous sidewalk that runs the length of Clay Street. Clay Street is a narrow and hilly road with limited sight distance, which makes the need for a safe pedestrian route all the more important. With further development anticipated on Clay Street to the north, pedestrian and bicycle activity can be expected to continue to increase.

Three segments of Clay Street were identified as high priority projects by the Corridor Committee within the sidewalk matrix: Church Street to Willard Drive, Willard Drive to Prospect Street, and Prospect Street to Jefferson Street. The segment from Prospect Street to Jefferson Street has since been completed leaving two segments as high priorities. From Willard Drive to Prospect Street, the final segment of missing sidewalk is approximately 115 feet. The remaining segment from Church Street to Willard Drive includes approximately 1,660 linear feet of street frontage without sidewalk.

Of this frontage, approximately 1,230 linear feet (74%) of street frontage is adjacent to the proposed project area. This segment has long been considered the highest priority segment and the approved 2016 subdivision plat contained notes committing to sidewalk on Clay Street. The previous version of the application did not include any proposed sidewalk along Clay Street. Town Engineering staff researched existing conditions and determined that a 5' sidewalk at street level along Clay Street is constructible and stormwater management can also be handled. At the Town's request, the applicant has revised the application to depict this sidewalk section. However, the application does not indicate how this sidewalk will be funded. The adopted CIP does include funding for a sidewalk connection along Clay Street from Church Street to Jefferson Street (approximately 2600 feet) with adjustments to Clay Street to facilitate bicycle mobility and improve storm drainage.

Parking

Parking proposed for Midtown is a combination of surface lot parking, structured parking garage, residential garage parking, podium parking under buildings and on-street parking.

Parking ratios are shown in the Pattern Book. Typically, a ratio of 1 space per 300 square feet of floor area is given for the non-residential uses. One space per room is proposed for the hotel. Residential uses are listed as 1 space for one-bedroom units and 2 spaces for two-bedroom or more.

All of the streets show on-street parking and the applicant has indicated on-street parking on private streets will be counted in the parking calculations. This includes a portion of Midtown Way as shown on Sheet Z9. On-street parking on public streets would not be included in the calculations without concurrence from the Town. Typically, the Town does not allow the inclusion of public on-street metered spaces to be included in parking calculations.

Downtown Commercial: The Downtown Commercial district does not require parking. The exclusion of an off-street parking requirement did not necessarily anticipate additional land rezoning to the district, but rather was intended to reflect the existing pattern in Downtown where individual parcels did not historically have off-street parking. The traditional Downtown also has on-street public parking and public surface lots available. Downtown Blacksburg is accessible to many pedestrians and served by Blacksburg Transit. When parking is proposed in the DC district, it does need to conform to the dimensional and construction standards for parking contained in the Zoning Ordinance.

In the Parking/Garages section of the Pattern Book on Page 13, regarding businesses along South Main St. states that:

"Parking for uses fronting on South Main Street will share the parking facility with the public safety building, be located under the building or be surface parking. Drop-off parking for the Main Street building shall be provided in the Common.

- Multi-Family: Parking will be located under or behind the building or in the shared parking facility.
- Non-residential: Parking will be under the building, in the shared parking facility or in a surface parking lot. "

Parking Garage: Funding for the parking garage/structured parking is under discussion. The cost of structured parking spaces is many times higher per space but this type of parking is more urban in nature and appropriate to the site compared to surface parking. A multi-level garage is needed to support the envisioned urban density and intensity of the project. The applicant has discussed the option of a podium style garage that is two levels of parking, each level had a street access and the two levels are not connected. This garage design is not a desirable form of structured parking for this site. It is limited to two levels that limits the number of spaces it can contain. It also necessitates a public entrance on each level. It is envisioned that the Police Department Headquarters would have separate access to the garage. This could result in three access points needed, which would not be desirable from a traffic circulation or land use perspective. The Pattern Book on page 22 indicates that parking for the Civic uses to be met with "off-street parking either in a parking facility or surface parking." Again, surface parking along Clay St. is not desired.

The applicant has used the term "Parking Facility" in the Proffer statement because that term is defined in the Zoning Ordinance and terms such as parking garage or structured parking are not. Staff would like to work with the applicant to refine the terminology of the parking discussion. The applicant has expressed concern that the definition of parking facility excludes off-site parking. A parking garage in the development would be intended to serve multiple tenants in the development and preferred over surface parking. Wording in the Proffer statement could be modified to address any concerns about ambiguity regarding what would or would not be allowed in future.

Surface Parking: Surface parking is shown on Sheet #Z4 around the Old School Common and along the service alley from Clay Street. Surface parking is also proposed for the hotel on Parcel DC#6 and the multi-use Parcel DC#5. Parking under the buildings is not shown but is referenced in the Pattern Book as stated above.

The hotel use is shown with 100 parking spaces. There is surface parking around the Old School Commons totaling 92 spaces. The service alley shows 26 spaces and the development on parcel DC#5 along Clay Street shows 71 spaces in a surface lot. Of the total of 289 spaces, 100 are shown as dedicated to the hotel. It is not possible to translate how much development the other 189 spaces could support in terms of square footage or units since it is not known how many spaces would be for non-residential use and how many for residential uses. Staff has concerns about the reliance on surface parking and would not want reliance on surface parking to drive a lower scale suburban level of development.

Planned Residential Parking:

The standard ratio is 1.1 parking spaces per bedroom for multifamily residential uses. This standard was designed primarily to response to the parking demands associated with multifamily housing geared toward students. In certain situations, a different ratio may be appropriate for a development given the 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 tenants with a number of vehicles, or small lot sizes that limit vehicular parking. 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.

For residential uses, the application proposed one space for one bedroom units and two parking spaces for units with two or more bedrooms. The residential parcels will each be parked internally with garages or podium parking. No front loaded garages can occur on Midtown Way.

Parking Lot Landscaping:

Proffer #8 does state that surface parking spaces will be screened from the public right-of-way of Eheart Street with evergreen shrubs plantings or fencing/site walls. Evergreen plantings would be 4' high at time of planting and placed 4' apart. Any fencing or wall must be constructed at 4' height. This proffer was in response to concerns about headlights and buffer to the existing residential uses across Eheart St. Other surface parking areas would be landscaped.

Electric Car Charging: The application does indicate two electric charging stations will be provided. One to be located in the hotel parking lot and the other suggested in the parking garage. The hotel charging station could be limited to hotel patrons. Additional charging stations could be considered given the size of the project.

Signage

Signage helps people navigate and locate their destination. Unique and innovative signage can help set a development apart from others, and can provide a consistent appearance within the development. There is certainly an opportunity to use signage as a distinctive and cohesive element in the Midtown project.

Signage in the Downtown Commercial zoned area will be subject to the standards in the Zoning Ordinance found in Section 5533 and shown below.

Sec. 5533 - Downtown commercial zoning district.

- (a) A maximum of two signs plus three directional signs is permitted per lot in the Downtown Commercial Zoning District.
- (b) Notwithstanding the foregoing, a maximum of two signs is permitted per establishment in a multi-establishment building.
- (c) Of the maximum number of signs permitted in subparagraph (a) above, a maximum of one sign may be a freestanding monument sign, provided the lot contains a minimum of 100 feet of frontage on a public street.
- (d) The following shall apply in the Downtown Commercial Zoning District:

Type of Sign	Business	Directional	Identification (When Allowed)
Maximum Size of Signage in Square Feet	<p><i>Single-establishment building:</i> 0 to 50 foot frontage = 15 square feet; 50 to 75 ft. = 32 square feet; greater than 75 ft. = 50 square feet</p> <p><i>Multi-establishment building:</i> Maximum 15 square feet per establishment.</p> <p>Of the total square footage allowed, the following square feet may be freestanding monument sign: greater than 100 foot frontage = 32 square feet</p>	3 square feet	32 square feet (not deducted from business signage allowance)
Maximum Height of Freestanding Monument Signs	8 feet	4 feet	8 feet

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, shown below, covers signage in Residential Districts.

Sec. 5532 - Residential zoning districts.

- (a) A maximum of two (2) permanent signs and three (3) directional signs is permitted per lot in a residential zoning district.
- (b) Of the maximum number of signs permitted in subparagraph (a) above, a maximum of one (1) sign may be a freestanding monument sign, provided the lot contains a minimum of one hundred (100) feet of frontage on a public street.
- (c) One (1) freestanding identification sign is permitted at each principle entrance to a residential development within a residential zoning district, up to a maximum total of two (2) freestanding identification signs.
- (d) In areas of public recreation such as public parks, a governmental entity may erect up to three (3) freestanding monument signs with a combined area of sixty (60) square feet. No individual sign shall exceed thirty-five (35) square feet.
- (e) The following shall apply in the RR1, RR2, R-4, R-5, OTR, RM-27, and RM-48 Zoning Districts:

Type of Sign	Business	Directional	Identification (When Allowed)
Maximum size of Signage in Square Feet	12 square feet	3 square feet	50 square feet total .35 square feet per sign.
Maximum Height of Freestanding monument signs	4 feet	4 feet	8 feet

However, the residential zoning districts referenced above do not include the Planned Residential district. It is important that rezonings to the PR district include information on proposed signage. 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. Defining signage is more easily accomplished when the PR project is smaller in size than Midtown and is planned be constructed by a single entity in a single phase.

The application on page 36 indicates a Special Signage District for the Midtown development will be applied for at a later date. Staff concurs that a Special Signage District would be a benefit to the entire Midtown development. The application states that in the interim any development occurring in the DC zoned area will meet the existing DC signage regulations. The application does not propose an interim for the PR development. Signage for a Planned Residential is determined through the rezoning process. The applicant should indicate signage of the PR parcels for any building anticipated before the processing of a special signage district. The information should address both freestanding and wall signage.

Solid Waste and Recycling

Section 5.3 (page 41) of the application discusses trash pickup. Specific locations of solid waste and recycling facilities have not been provided but the applicant states they will be screened as required by the Zoning Ordinance and conveniently located. A service alley is proposed on the western edge of the development with access via Clay St. The service alley can be seen on Sheet Z4. The service alley would handle deliveries, trash and recycling. Parking is also shown in the alley. It is unusual to have parking in a service alley. The service alley would be the interface with Clay Court. More information on how this area would look and function would be helpful in determining the relationship to Clay Court.

Townhomes on Eheart Street may use individual cart pick-up as opposed to common dumpsters. This is different than other rezoning proposals where more specificity is given at the time of rezoning. The applicant is seeking to have flexibility in final design and any site plans submitted would have to show dumpster locations and required screening. The applicant should confirm that the proposed facilities will be adequate to meet the trash and recycling service capacity as defined in Town Code and meet screening requirements.

INFRASTRUCTURE

In evaluating the potential effect on public services and facilities that this rezoning would have, the Town Engineering department has reviewed the application and the following comments are provided. Memos from engineering staff are included in Attachment D.

Stormwater

The stormwater concept plan has been reviewed by the Town Engineering Department and has been approved. A central stormwater facility is shown to serve all of the development on the site. The location of the private stormwater management facility is shown mostly on land proposed for dedication to the Town (Old School Common). The Engineering staff has provided information on issues that need to be worked out through the Development Agreement such as clarity on the maintenance responsibilities for the facility since it will be primarily on Town owned land (comment in Attachment D). With the submission of a revised application, staff has asked for new stormwater management calculations or verification that the previous calculations are still accurate. The applicant should confirm calculations with staff.

Water

Town water is available to the site. Public water is available along Main St., Clay St., and Eheart St. Engineering staff have commented that the rezoning application does not contain sufficient information to confirm the water line design will meet all of the Town standards. Additional water infrastructure may be required to meet Town Standards for fire hydrant spacing and to eliminate dead-end lines and this information can be provided at the site plan stage of development.

Sanitary Sewer

At the flow rate given in the submittal (79,915 gpd) and at the original flow rate provided to the Town for use in the Draper Capacity Study (127,500 gpd), there are 1,211 LF of 12" pipe that do not have capacity for this development. The Town, however, has a fully funded capital improvement project to upgrade the sewer lines and address the capacity issues for development in this area. Again, more specifics are needed at the site plan stage regarding the design of the system.

Other Utilities

It should be noted that the application proposes that existing overhead utilities will be relocated, except for those along the Clay St. frontage. As part of redevelopment, both the Comprehensive Plan (CCP.19) and the Zoning Ordinance district standards require utilities to be placed underground. The Clay Street frontage of the property, however, is problematic given the nature of the overhead lines. They will be very difficult to underground. This issue will need to be addressed particularly for the Civic uses proposed on DC #1a and DC#1b. It is likely other portions of the utility lines will remain overhead from new Church Street to the property line.

Traffic Study

The Town and the applicant participated in preparing a joint traffic study with the Town hiring the engineering consultant, Whitman Requardt and Associates LLC (WRA), to prepare the study. The Town felt it was appropriate to participate in the traffic study since the traffic generated by this proposed development could potentially impact several intersections located in the Main Street transportation

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corridor including what is considered the Downtown Blacksburg area. Level of Service analyses were performed at the major signalized intersections within the corridor including the intersections of South Main Street and Washington Street, South Main Street and Clay Street, and South Main Street and Airport Road/Graves Avenue. In addition, the intersection of South Main Street and Eheart Street was analyzed as this is the intersection in closest proximity to the proposed development. The traffic study was posted on the Town website.

With the revised rezoning submittal, the Town requested an update from WRA to address the revised layout for the project. The traffic study results continue to show that the proposed development warrants the installation of a new traffic signal at the intersection of Eheart Street/South Main Street. Sheet Z8 shows the intersection configuration with turn lanes and crosswalks.

In the revised analysis, WRA updated the study to use the most recent trip generations rates from the Institute of Transportation Engineers (ITE) manual. The updated analysis addresses the point at which from an empirical point the traffic signal would be "warranted". Please refer to the Engineering comments in Attachment D for more details.

Traffic Signal Timing: Proffer #2 regarding the traffic signal reads as follows:

"To address the increased traffic resulting from the approved development, the Owner will construct at no cost to the Town (i) a new traffic signal, when warranted, including signal lights & poles, electrical signal boxes, engineering analysis and signal timing, and (ii) all associated road improvements at the intersection of South Main Street and Eheart Street no later than the first certificate of occupancy for either of the buildings adjoining the Plaza to be located within the project at the corner of Main Street and Eheart Street."

Staff finds the wording somewhat confusing as to the relationship of "when warranted" and "no later than" the certificate of occupancy for two of the buildings in the DC zoned area. It would appear that if buildings on parcels DC #2a or DC #4a precede the warrant then the signal would be installed. However, there has been no indication as to when development on these two parcels is contemplated in relation to other parcels in the development.

Engineering staff and Planning staff have concerns about any development occurring without the traffic signal in place. There will be impacts from any development occurring, not just from buildings adjoining the Plaza or buildings developed with trip generation rates under the warrant threshold.

Comments from the Director of the Engineering and GIS Department are shown below.

"Traffic Signal at South Main Street/Eheart Street- The applicant has requested that this traffic signal not be installed until such a time as it is warranted. An additional traffic study was performed by the consultant to determine the point within the phasing of the development the signal would be warranted. As there was not a specific phasing plan provided by the applicant, the consultant determined the percentage of generated traffic that will meet the warrants for the signal. That percentage was determined to be 60%.

However, the consultant cautioned that "it should be noted that drivers turning from Eheart Street to South Main Street will likely experience lengthy delays and poor levels of service before the traffic signal becomes warranted, which may result in drivers seeking alternate routes to access Main Street including using adjacent residential streets".

Drivers utilizing the adjacent residential streets to either enter or exit the site is not a desirable condition as the preferred travel route is the Main Street corridor in order to lessen the impacts on adjacent neighborhoods. The installation of the traffic signal will encourage use of the Main Street corridor.

The Town's recent experience with traffic signal installation indicates that there is a long lead-time (24 to 35 weeks) for delivery of the signal poles and mast arms once an order is placed with the fabricator. These long lead times may make it difficult to ensure that the signal is installed at the correct time.

In addition, since a cycle track is proposed to be installed along Eheart Street to accommodate bicycle traffic, leading bicycle traffic and pedestrian traffic to an un-signalized intersection without controls for pedestrian/bicycle crossing is problematic from a safety standpoint. Bicycle and pedestrian crossing at this intersection currently can be difficult. This is supported by the fact that there has been a paddle sign alerting drivers to stop for pedestrians in the crosswalk for several years. The paddle sign has recently been replaced with a pedestrian-actuated beacon system at the crosswalk to improve safety.

For the reasons stated above, Town Staff strongly recommends against waiting to install the signal until the point it is warranted. The signal shall be designed and installed as a part of the first phase of the project and ready for operation prior to the issuance of the first certificate of occupancy for the first building that is to be occupied."

Traffic Signal Design: As discussed, the proposed development will warrant the installation of a new traffic signal at the intersection of Eheart Street/South Main Street. The final design and layout of the new signal has not been completed, however, some considerations should be made regarding the following:

- 1) The placement of the signal arms has been depicted in plan view at the northern and southern corners of the intersection. Many of the site visuals, however, do not show the visual impact of the signal post and arms as it pertains to the plaza corner. The visual impacts as well as the spatial requirements of the post, arms, walk signs and traffic cabinets should be considered in the layout to ensure the look as well as the space needed is achievable.
- 2) The proposed intersection radius at the plaza corner (northern corner) could not be definitely determined due to the scale of the master plan. However, it appears to be at or under 25-ft, which would seem insufficient for large vehicle movements. Per VDOT Road Design Standards Appendix F - Access Management Design Guidelines, the radius should be evaluated by the governing design standards and auto-turn movement evaluation of the anticipated large vehicle/s through this leg of the signal.
- 3) The proposed layout of the signal arms utilizes a design common in the Town but which could be adjusted to provide a more pedestrian friendly intersection. Currently the posts are located at the southern and northern corners providing for signals at the far side of each leg of the intersection. If switched to the eastern and western corners, the signal arms would move to the nearside of the legs. This would have the effect of slowing / stopping and storing traffic further from the proposed crosswalks. This would tend to keep the intersection clearer during queueing periods and reduce the overall speed of vehicles approaching the crosswalks.
- 4) The intersection design provides for all existing movements as well as the additional turn lane, on Eheart Street, adjacent to the plaza corner. Consideration is being given to the possibility of revising the configuration of traffic along Eheart St. to the south of Main Street. This is a result of the applicant and Towns combined desire to improve bicycle connectivity of the development and

surrounding community to the Huckleberry Trail network. Design applications analogous to those proposed by the development are being considered. Currently there is an at grade connection at the far end of Eheart Street to the Huckleberry Trail. The configuration of Eheart Street from this point to South Main could be revised to improve connectivity. Possible reconfigurations could include:

- a. One-way with on-street, permitted, parking on one side with a 2-way cycle track.
- b. One-way with no on-street parking and a 2-way cycle track.
- c. Two-way with no on-street parking and cycle track (if wide enough) or sharrow's.

The existing right-of-way and existing parking demands would influence the final reconfiguration of the roadway and possibly the intersection. Options a) and b) in particular could have a significant impact as the application of a one-way street changes the intersection layout. The most logical application would be to allow traffic from South Main onto Eheart Street, providing movement from north to south, which would eliminate the need for a signal arm on this leg as there would be no outward movement. If one-way traffic is reversed then the dedicated left turn that exists on South Main Street would no longer be needed and this right-of-way could be re-allocated within the roadway section.

As the applicant and Town continue to work towards identifying the final design, layout and configuration of Eheart Street (north and south of Main Street), focus should be given to the intersection layout as it impacts the spatial requirements needed, particularly as it abuts the proposed development. This will ensure that the correct signal implementation can be achieved in substantial compliance with the master plan sufficient to achieve the mutually desired connectivity to the Huckleberry Trail network. The above considerations will have an impact on the traffic conditions. The traffic study cannot address these considerations until a design is finalized

Traffic Monitoring: Ongoing traffic monitoring should occur in the area and consideration of traffic calming measures in adjacent neighborhoods should be evaluated by the Town and any measures developed in coordination with local residents. Concerns about traffic increases on Main Street and increases in cut-through traffic in the adjoining neighborhoods were consistent topics at both neighborhood meetings.

Miller Street: The comments from the Engineering Department recommend that at the T-intersection of Miller Street and South Main Street no left turns should be allowed. Pursuing this issue through the Town's Traffic Committee is already underway as this is an issue regardless of the development of the Midtown project.

Access and Circulation

The proposed development includes three access points to existing public streets. No access is proposed to South Main Street. Pages 10-17 of the Pattern Book show typical sections for Eheart St., South Main St., Midtown Way and Church St. as well as details on how the buildings will relate to the street. Pages 18-19 show the interface of development with Clay Street.

New Church Street: An extension of existing Church Street through the site is proposed as a new public street with two way travel and parallel parking on each side of the street. The location of new Church St. is offset from the existing segment of Church Street on either side. The offset retains the historic T-intersection at Church St. and Clay St. and does not create an easy cut-through the site as would a direct alignment. Retention of the historic T-intersection has been identified as very important by the HDRB in its memo. There are also historic T-intersections along Clay Street at Penn St. and Wharton St. The addition of a new roadway connection does help to break up the "superblock" that current exists and further the OBMS principles. New Church Street will serve as access for both the commercial/office and residential portions of the project.

Proffer #3 states:

“New Church Street shall be paved, dedicated and submitted for acceptance no later than sixty (60) days after the issuance of the first certificate of occupancy for any one of the four (4) buildings adjoining New Church Street. The public roads, or sections thereof, within the Planned Residential District shall be paved, dedicated and submitted for acceptance prior to the issuance of a certificate of occupancy for any residential unit that would be accessed from said public street or portion thereof.”

This would allow buildings to be open for two months without the full completion of new Church Street. The applicant has concerns about completion of the final course of asphalt for the road with other ongoing construction. Planned Residential Parcels #1, #2, and #5 are dependent on Midtown Way and new Church Street for access. Parcel PR #3 and PR #4 could be accessed by Belvedere Avenue without the construction of new Church Street.

As discussed in the memo from the Engineering Department Director, staff does not recommend waiting to complete paving of a new street until a point after the certificate of occupancy has been issued. Leaving a new street without a final course of asphalt creates several issues:

- 1) Street drainage-runoff from the site that is routed to the street and then is supposed to drain into the curb inlets along the street will be unable to reach the inlets as the elevation of the inlets are set per the final asphalt elevations. In other words, the runoff will pond in front of the inlets as the edge of the gutter pan is higher than the street surface.
- 2) The top elevations of sanitary sewer manholes and water valve boxes are set to the final asphalt elevation. Without the street at its final elevation, these structures will sit at a higher elevation than the surrounding street making them driving obstructions and can be potentially damaged by large vehicles, construction traffic and snow plows.
- 3) Occupants of a new building expect to have a finished street in front of their building.

The applicant can propose a pavement cross section that can be designed to withstand the ongoing construction traffic and still install the final course of asphalt. There are examples of newly constructed streets in Town where the final course of asphalt has been installed and withstood the loads exerted by cranes and other construction traffic while other construction on the street was completed.

Midtown Way: Midtown Way is proposed as a 42' wide paved street with two way traffic and parallel parking on both sides. Midtown way is a dead end. While the hammerhead at the street terminus does provide a turnaround area and meet Town standards it is possible that traffic seeking open on-street spaces may back up if they find no place to park. A cul-de-sac configuration as opposed to the hammerhead configuration would be much better for traffic circulation. The applicant has shown this segment of Midtown Way as a private street and with a hammerhead configuration as opposed to a public street with a cul-de-sac. A vehicular connection from Midtown Way to Clay Street at the eastern end of the property is desirable to further break up the large block and increase traffic circulation options but the property at 402 Clay Street is not part of this rezoning request. The applicant has shown a pedestrian connection between the two properties.

Belvedere Avenue: A second roadway access is shown on Eheart St. with the construction of Belvedere Avenue. This will connect to Midtown Way to Eheart St and serve as an access to the residential parcels.

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Roadway Standards

New Church Street, Belvedere Avenue and a portion of Midtown way will be dedicated public streets. Sheet #Z9 in the application shows proposed right-of-way dedication totaling 2.07 acres including new Church St., Belvedere Avenue, and a portion of Midtown Way. While the provision of right-of-way is typically associated with the Town's subdivision process, it should be part of the consideration of a discretionary rezoning; particularly to a zoning district with a binding plan. It appears that the right-of-way on Eheart Street is sufficient to accommodate the improvements proposed.

No right-of-way is needed on Main Street. A consistent street edge is maintained with the curb line in the existing location. An initial review of right-of-way on Clay Street shows that while the roadway itself is narrow there is adequate right-of-way. A portion of the vegetation on the OBMS side of Clay Street is within existing Town right-of-way.

Transit

The Comprehensive Plan states that transit should be considered "during the development review process, ensure that transit service and access to/from the transit stop and the development are provided." Blacksburg Transit (BT) has reviewed the revised application and comments are included in Attachment D. The comments address routes, stops, demand, ridership, and proffers.

The site will be served by the existing routes on Main Street. It is unlikely that BT would operate fixed route service with larger buses through the site, but the internal street system should be designed to accommodate smaller (Body-on-Chassis) vehicles, which are used for BT's ADA accessible service with adequate locations to turn vehicles around. The roadway configuration as shown should accommodate these vehicles and this can be further confirmed at the site plan stage of development. Other new routes may be considered in the areas which could include Eheart Street and Clay Street.

Blacksburg Transit has reviewed the rezoning and commented that the existing northbound stop (Main/Clay Nbnd, #1626) on the project site should remain; the existing southbound stop on the far side of the Main/Eheart (#1602) intersection also serves the project well. The existing crosswalk, and potential new traffic signal, provide a pedestrian crossing of Main Street; however, this expanded intersection will potentially require the southbound stop to be moved further south. BT normally places bus stops at least 100-150' past a signal-controlled intersection. There are southbound on-street parking spaces that may need to be removed to accommodate this relocated bus stop.

The applicant is proposing an 8' X 16' covered bus shelter at the location of the existing bus stop near Clay Court and provision of the shelter is supported by BT. Details on the dimensions and facility needs are outlined in the memo from BT. A map showing bus stops in the area is included in Attachment A.

BT has commented that there needs to be reasonably direct and accessible paths to and from bus stops from within the project site. A ramp at the plaza, as noted on the application, would address the concern for the southbound stop. Reasonably direct pedestrian access to other bus stops that are not adjacent to the site should be accommodated with shared use paths and/or sidewalks, such as along Clay Street.

NEIGHBORHOOD MEETINGS

Neighborhood/Public Input meetings were held on November 13, 2017 and May 23, 2018 at 7:00 PM. The October meeting was based on the original rezone submittal and the May meeting on the revised proposal. Notes from both the meetings and the sign-in sheets are included as Attachment E of the staff report. Another neighborhood meeting was not held regarding the most recent revisions February 8, 2019.

CITIZEN CORRESPONDENCE

Staff has received correspondence related to this proposal. Written correspondence is provided as Attachment F of the staff report. Staff has separated the correspondence received on the original October rezoning submittal and the revised April submittal. To date no correspondence has been received on the revised 2019 submittal.

PROFFER STATEMENT

The proffer statement submitted by the applicant is contained on pages 3-27 of the application. There are thirteen proffers and attached Exhibits A-L. Exhibits A-J are individual sheets that summarize the binding elements from the pattern book for each road frontage and parcel.

It is important to note that what is contained with the proffer statement is what is binding on the applicant. Other illustrations, pictures and statements if not tied to the proffer statement are not binding in terms of substantial compliance. For example, the illustration on the public plaza at the corner of South Main St. and Eheart is not a binding depiction of the design or elements that would be included in the plaza.

SUMMARY

The Planning Commission is asked to consider and make a recommendation of approval or denial of the proposed Rezoning request. If approved, the property will be rezoned Downtown Commercial and Planned Residential with any proffers offered by the applicant and approved by the Town Council. It is the Council's decision if the proffers offered are sufficient. If denied, the property will continue to be zoned R-4 and any such subsequent development application will have to adhere to all the minimum standards found in the R-4 district. 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.

Key Elements for Discussion

- Use of Pattern Book and relationship to proffers and level of compliance
- Overall project design and relationship of project components
- Parcel combination language
- CUPs requested
- Design Review for buildings
- Signage for Planned Residential
- Bike facilities
- Sidewalks
- Parking: type, amount and locations
- Timing of improvements: traffic signal and new Church Street

Attachments:

Attachment A Maps:

- Aerial Map Context
- Aerial Map Parcel
- Future Land Use Map
- Existing Zoning Map
- Paths to the Future
- Existing Sidewalks Map
- Bus Stop Map

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Attachment B Supporting regulations: Comprehensive Plan & Zoning Ordinance

Attachment C Resolution 7-D-15

Attachment D Staff comments/memo from Historic or Design Review Board

Attachment E Neighborhood Meeting Notes and Sign-in sheets

Attachment F Correspondence Received

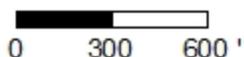
Attachment G Resolution 2-C-19

Attachment H Memo from Town Attorney dated February 15, 2019

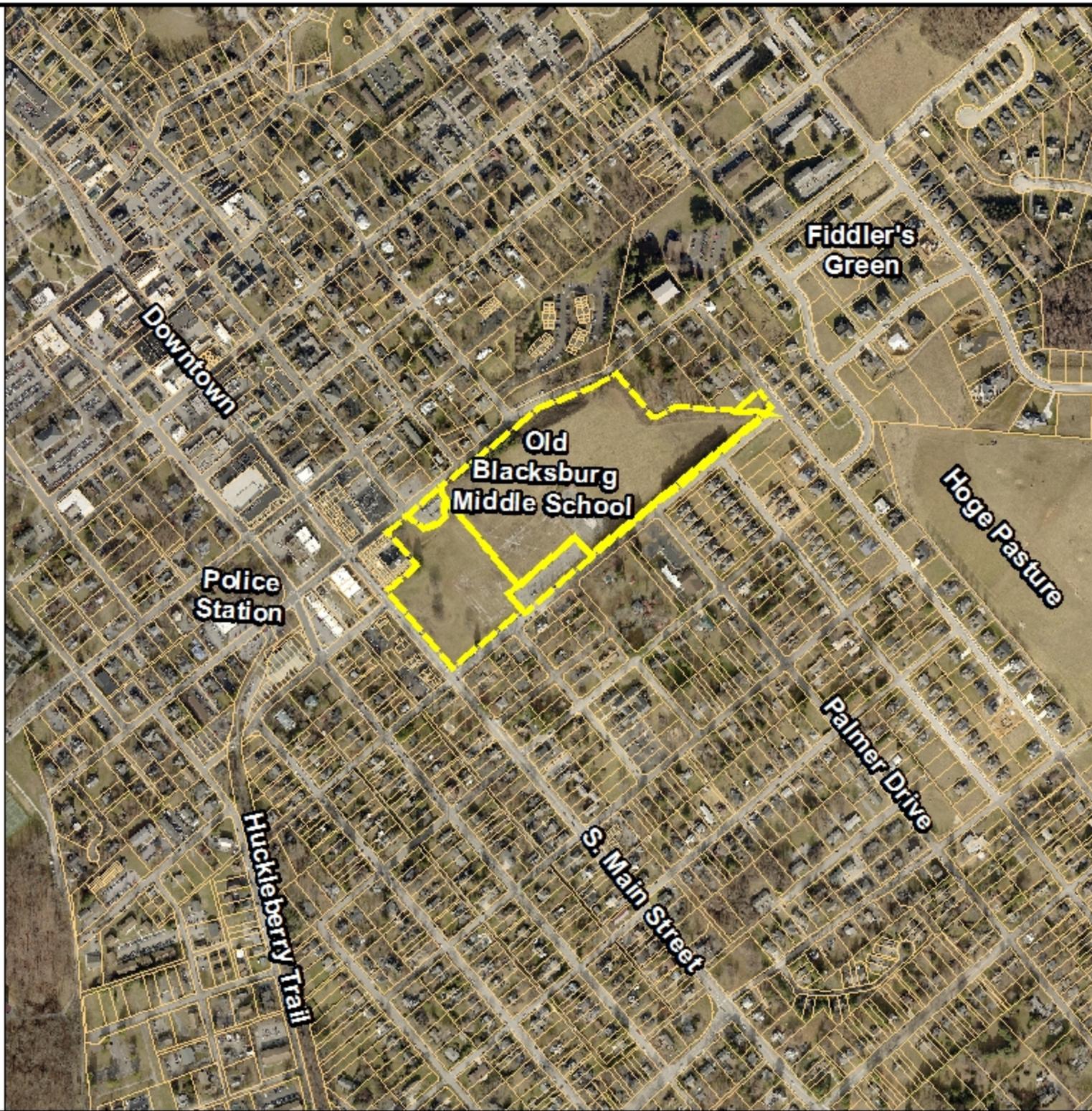
**RZN17-0006
Old Blacksburg
Middle School**

**Downtown
Commercial
and
Planned Residential**

-  Subject Properties
-  Parcels



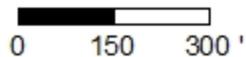
Blacksburg TOWN OF
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**RZN17-0006
Old Blacksburg
Middle School**

**Downtown
Commercial
and
Planned Residential**

-  Subject Properties
-  Parcels



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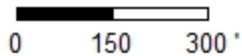
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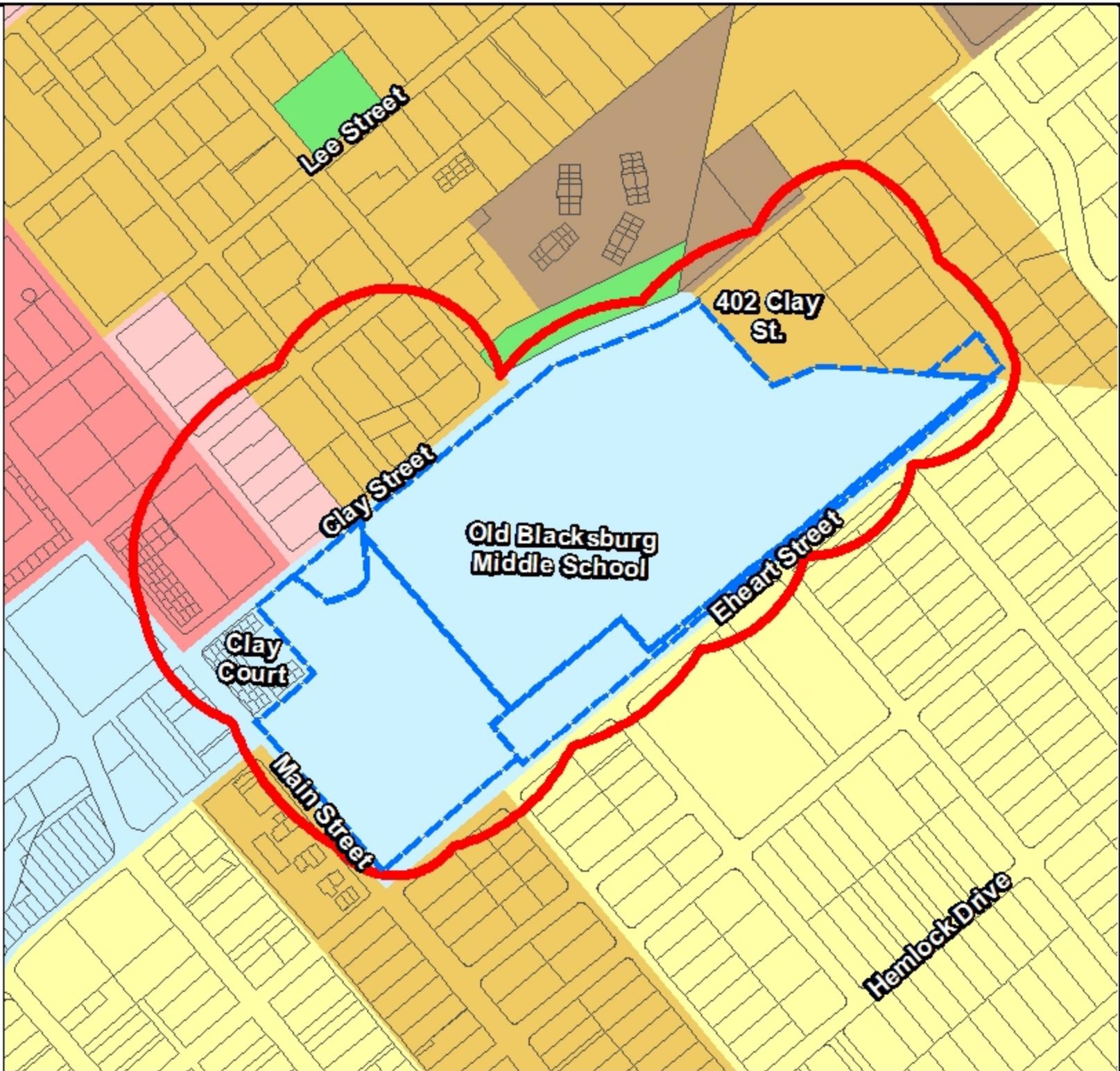
**RZN17-0006
Old Blacksburg
Middle School**

**Future Land Use
Map**

-  Subject Properties
-  Mixed Use
-  Parcels
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Park Land / Open Space / Resource Protection
-  Civic
-  Low Impact Commercial
-  High Impact Commercial



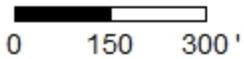
TOWN OF
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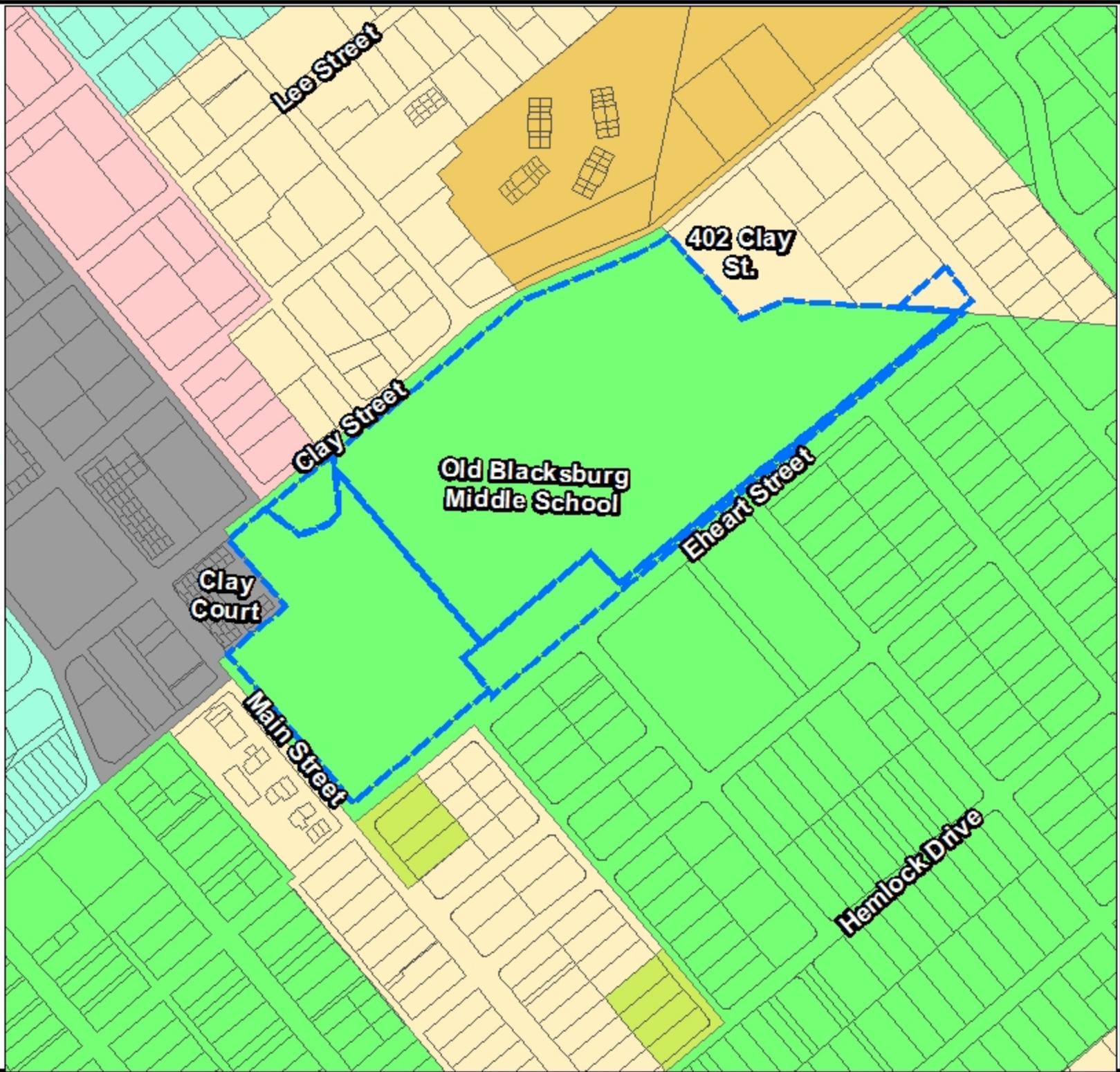
RZN17-0006
Old Blacksburg
Middle School

Current Zoning

-  Subject Properties
-  Parcels
-  DC Downtown Commercial
-  O Office
-  OTR Old Town Residential
-  PR Planned Residential
-  R-4 Low Density Residential
-  R-5 Transitional Residential
-  RM-27 Low Density Multiunit Residential



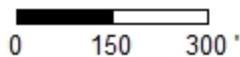
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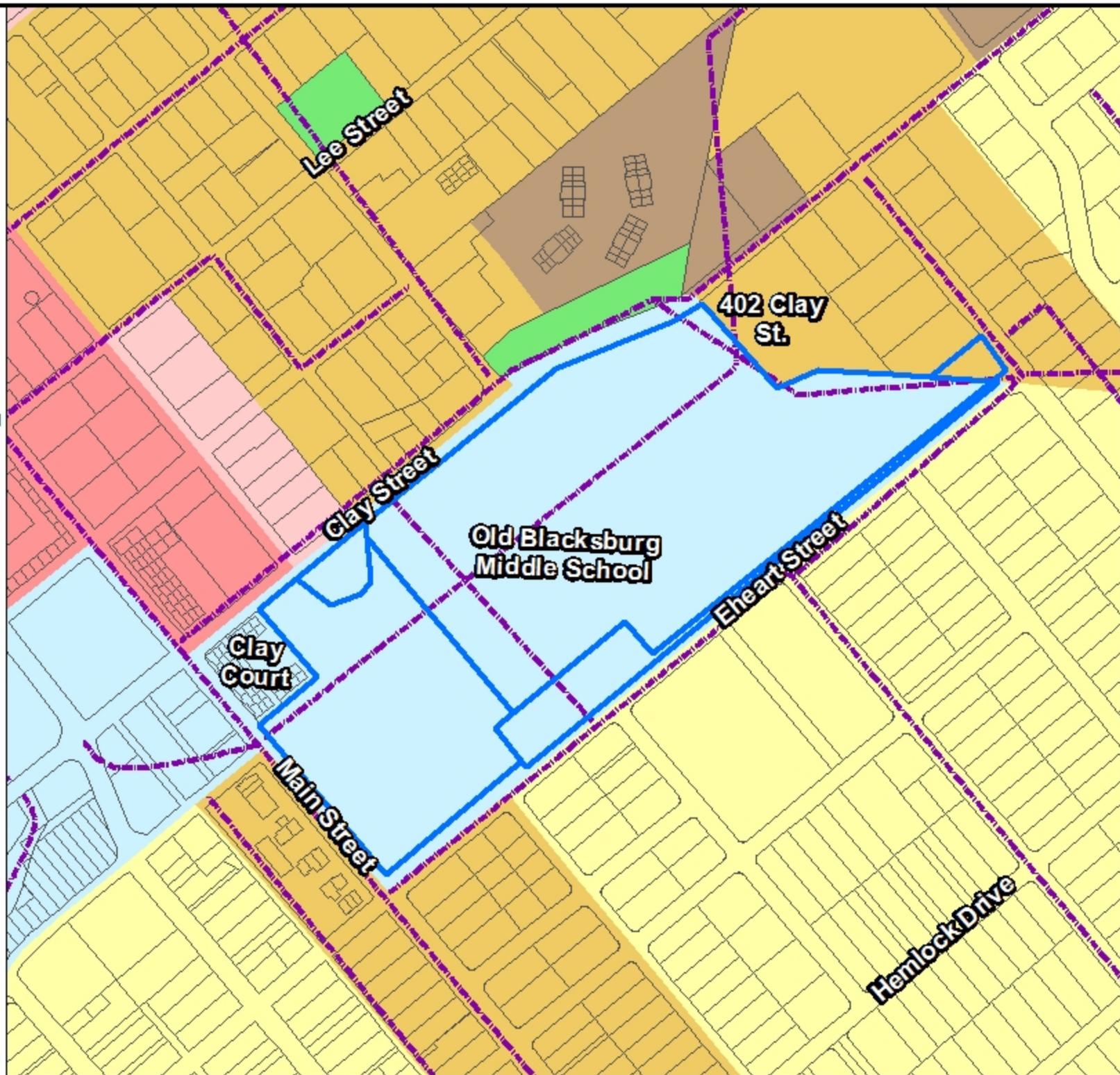
**RZN17-0006
Old Blacksburg
Middle School**

**Paths to the Future
Map**

-  Subject Properties
-  Paths to the Future
-  Parcels
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Park Land / Open Space
/ Resource Protection
-  Civic
-  Low Impact Commercial
-  High Impact Commercial



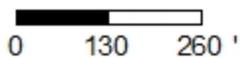
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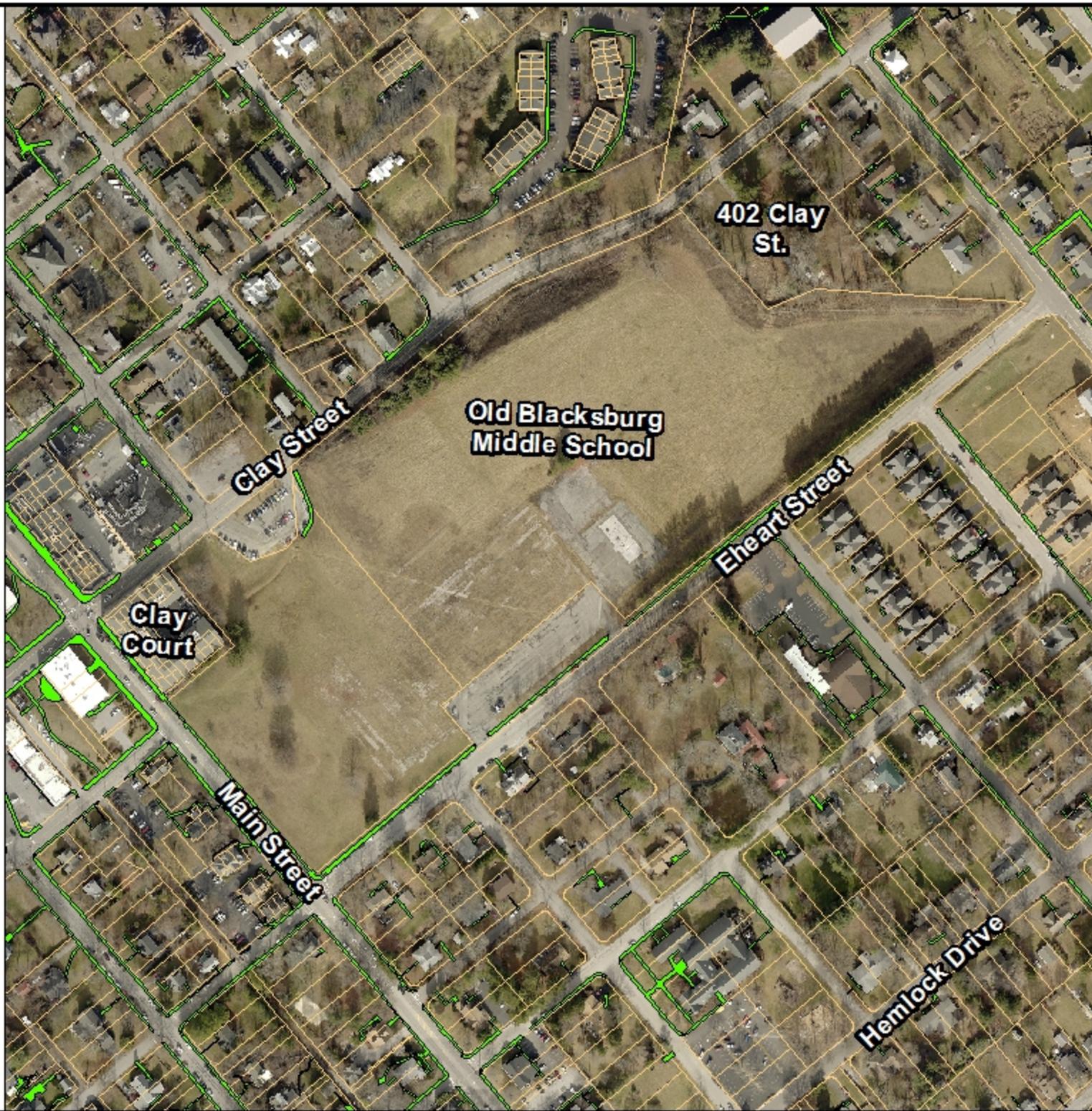
**RZN17-0006
Old Blacksburg
Middle School**

**Downtown
Commercial
and
Planned Residential**

-  Parcels
-  Sidewalks



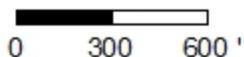
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**RZN17-0006
Old Blacksburg
Middle School**

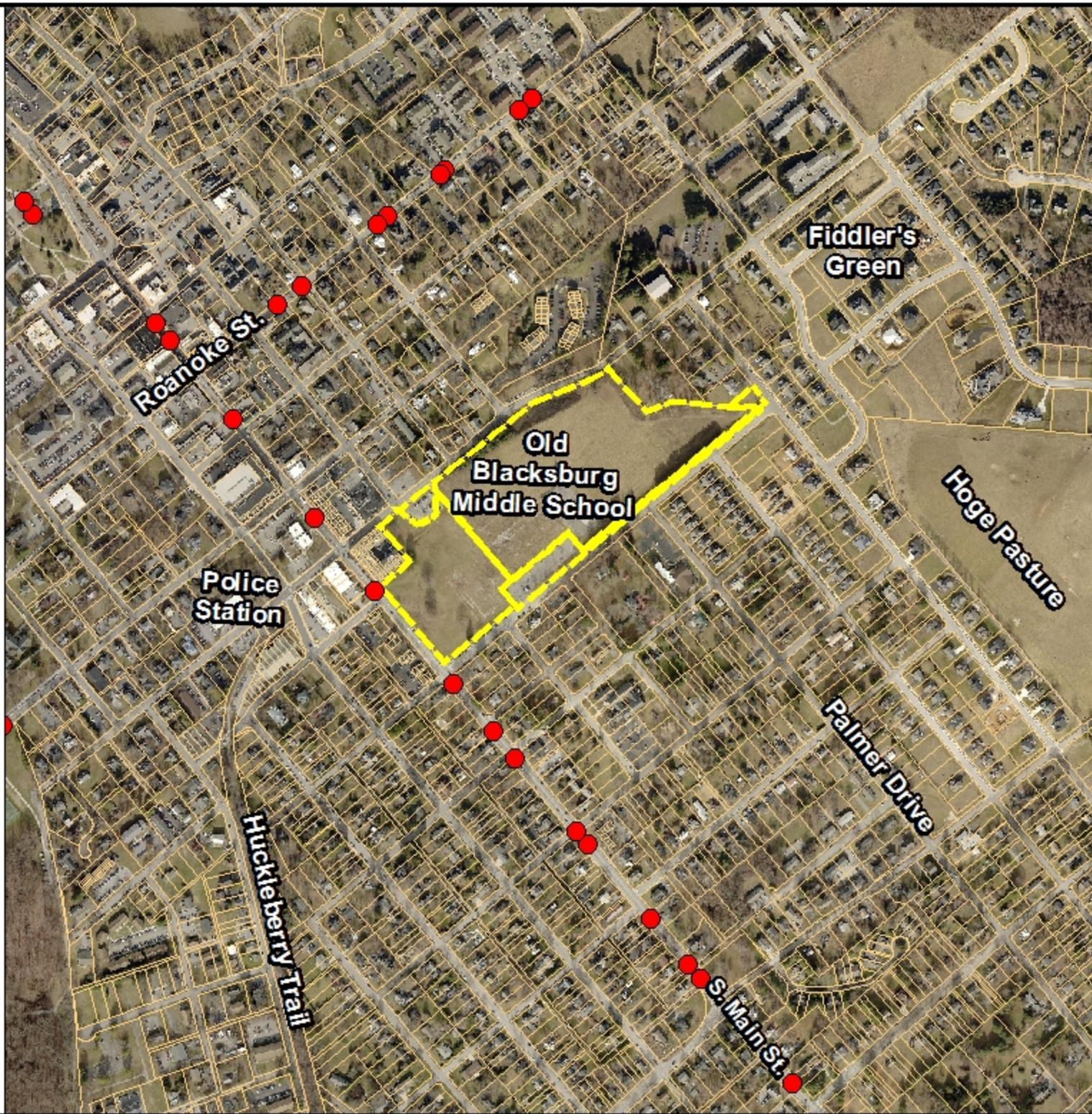
**Downtown
Commercial
and
Planned Residential**

-  Subject Properties
-  Parcels
-  Bus Stops



**TOWN OF
Blacksburg
VIRGINIA**

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Town of Blacksburg, P&B Dept. 06-28-18



ATTACHMENT B

RZN17-0006 Old Blacksburg Middle School Rezoning Request 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, Residential Infill Guidelines, 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
- **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.
- **Downtown Commercial District Site development standards. §3142**
 - Each lot must abut a public street.

- Maximum residential density: Forty-eight (48) bedrooms per acre.
- Maximum structure height: Sixty (60) feet.
- Building facades shall maintain a consistent street edge, with the exception of building articulation variation, passages for pedestrian access and drives to parking areas. The street elevation of principal structures shall have at least one (1) street-oriented entrance, and contain the principal windows of the structure.
- All roof-top equipment shall be enclosed in building materials that match the structure or which are visually compatible with the structure.
- Sidewalk width from back of curb to the building at ground level shall be at least ten (10) feet for Main Street frontage and eight (8) feet for all other street frontage in the district. Transitioning to existing sidewalks of narrower widths shall be allowed when existing structures preclude such sidewalks from meeting minimum widths; provided, however, that no structure shall be placed within a transition area that would preclude extension of the sidewalk in the future to the widths required by this section.
- Automobile entrances to the site shall be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on the surrounding area. A maximum of two (2) curb cuts shall be allowed per street frontage. Factors including the number of existing curb cuts in the area, the potential for increased traffic hazards and congestion, and the number of travel lanes of the street that serves the site shall be used to determine the number of curb cuts permitted.
- Sidewalk displays of retail merchandise are permitted, provided that: (1) at least five (5) feet of clearance is maintained at the store front entrance for adequate and uncluttered pedestrian access; (2) the display is located against the building wall and does not extend more than three (3) feet into the sidewalk; and (3) the display area does not exceed seventy-five (75) percent of the length of the storefront
- All utility lines, electric, telephone, cable television lines, etc., shall be placed underground.
- **Downtown Commercial District Site development standards. §3143**
 - This section applies to all new structures and to additions of four hundred (400) square feet or more to existing structures.
 - The use of contemporary interpretations of earlier design styles of surrounding structures in the Downtown Commercial District is encouraged; including characteristics such as scale, massing, roof shape, window size, shape and spacing, and exterior materials. The Historic District Advisory Guidelines should also be used as reference materials.
 - The street elevation of principal structures shall have at least one (1) street-oriented entrance, and contain the principal windows of the structure.
 - Illustrations submitted for review shall include drawings, renderings, or perspectives of a professional quality which illustrate the scale, massing, roof shape, window size, shape and spacing, and exterior materials of the structure and the context of the structure(s) on the site. Floor plans and samples of building materials shall also be included.
 - The Historic or Design Review Board shall review the rezoning, conditional use permit, special exception, site plan or other types of development applications when exterior building changes are proposed and make recommendations to the applicant for amendments to achieve consistency with this section. These recommendations are generally advisory only. It is not mandatory that the applicant comply with the recommendations of this Board except (i) in accordance with Zoning Ordinance §§ 3284 and 3287 regarding demolition or relocation of Contributing Structures in the Blacksburg Historic Overlay District or (ii) to obtain the density bonus permitted by Zoning Ordinance § 3142.

- **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.
- **Townhouse Use & Design Standard for building orientation §4231 (b)(5)**
 - The principal orientation of all townhouses shall be the street or parking area on which the lot has frontage. There shall be at least one entrance facing the street and the principal windows of the townhouse shall also face this street.
- **Two-family dwelling Use & Design Standard for building orientation §4241 (a)(1)**
 - Except in the MXD District, the principal orientation of each residential unit shall be parallel to the street it faces. The street elevation of each residential unit shall have at least one street oriented entrance and contain the principal windows of the unit.
- **General Office Use & Design Standards §4420**
 - Exterior lighting shall be compatible with the surrounding neighborhood.
 - Entrances to the site should be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on any surrounding residential neighborhood.
 - The street elevation of the principal structure shall have at least one (1) street-oriented entrance, and contain the principal windows of the office.
 - Loading areas shall be sited in such a way so as to minimize the impact on any surrounding neighborhood. Sufficient screening meeting the standards of Article V, Division 3 of [the Zoning] Ordinance shall be provided to screen and diffuse noise impacts on adjacent residences. A type D buffer yard shall be required when a loading area is located adjacent to a residential use.
 - The use of alternative paving material, such as brick pavers or porous pavement is permitted.
 - Additional standards in the...DC...zoning district: parking shall be located behind the front line of the principal building. Town Council may grant a special exception to this requirement as authorized by Section 1112.
- **Hotel Use & Design Standards §4528.2**
 - Additional standards in the...DC...zoning district: parking shall be located behind the front line of the principal building. Town Council may grant a special exception to this requirement as authorized by Section 1112.

Setbacks, Lot Coverage, Buffer Yards & Landscaping

- **Comprehensive Plan Community Character Principle 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
- **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 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.
- **Comprehensive Plan Sustainability Objectives & Policy S.6** Promote, protect and enhance the Town’s urban forests through Town initiatives and in the development review process. Minimize site disturbance to protect existing tree canopy, native vegetation, and pervious surfaces to encourage open space.

STREETSCAPE, BICYCLE, AND PEDESTRIAN IMPROVEMENTS

- **Comprehensive Plan CCP.1** Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town’s identity as a walkable and bikeable community.
- **CCP.14** Transit connections and bus stop facilities are important components to support transit as a viable transportation option in town. These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.
- **Comprehensive Plan Transportation Objective & Policy T.10** Complete the construction of a connected sidewalk system.
- **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.
- **Townhouse Use & Design Standard for sidewalks §4231 (b)(4)**
 - Sidewalks shall connect each townhouse to the parking area serving that townhouse, to other buildings within the site, and to other buildings or uses on adjacent lots.
- **Two-family dwelling Use & Design Standard for sidewalks §4241 (a)(4)**
 - Sidewalks shall connect each unit to the parking area serving that unit, to other units on-site, and to other buildings or uses on adjacent lots.
- **Site Development Plans Minimum Standards and Improvements Required §5120(d)(1)**
 - Sidewalks meeting the design standards of the Subdivision Ordinance shall be provide on public or private land along all parts of a site abutting a developed public street where such sidewalks do not exist as of the date of the application for site plan approval. The provision of these sidewalks will advance the goal of the Blacksburg comprehensive plan of development of “a network of walkways in the Town to increase the safety and convenience of pedestrian travel.” The Town Council finds that the need for such sidewalks in this Town is substantially generated by the development

PARKING, TRAFFIC, AND CIRCULATION

- **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
- **Townhouse Use & Design Standards for parking §4231(b)(6)**
 - Only one yard, either the front or the rear yard, or in the case of an end unit, the side yard, shall be improved with a driveway or parking spaces. All parking spaces shall be located behind the front building line.
- **Two-family dwelling Use & Design Standards for parking §4246(a)(2)**
 - All parking spaces shall be located behind the front building line. Town Council may grant a special exception to this requirement as authorized by Section 1112. Shared driveways are permitted, with the recordation of perpetual easements to provide for the use and

maintenance of the shared driveway. Courtyard style parking is permitted, as is the use of alternative pavements, such as brick pavers or porous pavement.

- **Comprehensive Plan 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.

DENSITY, OCCUPANCY, LIFESTYLE CONFLICTS, & AFFORDABILITY

- **Comprehensive Plan CCP.2.** Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.
- **CCP.18** Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night. The design and placement of new lighting for buildings, parking areas, or streets should have minimum impact of light spillover and glare on surrounding uses with special attention given to lighting when transitioning from higher intensity to lower intensity uses. Lighting should be the minimum necessary to have a safe environment.
- **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.

OPEN SPACE

- **Comprehensive Plan 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.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
- **Townhome Use & Design Standard for open space, recreation, and trails §4231(b)(11)**
 - Except in the MXD and DC Districts, for any development of 5 or more townhouses a minimum of 20% of the gross land area shall be reserved as open space for community recreation use. A specific recreational activity area or areas shall be developed and maintained for the residents of the development as part of this open space, as follows:
 - The size, location, shape, slope, and condition of the land shall be suitable for a specific recreational activity
 - The amount of land devoted to recreation shall be a function of the population to be served. Consideration shall be given to the size of the development, number, and characteristics of expected residents, proximity to other available recreational facilities, topography, and natural features on the site.
 - Safety buffers shall be provided for users of recreational facilities and equipment using recognized engineering and recreation standards.
 - Indoor recreational areas may be used as a specific recreational activity area. The indoor recreational area shall count as a part of lot coverage, as regulated by the district standards.
- **Two-family dwelling Use & Design Standard for open space, recreation and trails §4241(a)(3)**
 - Except in the MXD District, for any development of five or more two-family attached dwellings, a minimum of 20% of the gross land area shall be reserved as open space for community recreation use.

COMMERCIAL DEVELOPMENT

- **Comprehensive Plan CCP.7** Commercial development should be street-oriented. Pedestrians, bicyclists, and transit riders are better served by buildings that meet the street with meaningful street-oriented entrances and vehicular parking located to the side or rear. Parking should not be a dominant feature of the development. There should be clearly defined safe pedestrian routes to buildings and to the public sidewalk system across vehicle travel ways.
- **CCP.8** To ensure economic viability over time, commercial structures should be constructed with quality building materials and maintained. Quality construction and materials should be used so that new buildings withstand the test of time and are not designed for obsolescence. Architectural style should be sensitive to the character of surrounding properties. The conversion of existing residential property

to small scale commercial or office uses should use the existing residential structure on-site or construct the new building in a scale and design that does not detract from the character of the neighborhood.

- **CCP.9** With limited availability of commercial land, efficient use of the land is critical to provide services to a growing population. Redevelopment of aging commercial centers is the most significant opportunity to meet this need. Residential development should not encroach in these areas unless incorporated as part of a well-designed mixed use project.
- **CCP.10** Offices are part of the desired mix of uses in the Downtown but should contribute to the vibrancy and vitality of Downtown throughout the day and night.
- **CCP.12** To serve the needs of the community, support opportunities for commercial development and redevelopment in appropriate locations.

MIXED USE AREAS

As outlined on Land Use Map A: Mixed Use Areas are designated within the Town where a mix of residential and non-residential development and redevelopment is encouraged. These areas are located on major roads, served by public utilities and transit. The Mixed Use Area boundaries are intended as a general guide of where mixed use developments are desired.

Regardless of zoning classification, all properties within a Mixed Use Area should complement adjacent properties with vehicular connections, coordinating pedestrian amenities, and complementary architecture and site design features. The desired ratio of residential and nonresidential uses is detailed in the specific Mixed Use Area descriptions. Key features of any Mixed Use Area include the following:

- Vertically mixed use buildings and, where feasible, a mix of uses horizontally throughout the entire site.
- Access to mass transit stops with shelters located on the perimeter of the development and, where feasible, internal to the development to serve the area.
- Internal pedestrian amenities and greenways that connect to mass transit stops and connect externally to the Blacksburg Greenway system. Pedestrian features such as a loop trail around the perimeter of the development are strongly encouraged.
- Limited entrances to major arterial roads to help prevent additional traffic congestion and to help prevent the appearance of strip commercial shopping centers. On-site vehicular parking should be accommodated without dominating the streetscape or landscape.
- Site design and site layouts that are coordinated with and complemented by other mixed use developments within the Mixed Use Area and to other properties adjacent to the Mixed Use Area. While mixed-use developments may be designed independently of each other, they must function with surrounding developments.
- Arrangement and configuration of buildings, building setbacks and streets that create a sense of spatial enclosure or “outdoor rooms” along key portions of street corridors. The result should be an inviting and attractive built environment that encourages and accommodates people living, working, shopping, and visiting these mixed use areas.
- A mix of uses, residential and non-residential, within each building and within the development is encouraged. Outdoor activities such as patio dining are encouraged to promote commercial and pedestrian vitality. Complementary uses, such as daycare and preschool facilities, are supported within the Mixed Use Areas.
- Low Impact Development (LID) techniques and the preservation of existing mature trees and the provision of landscaped buffers within each development.
- Historical and environmentally sensitive sites within a Mixed Use Area that are adequately protected and, where appropriate, incorporated into the site design.

- Design styles and features that accommodate and prepare for the Town's changing population, such as aging in place.

Specifically, Mixed Use Area D includes the Old Blacksburg Middle School property located at the 500 Block of South Main Street, extending to include the Old Annie Kay's property in the 300 Block of South Main Street. In 2011, Montgomery County and the Town of Blacksburg adopted the Old Blacksburg Middle School Master Plan to guide redevelopment of the site. Redevelopment of remaining property in Mixed Use Area D should have uses that stimulate pedestrian activity on Main Street and have sensitive transitions to established neighborhoods within the Blacksburg Historic District.

NEIGHBORHOODS, EMPLOYMENT, & SERVICE AREAS

Commercial Areas

Businesses located in the Historic Downtown area tend to be locally owned, while most national chains are located in the other employment and commercial areas. Commercial and employment areas contain a variety of building styles, age and quality. New development in these areas should be designed to fit the character of the area in which they are located; designs should create a community gathering place as well as a commercial center, and should provide convenient pedestrian and bicycle access. In both new construction and in the refurbishment of older structures, quality building materials should be used and maintained to ensure economic viability over time. Offices are part of the desired mix of uses in the Downtown and can contribute to the vibrancy and vitality of Downtown throughout the day and night. Office uses complement retail, restaurant and other commercial uses in the Downtown, and employees of those businesses become patrons of other Downtown businesses. The development of properties, such as the Old Blacksburg Middle School (OBMS) site in accordance with the OBMS Master Plan, provides an opportunity to create office, commercial, and residential uses in a mixed-use development that is street-oriented, pedestrian and bicycle friendly, has easy access to public transportation and is an asset to the vibrant Downtown area.

- The activity in these areas generates traffic and congestion. Mass transit, alternative transportation and other creative options, such as staggered working hours and telecommuting, can mitigate some of these negative impacts.
- Connectivity between the non-residential uses in these areas provides options for employees and customers alike to move between the uses without having to go out into the main road network. Connections should be safe for pedestrians, bicyclists and vehicles.
- There is an opportunity to upgrade technology infrastructure in these areas so they can become more economically competitive.
- With a variety of commercial and employment areas throughout the Town, strengthening and expanding that economic vitality while adding to a high quality of life for residents is a primary focus.
- Creating a master plan for site redevelopment in these areas helps to assure that appropriate site design is achieved and fosters successful collaboration.
- Site design elements such as street orientation, preservation of historic landmarks, adequate open space, and effective and efficient use of land are important to these areas and can address the Town's goal of economic, environmental and social sustainability.
- Implement the pending 2012 Economic Development Strategies once adopted (*Refer to the Jobs & Housing Chapter*).

Urban/Walkable Neighborhoods

Urban/walkable neighborhoods are typically higher density residential neighborhoods located within walking distance of employment and commercial centers. These areas typically have access to all modes of transportation, including mass transit, bikeways, and pedestrian trails. Streets are typically organized in a grid

pattern, which allows for easy pedestrian travel. Pedestrians can travel from these areas to commercial centers, the University, and neighborhood schools. The urban/walkable neighborhoods in Blacksburg are centered around Downtown and the original "Sixteen Squares." Residential neighborhoods developed over time beginning at Main Street and the Sixteen Squares and eventually moved outward. These are some of the oldest neighborhoods in the Town, and they contain a number of historic homes. There is a strong community sentiment for preserving these structures, and the Blacksburg Historic Overlay District attempts to do this. In addition, two of the neighborhoods in this area, McBryde Village and Miller-Southside, have developed their own neighborhood master plans. The majority of these neighborhoods have a high percentage of rental properties when compared to owner-occupied homes. The urban/walkable neighborhoods contain open space and greenway connections to better connect them to Downtown. These areas also provide visual and physical resting points, enhance the aesthetic experience, and make the area more desirable in general. Pedestrian trails, such as the Huckleberry Trail, play a significant role in the aesthetic charm and pedestrian orientation of these areas. Places of worship and neighborhood schools are an important anchor to these areas. They function as gathering places and are recreational and cultural centers for their neighborhoods, providing definition and identity.

- Single-family residential character and neighborhood identity should be preserved in these areas.
- 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 in these neighborhoods, especially with undergraduate students renting property in these areas.
- More connections in sidewalks and trails benefit children and adults who wish to travel to nearby schools and work from their home without relying on a car or bus. To remedy deficiencies, improve connectivity and ensure property maintenance, utilize programs such as the Safe Routes to School along with other grants or Town funding.
- There is a limited inventory of homes within walking distance of the University and Downtown. In addition, these homes are often beyond the financial reach of many young families, young professionals, or employees of the University or Downtown businesses who would like to live in this area. Creative strategies are needed to encourage more home ownership in these neighborhoods (Refer to Jobs & Housing Chapter).
- With the access to Downtown services and amenities, there is an opportunity to provide more opportunities to allow aging in place in these neighborhoods.
- The speed and inattention of drivers using some of these neighborhood streets can be a safety issue. Education and other strategies are needed to combat this ongoing issue (Refer to Transportation Chapter).
- Construction of new homes and the redevelopment and refurbishing of the existing housing stock in this area should be done utilizing the Residential Infill Guidelines and, where applicable, the Blacksburg Historic Overlay guidelines.
- The housing stock in these areas is aging and lack of property maintenance is a critical issue for neighborhood identity and character in the future.
- Limited parking is an issue in these neighborhoods. Any opportunities to reduce the number of vehicles being parked in this area should be explored and encouraged.
- Development in this area should be sensitive to balancing the minimization of light pollution with the need for sufficient lighting to create safe pedestrian and vehicular experiences at night.
- Where there are undeveloped tracts of land that are on ridgelines or that contain significant wooded areas, such as the area between Clay Street and Roanoke Street near the eastern continental divide, thoughtful care should be given to design in order to retain natural areas and features as part of the new development. Creative design can be used to balance residential infill with protection of important

natural systems and viewsheds. The Town's Residential Infill Development Guidelines provide examples and directions on how to design infill development in the Clay and Roanoke Street area, or any other area that can accommodate density but is also sensitive to the surrounding residential context.

Uptown: The Middle School Site

Site Details and Summary

The middle school site, rebranded in this study as the Uptown district has obvious potential. With 20 acres of undeveloped property adjacent to Downtown, it is likely the most valuable large tract of undeveloped land in greater Blacksburg/Christiansburg. It is close enough to downtown amenities and Virginia Tech employment to be within walking distance. It is far enough to provide some distance between evening crowds and noise.

The site is broken into two zones. Zone One has commercial frontage along Main Street, and is therefore more valuable, on a per acre basis. Multifamily housing is marketable in this zone. Zone Two does not have commercial frontage, and is more marketable for dense single family and/or townhome development. A third areas is designated as open space in this study, due to its steep topography.

While retail is considered somewhat marketable in Zone One, it is deemed unlikely that it can achieve the kinds of rents that are possible where there is greater foot traffic. So, unlike the Baptist Church/special opportunity site, retail development is not considered additive in terms of economic value as part of a mixed-use development.



Middle School Site

Acreage

Total:	20
Zone 1:	6
Zone 2:	10

Estimated acquisition costs

Zone 1	
Per Acre:	\$0.45M
Total:	\$2.7M
Zone 2	
Per Acre:	\$0.30M
Total:	\$3.0M

Uptown: The Middle School Site

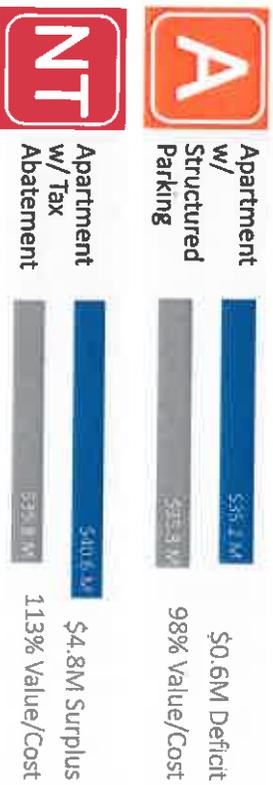
Product 1: Graduate Student and Young Professional Apartments

At this site, graduate/professional apartments are nearly feasible, due to lower land costs. If 300 units were developed over six acres, a \$0.6 million gap would result, with a 98 percent development value to cost ratio. That said, retail rents are likely to be lower here, so a mixed-use product will not drive the project into feasibility. A full tax abatement, however, would drive the project into feasibility, yielding a 113 percent value to cost ratio. Therefore, a partial abatement or other incentive (such as TIF) would likely make the project feasible.



Proposed Development Details

Avg. Unit Size:	600 SF
Units/Acre:	50
Total Units:	300
Rent/Square Foot:	\$1.50
Development Costs/ SQ. Ft.:	\$160
Capitalization Rate:	6.0%



Development Costs Development Value

Uptown: The Middle School Site

Product 2: Mid-Career Apartments

As with the special opportunity site, mid-career apartments (which target the 35 to 50 demographic) is viable here, with a value to cost ratio of 108 percent. Again, demand for this development product is not deep, so other uses would have to be developed in conjunction with this development product, since there are six acres in Zone One alone.



Proposed Development Details

Avg. Unit Size:	950 SF
Units/Acre:	50
Total Units:	300
Rent/Square Foot:	\$1.90
Development Costs/ SQ. Ft.:	\$180
Capitalization Rate:	6.25%



Apartment
w/
Structured
Parking



Development Costs

Development Value

Uptown: The Middle School Site

Product 3: Empty Nester/Mid-Career Townhomes

In Zone Two, townhomes, at a density of 15 units per acre, are very marketable. Assuming a roughly \$340,000 purchase price for an 1,800 square foot home, development of this type of housing on the site is feasible, with a 108 percent value to cost ratio, and no financial gap. However, the difference between development value and cost is relatively small, so additional costs incurred through regulation could drive the project into infeasibility. It should be viable if a \$150 per square foot development cost is achievable.



Proposed Development Details

Avg. Unit Size:	1,800 SF
Units/Acre:	15
Total Units:	150
Sale Price/Square Foot:	\$190
Development Costs/ SQ Ft:	\$150



Townhome



\$3.7M Surplus

108% Value/Cost

■ Development Costs

■ Development Value

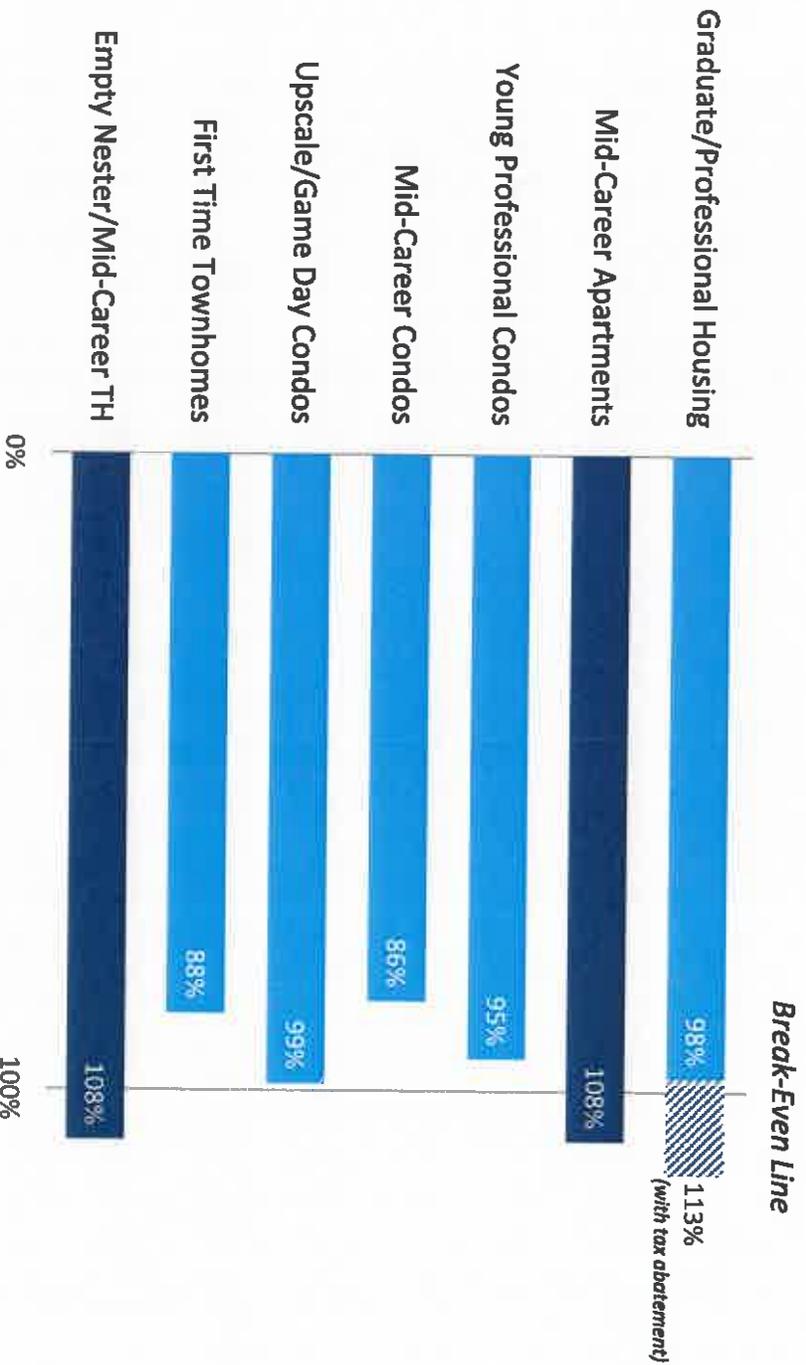
DEVELOPMENT STRATEGIES

Uptown: The Middle School Site

Feasibility Testing Summary

Though three of the most viable development products were provided in detail on the previous pages, a number of residential projects were actually considered, again including some that are politically infeasible. Following is a summary of those results, with more detailed analyses in the appendix.

As the chart shows, a number of development products are not viable, and retail lease rates are not high enough to drive projects into feasibility. However, some form of tax incentive is likely to make several development products viable.





RESOLUTION 7-D-15

A RESOLUTION REAFFIRMING AND CLARIFYING THE TOWN'S 2010 OLD BLACKSBURG MIDDLE SCHOOL PROPERTY DEVELOPMENT PRINCIPLES

WHEREAS, in December of 2010 the Town Council prepared and sent to the Montgomery County Board of Supervisors the attached Development Principles for consideration in the redevelopment of the Old Blacksburg Middle School site;

WHEREAS, the Town Council would like to re-iterate both its commitment to these fundamental principles of good design and its willingness to work with the County and potential developers of the site.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Blacksburg:

That the 2010 Old Blacksburg Middle School Development Principles are hereby re-affirmed and clarified as follows:

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

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

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

(d) The 2010 principles provide that any development should “include open space and connection to greenways and trails.” This item remains important and development should take into account the work of the Town’s Bikeway/Sidewalk/Greenway Corridor Committee regarding connectivity options through the OBMS site

that would benefit pedestrians and bicyclists and connect to sidewalks and trails in the Town, including the Huckleberry Trail.

(e) The 2010 principles state that the redevelopment should “orient more intense project components toward Main Street and Clay Street.” For clarification, the portion of Clay Street intended is that portion adjacent to the Clay Court development and not the rear portion within the residential neighborhood.

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


Mayor

ATTEST:


Town Clerk

Date of Adoption July 14, 2015



Ron Rordan
Mayor
rrordan@blacksburg.gov

Donna Boone-Caldwell, vice
Town Clerk
dcaldwell@blacksburg.gov

Old Blacksburg Middle School

Background

The Town of Blacksburg has prepared the following discussion on the nature of "mixed use" as it applies to the anticipated redevelopment of the Old Blacksburg Middle School property. The 20 acre parcel is located in the heart of Downtown Blacksburg and the redevelopment of this parcel is of great community interest and would have significant community impact. It is unusual to have a parcel of this size available for redevelopment in a downtown location. The ownership by the County and the land use process through the Town allow both entities to have substantial input in the evolution of a redevelopment project on the site. The outcome of redevelopment on this parcel will shape Downtown Blacksburg for years to come and will likely be viewed as a legacy project for the decision makers involved.

The Old Blacksburg Middle School area is identified in the Town's Comprehensive Plan as "Mixed Use Area D" with an underlying land use designation of "Civic." The property is currently zoned R-4 for Low Density, Single Family Residential development and rezoning of the property for mixed use is anticipated. The description of Mixed Use Area D was written in 2006 and much of the text is still pertinent today. Excerpts from the Comprehensive Plan, along with relevant excerpts from the 2001 Downtown Master Plan, are summarized in Attachments A and B. The elements that should be included in a mixed use development are listed below in bullet form drawing from the Comprehensive Plan, the Downtown Master Plan, and input from community meetings held in 2008. A mixed use development in this area should include both residential and non-residential uses. The non-residential uses should include office and commercial with some aspect of retail commercial space to generate foot traffic in the area. A civic component in the project is also needed. In order to develop ideas on how a mixed use project could be developed on this parcel a design competition was originally proposed. In lieu of the design competition, coordinated master planning is needed to ensure the redevelopment meets the needs of all stakeholders.

To assist in moving forward with a coordinated approach to redevelopment of the site, the Town offers a set of development principles based on the Town's Comprehensive Plan, Town Council discussions and previous public meetings about the property. The Town would also consider entering in a public/private partnership, and/or utilizing a Tax Increment Financing (TIF) district, special tax district or Community Development Authority (CDA), to help achieve the desired type of development. The Town is committed to working with the County, the Economic Development Authority and the community on a viable project that will be an asset to the Town of Blacksburg and Montgomery County.

Old Blacksburg Middle School Development Principles:

- Work together on a master plan for the 20 acre site that is consistent with the Town's Comprehensive Plan with key project elements identified.
- Work together to make the rezoning process successful with a thoughtful and detailed rezoning application reflecting a sound master plan.
- Expect a high quality design with strong architectural elements, street presence, downtown streetscape components, and unique sense of place.
- Involve the community.
- Be an urban infill project that makes use of valuable urban land that is served by transit and is walkable to employment and services.
- Add to the economic base of the County and the Town.
- Involve a genuine mixing of use types as opposed to separate components with no integration. Vertical integration is preferred but with a parcel of this size integration could be achieved through other means.
- Be sensitive in the transition to the abutting single family neighborhoods.
- Include open space and connections to greenways and trails.
- Orient more intense project components toward Main Street and Clay Street.
- Have a residential component and work with the Town, using local and regional affordable housing programs, to see if there is an opportunity to provide affordable housing in the project in addition to market rate housing. Housing, in general, would be best if designed to serve young professionals and/or retirees whose housing needs are currently unmet in the Town. Housing should not be targeted toward the high occupancy student market.
- Have a civic component. This could be achieved in any number of ways.
- Include some ground floor retail space to encourage pedestrian activity.
- Be encouraged to use low impact design principles, including the daylighting of creeks where feasible, and green building techniques.
- Honor the property's historic aspects, including the original African-American school, the history of the high school and the interface with the original 16 Squares of Blacksburg.

12/7/10

DATE: May 22, 2018
TO: Anne McClung
FROM: Lori Lester, Water Resources Manager
TITLE: Water and Sewer Comments for RZN17-0006 Old Blacksburg Middle School

Water Comments:

- The rezoning application does not contain sufficient information to confirm the water line design will meet all of the Town standards. Additional water infrastructure may be required to meet Town Standards for fire hydrant spacing and to eliminate dead end lines.

Sewer Comments:

- At the flow rate given in the submittal (79,915 gpd) and at the original flow rate provided to the Town for use in the Draper Capacity Study (127,500 gpd), there are 1,211 LF of 12" pipe that do not have capacity for this development. The Town has a fully funded capital improvement project to upgrade the sewer lines and address the capacity issues for development in this area.
- It is unclear from Sheet Z4 where the sewer connections for the hotel and multi-use structures on Main Street will be located. The capacity analysis discussed above was completed assuming all site flows will be directed to the manhole at the intersection of Church Street and Clay Street. If other connection points are desired, the capacity evaluation will need to be updated. This can be evaluated at the site plan stage, but the applicant/owner should complete due diligence to ensure that all proposed structures have adequate sewer connections.
- The rezoning application does not contain sufficient information to confirm that the sewer line design will meet all of the Town standards. There are no significant concerns based on what is shown, other than those listed above. The details of the sewer design can be handled at the site plan stage; however, the applicant should complete due diligence to ensure that the Town's standards can be met without requiring substantive changes to the binding aspects of the application materials. Substantive changes to the site to meet sewer standards and specifications may require going through the public hearing process again.

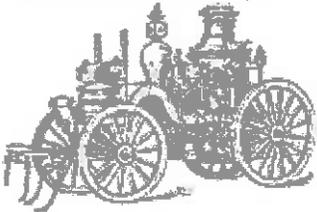
Anne McClung

From: Wayne Garst
Sent: Friday, June 8, 2018 11:34 AM
To: Anne McClung
Subject: Old Blacksburg Middle School Fire Comments

There are concerns about fire apparatus access on 3 sides of the building in parcel 3 in the planned residential district.

In parcel 6 there is concern about dead end streets in this planned residential district.

J. Wayne Garst
Fire Code Official/PIO
Blacksburg Fire Department
407 Hubbard Street
Blacksburg, VA 24060
O- 540-961-1175
C- 540-951-3030
wgarst@blacksburg.gov



D-2



Memo

To: Anne McClung
From: Tom Fox
Date: June 25, 2018
Re: Transit Comments on Midtown Development Partners Rezoning Application - OBMS

BT's comments on the referenced development proposal are as follows:

- 1. Bus stops.** The existing northbound stop (Main/Clay Nbnd, #1626) on the project site should remain; the existing southbound stop on the far side of the Main/Eheart (#1602) intersection also serves the project well. The existing crosswalk, and potential new traffic signal, provide a pedestrian crossing of Main Street; however, this expanded intersection will potentially require the southbound stop to be moved further south. BT normally places bus stops at least 100-150' past a signal-controlled intersection. There are southbound on-street parking spaces that may need to be removed to accommodate this relocated bus stop.
- 2. Transit Ridership.** Existing transit ridership is relatively low at the stop on the project site (northbound). BT predicts that there should not be a large increase in ridership, given the proximity to campus and downtown, as long as the residential use is not oriented to students.
- 3. Pedestrian access to bus stops.** There needs to be reasonably direct and accessible paths to and from bus stops from within the project site. As shown on the documents, the Gateway building that fronts on Main Street appears to create a barrier to access to the northbound stop. If there is a cut-through/breezeway in the building connecting directly to the Old School Common area, or if the area on the north side of the building is a pedestrian path, that would address the concern for the northbound stop. A ramp at the plaza, as noted on the application, would address the concern for the southbound stop. Reasonably direct pedestrian access to other bus stops that are not adjacent to the site should be accommodated with shared use paths and/or sidewalks, such as along Clay Street.
- 4. Bus shelter.** BT supports a bus shelter at the northbound stop (#1626), as noted on the application.
- 5. On-site bus circulation.** It is unlikely that BT would operate fixed route service through the site, but the internal street system should be designed to accommodate smaller (Body-on-Chassis) vehicles, which are used for BT's ADA accessible service, with adequate locations to turn vehicles around.

Please let me know if you have any questions.

MEMORANDUM

TO: Anne McClung, Director, Planning and Building Department

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

DATE: June 25, 2018

SUBJECT: Old Blacksburg Middle School Site – Transportation Comments

Traffic Study

The Town and the applicant participated in preparing a joint traffic study with the Town hiring the engineering consultant to prepare the study. The Town felt it was appropriate to participate in the traffic study since the traffic generated by this proposed development could potentially impact several intersections located in the Main Street transportation corridor including what is considered the Downtown Blacksburg area. Level of Service analyses were performed at the major signalized intersections within the corridor including the intersections of South Main Street and Washington Street, South Main Street and Clay Street, and South Main Street and Airport Road/Graves Avenue. In addition, the intersection of South Main Street and Eheart Street was analyzed as this is the intersection in closest proximity to the proposed development.

Entrance/s Design Layout

The proposed development would include construction of a new road section which connects at Clay Street and Eheart Street. In addition to these new intersections, there are numerous entrances proposed to provide internal connectivity. One external entrance is also proposed onto Clay Street. This entrance location has been placed in close proximity to the proposed intersection with new Church Street /Clay Street. The proposed use for Parcel Number 1, for which the entrance serves, is indicated to be a parking garage which would be expected to generate a significant number of vehicle trips. Based on the anticipated volumes for this usage as well as large volumes along the proposed new Church Street, the proposed entrance and intersection would benefit from additional separation. A more practical location for the proposed entrance would be across from Church Street to the southwest.

VDOT Road Design Standards Appendix F - Access Management Design Guidelines is the standard document utilized to review entrance locations. Other aspects of the proposed entrance designs seem to generally meet the criteria outlined in Appendix F. An in-depth review of the entrances will be performed with the site plan submittal.

Bicyclist Connectivity

The submitted master plan provides additional bicycle connectivity considerations along the east side of Eheart St. with the addition of a 5-ft bike lane and crosswalk staging area adjacent to new Church Street. Considerations for bicycle connectivity along the west side of Eheart Street and new Church Street are not evident, however. Connectivity along these routes would be highly beneficial, particularly when evaluating movements to and from the

D-4

Huckleberry Trail and as an alternative to travel along South Main Street. Limitations for safe bike travel within the proposed roadway sections are due to the application of on-street parking and sidewalk sections of 5-ft width.

The Town would request that bicycle connectivity be given additional consideration within the design. Innovative potential solutions seem feasible that could include a two-way cycle track or grade separated trail sections along Eheart Street and new Church Street. Applications of this nature could have an impact on the right-of-way layout, and application of on-street parking, which would need to be incorporated into the master plan layout. Additional right-of-way could be required depending on the roadway features desired within the section.

Intersection of Eheart Street /South Main Street

The proposed development will warrant the installation of a new traffic signal at the intersection of Eheart Street / South Main Street. The final design and layout of the new signal has not been completed, however, some considerations should be made regarding the following:

- 1) The placement of the signal arms has been depicted in plan view at the northern and southern corners of the intersection. Many of the site visuals, however, do not show the visual impact of the signal post and arms as it pertains to the plaza corner. The visual impacts as well as the spatial requirements of the post, arms, walk signs and traffic cabinets should be considered in the layout to ensure the look as well as the space needed is achievable.
- 2) The proposed intersection radius at the plaza corner (northern corner) could not be definitely determined due to the scale of the master plan. However, it appears to be at or under 25-ft, which would seem insufficient for large vehicle movements. Per VDOT Road Design Standards Appendix F - Access Management Design Guidelines, the radius should be evaluated by the governing design standards and auto-turn movement evaluation of the anticipated large vehicle/s through this leg of the signal.
- 3) The proposed layout of the signal arms utilizes a design common in the town but which could be tweaked to provide a more pedestrian friendly intersection. Currently the posts are located at the southern and northern corners providing for signals at the far side of each leg of the intersection. If switch to the eastern and western corners the signal arms would move to the nearside of the legs. This would have the effect of slowing / stopping and storing traffic further from the proposed crosswalks. This would tend to keep the intersection clearer during queueing periods and reduce the overall speed of vehicles approaching the crosswalks. Considerations should be given utilizing this type of layout if feasible.
- 4) The intersection design provides for all existing movements as well as the additional turn lane, on Eheart Street, adjacent to the plaza corner. Consideration is being given to the possibility of revising the configuration of traffic along Eheart St. to the south of Main Street. If bicycle connectivity to the Huckleberry Trail is to be improved, design applications similar to those be requested within this development would need to be implemented here as well. Currently there is an at grade connection at the far end of Eheart Street to the Huckleberry Trail. The configuration of Eheart Street from this point

to South Main could be revised to improve connectivity. Possible reconfigurations could include:

- a. One-way with on-street, permitted, parking on one side with a 2-way cycle track.
- b. One-way with no on-street parking and a 2-way cycle track.
- c. Two-way with no on-street parking and cycle track (if wide enough) or Sharrow's.

The existing right-of-way and existing parking demands would influence the final reconfiguration of the roadway and possibly the intersection. Options a) and b) in particular could have a significant impact as the application of a one-way street changes the intersection layout. The most logical application would be to allow traffic from South Main onto Eheart Street, providing movement from north to south, which would eliminate the need for a signal arm on this leg as there would be no outward movement. If one-way traffic is reversed then the dedicated left turn that existing on South Main Street would no longer be needed and this right-of-way could be re-allocated within the roadway section.

Though alternations to the proposed signal may not be warranted until the design is finalized, focus should be given to the layout as it impacts the spatial requirements needed, ensuring that the signal implementation can be achieved in substantial compliance with the master plan.

Wednesday, June 27, 2018

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

RE: **RZN17-0006 Old Blacksburg Middle School (OBMS) Rezoning Application**

Dear Mr. Steve Semones:

The Engineering Department has completed the review of the Old Blacksburg Middle School Redevelopment Stormwater Concept Plan. The Concept Plan is **approved** at this time. This concept plan addresses the current stormwater requirements, it has **limited** provisions for existing flood-prone areas and there are some remaining details remaining to be resolved with the Town of Blacksburg regarding management of the system.

Stormwater Management Requirements:

This 22.96-acre site is located on South Main Street and is bordered by Eheart St and Clay Street. This project was the previous location of the Old Blacksburg Middle School which was demolished in 2011. The Town has an agreement with the developers that any re-development would consider the footprint of the Old Blacksburg Middle School as the existing condition since it resided in this location for so long, as shown on sheet SW3 of the concept plan. Subsequently, this design meets all of the local and state stormwater requirements under these conditions.

Flood-Prone Area Mitigation:

There are numerous points downstream of this site where flooding currently occurs during routine stormwater events. The most notable are at Penn and Washington Streets and at the Main Street Inn on South Main Street. This stormwater concept plan clearly puts efforts into diverting their stormwater discharge from adding to the Penn/Washington Street problem area. Unfortunately, the discharge will not bypass the South Main Street areas known to have flooding problems.

Performance Agreement:

While this concept plan does meet the stormwater management requirements, there are additional items that will need to be negotiated with the Town of Blacksburg as part of the Performance Agreement:

- The plan loosely mentions that the area where stormwater management will be provided is to be dedicated to the Town. Clarifications of whether this will occur, or how the responsibility of maintenance will be divided will need to be identified.
- The proposed facility identified in the concept plan cannot be inspected by staff or maintained by Public Works due to its design and inaccessibility. Additionally, the Town-Owned facilities would carry a higher inspection frequency than a privately-owned facility, as directed by State Code.

D-7

- Ultimately, the proprietary stormwater facility that is proposed is below the standards for what the Town would allow for public acceptance. The Town would prefer a system that may have a higher installation cost, but would have a lower lifetime maintenance cost.

Please contact Kafi Howard with the Engineering Department at (540) 443-4354 or via email khoward@blacksburg.gov if you have questions or concern regarding this review. If you would like to schedule a post review meeting please also contact me.

Sincerely,

A handwritten signature in black ink that reads "Kafi Howard". The signature is written in a cursive style with a large initial "K".

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

TO: Planning Commission
Town Council

FROM: Historic or Design Review Board (HDRB)

SUBJECT: 501 South Main Street – OBMS Rezoning #17-0006

DATE: June 25, 2018

The Historic or Design Review Board has reviewed the Midtown project and has comments for the Planning Commission and Town Council to consider in evaluating this rezoning request. This project is adjacent to the Historic District and the original Sixteen Squares. Below are HDRB observations regarding the rezoning application dated April 13, 2018.

HDRB finds that Midtown contains some site design elements that are positive and believes the proposed development could help add to the vibrancy of Downtown, which includes much of the Town's Historic District. Recognizing that the Town desires to have a variety of housing choices in a downtown location, the applicant has included different housing options on the site to help meet these needs. However, the Midtown applicant is requesting very significant changes in zoning to this ~20 acre site that will greatly impact the Historic District, the downtown, and adjacent neighborhoods. There are specific project elements that concern HDRB that may have negative impacts on the adjacent historic district and, particularly, the adjacent original Sixteen Squares of Blacksburg.

T- Intersection

HDRB places a high value on the historic T-intersections that exist within the Historic District, including Church Street/Clay Street, Penn Street/Clay Street and Wharton Street/Clay Street. These intersections mark one edge of the original Sixteen Squares of the Town. The development that occurs along the Clay Street edge of the Midtown development will affect the historical character of these intersections. HDRB is concerned about the proposed mass and scale of the buildings proposed along Clay Street, particularly at the Clay/Church intersection. One negative impact is the proposed parking garage with a location directly on this intersection that effectively insulates Midtown from its historic neighboring district. The intersection is also the terminus of the vista along Church Street from Old Town Hall. In the current proposal, the parking garage will dominate Clay Street. The T-intersection of Clay and Church should terminate in a structure of quality, scale and character to enhance the Historic District and not detract from it.

Project Orientation

In general, HDRB notes that the project is internally oriented with little or no interaction with the Historic District. The overall design does not appear to provide sensitive transitions to the Historic District. Specifically, the height of the buildings proposed on DC Parcel #5 and PR

Parcel #1 where they meet Clay Street is out of scale with the Historic District and afford no relationship or transition to the Sixteen Squares.

HDRB recommends investigating more appropriate ways for Midtown to interact with the neighboring Sixteen Squares to enhance the Clay Street streetscape. The Board understands that the existing grade along Clay Street creates challenges, but the project is a complete redevelopment of the 20 acre OBMS site and this is the opportunity to effect positive change along Clay Street.

Building Design and Materiality

HDRB thinks more specificity on the architectural design of the buildings is necessary in order to understand the relationship of the proposed design to Town character and the character of the Historic District. The illustrations provided are not binding. Without knowing what the buildings actually look like, it is difficult to evaluate how they relate to the Historic District. Also of concern is the potential repetition of architectural styles within the development, potentially resulting in a homogeneous architectural style within the commercial and/or residential portions of the development. A commitment to architectural diversity would be beneficial. More information is also needed on the materials to be used in construction to ensure the building materials proposed are durable. For example, if the stucco product proposed is EIFS, this is not a durable material. EIFS and synthetic stone are not quality, durable materials and HDRB does not consider these materials of appropriate character for new development in the downtown. Screening is referenced in the application but more detail on the nature of the proposed screening of parking areas, refuse areas, etc. is important.

Walkability

Walkability is an inherent element of the Historic District. Much of the district was developed prior to the prevalence of the automobile. The block and lot structure of the Historic District is narrow and pedestrian in scale. Clay Street is a narrow, winding and hilly street which lacks safe, convenient pedestrian walkways. A sidewalk at the street level on Clay Street should be included in the Midtown project consistent with sidewalks in the District. Though this project fronts only a portion of Clay Street, the Town should consider improving sidewalks along the full length of Clay Street.

Traffic and Parking

HDRB is concerned about the impacts of traffic generated by the development. The increase in traffic will result in increased cut-through traffic in the adjacent neighborhoods and the adjacent Sixteen Squares. This increase in cut-through traffic will have a significant negative impact on the narrow residential streets within the Historic District. Traffic impacts on the sensitive Sixteen Squares should be carefully investigated and ways to mitigate potential deleterious effects implemented. In addition, there is a significant amount of surface parking proposed in the project. HDRB does not support viewsheds in neighborhoods surrounding the development, such as the Sixteen Squares, that include views of surface parking lots. The required lighting of parking lots also will negatively impact adjacent residential neighborhoods, such as the Sixteen Squares.

Project Implementation

The Board supports ensuring compliance with the pattern book and professional reviews to support high quality design and construction. Implementation of the pattern book must have

broader input on decision making than from only those entities involved in the project. Consideration should be given to inclusion of non-affiliated reviewers, which could include representation from the Historic or Design Review Board or a group appointed by Town Council that can render binding decisions, rather than final design decisions coming from a developer-selected review committee.

Opportunities

The Town owns a historic property on Clay Street where Spout Spring is located. The Board believes that Midtown, in cooperation with the Town, should investigate improvements to the park to highlight the historic nature of the spring and create an inviting and high quality public space. A connection across Clay Street to Midtown or to the development proposed at 402 Clay Street should be considered. The Town and Midtown must ensure that design and construction activities on the Midtown site do not have negative impacts on the spring.

The applicant is requesting very significant zoning changes that have the potential to harm or enhance the most sensitive and historic parts of Blacksburg. This site has a rich history and is part of the memories of many Town residents. Educational signage, kiosks, displays, etc. should be developed as an integral part of this very impactful project; the Blacksburg Museum and Cultural Foundation and the HDRB would be excellent resources to help accomplish this end.

cc: Address Files
Historic or Design Review Board File
Historic or Design Review Board members
Kali Casper, Town Comprehensive Planner
Anne McClung, Planning and Building Director
Cathy Cook, Building Official
Steve Semones, Balzer and Associates
Jim Cowan, Midtown Development Partners LLC

Project Plan Review

DATE

2/14/19

PROJECT NUMBER

RZN17-0006

PROJECT NAME

OLD BLACKSBURG MIDDLE SCHOOL-2019 REVISED SUBMITTAL

PROJECT LOCATION / ADDRESS

501 South Main Street

REVIEWED BY / DEPARTMENT

Erik Olsen/Transit

REVIEW NUMBER

2

Page # of

1 of 2

COMMENTS (INDICATE IF THERE ARE NO COMMENTS)

BT has included additional comments on the following 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: Main Street North (MSN); the Two Town Trolley (TTT) also has service along Main Street with two stops (Main/Roanoke Sbnd #1600 & Main St Post Office #1628) within 0.25 miles, a reasonable walk for someone wanting to catch this express bus to First & Main, the hospital, or to Christiansburg).

a. Frequencies (full service weekday/evening/weekend) in minutes:

-MSN: 15/30/60

-TTT: 60/NA/60 (no service after 6 pm during weekdays)

b. Span of service:

-Full service: M-Th, 7 am-12:45 am; F, 7 am-2:45 am, Sat, 9:30 am-2:45 am, Sun, 11:30am-11:45 pm

-Reduced service: M-F, 7 am-10:15 pm; Sat, 9:30 am-9:15 pm, Sun, 11:30am-7:15 pm

See website for details at <https://ridebt.org/hours-of-operation>

2. Stops (directly) serving development: One BT bus stop exists at this location, and two are nearby including:

-Main/Clay Nbd (stop #1626), ~45 ft NE of Miller St

-Main/Eheart Sbnd (stop #1602), ~70 ft SE of Eheart St

-Blacksburg Municipal Building (stop #1601 with a shelter), ~170 ft NW of Clay St

(2 TTT stops are at Main/Roanoke Sbnd #1600 & Main St Post Office #1628 within 0.25 miles).

3. BT plan for handling the increase in demand for transit: At this time there are no plans to increase frequencies for the Main Street route in this area but an additional bus is being discussed in the future. If another route is added in the next few years, such as along Eheart to Clay Street or along South Main Street to Country Club, it is likely this route(s) would also travel along Main Street to provide service to these stops. "Pass-bys" are likely to occur during busy times, as buses have been filling up further south on Main Street for the last year or two, especially in the mornings. It is likely that many citizens living in or near this part of town would walk to downtown or to campus. Paratransit/ACCESS service will, of course, provide service within the development, assuming the road network can accommodate these vehicles.

4. Comments on the developer's proffer commitments: A bus shelter needs to have interior (ceiling) lighting and regular electrical power for that lighting is required so that needs to be in the design. An 8'x16' shelter requires a cement pad (not brick or asphalt) of at least 12'-6"x18'- 5 11/16" in size, NOT inclusive of space for additional amenities. A 5'x8' clear space at the bus stop measured from the curb edge also needs to be maintained for patrons to board/alight the bus. Space around and behind the shelter is strongly recommended for shelter/glass maintenance/cleaning (e.g., at least 3 feet). BT can provide information re the approved shelter manufacturer.

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5. Transit Ridership Data (Sept 2017/Sept 2018 shown below):

Stop #	Stop Name	Daily Avg Boardings	Daily Avg Alightings (exits)
#1626	Main/Clay Nbrd	16/26	16/29
#1602	Main/Eheart Sbnd	3/19	11/29
#1601	Blacksburg Municipal Building	14/24	9/22

Note also that ridership at these stops has increased ~90% annually the last 4 years, e.g., #1626 had only 4 average daily boardings in Sept 2015 and 6 average daily boardings in April 2016.

6. Other: Additional comments:

- 1) Page 4 of 1/15/19 plans shows sidewalk continuously along Clay Street - Transit fully supports this concept as pedestrian travel along Clay Street has been an ongoing concern, especially for patrons attempting to walk to/from bus stops.
- 2) Please indicate the pedestrian path to/from the bus stop to the Old School Common and the Garage.
- 3) Intersection of Eheart/Main appears extremely tight and buses and any large vehicles would very likely go over the lane line into the opposing lane when turning onto/from Eheart. Bus service from Main to Eheart to Clay Street is likely to be implemented in the next 1-5 years.
- 4) Parallel parking along Eheart is not recommended, especially if this road is to be used for a future bus route(s);
- 5) Due to increases in ridership from adding housing and businesses in this area, and the addition of a traffic light at Eheart and Main, vehicles may have to endure waiting for 1 or more traffic light signal phases to get through the intersection. This will also affect bus service in the area and vice versa.
- 6) The existing southbound stop on the far side of the Main/Eheart (#1602) intersection also serves the project well, but it will likely need to be relocated. The existing crosswalk, and potential new traffic signal, provide a pedestrian crossing of Main Street; this new signalized intersection will potentially affect our southbound stop location. BT normally places bus stops at least 100-150' past a signal-controlled intersection. There are southbound Main Street on-street parking spaces that will potentially need removed to accommodate this relocated bus stop.
- 7) A "hammer head" at end of Midtown Way will make turning around very difficult. BT paratransit vehicles (and others) should be able to service the development, and turn around, without the need to use private driveways.
- 8) The rezoning application, section 6.5 under transit should mention that electrical power for interior shelter lighting will also be supplied.
- 9) The statement "No bus stops or bus service is currently proposed internal to the overall site." Should be edited to read "No bus stops for fixed-route bus service is currently proposed internal to the overall site; however it is acknowledged that paratransit (ACCESS) service will occasionally provide service to any patron who is eligible to/from the development, and future "flexible" transit services may also provide service to/from the development. Therefore, turnaround areas should be (or 'are') designed to accommodate these vehicles which are commonly 21 to 28 feet long."
- 10) Crosswalks across Midtown Way, at Church St and at Belvedere Ave should be considered.
- 11) Bollards at or on a bike trail are generally not recommended.
- 12) BT would request 12' lanes along Clay Street, 11' at minimum.
- 13) The grade of Clay Street south of Willard should be analyzed and improved, if possible.

See also the comments submitted by BT on 5/2/18 for RZN17-0006 re.:

- 1) bus stops (need to move stop #1602 further south so it is 100-150' past the signal-controlled intersection, and remove some on-street parking spots),
- 2) transit ridership/bus pull-off (a bus pull-off would help alleviate traffic congestion),
- 3) pedestrian access to/from the bus stops to the project sites should be direct and accessible paths,
- 4) bus shelter (BT supports a bus shelter at stop #1626), and,
- 5) on-site bus circulation (the internal streets should be designed to accommodate BT ADA paratransit service (and other large) vehicles with adequate locations to turn vehicles around.

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D-12

TO: Anne McClung, Planning and Building Director

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

DATE: February 14, 2019

SUBJECT: RZN17-0006 OBMS Rezoning Project-Comments on Revised Traffic Analysis

The revised rezoning application received on January 19, 2019 for this project included a revised site layout and anticipated land uses. Therefore, the latest traffic analysis dated March 26, 2018 required revising to reflect changes in traffic distribution and trip generation data.

Prior to the submittal of the first application, the Town and the applicant agreed to each fund the cost of a traffic study. The Town and the applicant hired Whitman, Requardt and Associates, LLP (WRA) to perform the analysis. WRA is a local transportation/traffic engineering firm experienced in performing these types of analyses.

Since the March 2018 study was provided, there has been a new edition of the ITE Trip Generation Handbook published, the 10th Edition. This Handbook contains the "industry standard" information used to determine trip generation data for land uses. The March 2018 study utilized the 9th Edition of this Handbook. If this application were submitted today, the Town would require that the consultant use the 10th Edition. Therefore, WRA was asked to update the trip generation data for the revised study using the 10th Edition and the revised land uses.

Since the site layout has changed as well, the consultant reviewed and revised the trip distribution data as necessary. Also, there is now an additional years Average Annual Daily Traffic (AADT) available from VDOT (2016 data) for Main Street. That data was not available at the time of the March analysis. This additional year's data has been used to re-calculate the growth rate used to estimate the future background traffic volumes. The growth rate used in the original study was 0.5% per year. Re-calculating using the 2016 AADT data yields a growth rate of 0.8% per year. This is the annual percent increase used to calculate the background traffic for the buildout year.

General Recommendations

The recommendation for improvements has not changed from the March 2018 study. A traffic signal at South Main and Eheart Street is still warranted. The entrance to the parking garage (Parcel 1B) onto Clay Street is no longer proposed, therefore, the September 4, 2018 recommendation for "Don't Block the Box" pavement markings at Clay Street and New Church Street are no longer required. The stop control at the intersection of Clay Street and New Church Street is still recommended.

Additional Specific Recommendations

Traffic Signal at South Main Street/Eheart Street- Proffer Statement Number 2 is unclear in its description as to the timing of the installation of the traffic signal. The statement references "when warranted" and "no later than the issuance of the first certificate of occupancy for either of the buildings adjoining the Plaza to be located within the project at the corner of South Main

P-13

Street and Eheart Street". An additional traffic analysis was performed by the consultant to determine the point at which the signal would be warranted. As there was not a specific phasing plan provided by the applicant, the consultant determined the percentage of generated traffic that will meet the warrants for the signal. That percentage was determined to be 60%.

However, the consultant cautioned that "it should be noted that drivers turning from Eheart Street to South Main Street will likely experience lengthy delays and poor levels of service before the traffic signal becomes warranted, which may result in drivers seeking alternate routes to access Main Street including using adjacent residential streets".

Drivers utilizing the adjacent residential streets to either enter or exit the site is not a desirable condition as the preferred travel route is the Main Street corridor in order to lessen the impacts on adjacent neighborhoods. The installation of the traffic signal will encourage use of the Main Street corridor.

The Town's recent experience with traffic signal installation indicates that there is a long lead time (24 to 35 weeks) for delivery of the signal poles and mast arms once an order is placed with the fabricator. These long lead times may make it difficult to ensure that the signal is installed at the correct time.

In addition, since a cycle track is proposed to be installed along Eheart Street to accommodate bicycle traffic, leading bicycle traffic and pedestrian traffic to an un-signalized intersection without controls for pedestrian/bicycle crossing is problematic from a safety standpoint. Bicycle and pedestrian crossing at this intersection currently can be difficult. This is supported by the fact that there has been a paddle sign alerting drivers to stop for pedestrians in the crosswalk for several years. The paddle sign has recently been replaced with a pedestrian-actuated beacon system at the crosswalk to improve safety.

For the reasons stated above, Town Staff strongly recommends against waiting to install the signal until the point it is warranted and furthermore, the signal shall be designed and installed as a part of the first phase of the project and ready for operation prior to the issuance of the first certificate of occupancy for the first building that is to be occupied.

Intersection of Eheart Street /South Main Street- The proposed development will warrant the installation of a new traffic signal at the intersection of Eheart Street / South Main Street. The final design and layout of the new signal has not been completed, however, some considerations should be made regarding the following:

- 1) The placement of the signal arms has been depicted in plan view at the northern and southern corners of the intersection. Many of the site visuals, however, do not show the visual impact of the signal post and arms as it pertains to the plaza corner. The visual impacts as well as the spatial requirements of the post, arms, walk signs and traffic cabinets should be considered in the layout to ensure the look as well as the space needed is achievable.
- 2) The proposed intersection radius at the plaza corner (northern corner) could not be definitely determined due to the scale of the master plan. However, it appears to be at or under 25-ft, which would seem insufficient for large vehicle movements. Per VDOT Road Design Standards Appendix F - Access Management Design Guidelines, the radius should be evaluated by the governing design standards and auto-turn movement

evaluation of the anticipated large vehicle/s through this leg of the signal.

- 3) The proposed layout of the signal arms utilizes a design common in the Town but which could be adjusted to provide a more pedestrian friendly intersection. Currently the posts are located at the southern and northern corners providing for signals at the far side of each leg of the intersection. If switched to the eastern and western corners, the signal arms would move to the nearside of the legs. This would have the effect of slowing / stopping and storing traffic further from the proposed crosswalks. This would tend to keep the intersection clearer during queueing periods and reduce the overall speed of vehicles approaching the crosswalks.
- 4) The intersection design provides for all existing movements as well as the additional turn lane, on Eheart Street, adjacent to the plaza corner. Consideration is being given to the possibility of revising the configuration of traffic along Eheart St. to the south of Main Street. This is a result of the applicant and Towns combined desire to improve bicycle connectivity of the development and surrounding community to the Huckleberry Trail network. Design applications analogous to those proposed by the development are being considered. Currently there is an at grade connection at the far end of Eheart Street to the Huckleberry Trail. The configuration of Eheart Street from this point to South Main could be revised to improve connectivity. Possible reconfigurations could include:
 - a. One-way with on-street, permitted, parking on one side with a 2-way cycle track.
 - b. One-way with no on-street parking and a 2-way cycle track.
 - c. Two-way with no on-street parking and cycle track (if wide enough) or Sharrow's.

The existing right-of-way and existing parking demands would influence the final reconfiguration of the roadway and possibly the intersection. Options a) and b) in particular could have a significant impact as the application of a one-way street changes the intersection layout. The most logical application would be to allow traffic from South Main onto Eheart Street, providing movement from north to south, which would eliminate the need for a signal arm on this leg as there would be no outward movement. If one-way traffic is reversed then the dedicated left turn that exists on South Main Street would no longer be needed and this right-of-way could be re-allocated within the roadway section.

As the applicant and Town continue to work towards identifying the final design, layout and configuration of Eheart Street (north and south of Main Street), focus should be given to the intersection layout as it impacts the spatial requirements needed, particularly as it abuts the proposed development. This will ensure that the correct signal implementation can be achieved in substantial compliance with the master plan sufficient to achieve the mutually desired connectivity to the Huckleberry Trail network.

The above considerations will have an impact on the traffic conditions. The traffic study cannot address these considerations until a design is finalized.

Miller Street/South Main Street Intersection- Observations indicate that it can be difficult to make left turns from Miller Street onto South Main Street due to the traffic volumes. This is especially true during the PM Peak Hour. If the proposed development is constructed, it is anticipated that this condition will only worsen.

Town Staff is recommending that no left turn signage be installed at the intersection of Miller Street and South Main Street. At a minimum, Staff's recommendation is that the no left turn condition should be in effect during peak hours. This recommendation will be forwarded to the Town's Traffic Committee for review and decision.

Impacts to Adjacent Neighborhoods- Should the rezoning be approved, the Town recognizes that there will need to be meetings and discussions with the adjacent neighborhoods on traffic calming measures.

Entrance/s Design Layout- The submitted master plan includes the application of an entrance from Parcel 1B directly onto Clay Street. This entrance has been placed in close proximity to the proposed intersection with new Church Street/Clay Street and would require additional considerations if it were to remain. However, staff has been informed that this entrance will be removed from the proposed layout and only the new Church Street/Clay Street intersection and alley entrance to Parcel 2A will be allowed. As a result, the updated traffic study has been performed with only these two connections on Clay Street. If an additional entrance to parcel 1A or 1B was to be considered the traffic study would need to be revised to accurately represent this distribution and additional considerations must be made with regard to the entrance placement along Clay Street.

Bicyclist Connectivity- Through continued collaboration between the applicant and Town Staff, the submitted master plan now provides additional bicycle connectivity considerations along New Church Street, with the addition of 5-foot bike lanes, bike lane buffers and crosswalk staging. Additionally, considerable progress has been made to address additional considerations along Eheart Street. Connectivity along this route would be highly beneficial, particularly when evaluating movements to and from the Huckleberry Trail. Limitations for safe bike travel within the proposed roadway sections are due to the application of on-street parking and sidewalk sections of 5-foot width. In conversation with the applicant a two-way cycle track has been discussed as the most logical application for this road section. The submitted master plan layout does not, however, include this application. It is the Town's understanding that the included layout is to be revised and submitted at a later date as the particulars of the application and requirements are determined. Additional right-of-way could be required depending on the combination of roadway features desired within the section.

Paving of New Church Street-Proffer Number 3 states "New Church Street shall be paved, dedicated, and submitted for acceptance no later than sixty (60) days after the issuance of the first certificate of occupancy for any one of the four (4) buildings adjoining New Church Street".

Town Staff does not recommend waiting to complete paving of a new street until a point after the certificate of occupancy has been issued. Leaving a new street without a final course of asphalt creates several issues:

- 1) Street drainage-runoff from the site that is routed to the street and then is supposed to drain into the curb inlets along the street will be unable to reach the inlets as the elevation of the inlets are set per the final asphalt elevations. In other words, the runoff will pond in front of the inlets as the edge of the gutter pan is higher than the street surface.
- 2) The top elevations of sanitary sewer manholes and water valve boxes are set to the final asphalt elevation. Without the street at its final elevation, these structures will

sit at a higher elevation than the surrounding street making them driving obstructions and can be potentially damaged by large vehicles, construction traffic and snow plows.

- 3) Occupants of a new building expect to have a finished street in front of their building.

The applicant can propose a pavement cross section that can be designed to withstand the ongoing construction traffic and still install the final course of asphalt. There are examples of newly constructed streets in Town where the final course of asphalt has been installed and withstood the loads exerted by cranes and other construction traffic while other construction on the street was completed.

Additional Information

The following attachments provide additional information concerning the traffic studies:

Attachment 1-Trip Rate Generation

Attachment 2-Trip Rate Generation Comparison Chart-March 2018 Study and February 2019 Study

Attachment 3-Growth Rate Projection

Attachment 4-Level of Service Analysis

Attachment 5-Queue Length Analysis

Attachment 1-Trip Rate Generation

The revised analysis includes the elimination of the Library land use and a reduction in area from 92,747 square feet to 64,900 square feet for the Office/General Office land use. Other revisions are an increase in the area from 13,629 square feet to 18,000 square feet for the Restaurant land use, the addition of a Retail land use, a reduction in the number of rooms for the Hotel land use from 104 rooms to 100 rooms, and an increase in the residential land use from 294 units to 300 units.

The revised analysis resulted in a reduction of daily trips and peak hour trips generated by the development. The elimination of the Library land use alone resulted in a daily trip reduction of 1,721 trips, a reduction of the AM Peak Hour Trips by 32 and the PM Peak Hour Trips were reduced by 223 trips.

The total daily trips generated by the development were reduced from 7,764 to 6,163. The AM Peak Hour trips were reduced from 613 to 426 and the PM Peak Hour trips were reduced from 823 to 538.

Attachment 2-Trip Generation Comparison Chart-March 2018 Study and February 2019 Study

	March 27, 2018 Study	February 8, 2019 Study	March 27, 2018 Study	February 8, 2019 Study	March 27, 2018 Study	February 8, 2019 Study
Land Use	Daily Trips	Daily Trips	AM Peak Hour Trips	AM Peak Hour Trips	PM Peak Hour Trips	PM Peak Hour Trips
Office	1023	698	144	87	138	76
Restaurant	1733	0	157	0	152	0
Quality Restaurant	0	671	0	6	0	62
High Turnover Restaurant	0	1122	0	99	0	98
Police Station	552	542	78	73	75	59
Library	1721	0	32	0	223	0
Hotel	850	836	58	45	61	49
Retail/Shopping	0	661	0	16	0	67
Apartments	1410	1633	108	100	131	127
Condos/ Townhouses	476	0	36	0	43	0
Total	7765	6163	613	426	823	538

Attachment 3-Growth Rate Projection

The growth rate is calculated using actual traffic counts performed by VDOT. The counts used in the analysis were performed in 2004, 2007, 2010, 2013 and 2016. The traffic counts are plotted and a "best fit" line developed to calculate the annual linear growth rate. Several years of data is used to calculate the rate so that an accurate trend is determined. VDOT recommends that a minimum growth rate of 0.5% be used.

The review of the growth rate calculation also includes a discussion of the capacity of the Main Street corridor. It is evident that the Main Street corridor between Eheart Street and Roanoke Street will reach volume capacity at times during the PM Peak Hour under present conditions. In particular, the Roanoke Street intersection is the location that is most impacted by this condition. Capacity of this section of the corridor is estimated to be approximately 15,000 vehicles per day. The current VDOT traffic counts at this intersection indicate a count of 17,000 vehicles per day. This results in this intersection operating at capacity currently at occasions during the day and will only continue to operate under these conditions with the traffic generated by the proposed development.

Potential solutions to the capacity issue could be additional travel lanes through downtown or the ability to create one-way pairs of streets to alleviate the traffic congestion. The possibility of solutions such as these are highly unlikely given the nature of the Town's street grid system. Without improvements, traffic will tend to use the adjacent neighborhood streets when the Main Street corridor reaches capacity.

Therefore, in calculating a projected daily volume of background traffic for development buildout, using a volume higher than the estimated capacity is not recommended as traffic will not physically utilize the Main Street corridor but will find other routes to use.

For this reason, should the rezoning be approved, the Town will work with the adjacent neighborhoods on potential traffic calming measures.

Attachment 4-Level of Service Analysis

The following signalized intersections were analyzed as a part of both the March 2018 and February 2019 studies:

1. South Main and Washington Streets
2. South Main and Clay Streets
3. South Main Street and Airport Road
4. The proposed new traffic signal at South Main and Eheart Streets

The overall level of service was determined for each intersection under existing conditions and future buildout conditions with the peak hour trips generated by the development. Section 5-307 of the Subdivision Ordinance provides the criteria used by Town Staff to evaluate the level of service at the intersection. The sections states that:

“No development shall be approved if such development, at ultimate build out, will result in or increase traffic on the arterial or collector street to which it is connected, so that the street does not function at an average daily traffic level of service C or better, or a peak traffic level D, as described in "A Policy on Geometric Design of Highways and Streets," latest edition, published by the American Association of State Highway and Transportation Officials. The applicant may propose and construct approved traffic mitigation measures to provide adequate roadway capacity for the proposed development.”

The most critical time frame to analyze is the PM Peak Hour. Under existing conditions, the intersections at South Main and Washington Street and South Main and Clay Street operates at a peak hour Level of Service C, and the intersection of South Main and Airport operates at a peak hour Level of Service B.

At buildout conditions, the intersections of South Main and Washington Street and South Main and Clay Street continue to operate at a peak hour Level of Service of C. The intersection of South Main and Airport Road continues to operate a peak hour Level of Service of B. All three of these intersections meet the requirements of the Subdivision Ordinance.

The proposed signal at South Main Street and Eheart Street will operate at a peak hour Level of Service of C, again meeting the requirements of the Subdivision Ordinance.

Attachment 5-Queue Length Analysis

Information on queue length was provided in both the March 2018 and February 2019 studies. Queue length is a measure that is indicative of potential traffic congestion. It is defined as “the distance between the upstream and downstream ends of a traffic queue (expressed in feet)”.

A long queue length will indicate that there may times when there will be a large number of vehicles sitting at a traffic signal waiting to proceed through the intersection and it may take several signal changes for vehicles to clear the intersection. It can indicate that there may be times when traffic from a downstream signal will back up through an upstream signal, potentially blocking the intersection. All of these conditions would be indicative of traffic congestion. These conditions may not be present for the entire peak hour time frame but could occur at some point during the peak hour.

Both the March 2018 study and the February 2019 study indicate that queue lengths will increase around all legs of the above-mentioned signalized intersections. It should also be noted that long queue lengths during certain times of the day (PM Peak Hour) are an occurrence today along the Main Street corridor.

Based on the traffic modeling simulations performed by the consultant, at build-out, the core of downtown will function and it will be the streets on the periphery of downtown that will experience the queueing of traffic.

RZN17-0006
Old Blacksburg Middle School Rezoning
Neighborhood Meeting
May 23, 2018
7:00 pm
Roger E. Hedgepeth Chambers, 2nd Floor Municipal Building
300 South Main Street

Town staff in attendance were Anne McClung, Paul Patterson and Kasey Thomsen. Steve Semones, Jim Cowan, Eileen Bauman, Kristen Coultas-Morrel and Ian Friend were in attendance representing the applicant and owner.

The neighborhood meeting commenced at 7:02 pm.

Anne McClung started the meeting by explaining the history of the project and the previous rezone submittal. She explained the Town of Blacksburg's role in reviewing and processing the application and the timeline and meetings proposed to discuss and decide on this application. She also referred those in attendance to the Town's website where the application, documents and any and all proposed meetings and updates to the project could be found.

Jim Cowan spoke about the prior planning history of the project from the 2011 Master Development Plan and up to the currently proposed request. He provided a general overview of the project. A "fly-through" video of the proposed project was shown followed by a video with interviews from local Downtown business owners. Mr. Cowan indicated that his remaining presentation was divided by topics of 1) Living (residential development); 2) Working (non-residential development) and 3) Gathering (public spaces).

To keep the meeting on track he proposed to cover each topic and respond to questions/comments from the group topic-by-topic. Any remaining questions or comments would be answered at the end of the planned format.

Those in attendance had questions/comments regarding the following topics:

"LIVE MIDTOWN"

- An attendee asked how student housing would be controlled/discouraged.
- A citizen asked about the sequencing of the buildings. Among the residential, civic and commercial buildings, which one(s) are planned to be built first?
- A person asked if there would be a phasing plan for the PR (Planned Residential) section?
- A citizen asked how many people will be living and/or working in the proposed project when it is complete? What is the hotel capacity? He added that there is an enormous customer base in Downtown.
- An attendee asked if the townhouses would have 2-car garages?

-A citizen expressed concern about the location/quantity of parking for the proposed library building. He feels that patrons will have to compete for parking spaces with the many other uses within the project. There were comments that library patrons do not want to walk a long way. Could more parking be dedicated to the library or the library moved close to the Public Safety building?

-A resident asked what proffers are being offered for green-friendly buildings and energy efficiency.

-One of the developers of Clay Court commented that she had heard from hiring specialist for a few of the technology and office related businesses that a lot of the people they interview for jobs are dismayed with the lack of quality housing for young professionals and families so this project would really appeal to that demographic.

-A citizen mentioned that Clay Street connects to a number of existing residential neighborhoods. Does the Town or the applicant plan to address the increased traffic on Clay Street that would be generated? There was further comment about the need for sidewalks on Clay Street.

-A citizen asked if there is a sidewalk planned from Eheart to Miller.

-An attendee asked how they (the applicant) plans to deal with increased traffic at the intersection of Clay Street and South Main St. given the Clay Court residents and business patrons already have difficulty entering and existing the site on Clay Street.

-A citizen mentioned that the residential use mix in the project seems dependent on the housing market and whether people are buying or renting. Is there a chance all of these buildings will not be built? There were questions as to would the applicant construct only townhouses? Is the applicant committing to a mix of housing types?

-A person asked if the applicant had an approximate total for all the residential units.

-A person asked if the apartments would be bought outright (for sale product) or rented.

-A citizen asked how the project would address the problem of undergraduate student rentals given the pressures for student housing.

-An attendee asked how the applicant planned to avoid "football rentals" and used as an example the neighboring Clay Court project. In the attendee's opinion the Clay Court project is not contributing to the Downtown as it could because the owners are not full time residents and only in Blacksburg for very limited periods of time.

-An attendee noticed that there are a lot of stairs proposed with the project and asked how ADA accessibility needs would be handled?

-A citizen asked whether the two buildings near the Building Safety building were proposed as mixed use-residential and commercial buildings.

"WORK MIDTOWN"

-A citizen asked for clarification on what is a "Public Safety" building.

-Based on that answer, an owner of Clay Court Condominiums adjacent to the project asked if headlights from cars in the Public Safety building garage would shine into Clay Court windows at night.

-An attendee asked if/when the PPEA (Public-Private Education Facilities and Infrastructure Agreement) for the Public Safety Building will be discussed/decided. There was inquiry if that process would include a public hearing?

-An attendee asked when the public will know if the library is a definite part of the project. As follow up, an attendee asked what is the fall back use if the library can't/doesn't participate?

-A citizen asked if the Public Safety Building could incorporate both police and fire departments.

-A citizen stated that you can have civic uses in the existing R-4 district. She also noted that the Downtown Commercial zone district is not as "locked in" as in the Planned Commercial zoning district. Citizens are concerned about "surprises" that occur after approval.

-A citizen stated they support the project with the library and other civic uses but are concerned about the commercial spaces and the hotel. The resident does not want bars with lots of noise or other neighborhood impacts.

-An attendee pointed out that there are commercial spaces in the area of the project now that are under used or no longer in business. How confident are you as the applicant that the commercial spaces that you are proposing will be occupied?

-A person asked if the Town will make the final decision about the location of the Public Safety Building.

-A person asked if the project is eligible for federal dollars such as brownfields redevelopment funds.

-An attendee stated that they noticed that a lot of the buildings have flat roofs and in their experience, flat roofs leak terribly. How do they (the applicant) plan to address/remedy this?

"GATHERING IN MIDTOWN"

-An owner in Clay Court stated that if this project is built as shown, it looks like Clay Court rear entrances on the 2nd and 3rd floor will back up to an alley behind the Public Safety building with no access to the project. The Clay Court HOA is concerned about interface between this project and the Clay Court residences. The HOA would like to talk further with the applicant on this issue.

PARKING

The applicant stated that there will be approximately 400-500 covered parking spaces for residential parking; 250 surface parking spaces for hotel and civic uses and approximately 300 spaces in the parking garage. There were no further questions regarding this topic from those in attendance.

TRAFFIC

The applicant stated that they partnered with the Town on a traffic study for the Main Street Corridor. The applicant stated there will be an additional traffic light and turn lane at Main St. /Eheart St. intersection. The applicant will pay for the traffic light and to have all the traffic lights on Main Street reprogrammed to incorporate this new light.

-A citizen asked if there were plans to install bike racks and what locations.

-A citizen asked if the applicant anticipated overflow parking of the residential properties and where would that be? Would they use the parking garage?

-An attendee stated that the current traffic study doesn't seem to take into account the future needs of traffic in the Town of Blacksburg as it grows.

-An attendee asked if the applicant had considered the cumulative effect of air pollution and noise from those cars passing by and particularly those waiting at the traffic lights around the project.

-A citizen stated that she lives near the development and is very excited about the project. She wanted to applicant to speak more about the challenges of the existing Clay Street intersection. She also noted that the illustration shown includes a proposed fountain on the plaza. She suggested increasing the attractiveness to families by considering a "splash pad" option instead of a fountain. Other comments included that the fountain would make a great commercial anchor. It was noted that the Clay Street intersection is very crowded, very convoluted and difficult to manage today without traffic from the proposed development.

- An attendee asked if all the residential parking would use of the same entrance/exit.
- An attendee would like to see pedestrian traffic focused away from Eheart Street and would like to advocate for establishing a No Left Turn on Miller Street as it seems to be a congestion point on Main Street today.
- A citizen stated that by "quadrupling" the traffic, the applicant is forcing traffic onto local roads and endangering homeowners. The neighbor elaborated that people who want to drive through to the south or north and go around the project will make the cut up early on South Main Street. There are significant concerns about existing and increasing cut-thru traffic in adjacent neighborhoods particularly to the south of the project.
- A attendee said they supported the proposed project and liked the parking plan but felt that Downtown parking overall was so bad already that they feared the impacts to the project of spillover parking from those not living/working/gathering at the development.

- Glen Reynolds identified himself as representing the property owners of the offices and businesses in the 500 block of South Main Street which will be directly across from the completed project. He asked that the applicant consider moving the setback of the buildings an additional 10 feet to soften the look of the area and be more consistent with the setbacks across the street. He stated that the marketing literature does not match the flyover video that was shown in the meeting. He indicated they would like to see porches and steps onto and into the buildings. A sidewalk between the Clay Court building and the development should be included for connectivity and inclusion. He commented that the library space needs more parking spaces. Lastly, he indicated they support the project.
- An attendee asked if the traffic study included a look at transit with bus routes and bus stops in the project.
- A citizen asked if there will be options for one-level/Aging in Place living in the residential areas.
- A citizen asked if the Town requires all new developments to be equipped with ADA friendly components. He noted challenges experienced by a disabled friend.
- A citizen asked if there will be a bus stop with a bus pull-off in the development. Is the road through the development wide enough for a bus?
- A resident suggested bus traffic should go through the development and stay on Church Street in Downtown. He felt this would help eliminate congestion on Main Street.

The meeting was adjourned at 9:13 am.

Neighborhood Meeting R2017-0006 OBNS REZONING
 Date 5-23-18 7:00 pm

Name	Address	Email	*
Chris Belluzzo	4015 Main St #104 Blacksburg	smcc_vaa@yahoo.com	*
Eileen Baumann	308 Sembole, Blacksburg	eileen@emQuirt.com	*
Ty Wright	1700 Gladebrook drive	Twright@jhabadesigngroup.com	X
Mark Samuel	803 Gnoccelin Ct. Blacksburg VA	MDSAMU@VA.EGILE.COM	*
DOUG JUANARENA	1936 HIGH RIDGE dr.	doug@JUANARENA.NET	*
SUE JUANARENA	" " "		
Alec Siegel	607 Jefferson ST	a.siegel@comcast.net	*
Natalie Siegel	607 Jefferson ST	natmsiegel62@comcast.net	
Catherine Siegel	" " "	CAT945@vt.edu	
Lynn Thyne	603 Kentwood Dr.	lynn@tealnavs.us	*
Lawrence Kyle	611 S. MAIN ST	LSKYLE@VERIZON.NET	X
Shannon Wright	1012 Ailendale Ct.	SHANNONWRIGHT@GMAIL.COM	
S. Lee Dyer	1002 EVERGREEN Way	wdyer@vt.edu	
Shirley Moore	404 Popoquit street	RSMB@REDD35@EMAIL.COM	*
KATHY HUSER	P.O. Box 10724 #2406Z 404 Eastwood	HUSERK@NTELCS.NET	*
Aaron Harris	208 S. Main St. Blacksburg	aharris@pointwestmanagement.com	
Barbara Farkis	250 S. Main St Blacksburg	barbara.farkis@ing.com	
Susan Regan Keitt	111 Camelot Ct. Blacksburg, VA	Susanrkeith@gmail.com	*
Sam A. Hicks	1320 Wren Ct B.P.O.s	sahicks@vt.edu	*
John Elizabeth Bush	203 Whetstone Ct	jbush@blacksburg.gov	

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Neighborhood Meeting R2017-0006 OBMS reorganizing
 Date 5-23-18 7:00pm

Name	Address	Email
Susan Leaford	1102 S. Views Dr Blacksburg	Susanleaford9@gmail.com
Loureen Bblamore	213 Woodbine Dr. Blacksburg	events@downtownblacksburg.com
Mike + Linda Harney	803 Willard Dr Bburg	M.L@HARNEYBIZ.COM *
Sally Champneys-Salitz	715 Kentwood Dr. B'burg	sallykopak@gmail.com
STEVEN ROSEMARY COLE	1101 GOLFVIEW DR. BLACKSBURG	ROSEMARYCOLE@gmail.com
Teresa Cox	1724 Trillium Lane - B'burg	
Peg Fisher	600 Archibush St. Blacksburg VA	227recycler@gmail.com
David Anshay	612 E Ramona St "	
Michelle Raub	102 N Main St Bburg	michelle@tr-collection.com
Tom Raub	" "	tom@tr-collection.com
Rebecca Riley	1309 Hillcrest Ln. B'burg	BRHILLCREST@gmail.com
Jeannette Raub	" "	
Ann Kintung	700 Preston Ave. B'burg	
Dave Phillips	401 S. Main #208 Blacksburg	PhillipsRealEstate@gmail.com ✓
Bryan Bell	703 Joyce	bbell@studu
Bethamter Garcia	700 Willard Dr Blacksburg VA	Bethamtergarcia@gmail.com
Pat Huer	703 Willard / 3000 STRONGS LN B'burg	hyperp@vt.edu *

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Neighborhood Meeting R2017-0006 OBMS reporting
 Date 5-23-18 7:00pm

Name	Address	Email	*
Stanley Mathes	705 Willard Dr	smathe5724@gmail.com	✓
Catherine Potter	902 Pine Fork Rd	clp@theCreek.net	✓
JOE KLUFF	512 PROGRESS ST.		
FRILIO SANDINI	607 PROGRESS ST NE		
Paula Bolte	1531 South Main St	foxlady@mac.com	✓
Roya Gharavi	401 S. Main St	jsharvi@gmail.com	
Diana Francis	211 Upward Rd	diana@creekmorelaw.com	
DAWN GIETZEN	708 AIRPORT	dgietze1@peoplepc.com	
JARNE EMILY TAMM	2432 MT TRAIL DR		
DOUG VETT	1704 WEBSTON DR 24060		
Quincy Hill	301 S. Main #105 24660	Audreyhill@pantol.net	✓
Megan Anderson	260 Rowland Drive		✗
Karim Khan	MERL 125 Shelman St 24073	kkhan@mfc.org	
LIZ ARCHNER	NEW MEXICO NEW		
L. H. HAZARD	401 S. MAIN	KELIX24@earthlink.net	
Phil Hall	603 DUNFORD RD SUN	phdahl@qmail.com	
Tim Conroy	2801 S. BROADWAY RD	toolg@peoplepc.com	
Lisa Sedlak	303 Royal Ln	ts	
Stephen Eubank	206 Hemlock Dr SW		
Greg & Sarah Lee	306 Cherokee Drive	greg@gregand sarah.org	✓

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Neighborhood Meeting

RZ017-0006 OBMS Reporting

Date

5-23-18 7:00pm

Name

ELIAN REYNOLDS

Address

506 SOUTH MAIN ST BLDG 8

Email

RARETHIONE@VERIZON.NET

*

X

Please Print Legibly

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

**RZN17-0006 Old Blacksburg Middle School Rezoning
Neighborhood Meeting**

November 13, 2017

7:00 pm

Town Council Chambers

The Neighborhood Meeting began at 7:02pm. Town Staff in attendance were: Anne McClung, Maeve Gould and Kasey Thomsen. Steve Semones and Jim Cowan were in attendance representing the applicant.

Anne McClung began the meeting by discussing the process and schedule for the meeting and meetings to come and gave a broad overview of the project. The meeting was then turned over to Steve Semones and Jim Cowan who gave a detailed presentation of the proposed development. The meeting was then opened for questions from those in attendance.

Those in attendance had questions/comments regarding the following topics:

- A citizen asked if the applicant could address the proposed improvements along the perimeter of the project on Clay St. and Eheart St...
- An attendee commented that the opening of Church Street is a good idea so why not open (widen) more streets and create more connections to alleviate traffic problems?
- A resident asked if the Town does not opt to put the new Public Safety Building in the project or a library does not go in the project what other uses would go in those locations.
- An attendee asked about the density of the project for both the residential and commercial components and specifically how many single family, duplex and multi-family units are proposed?
- A citizen voiced opposition to the project concerned it will ruin the "little town" that people want to move to, further commenting that Blacksburg does not have the infrastructure to support this development and there are already empty offices and store fronts now. Traffic is already terrible in this area and this will only increase problems with this development. The citizen requested that Blacksburg continue to "think small town."
- An attendee commented that he feels that the developer has put a lot of thought into this plan and that we should acknowledge that Blacksburg will continue to grow. He asked if there has been an estimate to how much revenue this project would bring to the Town.
- An adjacent neighbor spoke sharing that there is a lot about the plan that he likes. He likes the trail and bike/pedestrian aspects but he is concerned that neither the office building nor the hotel face the street. How will this orientation generate street activity? He would like to see some entrances facing the plaza and entrances from the plaza to the offices and commercial spaces. He also questioned the

provision of so much civic space and wondered if it would actually be used. He also asked how trash and deliveries would be handled for the hotel and office buildings.

-A resident stated that he has lived here for 40 years and does not see anything in this proposal that will improve his personal quality of life. He inquired as to the rationale and viability for the development uses? He asked if there is a need and demand for another hotel. Is there demand for the commercial uses proposed?

-A citizen expressed concerns about the old fraternity site on Clay St. The site seems too small to be able to accommodate 48 bedrooms per acre. This seems to be a very dense use and a lot of bedrooms especially when this parcel is surrounded by single family homes.

-An attendee asked if Eheart Street will have metered on-street parking. What is the bike lane width proposed and will property owners on the other side of Eheart have part of the ROW taken from their property?

- A citizen asked how much of the proposed development being shown is guaranteed and how much is changeable? Will this be built all at once or done in phases? Is Midtown Development (applicant) planning to stay with the project during all of the project buildout and into the future or sell the property?

-An attendee asked how the applicant plans to handle the grading differential where the office building is planned to be located.

-A resident asked for information on the final buildout of the project and the counts for pedestrians, residents and traffic?

- A citizen asked if the applicant was planning any environmental sustainability measures for the proposed non-residential buildings and for the residential units. Are you encouraging LEED certification? Is any screening for the businesses proposed? Will the businesses be small, family owned boutiques or large chain businesses?

-A resident asked if the applicant would be constructing sidewalks on Clay Street.

-An attendee noted that there seemed to be a lot of stairs within the development and some with significant grade variations. Will there be suitable handicap accessibility to and around the site?

-A resident asked how much impervious surface is proposed in the project and how will stormwater be managed?

-A resident commented that in the 3-D flyover, the buildings seem very big and very tall and would not fit into the character of the rest of the surrounding area.

- An attendee asked if there would be any improvements to Clay Street.

-A citizen noted that we are losing a lot of green space that will not be replaced and suggested the project include green roofs.

-An attendee requested that a lot of thought be given to the plaza design so it will be viable and draw people downtown.

- A resident asked what effect this development will have on the existing creek that runs through downtown.
- A citizen asked what storm event (what year storm) was used in the stormwater calculations noting concerns that Main Street may flood.
- A resident commented that two big draws for downtown are the Huckleberry Trail and the library. Will this development offer easy connections to these areas?
- An attendee asked what will happen to the existing parking lot on Clay Street.
- A citizen asked about the proposed height of the buildings? Will they be taller than the large pine trees on Eheart Street? Will those pine trees be staying or will they be removed with this project?
- A resident asked how the applicant will make sure this doesn't turn into student housing.
- An attendee asked if there were restrictions on building height.
- A citizen asked about the parking structure and the overall scheme for parking in the project as a whole?
- An attendee asked what the planned price range is for the different types of units. Based on numbers given by applicant, the citizen feels this will price out the majority of people who live or work in Blacksburg. The citizen shared that VT professors and people with families will not be able to afford to live there.
- A resident asked if this development is for families or those employed at the VTCRC. What is the target market? The proposal as presented doesn't seem to be intended to reduce the cost of housing in Blacksburg. The cost of housing in Blacksburg is a problem.
- An attendee commented that there had been talk during the meeting about students living in the project and he said that students do not want to live there. We like our student housing.
- A citizen commented that the old fraternity site at 402 Clay Street is not owned by the applicant but by the Virginia Tech Foundation. What commitments does the applicant have from them? Do you have some kind of guarantee or agreement? Will it definitely be residential uses?
- A neighbor asked if aside from the planned new traffic signal, what other traffic control or traffic limiting plans the applicant has for Willard Drive, Clay St. or Eheart St. Are any stop signs or speed humps planned to help address cut through traffic and speeding.
- A citizen asked what the cost to the Town for this development is. What is the Town's investment and what is the proposed revenue for the Town?
- A representative of the Clay Court Homeowners Association and resident of Clay Court spoke. He said that many of the balconies at Clay Court will face this development. What is the potential setback of the building between Clay Court and this development? More green space or a buffer; anything to enhance the space between the two areas and reduce noise would be appreciated.

The Neighborhood Meeting ended at 8:49 pm.

Neighborhood Meeting: Old Blackstone Middle School Rearing
 Date: 11-13-17

NAME	ADDRESS	EMAIL
Bethany Garcia	700 W.illard Dr.	bethany.garcia@gmail.com
Roger Eberich	1407 Locust Ave.	reberich@es.vt.edu
Sash Knapton	1400 South Main St	jsk8@vt.edu
Maya Gubinselson	502 Kinnidge Drive	mgub21@vt.edu
Sam Chansonn	1801 Grayland St	Samc@vt.edu
Kelsey Griffith	1203 N Main St	kgriffes@vt.edu
Alice Nelson	1411 Sepela Drive	alices4@vt.edu
Jane Hunt	204 Cartner Circle	thwkj@vt.edu
Melody Brown	210 Edge Way	melb1997@vt.edu
Thomas Lawson	400 Hunt Club Rd.	Thomas1@vt.edu
Eraeg Tew	100 Eward St. SE	atew@vt.edu
Kyra Kipling	700 Preston Ave	kkipling@verizon.net
Isaac and Jeremy Sudweeks	1400 Locust Ave	JSudweeks@VT.EDU

Please note that any information (including but not limited to name, address and email address) provided on this sheet will become a part of the permanent public record for this development application, and may be distributed in hard-copy form, or electronically.

Neighborhood Meeting: Old Blacksburg Middle School Reopening
 Date: 11-13-17

NAME	ADDRESS	EMAIL
John's Karen Novak	1407 Highland Cir.	
* RONALD WAREY	315 EAST EAKES ST	kwovar@comcast.net
MICHAEL LOPEZ	318 CLAY COURT	wronak@vt.edu
Danielle Donaldson	6015 ALLEGANY ST	HPIESGAR@AOL.COM
Richard + Sean	306 EAKES ST SE	rtfarmat@gmail.com
* Julieq Ronlyleslie	110 Cobee Rd	jmcc52@gmail.com
Alan Potts	1751 Binger Lane	sleslie@vt.edu
Emma Buchanan	1960 N. Fork Road, C. Burg	emmak8@vt.edu
Andy Roberts	307 Eakin St surpbury	roberts@vt.edu
Heather Scherer	450 Harding Ave	heather.scherer@gmail.com
Rachel Gabrielle	709 Pulver Drive	rachel.gabrielle@yahoo.com
Mary Ann Hansen	302 Eakin St, SW	maryannh@vt.edu
Sam Peppers	203 Pulver St SE	
Abudun MUMUNDU	1410 LOCUST AVE	
Sison Anderson	700 Preston	gowsen@vt.edu
Marilee Corwell	503 Wolstead Rd	sanders@blacksburg.gov
Max Luke	6111 Washington SW	cornwell@vt.edu
		maxrooke@vt.edu

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Neighborhood Meeting: Old Blackology Middle School Reopening
 Date: 11-13-17

NAME	ADDRESS	EMAIL
Lorrie Hamner TL	720 Washington St.	lorrie3@aol.com
Scott Notheluster	406 C/Bar	notheluster@att.net
Sally Kopalcowski	715 Kewthwood	sallykopalcowski@gmail.com
Patricia Driscoll	817 Clubhouse	drad202@vt.edu
Marena Hall	2105 Birchleaf Ln	mhall@mfr1.org
Kristi Sawyer		msawyer@scq.gov
Michelle Thrett	1002 Colford Dr	
Brad Cannon	299 New Kent Rd	telecannon@gmail.com
Jeff Stasser	1011 NIK Ryan Dr	jstasser@sasbuilders.com

11

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Neighborhood Meeting:

OBMAS Reopening

Date: 11-13-17

NAME

ADDRESS

EMAIL

Please indicate with * if you would like to receive an emailed copy of the staff report

ELIZABETH BUSH 203 WASHINGTON ST SE Blburg elbush@vt.edu

Chris Bellomo 401 S Main St #104 snc.vt@yahoo.com

Karin Khan MFRL 125 Shelton St Chug kkhane@mfri.org

April DeMott demott@montgomerycountymd.gov ↔ 211 Davis Drive

Butt Fej 603 Kelly Lane Blacksby fwi1155@vt.edu

Scott & Susan Bate 206 Zuki SW 11 HBTTER1922@aol.com

Terry Bizerlin 1016 McFarquar, Blacksby b1r2kmd@comcast.net

513

Please note that any information (including but not limited to name, address and email address) provided on this sheet will become a part of the permanent public record for this development application, and may be distributed in hard-copy form, or electronically.

ATTACHMENT F

**Correspondence Received
On Original October 2017
Rezoning Application Submittal**

Anne McClung

From: Blacksburg, VA [webmaster@blacksburg.gov]
Sent: Tuesday, November 14, 2017 11:58 AM
To: Anne McClung
Subject: proposed project on the old Blacksburg Middle School site

Message submitted from the <Blacksburg, VA> website.

Site Visitor Name: Scott and Susan Butler
Site Visitor Email: hbutler192@aol.com

Thank you for the opportunity to hear from the developer about the proposed project on the old Blacksburg Middle School site. We attended the meeting and came away disheartened by the scale of the project. This proposed commercial and large urban housing development doesn't seem suited to the town atmosphere that is one of Blacksburg's most valuable traits, and one of the reasons we moved to Blacksburg two years ago. A four-story building will destroy the character of this residential/small office area along South Main in which the businesses are located in houses. The number of housing units (and their related density of occupants) also seems to us excessive and clashing in character and appearance with the close-by Miller Subdivision neighborhood of established family homes. Also, we question whether anyone would be willing to pay for the proposed expensive condos, or would want to share their living space with a hotel. Nor are we convinced that the commercial units will be filled, since this hasn't happened in Kent Square, and some downtown shops have closed. And we are not persuaded that students won't end up living in the apartments, especially if things don't go well. As for the presentation, the speaker didn't really respond to concerns about the height of the buildings or the probable financial success of the development, and we had the discomfiting sense that there was at least one plant in the audience who commented on the tax revenue to the town. It also seemed apparent to us that the motivating force behind this proposal is for someone other than the town and townspeople to benefit. We urge the town council and the mayor to do what they can to curtail if not derail this ill-considered project.

Scott and Susan Butler
206 Eakin Street, SW
Blacksburg, Virginia 24060
(540) 552-2307
hbutler192@aol.com

F-2

Anne McClung

From: Alice Feret <aferet@vt.edu>
Sent: Thursday, November 16, 2017 7:56 AM
To: Anne McClung
Subject: RE: obms

Good morning, Ms. McClung:

I have one of your cards in front of me, after attending this past Monday night's neighborhood meeting at the Municipal Building. Thank you for providing access to you!

I have not yet thoroughly reviewed the plan book, but I will after Thanksgiving. I found the speaker informative, but unhappy when members of the audience questioned concepts he had glossed over.

Overall, the plan seems to present a pleasant entrance to the business section of town! I especially like the angled entrance on Eheart and the first gathering place!

I've included a few of my concerns in no particular order:

- The question as to how much more "small retail" spaces beneath an office building(s) we need in a town strip patronized mostly by college students, who have both time and immediate access, exists.
- Instead of "small retail," which downtown already has, how about a Trader Joe's, which multiple surveys of the citizenry have indicated that folks want? Recall how there is NO grocery store available to those, who will inhabit apartments, condos, townhomes on that property or for anyone inhabiting the Fiddlers Green development!
- The traffic pathways do not seem to enhance traffic flow downtown. Why streets do not connect with the sixteen-square streets is beyond me. That area is historic, but not "sacred."
- Mention of avoiding "cut-throughs" in the sixteen squares came up, and I suspect that was in reference to a desire to avoid traffic that frequently inches along S. Main St. Why not address the snail-like traffic by making S. Main a one-way thoroughfare and Draper or Church its partner in the opposite direction?
- Several times, the speaker mentioned "senior housing" or homes for those, who are down-sizing. In the next breath came "assisted living" and "subsidized housing." Those concepts are not synonymous with down-sizing nor do they take into consideration very active seniors. i.e. those, who will be walking in the downtown areas, attending The Lyric, etc.
- If this plan is truly interested in combining senior living with young professionals, where are the patio homes that seniors, who might want to avoid stairs, search for?
- I heard no "green" references, but I did see the question about green roofs dismissed, summarily. In a town with a university, which tries to lead in several environmentally sound ways, why not make this plan a stellar example of possibilities within the ordinary, but forward-looking citizen's reach?
- Embracing a more positive view of the environment would preclude the removal of the pine trees along the back edge of Eheart and reduce what appears to be an excessive amount of "gathering-space"

pavement" front and center beyond the Eheart entrance. Why not enlarge the designated park area to include additional "gathering space?"

- Counting on Montgomery County to expand the Blacksburg Branch Library is an unreasonable "flight of fancy." Anyone living here for more than five years knows the antipathy between the County and the Town. The option for a library building should be a more realistic, positive alternative. There is a palpable fear that left as a future library, it will turn into more unused office space.
- Did Town Council ever discuss, openly, the police department's need for more space? If so, did it include citizen input? Including an expanded resource in such a welcoming entrance to town sends a greeting that "police protection" is absolutely a necessity! Is that the underlying message we proclaim with "Blacksburg: A special place?"
- If the police department needs more space, how about a second station on the far side of town, such as the fire and EMS departments have constructed in recent years?
- In summary, the density is troubling. Have you or your department looked at the design of commercial space in Daleville's Town Center?

Thanks for the opportunity to express my most current thoughts re: this project.

Best,

Alice J. Feret, Ed.D.

Non-native, but 38-year resident

Anne McClung

From: Roger Ehrich <ehrich@cs.vt.edu>
Sent: Saturday, November 18, 2017 7:35 PM
To: Anne McClung
Cc: lesismore@gmail.com
Subject: Project summary

Hi Anne,

Great to talk with you Thursday. I'm working up a project summary for my neighbors and having a very hard time with it. For example, with parking alone there are 213 residential units in the commercial area and 332 in the residential area. Figuring 545 units and maybe 1.5 cars per unit we already have 817 parking spaces before we even talk about visitor parking. Then we add in retail, hotel, restaurant, civic, and it looks like much of the development is a parking lot. We need credible numbers before we can even talk about traffic. Anyway, I will keep reading to see if I can back into their numbers and get something reasonable to present.

Question: when they talk about square feet for a hotel and commercial construction, are they talking about footprints or inhabitable space?

Big difference. For example, when they talk about 10,000 for a restaurant, I have to assume they're talking footprint, but a restaurant may be packaged with offices or residences on top.

BTW, an acre is 43,500 sq ft., and online it appears that the minimal size of a parking space is 180 sq. ft, +/- . That would make parking for 1,000 cars a bit over 4 acres, tightly packed (good round number to keep in mind).

By the way, I hope when it comes to details we can get 21st century lighting, rather than the colonial stuff installed elsewhere.

Hope you don't think that I'm opposed to this project - in fact, depending on where it goes I might even be interested myself . It's not what I had hoped for for this wonderful space, but given the realities, I'd like to know that it's realistic and doesn't detract from the quality of life of the other town residents. Long way to go to figure that out.

Regards,

Roger W. Ehrich
CS Department, Virginia Tech
Blacksburg, VA 24061
Email: ehrich@cs.vt.edu
Voice: (540) 951-0458

F-5

Anne McClung

From: Suzie Leslie <sleslie@vt.edu>
Sent: Monday, November 27, 2017 12:46 PM
To: Anne McClung
Subject: Comments on OBMS Rezoning
Attachments: Blacksburg, why I love it and OBMS Property.docx

Anne,

Thanks so much for your thorough coordination of the OBMS rezoning request. Please share my attached letter with all members of Town Council and the Planning Commission. I will greatly appreciate your feedback on my letter before I submit it as a possible op ed to the Roanoke Times, especially because I include your contact information in the letter! Thanks again!

Suzie Leslie
110 Cohee Road
Blacksburg
540-250-6257

F-6

Sleepless in Blacksburg

Small Business Saturday was delightful in downtown Blacksburg this year. With near-perfect November weather, the round-trip walk from our home through the heart of downtown was pure joy.

My downtown adventure began with a stroll through the grounds and interior of the Alexander Black House and wrapped-up several hours later chatting with friends, neighbors, and local vendors at the Farmers' Market before beginning the trek home. Sandwiched in between, I was greeted with welcomes and personal attention from shop owners and their staffs and wandered through downtown blocks soaking-in all that makes Blacksburg such a 'Special Place'. The icing on the cake for a superb day was an unexpected invitation for a guided tour through a Draper garden on the way home. Aww...

So why after such a perfect day am I "sleepless in Blacksburg" at 2:00 a.m., scribbling notes about why I love this place so much? I fear the rezoning request for the Old Blacksburg Middle School Property (OBMS) will lead to a 23 acre congested and impersonal infusion of 'Anywhere, USA', leaving leisurely Saturday walks through quaint, quiet, small-town Blacksburg a memory of the past.

For those not familiar with the current rezoning request for the Old Middle School property on Main Street in downtown Blacksburg, please review the proposal at <http://www.blacksburg.gov/town-council/meetings/public-hearings/old-blacksburg-middle-school-rezoning>. Read the small print. In the meantime, I will attempt to provide a simplified version of my concerns about the proposed plan from a lay perspective.

A request has been submitted to rezone the approximately 23 acre Old Blacksburg Middle School Site from R-4, Low Density Residential to about 9 acres of Downtown Commercial and about 14 acres of Planned Residential. The 9 acres of Downtown Commercial will include a mix of commercial (including a 90 room hotel), a little retail, office, restaurant, and residential uses. The approximately 14 acres of Planned Residential acreage will include a mixture of multi-level, multi-family buildings and multi-level townhome buildings.

The current R-4 zoning for the OBMS site allows 4 detached residential units per acre. Assuming an average of 3.5 bedrooms per home (that is my personal estimate), R-4 zoning allows up to 4 houses and about 14 bedrooms per acre. R-4 zoning leaves little room for flexibility. However, my hopes are dashed that 'flexibility' may look something like 5 to 8 attached villas, patio homes, bungalows or capes per acre centered around a shared, landscaped courtyard with a small garden patio area out each backdoor.

The rezoning request for up to 24 units or 48 bedrooms per acre is 6 times as many units and about 3 ½ times as many bedrooms per acre as current zoning allows. The proposed 9 acres of Downtown Commercial will include structures up to 60 feet tall with up to 5 stories stacked over parking. In the 14 acres of Planned Residential, up to 75% of the residential units will be multi-family stacked, with as many as 5 residential floor levels OVER a parking podium. Assuming a parking podium basically adds another story, that means up to 6 stories including the parking podium in the residential acreage.

The 2 minute video/fly through of the proposed OBMS site left me with thoughts of Short Pump minus the shops. If you have not been there, Short Pump in the 'West End' of Richmond is, in my view, the ultimate experience of Anywhere, USA, and definitely not a location one chooses for a leisurely walk on a beautiful, relaxing Saturday after Thanksgiving.

Developers talk of the tax infusion into Town and County treasuries, but what are the costs of the proposed rezoning? Several 'One-hundred year floods' can occur within weeks of each other. Will the proposed

underground storage for the development always allow control and slow release of the water that will run off of the massive impervious surfaces into the Town's stormwater system, or will we once again see cars float in downtown parking lots, and backyards and basements turn into swimming pools? Local downtown homes are already experiencing back-ups into basements never or rarely before seen in the lifetime of their homes.

Where will the increased traffic go? Cars and heavy construction trucks already use our neighborhoods to avoid congested Main Street traffic. Will proffered parking really handle the added infusion of vehicles? Cars parked in front of some upscale duplexes in town, including in Fiddlers Green, impede traffic and visibility and endanger pedestrians negotiating sidewalk connections.

How comfortable are you crossing Main Street on foot with our current traffic levels? I already jump in the car to travel a short distance easily covered on foot more often than I wish to admit for the sheer fear of crossing Main Street.

Other than in the approximate 3 acre park proposed on soils not conducive to building, how many viable shade trees will we ever see to offset the heat island effect of so many acres of concrete, buildings, and blacktop? Have you ever enjoyed more than a few minutes of fleeting 'shade' from a tree grown in a sidewalk grate or planted in a parking lot median?

With no proposed low-income housing, typical units for the anticipated 300 new families relocating to downtown are out of the price range of many who work and hope to live in town. Even if the projected 5 to 8 years to build the 14 acres of Planned Residential is realistic, that is a long time to live with heavy construction. As for counting on Home Owners' Associations down the road to uphold neighborhood rules, regulations, and covenants, sorry, but we've been there and found it is not a realistic assumption.

Please voice any concerns you may have related to the pending zoning request to members of the Planning Commission and Town Council. Contact the Blacksburg Planning and Building Department for more information at 540-443-1300 or e-mail amcclung@Blacksburg.gov. Thank you for taking the time and effort to ensure Blacksburg continues to be a most 'Special Place'.

Suzie Leslie

Cohee Road, Blacksburg

December 12, 2017

Anne McClung, AICP
Director, Planning and Building Department
Town of Blacksburg
400 South Main Street
PO Box 90003
Blacksburg, VA 24062-9003

Re: RZN17-0006 Request to Rezone 22.96 acres

Dear Ms. McClung,

Thank you for taking the time to speak with me a few weeks ago about the proposed rezoning of the area adjacent to the Clay Court condominiums and on the site of the old middle school.

As the President of Board of Directors of the Clay Court Condominium Association, and as a condo owner, we are very concerned about the placement of the proposed garage immediately to the northeast of the Clay Court condominiums. Please convey to the applicant our desire to have them reposition this garage a little further away from our complex or to another area of the site. As it is laid out it would be particularly close to the units on the northeast side of our unit-owners' properties. At a minimum we would like to see that the garage:

1. Be closed with a solid wall on the side facing Clay Court to prevent noise, lights, and fire hazard;
2. Have no high intensity lighting facing Clay Court; and
3. Be well screened with trees and vegetation.

Certainly a more favorable solution from our vantage would be to have the garage moved further into the site and simply have an office, apartments or other condominiums in this location. Another viable consideration would be to have a streetscape or groomed walking path between the two properties to mirror the walking trail or as another landscaped amenity for the applicant's new office, retail and residential community.

Please convey this information to the applicant and to the remainder of the town staff and town council to see if these changes could be incorporated.

Warm regards,



Mark Larsen
President, Clay Court Condominium Association
703-259-8350

Anne McClung

From: Mel Jones <jones.melissa.kay@gmail.com>
Sent: Thursday, January 18, 2018 1:27 PM
To: Anne McClung
Subject: Fwd: I oppose the proposed plans to rezone the Old Blacksburg Middle School property

----- Forwarded message -----

From: **Richard Mallory Allnutt** <info@no-obms-rezoning.com>
Date: Wed, Jan 17, 2018 at 7:36 PM
Subject: I oppose the proposed plans to rezone the Old Blacksburg Middle School property
To: TownCouncil@blacksburg.gov, jrford68@gmail.com, jbspjones@verizon.net,
jones.melissa.kay@gmail.com, akassoff@eee-consulting.com, dinosaur@vt.edu,
donforblacksburg@gmail.com, greggm@shelteralternatives.com, cnewcomb@blacksburg.gov

Dear Blacksburg Officials:

I urge that you oppose the proposed plans to rezone the Old Blacksburg Middle School property. These plans will greatly increase traffic, leave taxpayers on the hook for a yet to be determined amount of money, and overcrowd our community.

Please protect the character of our community and vibrancy of downtown by denying the rezoning proposal.

Sincerely,

Richard Mallory Allnutt
richardallnutt@hotmail.com
403 Cedar Orchard Dr. W
24060

submitted from: 71.62.121.154
01/17/2018

F-10

Attachment F

RZN 17-0006

Correspondence Received

A number of individuals submitted a form email to the Planning and Building Department. To avoid excessive photocopying staff has provided the names and addresses of the individuals who submitted such emails. If personal comments were added then the email is included in its entirety in Attachment F.

- | | |
|---|---|
| 1. Richard Mallory Allnutt
403 Cedar Orchard Drive W | 11. Kristina Bryan
301 Givens Lane #142 |
| 2. Mark Barbour
1810 Gardenspring Drive | 12. Marie Painter
510 Alleghany Street |
| 3. Jackie McNabb
712 Harding Avenue | 13. Nancy Trump
1004 Emil Court |
| 4. Brad Schmitt
1744 Donlee Drive | 14. Susan Nelson
119 Countryside Court |
| 5. Michael Grant
1575 Sterling Drive | 15. Dr. Jim A. Kuypers
181 Turner Street |
| 6. Carolyn Torres
401 Fairfax Road #1324 | 16. Desire Pierson
613 Leisure Lane |
| 7. Beth Schang
2783 Anchor Road | 17. Michelle Baker
1537 Sandy Circle |
| 8. Hillary Sims
2709 Big Falls Road | 18. Chip Frazier
1271 Nellies Cave Road |
| 9. Sandra Stevers
503 Ascot Lane | 19. Kurt Hoffman
328 Sheliah Court |
| 10. Barbara Straub
301 North Drive | 20. Susan Butler
206 Eakin Street, SW |

21. Eliza Wethey
938 McBryde Lane
22. Tyler Vance
613 Clay Street SE Apt. 7
23. Malcolm Patterson
500 Beale Street
San Francisco, CA 94105
24. Gerry Skenderian
301 Sutton Place
25. Mark Maselter
2271 Harding Road
26. Leslie Neilan
196 Hemlock Drive SE
27. Jim Dailey
713 South Main Street, Apt. E6
28. Lisa Whalen
705 South Main Street

Anne McClung

From: This letter is stooopid. We need more affordable housing. If anything I'd like to see more dense housing. <info@no-obms-rezoning.com>
Sent: Monday, January 22, 2018 5:33 PM
To: Planning Commission; Town Council
Subject: I oppose the proposed plans to rezone the Old Blacksburg Middle School property

Dear Blacksburg Officials:

I urge that you oppose the proposed plans to rezone the Old Blacksburg Middle School property. These plans will greatly increase traffic, leave taxpayers on the hook for a yet to be determined amount of money, and overcrowd our community.

Please protect the character of our community and vibrancy of downtown by denying the rezoning proposal.

Sincerely,

This letter is stooopid. We need more affordable housing. If anything I'd like to see more dense housing.
Echance@vt.edu

123 sorry I couldn't change the text of this letter I just wanted to get on their email list ave.
24060

submitted from: 97.34.200.210
01/22/2018

F-13

Anne McClung

From: Diane Matusевич <info@no-obms-rezoning.com>
Sent: Tuesday, February 20, 2018 3:08 PM
To: Planning Commission; Town Council
Subject: I oppose the proposed plans to rezone the Old Blacksburg Middle School property

OBMS does not need to be rezoned. That space should had been used by turning the old school into a retirement center and or apartments. Utilize the space. But instead the building was used as a shooting range for local police department to destroy.

Wow....what a waste.

Now lets waste tax payers money to build a new peoject. Raising taxes. Congestive traffic. Put in something to big for Blacksburgs britches. This is still a small town. Don't try making it some thing it isn't.

I grew up in Blacksburg. I'm still living here. Love my town. Things have changed over the years. Some for the good. Some not. My school is now gone. The old tree out front to be cut down. Class of 1976 planted it with a time capsule. I was class of '76. That's MY memory. Everytime I drive by I look over at the tree. Memories flood back and a smile crosses my face. Somebody behind a desk making decisions. The wrong decisions. Stop destroying our history. Let Blacksburg be the real Blacksburg it deserves to be. Not make it a copy of another place. Don't take away things that what long time Blacksburg residents cherish.

Diane Matusевич
dim24060@yahoo.com
2695 Homeplace Drive
24060

submitted from: 174.255.198.61
02/20/2018

F-14

Anne McClung

From: Sarah Kate Valatka <info@no-obms-rezoning.com>
Sent: Monday, March 19, 2018 9:14 AM
To: Planning Commission; Town Council
Subject: I oppose the proposed plans to rezone the Old Blacksburg Middle School property

I strongly oppose the current proposal. I live less than one mile from the site and support single family homes.

Sarah Kate Valatka
skvalatka@outlook.com
416 Ridgeview Dr
24060

submitted from: 174.226.128.30

**Correspondence Received
After April 2018 on
Revised Rezoning
Application Submittal**

Anne McClung

From: Donna Dunay <ddunay@vt.edu>
Sent: Wednesday, May 23, 2018 7:37 AM
To: Anne McClung
Cc: Leslie Hager-Smith; John Bush; Susan Mattingly; Lauren Colliver; Jerry Ford; Michael Sutphin; Susan Anderson; Jack Davis
Subject: Neighborhood Meeting today on OBMS Development Project

Dear Anne,

I am out of town and will not be able to attend the meeting this afternoon. As a result, I will make some brief comments with this e-mail note and make a letter to your office later.

These comments come from being a citizen in the Blacksburg community for close to 45 years as a resident.

This project poses some concerning aspects. In general, the amount of surface parking indicates the kind of project that does not fit the stature of the town in this place.

Briefly:

The density and open space should increase so there is more value to this as a place of some note well beyond the town.

There should be no surface parking -- only for drop-offs and people with disabilities.

The run-off from this site is an extreme concern even with provisions noted in the proposal. After witnessing more than 40 years of poor to dangerous storm water performance, I am very concerned for the future.

The big question for the neighborhood and the town is how this will contribute to the sixteen squares and the vision of an overall special place that goes beyond using suburban development as the means.

This question the project now sponsors is how will this happen if the land is subdivided to be sold off as parcels? Will this contribute to this overall quality?

Will it ever be able to improve with age. The specific note of allowing synthetic stone as a possible material is an indicator of the reality of this concern.

As mentioned, I will work on a more detailed letter to have to you soon and will copy the rest of council.

Best regards,

Donna Dunay

F-17

Anne McClung

From: Robert Dunay <dunayr@vt.edu>
Sent: Wednesday, May 23, 2018 7:47 AM
To: Anne McClung
Cc: John Bush; Leslie Hager-Smith; Jack Davis; Jerry Ford; Michael Sutphin; Susan Anderson; Lauren Colliver; Susan Mattingly
Subject: neighborhood meeting

Dear Anne,

I am presently in New York and cannot come to the neighborhood meeting tonight. There are many things to discuss about the Middle School development, but thought to send this note as starting point of discussion with focus on two very important issues:

1. In the plan distributed several months ago the parking structure was surrounded by active spaces. In the latest plan, it has been moved, exposing hundreds of feet of blank facade along Clay Street. There are no doubt reasons for this change, but it has all the appearances of a "First and Main, Flop and Swap."

No matter how pretty the precast or brick facade of the parking structure is made, or how much landscape or public art is added, this street facade will remain a blank, debilitating blight on the town - an insult to the sixteen squares, and a missed opportunity to the ending of a significant town street. As every planner in the country regrets have parking structures comprise their street fabric and identity, for Blacksburg to be erecting another is incomprehensible.

It is not fair to the sixteen squares historic district to build an inactive wall on its south east border. The parking structure should be moved back to where it was in the first preliminary public proposal.

2. The town storm water system in the Penn/Church Street area has been neglected for more than forty years. The town engineer has said that properties on Penn and Church Streets are in imminent threat of flooding. In the past decade there has been considerable increase in the rise of flooding - much of this is due to building upstream.

Until the systemic problem with the storm sewer is addressed and fixed, there should be no significant upstream construction.

Other issues for later might include surface parking. There is an abundance already indicated, but all those large blank parcels to be sold to others for development are ominous. It is a shame we cannot be ahead of the planning curve regarding parking instead of a victim of the banal status quo.

I hope these thoughts stimulate discussion and help us all contribute to a better project.

Best,

F-18

Anne McClung

From: kmh <huserkm@lumos.net>
Sent: Thursday, May 24, 2018 6:42 PM
To: Anne McClung
Cc: Don Langrehr; Lawrence Spencer
Subject: OBMS neighborhood meeting 05/23/18 -- a question

Anne --

First -- thanks for providing the "heads up" clarification/caution that only those items/features specifically proffered in the rezoning application would necessarily be included.
The pictures (e.g., fountain) in the pattern book or other materials are not proffers.
However, unless I've confused this with another rezoning application, I seem to recall a long ago presentation where the applicant mentioned to proffering a pattern book.

Question:

I may not recall correctly when -- in which question "window" -- you explained that the Town can identify concerns/problems but cannot in any way suggest, offer, request or dictate solutions/proffers and that the Town Council's authority is to either accept or reject proffered conditions.

My understanding of this provision (15.2-2303.4) is that it applies only to new residential development.
So, in the case of the OBMS re-zoning request, it would apply to the residential PRD, but not to the requested DC commercial portion.

True ?

Thanks.

Kathy Huser

F-19

Anne McClung

From: kmh <huserkm@lumos.net>
Sent: Friday, May 25, 2018 1:15 PM
To: Anne McClung
Cc: Don Langrehr
Subject: OBMS rezoning request (or is that requestS?)

Hello, Anne --

Are the requests to rezone from R4 to CD and R4 to PRD "conjoined" ? Separate or separable ?

Thanks.

Kathy Huser

F-20

June 25, 2018

Members of the Planning Commission
Planning and Building Department
Town of Blacksburg
400 South Main Street
P.O. Box 90003
Blacksburg, VA 24062-9003

Re: Clay Court Homeowner's Association's comments to proposed Midtown Development

Ladies and Gentlemen:

I am writing this letter as President of the Clay Court Condominium Association - the only land owner immediately adjacent to the planned "dense" portion of Midtown.

Our Association Board has reviewed the most recent plans for this development presented at the Town's public hearing on May 23, 2018. Additionally, I met with both Jim Cowan of Midtown Development and Anne McClung of Blacksburg Planning Department and verbally discussed the plans.

In general, our association is favorable to the concept of the Midtown development and its broad overarching plans. We recognize the significant amount of work undertaken by the developer and the Town in the drafting of this plan. Everyone is to be complimented for their efforts.

There are a few details the Association would like to have incorporated into the final approval for the conditional rezoning required to implement the plans by the Town (and the developers). Additionally, it appears that there are details presented in the rezoning plans provided to participants and mentioned in the discussions at the hearing that are not guaranteed to be incorporated in an enforceable manner into the final rezoning approval.

The Association offers its tentative support to this project, but such support is specifically subject to some confirmation by the Town in its rezoning and subsequent permit approval documents that the comments presented below, be included in the final approved document. We recognize that the development will occur within feet of our existing homes. The impact on our structure from the proposed development will be significant – and while mostly positive – we are concerned about a few aspects of the developments. Our Association would like to view the development as one that "includes" our residences and doesn't simply ignore them. With the two rear stairwells from Clay Court Condominiums ("CC Condos") abutting the future rear service road or alley, we would like to have a "welcome entrance" feel to our structure as opposed to an after-thought or ignored feel.

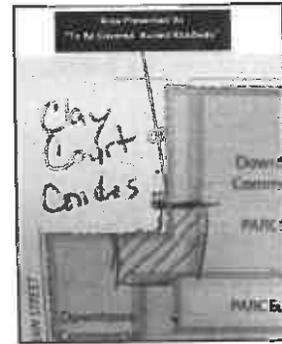
The Association's requests fall into two categories:

- 1) those addressed in the materials presented (or verbally) that are desirable, and
- 2) those that are not addressed.

F-21

**Features Conveyed Verbally and On Plans
That We Request Be Included in the Rezoning Package
Prior to Final Approval by Town Council.**

1. Totally covered underground truck/car tunnel from driveway to the NE rear of CC Condos to serve the new retail/office building on S. Main (Parcel 2). This access path is being presented as totally enclosed (underground) from the approximate location of the police station or parking garage to the retail/office building. All underground parking, trash, recycle, grease removal and deliveries to be totally underground. Although this was *verbally* presented in the meetings it is not shown on the plans in the Proffers (Rezoning Application) or on the architectural renderings. **We request the rezoning package include a requirement for this underground access.**



2. The roadway between CC Condos and the police station/parking garage to be wide, side-walked, treed, landscaped, well-lit and with a walkway stairwell to the main plaza level of Midtown. These items are addressed in Proffer 6.3 Pedestrian Walks and in T.12. Sidewalks, but not under T.48. Alleys. Page 51 of the Proffer says further that Alleys "will be landscaped to lessen the visual impact of asphalt". This may need more specificity. Further, CCP1 addresses "existing Paths to the Future routes" ... The Association feels that for CC Condos the existing rear stairwells from our complex should be incorporated into this coverage. **We request that the rezoning package include specific design and landscaping parameters for the alley consistent with Proffer 6.3 and Proffer T.12.**
3. Mandate that all grease be stored and removed by pumps, not in open grease bins. **We request that the rezoning package include a condition that all grease be stored and removed by pumps.**

**Unaddressed Features That We Request
Be Added to the Rezoning Package
Prior to Final Approval by Town Council**

We request that the final rezoning package include the following additional proffered conditions before Council approves the rezoning:

1. The Applicant shall provide bonding to insure against damage and cracks throughout CC Condos – inside and out. We understand that there will be much blasting of rock.

F-22

2. The Applicant shall construct the police station/parking garage with a high-quality skin on the exterior side of the police station/parking garage that faces the CC Condos, such as brick (and not cinder block). We note that Proffer Exhibit A for both the Civic and the Multi-Use Commercial buildings allow for only 50% of the exterior to be of a high-quality material. The Association does not feel that a cinderblock, imprinted concrete or smooth concrete finish meets this higher standard.
3. The Applicant shall construct the exterior wall of the parking garage which will be solid from ground to roof with no pass-through windows or vents. The goal would be to reduce noise and lights from emitting to CC Condos and to lessen the impact of being bordered by an open-air parking deck.
4. The Applicant shall provide throughout the construction of the development for periodic power washing of CC Condos during the full decade-long development due to the dust of the various stages of the Midtown development.
5. The Applicant shall not construct buildings within an adequate setback between CC Condos and the retail/office building on South Main Street. The Association does not wish to have the residents' balconies immediately blocked by the new building. The full-page overview statement in the Proffer for Parcel 2 (retail/office) shows a setback of 10 feet but the larger site plans we received show 25 feet. We assume this means from the building to CC Condos. We request the largest possible setback.
6. The Applicant shall construct a walkway and stair between CC Condos and the new retail/office building. This would provide access for those approaching from downtown and also reduce the volume of those climbing CC Condo stairs and using our balconies as an approach. The Proffer shows a potential bus stop at this spot. A stairwell and walkway would also make this a more convenient bus stop access point.
7. The Applicant shall place trees, bushes, landscaping between CC Condos and retail/office building. Proffers do not address this area for landscaping.
8. The Applicant shall add further clarification to the parking description. Clarify the parking because parking for retail/office building was presented as being located only in the public garage. Proffer shows it to be "under the building". Which is it, and if it is under the building then the Association feel that a second access point to this under-building parking needs to be required otherwise the rear alley would be overloaded.
9. The Applicant shall mandate specific hours that the retail/office building can have deliveries. Be specific as to types of vehicles and times (18 wheelers, straight trucks, vans, 8:00 to 8:00, no horns, not backup buzzers, etc...).
10. The Applicant shall only construct enclosed trash rooms and the same hours for deliveries etc. for both the police station and parking garage.
11. The Applicant shall construct a separate exit from the garage for police cars. It is anticipated that there would be emergency situations where sirens will be blaring as they exit.

12. The Applicant shall add the following non-acceptable uses to Proffer 3.1: any (a) use which creates a material adverse nuisance, materially increases noise, noxious emissions or dust, or endangers health and safety of persons in the surrounding area; (b) central laundry, wholesale dry cleaning plant, or laundromat (excluding a retail dry cleaning and laundry store); (c) automobile, truck, trailer, or recreational vehicles repair, storage or body shop repair operation; (d) veterinary hospital or pet day/overnight care operation; (e) establishment selling or exhibiting drug-related paraphernalia or other merchandise normally used or associated with illegal or unlawful activities; (f) gambling facility or operation, including but not limited to, off-track or sports betting parlor or bingo hall, slot machines, video poker, table games such as poker or black jack, keno machines or similar devices; (g) facility selling, renting, distributing, using or providing pornographic materials or other sexually oriented goods, merchandise or services, including without limitation, any store selling, renting or showing adult or pornographic videos or movies (i.e., "X-rated" or similarly classified videos or movies); or, (h) business which is primarily an amusement or video arcade, or dance hall.
13. The Applicant shall not make changes to the dumpster locations that move the dumpster more than two (2) feet in either direction. We believe the Applicant should specificity with respect to dumpsters. In Proffer 5.3 it is written that the developer can make "Minor dumpster location changes...". As stated above, the Association would like the locations and the underground, covered conditions of the retail/office building and the police/garage facility to be very specific.

Again, we are excited about the proposed development and look forward to our new neighbors. We are, however, very concerned about the impact of the development on our homes. Thank you very much for your consideration of our requests.

Our Board is pleased to address these items in more detail, if desired and as may be necessary, for the Town's planning. Please feel free to reach out to me at the below number.

Respectfully,



Mark Larsen
President, Clay Court Condo Association
703-259-8350
mlarsen@larsencommercial.com



August 30, 2018

Blacksburg Planning Commission
Town of Blacksburg
300 South Main Street
Blacksburg, Virginia 24062

Dear Members of the Blacksburg Planning Commission:

On behalf of the Board of Directors for the Montgomery County Chamber of Commerce, which serves businesses in Blacksburg, Christiansburg and all communities in Montgomery County, we wish to share our voice in support of the Midtown Project.

We believe that this project benefits the entire community. Midtown IS the gateway into Blacksburg and creates shared value among all.

Midtown's shopping, entertainment opportunities, and green space will serve OUR residents. This additional shopping experience and jobs will support and strengthen our local economy. And additionally, the project addresses THE parking issue with more than 500 new garage spaces which will be available to the public. This property also addresses the greenway requirement with a bike path and walkways to encourage more foot traffic and support healthier lifestyles. These paths and walkways also encourage more connection to our town and residents.

Midtown's pattern book has established standards for the architectural design that will ensure a sense of place. This same sense of place that we love and has drawn us here to this community. This project supports what we believe, Blacksburg is a special place.

We also support the public-private partnership with the Town of Blacksburg and appreciate the level of detail and time involved in reaching an agreement. Businesses thrive when the quality of life is high. We understand that approximately 20 percent of the land will ultimately be owned by the Town of Blacksburg and used for community and civic space—including a plaza, an event space, and a park. These will be used as meeting, gathering and celebration spaces for families and children – of OUR community.

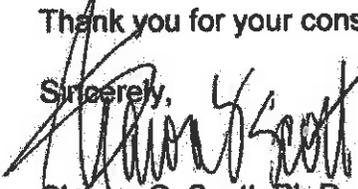
Lastly, we support a new police station in the heart of the Town of Blacksburg. We have a long-standing relationship with the Blacksburg Police Department and deep respect

for what they do. Having them operate in the heart of Town with a new facility will give them the resources they need to continue to perform at a high level with high visibility.

Our Board of Directors and the members of the Legislative Committee have been judicious and mindful in studying the elements of the project. Our Chamber has been reluctant to speak in support of many projects, but this project is different. This project will be your legacy. We believe that Midtown will be the one project that you look back upon, with a sense of pride that you have made the best decision in supporting a project that will serve our community and grow our economy.

Thank you for your consideration of support for Midtown Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon G. Scott". The signature is stylized and overlaps the printed name below it.

Sharon G. Scott, Ph.D.
Executive Director



New River Valley Association of REALTORS®

125 Ponderosa Drive, Christiansburg, Virginia 24073

Phone: 540.381.9354

August 30, 2018

The Honorable Leslie Hager-Smith
Mayor of Blacksburg
300 S. Main Street
Blacksburg, Virginia 24060

Re: OBMS Redevelopment Project - Midtown

Dear Mayor Hager-Smith:

On behalf of the Board of Directors for the New River Valley Association of REALTORS®, please accept our sincere thanks for the Town's genuine commitment to excellence and its notable desire to preserve and enhance the quality of life for Blacksburg's diverse citizenry. With the continued growth of our community, the importance of responsible development and expansion cannot be overstated and fidelity to the overall vision of Blacksburg's Comprehensive Plan is essential to achieving the right balance between private and public spaces going forward.

In reviewing Midtown Redevelopment Partners, LLC's revised rezoning application and Pattern Book, we are greatly encouraged by the proactive collaboration of all parties - Town residents, the Historic Design Review Board, the Development Team, the Planning Commission, Town staff, and many others - in contributing to and improving upon the conceptual plan. Midtown Redevelopment Partners, LLC has been thoughtfully responsive to the concerns of the community throughout the process and this civic engagement has produced a striking, mixed-use development which will both complement and define the Downtown area.

The New River Valley Association of REALTORS® is indeed pleased to endorse the OBMS redevelopment project known as Midtown and fully supports the rezoning request. With all stakeholders continuing to work together in good faith, the Town of Blacksburg will soon enjoy a new, dynamic community space that all can be proud of for decades to come.

Cordially yours,

New River Valley Association of REALTORS®

William B. Haithcock
Chief Executive Officer

Cc: Don Langrehr, Chair - Planning Commission
Anne McClung, Planning and Building Director

F-27

Anne McClung

From: Thomas Richardson <tom24060@gmail.com>
Sent: Sunday, September 2, 2018 8:47 AM
To: Planning Commission
Subject: Old Middle School Development

As a longtime homeowner in the adjacent Downtown Eastside district I hope that the town and the developers can at long last agree on what is to come of that property. I do not take the developers' saying that if it does not happen now this will be developed as, likely large cookie cutter, houses to be so much a threat as their signaling their exasperation. Two passes through Blacksburg's micromanagement meat grinder would exhaust anyone. Are you folks trying to emulate the antagonists in Ayn Rand's The Fountainhead or what?

Tom Richardson

F = 28

Anne McClung

From: Mark Larsen <mlarsen@larsencommercial.com>
Sent: Sunday, September 2, 2018 7:05 PM
To: Marc Verniel; Chris Lawrence; Susan Anderson; Elizabeth Moneyhun Contact; Don Langrehr; Melissa (Mel) Jones; J.B. Jones; Andy Kassoff; Tim Colley; Michael Sutphin; Susan Mattingly; Jerry Ford; Lauren Colliver; John Bush; Leslie Hager-Smith; Anne McClung
Cc: Ann Sensabaugh; Chris Belluzzo; mbarch55@gmail.com; hillcompanies@pemt.net
Subject: Clay Court Association Comments prior to September 4th Midtown Planning Commission Meeting and Public Hearing
Attachments: Clay Ct Condo Assoc - Letter to Planning Commission Town Council Mayor Town Managers 9-3-2018.pdf

Dear Planning Commission member, Council member, Town Managers, Mayor, Vice Mayor and Director of Planning & Building:

In anticipation of this Tuesday's Planning Committee pre-meeting and the following public hearing, please see the attached update provided by the Clay Court Condo Association. This is a follow-up response to the last Planning Commission meeting and to the recent updates on the Town website.

Again, thank you all for your thoughtful consideration.

Respectfully,

Mark Larsen
President, Clay Court Condo Association
703-259-8350
mlarsen@larsencommercial.com

F-29

September 3, 2018

Planning Commission, Town Council, Mayor, Town Managers & Planning and Building Department
Town of Blacksburg
400 South Main Street, P.O. Box 90003
Blacksburg, VA 24062-9003

Re: Clay Court Homeowner's Association's comments to proposed Midtown Development

Ladies and Gentlemen:

I am writing this letter as a follow up to the Planning Commission session of August 21st, the letter of August 29th submitted by Balzer and Associates and to the August 31st letter of Anne McClung. The Clay Court Condominium Association wishes to make comments at this step for those of you in the decision-making position to perhaps glean more from our vantage point.

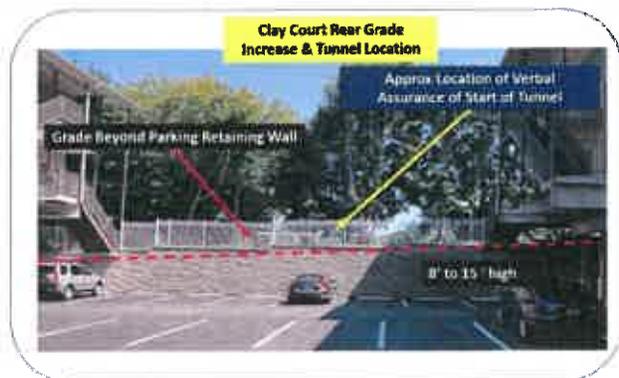
In reading the letter from Balzer, it says the Developer has listened "to ensure that their concerns are taken into consideration, as we have done throughout the process". While it is correct that they have listened and addressed some of our issues, it also very clear that many of our deeper concerns are not necessarily being immediately addressed by the Developer Or the Town.

Of particular concern is the rear alley design. Currently the easy answer seems to be to defer and not address a solution in a holistic fashion with the entire Midtown Project design and approval. The parties seem to wish to push it downstream until the public use building is designed and until the Gateway Building submits for approvals. This does not satisfy us. Instead we would like to see the Town act now and proffer certain conditions as being required of both the Midtown development and the Gateway Building. Pushing a decision back in time to the future developer of the Gateway Building will be too late. By then the footprint of the road, the land plats, turnarounds, covered areas, stairwells, retaining walls, railings, lighting and other details would have already been cast. Once the land is subdivided it will be too late.

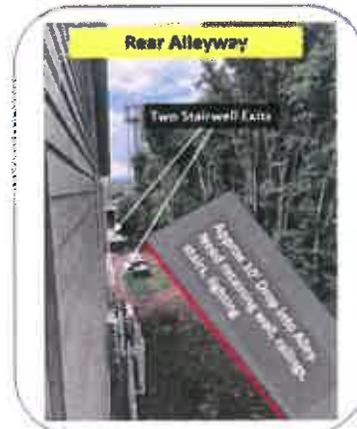
In reviewing our situation, please be aware of an important detail that seems to have been missed by all. The grade from the Clay Court rear setback extending to the east of the Clay Court property may be as deep a drop as 8-15 feet. Currently the Clay Court rear walkways each have stairwells extending to this area. How would one walk from the rear of the Clay Court property to the alley or to the Midtown Development? Certainly, sidewalks and railings are necessary to avoid this large drop. One other thought to consider – if severe rock is uncovered, what would be the alternate route of this alley and where would trash, etc. be serviced?

(Note - to date we have not received the promised cut-sheet details of this alley from Balzer).

See the diagrams below.

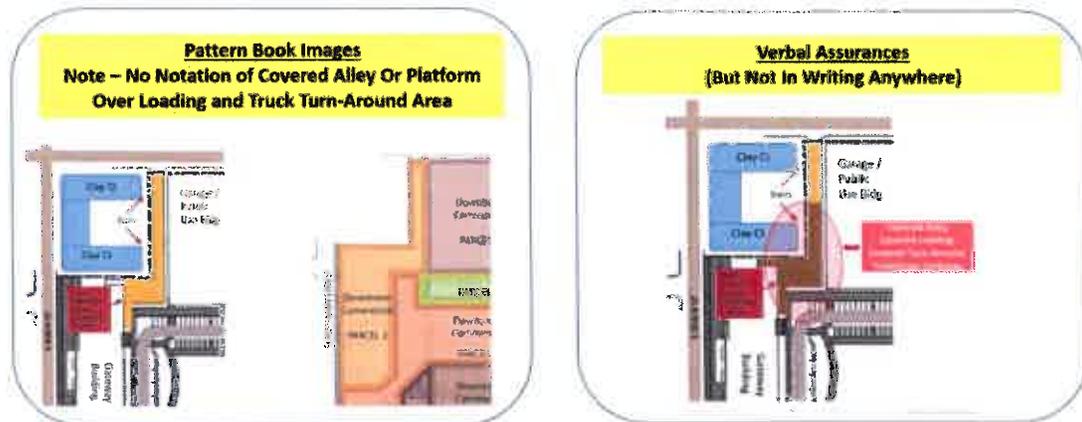


1 of 5



F-30

Certain items were “assured verbally” in the last public hearing, but to date they have not appeared in writing anywhere. Additionally, the Town will need to be certain that the designated land allocated for truck maneuvering is wide enough to ensure turnaround areas for straight trucks or 18 wheelers for backing into the loading area and out of the alleyway. Last and equally importantly, we have consistently been told that a large portion of the alley leading to the Midtown platform (deck) would cover about 50% of this alleyway, the entire turnaround area, and the underground trash/service area of the Gateway Building. The Pattern Book does not show any of this. See below.



The Balzer letter addresses some of the conditions that the Developer is willing to address. As a part of this letter and as stated above, most of the conditions requested are those that need to be required by the Town as part of the approval process. Some of these conditions may be uncomfortable, but they are very important. They could require a widening of the alley (meaning a plat adjustment), deeper setbacks, landscaping, walkways and covered areas to be considered NOW as part of the entire project and not later. If they are not addressed now it will be much more difficult for a purchaser to be required to install expensive improvements AFTER they purchase the property in accordance to a predetermined proforma. The purchaser of the Gateway Building will need to know the width of the alley, the cost of a surface platform above the alley and its other costs BEFORE they purchase the land. With these requirements instituted it may require a purchase price renegotiation with the seller. **THIS IS WHY THIS NEEDS TO BE ADDRESSED NOW.**

F-31

Last as a review of where we think we are on the items our Association requested in our first letter, we are restating the desires with a highlighted update of the status of each as we see it. We see that most of the Clay Court requested items appear to be items that the Town itself needs to mandate prior to approval of the entire project site plan. See outline below.

**Features Conveyed Verbally and On Plans
That We Request Be Included in the Rezoning Package
Prior to Final Approval by Town Council.**

1. Totally covered underground truck/car tunnel from driveway to the NE rear of CC Condos to serve the new retail/office building on S. Main (Parcel 2). This access path is being presented as totally enclosed (underground) from the approximate location of the police station or parking garage to the retail/office building. All underground parking, trash, recycle, grease removal and deliveries to be totally underground. Although this was *verbally* presented in the meetings it is not shown on the plans in the Proffers (Rezoning Application) or on the architectural renderings. **We request the rezoning package include a requirement for this underground access.**



Town Responsibility – Unaddressed Yet – Make Proffered Condition

2. The roadway between CC Condos and the police station/parking garage to be wide, side-walked, treed, landscaped, well-lit and with a walkway stairwell to the main plaza level of Midtown. These items are addressed in Proffer 6.3 Pedestrian Walks and in T.12. Sidewalks, but not under T.48. Alleys. Page 51 of the Proffer says further that Alleys “will be landscaped to lessen the visual impact of asphalt”. This may need more specificity. Further, CCP1 addresses “existing Paths to the Future routes” ... The Association feels that for CC Condos the existing rear stairwells from our complex should be incorporated into this coverage. **We request that the rezoning package include specific design and landscaping parameters for the alley consistent with Proffer 6.3 and Proffer T.12.**

Town Responsibility – Unaddressed Yet – Make Proffered Condition

3. Mandate that all grease be stored and removed by pumps, not in open grease bins. **We request that the rezoning package include a condition that all grease be stored and removed by pumps.**

Town Responsibility – Unaddressed Yet – Make Proffered Condition

**Unaddressed Features That We Request Be Added
to the Rezoning Package Prior to Final Approval by Town Council**

We request that the final rezoning package include the following additional proffered conditions before Council approves the rezoning:

1. The Applicant shall provide bonding to insure against damage and cracks throughout CC Condos – inside and out. We understand that there will be much blasting of rock.

Applicant Addressed - Town Will Need To Incorporate in Conditions

2. The Applicant shall construct the police station/parking garage with a high-quality skin on the exterior side of the police station/parking garage that faces the CC Condos, such as brick (and not cinder block). We note that Proffer Exhibit A for both the Civic and the Multi-Use Commercial buildings allow for only 50% of the exterior to be of a high-quality material. The Association does not feel that a cinderblock, imprinted concrete or smooth concrete finish meets this higher standard. Face exhaust and noise away from Clay Court Condos.
Town Responsibility – Unaddressed Yet – To Be Addressed at Public/Private Approval
3. The Applicant shall construct the exterior wall of the parking garage which will be solid from ground to roof with no pass-through windows or vents. The goal would be to reduce noise and lights from emitting to CC Condos and to lessen the impact of being bordered by an open-air parking deck.
Town Responsibility – Unaddressed Yet – To Be Addressed at Public/Private Approval
4. The Applicant shall provide throughout the construction of the development for periodic power washing of CC Condos during the full decade-long development due to the dust of the various stages of the Midtown development.
Applicant Addressed - Town Will Need To Incorporate in Conditions
5. The Applicant shall not construct buildings within an adequate setback between CC Condos and the retail/office building on South Main Street. The Association does not wish to have the residents' balconies immediately blocked by the new building. The full-page overview statement in the Proffer for Parcel 2 (retail/office) shows a setback of 10 feet but the larger site plans we received show 25 feet. We assume this means from the building to CC Condos. We request the largest possible setback.
Town Responsibility – Unaddressed Yet – Make Proffered Condition
6. The Applicant shall construct a walkway and stair between CC Condos and the new retail/office building. This would provide access for those approaching from downtown and also reduce the volume of those climbing CC Condo stairs and using our balconies as an approach. The Proffer shows a potential bus stop at this spot. A stairwell and walkway would also make this a more convenient bus stop access point.
Town Responsibility – Unaddressed Yet – Make Proffered Condition
7. The Applicant shall place trees, bushes, landscaping between CC Condos and retail/office building. Proffers do not address this area for landscaping.
Town Responsibility – Unaddressed Yet – Make Proffered Condition
8. The Applicant shall add further clarification to the parking description. Clarify the parking because parking for retail/office building was presented as being located only in the public garage. Proffer shows it to be "under the building". Which is it, and if it is under the building then the Association feel that a second access point to this under-building parking needs to be required otherwise the rear alley would be overloaded.
Town Responsibility – Unaddressed Yet – Make Proffered Condition
9. The Applicant shall mandate specific hours that the retail/office building can have deliveries. Be specific as to types of vehicles and times (18 wheelers, straight trucks, vans, 8:00 to 8:00, no horns, not backup buzzers, etc...).
Town Responsibility – Unaddressed Yet – Make Proffered Condition

10. The Applicant shall only construct enclosed trash rooms and the same hours for deliveries etc. for both the police station and parking garage.
Town Responsibility – Unaddressed Yet – Make Proffered Condition
11. The Applicant shall construct a separate exit from the garage for police cars. It is anticipated that there would be emergency situations where sirens will be blaring as they exit.
Town Responsibility – Unaddressed Yet – To Be Addressed at Public/Private Approval
12. The Applicant shall add the following non-acceptable uses to Proffer 3.1: any (a) use which creates a material adverse nuisance, materially increases noise, noxious emissions or dust, or endangers health and safety of persons in the surrounding area; (b) central laundry, wholesale dry cleaning plant, or laundromat (excluding a retail dry cleaning and laundry store); (c) automobile, truck, trailer, or recreational vehicles repair, storage or body shop repair operation; (d) veterinary hospital or pet day/overnight care operation; (e) establishment selling or exhibiting drug-related paraphernalia or other merchandise normally used or associated with illegal or unlawful activities; (f) gambling facility or operation, including but not limited to, off-track or sports betting parlor or bingo hall, slot machines, video poker, table games such as poker or black jack, keno machines or similar devices; (g) facility selling, renting, distributing, using or providing pornographic materials or other sexually oriented goods, merchandise or services, including without limitation, any store selling, renting or showing adult or pornographic videos or movies (i.e., "X-rated" or similarly classified videos or movies); or, (h) business which is primarily an amusement or video arcade, or dance hall.
Town Responsibility – Unaddressed Yet – Make Proffered Condition
13. The Applicant shall not make changes to the dumpster locations that move the dumpster more than two (2) feet in either direction. We believe the Applicant should specificity with respect to dumpsters. In Proffer 5.3 it is written that the developer can make "Minor dumpster location changes...". As stated above, the Association would like the locations and the underground, covered conditions of the retail/office building and the police/garage facility to be very specific.
Town Responsibility – Unaddressed Yet – Make Proffered Condition

Again, we would like to reiterate that, our association is favorable to the concept of the Midtown development and its broad overarching plans. We recognize the significant amount of work undertaken by the developer and the Town in the drafting of this plan. Everyone is to be complimented for their efforts.

Our Board is pleased to address these items in more detail, if desired and as may be necessary, for the Town's planning. Please feel free to reach out to me at the below number.

Respectfully,



Mark Larsen
President, Clay Court Condo Association
703-259-8350
mlarsen@larsencommercial.com

F-34

Anne McClung

From: Javad Torabinejad <jtorabinejad@yahoo.com>
Sent: Monday, September 3, 2018 12:43 PM
To: Don Langrehr; Tim Colley; Elizabeth Moneyhun Contact; Andy Kassoff; Melissa (Mel) Jones; J.B. Jones; Jack Davis; Michael Sutphin
Cc: Anne McClung
Subject: Please reject the proposed Midtown project

Dear members of the Planning Commission,

You may have seen my recent comments about the rezoning of the Old Blacksburg Middle School site in Roanoke Times (https://www.roanoke.com/opinion/commentary/torabinejad-blacksburg-needs-our-help-more-than-ever/article_13233f80-8394-5f7a-a5f4-0da50c297697.html). As I mentioned there, proper planning of this important site to increase connectivity and to develop a much needed grid system, provides a golden opportunity to ease the current and especially the future traffic in downtown Blacksburg.

What the applicant's traffic study shows is a small rise in the wait time even for that of the 20 yrs scenario. This is mathematically expected as the model evaluates the effects of a fixed number on a variable over time. Our goal should be beyond that. We need a traffic study that considers a much larger issue - the potential of this site to improve the overall traffic problems in our town. What we need to seek and expect from the developer are doable alternatives such as increasing the number of streets going through the site in addition to aligning the proposed section of Church St with the existing segments. In a conversation that I had with Mr. Cowan, he also favors the alignment! While that is essential, it is not enough.

As the Town grows and the Downtown develops and expands through time, we need to carefully and skillfully plan for the future. Although any development, has it's influence on current infrastructures (whether utilities or others like transportation), increasing the infrastructural capacities while reducing the input is imperative. Avoiding sprawl addresses the latter and better connectivity through proper grid system helps with the former. As the current denser development can influence the system input (local traffic), it inhibits the far more important external pressure (the overall Town level traffic).

Please reject the current application for the sake of a better Blacksburg.

Regards,

Javad

F-35

Anne McClung

From: Sean Beliveau <sean@scbhomes.com>
Sent: Tuesday, September 4, 2018 8:00 AM
To: Tim Colley; Jack Davis; J.B. Jones; Melissa (Mel) Jones; Andy Kassoff; Don Langrehr; Elizabeth Moneyhun Contact; Michael Sutphin
Cc: Kinsey O'Shea; Anne McClung
Subject: Letter in support of the Midtown Rezoning application - RZN 17-0006 - Old Blacksburg Middle School Rezoning

Dear Blacksburg Planning Commission,

I am personally, as a Town Citizen, submitting this letter to you in support of the Rezoning of the Old Blacksburg Middle School for the Midtown project.

I am also writing as President of the New River Valley Home Builders Association, whose membership has been serving this community's housing needs for many generations and will continue to serve this community as its housing needs change going forward.

A few years ago my wife and I would sit out on our patio with our small children and enjoy the sounds of Blacksburg High School Football games coming from the OBMS property on cool fall Friday evenings. Our children are now grown and the school and stadium are now gone. While we sincerely miss those days, we acknowledge that things have changed, as they always do. Our community is facing change, as it always has, dating back to our early settlers crossing the proclamation line and founders laying out the original sixteen squares. As the growing needs of our community have changed over the years, our now cherished structures, homes and neighborhoods were notched one by one into the landscape by our community's builders and developers.

Change is happening, more is coming and I commend the Planning Commission and Town Council for the volume of work that has been done to date and for committing to provide leadership and managing the necessity of growth for our community going forward. I also commend the developer for working through the issues and not settling for a cookie-cutter, by-right development and developing a plan that so closely satisfies the principles of Town Resolution 7-D-15. I also commend the developer on their pattern book which will ensure the quality and aesthetic of the project beyond the Town's zoning and building ordinances and enforcement.

While this project has been bouncing around for what seems like forever and there are probably as many opinions about the project as there are people in this Town, I believe that this community is past the rhetoric or any assignment of blame for this or that and is ready to take advantage of the opportunity that this project presents to assist us in meeting the growing needs of our community.

This Midtown Rezoning Proposal is an opportunity for our community.

An opportunity to bring more people downtown to both live and work, providing a community core and supporting our businesses and our cultural treasures.

An opportunity to provide a needed economic boost and increased tax base, protecting those of us who live here and intend to retire here from future tax increases.

An opportunity for the Town to gain more civic space, a beautiful community park, plaza and event space that will bring community members together.

An opportunity for new walking trails.

An opportunity to provide additional housing as well as diversifying housing to satisfy the needs of professionals and others desiring a more urban experience.

F-36

An opportunity to increase housing supply and help us keep housing affordable for our future generations as personally I am concerned that my children will not be able to afford to live here in the future, should they choose to do so.

An opportunity for current citizens and empty nesters to move downtown and offer their homes for resale to the next family.

Midtown is an opportunity to show future developers an excellent example of how to build a high-quality, mixed-use infill project and how to provide housing to meet the changing needs and growth of our community. Midtown is an opportunity to provide a lifestyle that currently does not exist and to help our businesses and community recruit top talent from around the world to live and work here.

While our town sees increasing interest from out of town developers in building and developing here, this is also an opportunity to have a local developer with a successful track record perform this project and I believe that should be considered as something that is in the best interest of our Town.

Please vote in favor of this Rezoning Application.

Sincerely,

Sean Beliveau
111 Cohee Road

--

Sean Beliveau
Owner/Builder
Slate Creek Builders, LLC
sean@scbhomes.com
scbhomes.com
540.449.3284
CGP - Certified Green Professional
CAPS - Certified Aging in Place Specialist
NAHB Remodelers
President - New River Valley Homebuilders Association (NRVHBA)
2012 - NRVHBA Builder of the Year
2017 - NAHB National Remodeler of the Month - July
2017 - NRVHBA Best Remodeled Home

F-37

PUBLIC HEARING COMMENTS

- **My name is Randi Lemmon and I live at 4572 Pearman Rd. Blacksburg**
- **I'm a Land Planning Consultant with over 30 years experience**
- **In the early 1980's while a senior planner with the NRV PDC I oversaw an open space planning component for the Blacksburg Comp Plan with a focus on providing additional parks and trails and employing cluster development for preservation of open space areas.**
- **The Old Blacksburg Middle School/ High School site was originally zoned R-4 in part due to its use as a school site when the zoning ordinance was adopted which is a "by-right" use in an R-4 zone.**
- **The site was designated an urban development area in 2012 by the town, one of only 8 within the town, where compact mixed uses are desired and where public utilities are available and pedestrian circulation is desired. R-4 zoning is in conflict with such a designation.**
- **I participated in a citizen planning/ design charrette held at the town planning meeting room about 7-8 years ago to scope out priorities for the site. Some of the features we recommended at the time were: (1) creation of a community green and pedestrian/ bike path system; (2) provision of a variety of commercial and office uses and mixed housing not oriented toward college students but rather young professionals and active retirees; and (3) provisions for needed civic uses, e.g. a future library site or**

police facility. *The Midtown Redevelopment Plan incorporates most of our recommendations.*

- **I am now a 70 years old baby boomer and live in a larger older home on a large lot requiring lots of maintenance which will soon become a burden to maintain (my grown children would say that time has already come true). I would love to stay in the Blacksburg community but there are few alternatives for folks like me and my wife. We should not have to move to Christiansburg to find suitable living arrangements as we love Blacksburg, VA Tech and walking and shopping, going to the Lyric and eating out in its downtown.**
- **I have a PhD son-in-law who works at the VA Tech Corporate Research Center in a high tech job but he and my daughter and most of his fellow research associates live in Christiansburg because of a lack of suitable housing in Blacksburg oriented toward such young professionals.**
- **My wife and I also have a 36 year old learning disable daughter who lives with us and must be driven to and from her job at the VA Tech Owens Dinning Hall each work day. If we lived in this development she could walk to work in less than 5 minutes. You might say I have a person interest in this project.**
- **I strongly support this proposed *Midtown Redevelopment Plan* and will volunteer to assist in the fundraising for the development of its "Central Park" component. I have been actively involved in the acquisition and development of six recreational park facilities in my life thus far and would love to add the proposed Central Park to my list of volunteer park projects.**

Anne McClung

From: CATHERINE POTTER <clpotter@cox.net>
Sent: Thursday, September 13, 2018 5:42 PM
To: Anne McClung
Subject: OBMS Development

OBMS Development Comments--Please submit for the public record. September 14, 2018

I attended the public hearing on Sept. 4, 2018, but wanted to submit my comments in writing to ensure that the points I was trying to make are clear. The Development as proposed has much to appreciate, particularly the new residential options proposed for young professionals. However, the lack of accountability of the Developer and the requirements that are actually in writing in the proffer leave much to be desired. My viewpoint is that there needs to be much more specifically written in the proffer documentation. There are many more I could discuss, but here are three main issues that the Developer is not responsible for under the actual contract (proffer document) that must be added before final approval to the Project can be given by the City Council. They are: wi

3. Open Space. The Developer representative in his remarks stated that over 31% of the Plan will be open space. That is also the visual perception if you are looking at the drawings as well. However, according to the actual requirements of the plan documents, the Developer is only required to keep 5% open space. Please make sure there is a proffer specifying the amount of open space that is needed to reflect what has been presented to the public so that there is no "bait and switch": specify in the proffer that 31% of the Project must be maintained as open space.
4. Stormwater Drainage Control. There is no specific proffer on stormwater management. While I am sure the project as completed will meet code, given the size of this project, and the potential negative effects it could have on the southerly streets leading to the VT Campus and Miller Southside neighborhood, there must be a proffer that requires the developer to pay for any additional remedies/project scope revisions in the future that may need to be made if it is found that the increased development is causing the Town of Blacksburg to have increased flood and stormwater drainage issues in other parts of the City.
5. Traffic. There is not one person, even those who are 100% supporters of this project, who do not acknowledge that this project is going to have a very negative impact on Main Street traffic and the surrounding streets. I am concerned that the additional planned light (5 lights in less than a mile on Main Street) will be what makes Main Street a "choked street", as we have seen so often in Northern Virginia. I believe some more creative solutions to the traffic should be written into the proffer, such as (i) requiring the Developer to provide a shuttle service for a number of years, or (ii) requiring the developer to assist in paying for a pedestrian/bike bridgeway over Main Street so that drivers would not have to stop for pedestrians, which slows traffic down tremendously.

Please call me if you have any questions, and thank you in advance for your consideration.

Catherine Potter

1013 Draper Rd.

clpotter@cox.net

F-40

Anne McClung

From: Kasey Thomsen
Sent: Monday, September 24, 2018 12:40 PM
To: Anne McClung
Subject: FW: RZN 17-0006 - Old Blacksburg Middle School Rezoning

-----Original Message-----

From: Wendy Moore <jeymoore@icloud.com>
Sent: Saturday, September 22, 2018 6:47 PM
To: Kasey Thomsen <KThomsen@blacksburg.gov>
Subject: RZN 17-0006 - Old Blacksburg Middle School Rezoning

Hello,

As a former student of the Blacksburg Middle School I was interested to know if the plans moving forward could preserve the Oak tree that was dedicated in 1976 by US Rep William Wampler. I remember watching the tree being planted during the ceremony. I believe it was for the US bi-centennial. I am visiting from Arizona and saw the public hearing notice. I hope it can be preserved and be given a marker as a prominent part of whatever development is decided for the land. Thank you, Jey Moore BHS class of 80

Sent from my iPhone

F-41

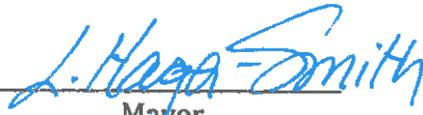


RESOLUTION 2-C-19

**A RESOLUTION TO RE-REFER A REZONING APPLICATION
TO THE PLANNING COMMISSION**

BE IT RESOLVED by the Council of the Town of Blacksburg:

That the application to rezone the property at 501 S. Main Street (RZN17-0006/Ordinance 1866) is hereby re-referred to the Planning Commission. The Planning Commission is requested to review recent changes to the application and conduct a public hearing.



Mayor

ATTEST:



Town Clerk

Date of Adoption: February 12, 2019

MEMORANDUM

To: Blacksburg Planning Commission
From: Lawrence S. Spencer, Jr., Town Attorney
Re: Draft Development Agreement Provisions related to the OBMS Rezoning
Date: February 15, 2019

Introduction

In addition to considering the OBMS rezoning, the Town of Blacksburg (“Town”) is negotiating a Development Agreement with Midtown Redevelopment Partners, LC (“Midtown”). The draft Development Agreement can be characterized as a contract addressing the business aspects of the OBMS redevelopment. As summarized below, the Development Agreement sets out the arrangements between the Town and Midtown for property transfers, funding of certain public improvements, timing of initial improvements and a design review process. The Development Agreement is complex and has required extensive discussion between Town and Midtown representatives. Key provisions from different parts of the Development Agreement relating to consideration of the rezoning application are set out below.

Article I

This Article establishes how the design approval provision in Proffer #9 will occur. In general, it states that the design, facade treatment and building materials for the DC area buildings shall be consistent with the Rezoning Application, Proffer Statement and the Pattern Book.

Midtown or any DC parcel purchaser will submit drawings and architectural elevations detailing the proposed exterior appearance for each DC building to the Town. The Town must complete its review of the DC Review Plans and communicate with Midtown or any parcel purchaser within forty-five (45) days. Disputes about approvals will be resolved through mediation and arbitration. The Planning Commission should consider whether the Rezoning Application and Pattern Book set out adequate standards for this review process.

Article II

This Article addresses conditions that must be met before the Development Agreement becomes effective. For example, there must be agreement on the design and cost of the Plaza and Event space, as well as consensus on the design of the shared stormwater facility and a shared maintenance agreement for that facility.

Article III

This Article provides for the conveyance of the Town owned Eheart (.94 acre) and Clay (.385 parcels) to Midtown.

Article IV

This Article addresses initial improvements that must occur by an agreed date, such as the construction of Church Street, the shared stormwater facility and the Event Space, as well as the timing of the dedication of the completed Event Space.

Article V

Article V sets out the timing of the development of DC Parcel 6 and DC Parcel 2A. As part of this, Midtown and the Town have agreed to a process for the timely review of building and infrastructure plans.

Article VI

The conveyance to the Town of land necessary for the construction of the Public Safety Building (DC Parcel 1B) is addressed in Article VI, which also contains provisions for the parties to work cooperatively on the construction of the Public Safety Building.

Article VII

Article VII speaks to the construction and funding of a public parking facility on Parcel 1A, as well as the conveyance of this parcel to the Town. This subject is still being negotiated.

Article VIII

The construction and dedication of the Plaza area is covered in this Article.

Article IX

The timing of the installation of the traffic Signal at Eheart and Main Street is set out in this Article, along with the timing of the Central Park construction and its dedication to the Town.

Article X

The subject of this Article is potential town funding for the Plaza and Event space public improvements. This topic is being negotiated as part of the parking facility discussion.

Other Items

The remainder of the Development Agreement consists of legal provisions typically contained in complex agreements. One additional item in the Development Agreement that the Planning Commission may be interested in are provisions to encourage long-term resident. Representatives of Midtown and the Town have discussed the following types of requirements for the Leased Communities within the Planned Residential District:

(1) No four (4) bedroom, and (4) bath or three (3) bedroom and three (3) bath apartments will be offered for lease.

(2) All leases shall be by the unit. "By-the-bedroom" leases shall not be permitted.

(3) The owner or management company shall verify the income of all lessees at the time any lease for any unit becomes effective. The monthly income of each lessee shall be twice the monthly rent for the unit.

(4) Any property owner or property management company with more than fifty units in the Planned Residential District shall maintain onsite management, which shall be provided during office hours of 9:00 am to 5:00 pm Monday through Friday; and 24 hour on-call emergency maintenance. One office in the Planned Residential District may manage all properties of an owner located in the Planned Residential District.

(5) The owner or management company shall establish and maintain a resident and guest parking policy. Such parking policies shall provide for the issuance of permits/stickers for residents and visitor passes for visitors. Parking passes shall be visibly displayed in a location determined by the parking policy.

Further restrictions on "for sale" residential units and developments in the Planned Residential District are under discussion.

Please call me if you have questions about this memo prior to the February 19th Work Session.