

MEMORANDUM

To: Planning Commission

From: Kinsey O'Shea, AICP; Town Planner for Current Development *KO*

Date: June 12, 2019

Subject: RZN19-0002/ORD 1895-Request to rezone 33.871 acres of land formerly known as the Blacksburg High School at 520 Patrick Henry Drive (Tax Map Nos. 227-A 4, 227-A 4C & 227-A 4D) by Jeanne Stosser of SAS Builders (applicant/contract purchaser) and Clint Pendleton of Parker Design Group (applicant's engineer/agent) for David Hagan of HS Development LLC (owner)

**SUMMARY OF REQUEST**

<b>Property Location</b>	520 Patrick Henry Drive; Former Blacksburg High School
<b>Tax Parcel Numbers</b>	227-A 4, 227-A 4C & 227-A 4D
<b>Parcel(s) Size</b>	33.87 acres; 11.22 acres of Townhouse development (Area 2)
<b>Present Zoning District</b>	R-4 Low Density Residential
<b>Current Use</b>	Former high school; community recreation; undeveloped
<b>Adjacent Zoning Districts</b>	<b>North:</b> R-4 Low Density Residential <b>East:</b> R2 (Montgomery County zoning) <b>South:</b> R-4 Low Density Residential <b>West:</b> R-4 Low Density Residential
<b>Adjacent Uses</b>	<b>North:</b> Single-family residential <b>East:</b> Single-family residential; undeveloped <b>South:</b> Single-family residential <b>West:</b> Blacksburg Community Center, Aquatic Center
<b>Adopted Future Land Use</b>	Civic
<b>Proposed Uses</b>	Townhouse (Area 2); Civic/recreation/open space (Areas 1, 3, & 4)
<b>Proposed District Standards for Area 2</b>	
<b>Maximum Height</b>	35'
<b>Minimum Setbacks</b>	Front: 8' (porches may encroach into setbacks) Side: 8' (contiguous townhome buildings will be >20' apart) Rear: 8'
<b>Maximum lot coverage</b>	80% impervious on the Townhouse Area 2
<b>Maximum FAR</b>	0.50
<b>Proposed Maximum Density</b>	30 bedrooms per acre; 111 total units (9.89 units/acre)
<b>Proposed Minimum Parking</b>	2 spaces per unit in driveway; 2-car garage for each townhome
<b>Proposed Bike Parking</b>	None specified; narrative states that bike storage may be in garages
<b>Minimum Open Space</b>	22.7% of Area 2; Additional open space on Areas 1, 3, & 4

## EVALUATION OF APPLICATION

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

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

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## BACKGROUND AND EXISTING CONDITIONS

The site is comprised of three separate tax parcels, and the total parcel acreage is approximately 36.503 acres. The application identifies the main parcel as Parcel 1, totaling 29.175 acres, and containing the area to be developed. Parcel 2 is split by the Town of Blacksburg corporate limit, with 4.393 acres in the town, and 2.630 acres in the county. *The portion of this parcel in the county is not subject to this rezoning request, as the Town cannot apply zoning to parcels located in the county.* Parcel 3 is approximately 0.3 acres, and is situated at the corner of Grove Avenue and Patrick Henry Drive. The total area subject to this rezoning request is approximately 33.87 acres. The parcel map is provided in Section 2 of the application.

The rezoning area is the site of the former Blacksburg High School. The Blacksburg High School was opened in 1974, and remained in operation until 2010, when the roof of the gymnasium collapsed, and the building was condemned. Much of the structure of the high school was still standing at the time of the application submission, though demolition of the structure has begun. The front portion of the site nearest Patrick Henry Drive contains a running track, soccer field, and ballfields. This area is commonly used by the community for recreation use. A large portion of the eastern and southern parts of the property to the side and rear of the high school building are covered in forest.

## DEVELOPMENT PROPOSAL

The application divides the acreage into 4 areas. Areas 1, 3, and 4 (which is not subject to the rezoning, as it is in the county) would be subject to a purchase agreement by the Town of Blacksburg for recreation/civic and open space use. The Town of Blacksburg and the property owner have a signed purchase agreement for the Town to acquire approximately 23.25 acres of the overall 36.503 acres for \$3.3 million. The 23.25 acres encompasses three areas on the overall site; 13.75 acres designated civic/recreation adjoining Patrick Henry Drive, 6.87 acres designated open space along the east side of the property, and 2.63 acres outside Town limits that is not included in the proposed Planned Residential District. The purchase of these areas by the Town is contingent upon the rezoning of the overall acreage 33.87 (excluding the 2.63 acres in Montgomery County) to Planned Residential. Approximately 11.22 acres would be the Development Area with the 13.75 acre area fronting on Patrick Henry Drive to be used for recreation/civic purposes, and the rear 6.87 acre area serving as open space.

The 11.22-acre Area 2, in the center of the property, is the portion of the property that is proposed to be developed with public streets, private alleys, parks, and townhome units. The development will feature the continuation of Price Street from its terminus at Grove Avenue, to the existing entrance drive aisle that served the high school on Patrick Henry Drive. This street will be public, and will serve as the western boundary of Area 2. Additional public streets will be provided in the development area.

The application section 2.4 states that single-family detached and two-family dwellings are also allowed in the district, though none are proposed. The application states that these dwelling unit types may be included if site conditions limit the constructability of townhome units. ***The application and plan should show what the layout of the development would be if constructed with a mix of townhomes, single-family, and two-family dwellings***

***as there is no commitment or specificity given for the unit types or percentages of each type. Architectural drawings should also be provided for single- and two-family dwellings. Development standards for single- and two-family dwellings would also need to be included.***

## **CRITERIA FOR EVALUATION**

There are a number of analysis points for evaluation of a request to rezone a property within Town. The policies and maps in the Comprehensive Plan lend guidance to the Town’s vision of growth in the future, while specific codes and requirements in the Zoning Ordinance, Subdivision Ordinance, and the Town Code ensure that the development meets all applicable regulations. Specifically, the Zoning Ordinance calls out the criteria for evaluation of a rezoning request, as found below:

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

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

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

## **COMPREHENSIVE PLAN**

### **Comprehensive Plan Map Series Evaluation of Application**

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

### **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 Future Land Use Designation of the property is Civic. The Civic uses typically include schools, government offices and buildings, service organizations, and other institutional uses. Typical implementing zoning districts are any of the districts. The Civic designation reflects the historic use of the property for a public school.

### **Map B: Urban Development Areas**

The property is not located in an urban development area, or a mixed use area.

### **Map C: Neighborhood, Employment, and Service Areas Map**

The property is designated as a suburban residential neighborhood. Key factors for this designation are found in the Staff Appendix.

## **ZONING ORDINANCE EVALUATION OF APPLICATION**

### **Intent of Districts**

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

#### *Planned Residential §3110*

*The purpose of this district is to provide for the development of planned residential communities that incorporate a variety of housing options as well as certain limited commercial and office uses designed to serve the inhabitants of the district. This district is intended to allow greater flexibility than is generally possible under conventional zoning district regulations by encouraging ingenuity, imagination, and high quality design to create a superior living environment for the residents of the planned community. The PR district is particularly appropriate for parcels that 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 that 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.

### **Development Standards**

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

The application contains district and development standards for Area 1 which is subject to the Town purchase agreement. The town and the applicant will need to further discuss and coordinate to ensure that both parties are comfortable with the nature of these standards prior to the public hearing for the rezoning application since the plan is binding.

The following table illustrates the proposed Planned Residential District standards for the proposed development of Area 2:

**PROPOSED DISTRICT STANDARDS FOR AREA 2—TOWNHOME DEVELOPMENT**

<b>MAXIMUM HEIGHT</b>	35'
<b>MINIMUM SETBACKS</b>	Front: 8' (porches may encroach into setbacks) Side: 8' (contiguous townhome buildings will be >20' apart) Rear: 8'
<b>MAXIMUM LOT COVERAGE</b>	80% impervious on the Townhouse Area 2
<b>MAXIMUM FAR</b>	0.50
<b>PROPOSED MAXIMUM DENSITY</b>	30 bedrooms per acre; 111 total units (9.89 units/acre)
<b>PROPOSED MINIMUM PARKING</b>	2 spaces per unit in driveway; 2-car garage for each townhome
<b>PROPOSED BIKE PARKING</b>	None specified; narrative states that bike storage may be in garages
<b>MINIMUM OPEN SPACE</b>	22.7% of Area 2; Additional open space on Areas 1, 3, & 4

**Site Layout**

The site layout of a development plays an important role in the overall feel and character of a development or neighborhood. Poor site design and layout can hinder opportunities for desired community gathering spaces and programming, or may contribute negatively to the development’s ability to function or be compatible with the surrounding neighborhood. Conversely, good site design and layout can foster interaction between neighbors, and contribute to the overall quality of life of a neighborhood. Site layout and design is especially important in infill projects where the surrounding neighborhood context is already established.

**Alleys and Unit Orientation**

The proposed development layout features several public streets and private alleys that provide a network of vehicular connections through the site. However, there are several missed opportunities for interconnectedness as several of the streets and alleys terminate at dead ends. While this may not be a problem for individual residents who can use their own driveways to turn around, it may provide difficulty for delivery vehicles, or emergency services to access homes at the end of a dead-end alley. Connecting the ends of alleys and streets would provide a more efficient circulation pattern throughout the site.

The application refers to the Residential Infill Guidelines and provides points where the applicant feels the guidelines are met. Several points refer to the use of alleys as a means of enhancing community character, and shielding parking. The use of alleys as a means of shielding parking and enhancing the pedestrian friendliness of a neighborhood is positive and a method that is not commonly used in town. However, simply providing alley access to units does not necessarily equal good design or layout. The plan shows three different configurations for orientation of the units:

- Units that front on a public street with a front door and sidewalk, and have rear alley access
- Units that front on a public street and do not have alley access.
- Units that front on open park spaces, with a front door and sidewalk on the open space, with rear alley access, but no public street frontage

There are pros and cons to orienting units such that they front on open space with rear alley access and no public street frontage or access. Providing a front on the open green space is an excellent opportunity for residents to engage in the shared common space and interact with their neighbors. Where units are near to the public streets, guests may park on the streets and utilize the front on the common area to access the dwelling. However, the units that are more interior to the development that are not oriented or adjacent to a street will have a functional front entrance at the rear of the unit, where the driveway and garage are located.

The units along the southeastern edge of the property both front on, and access a public street without any alley access. This configuration features a 20’ curb cut for each driveway of the 24 units on the block. This provides for little to no green space in the front of the units facing the street. If these units were served by an alley in the

rear of the buildings, the space between the street and the dwelling would be greenspace, and could also allow for a sidewalk to be located on the street. At a minimum, a reduction in driveway width at the street could allow for additional greenspace.

A functional alley and street configuration provides a rear alley access for the garage and service areas, and a front entrance facing the street and sidewalk. Historical neighborhoods in this configuration often feature shallow front setbacks and a direct relationship of the building to the street, and can be found in some of the older neighborhoods in Town. A more recent example of this type of development is the Village at Toms Creek. Other developments in Town may have different alley configurations, such as Shadowlake Village, whose developers made a conscious decision to exclude vehicles from the center of the development and pushed all vehicular traffic to the periphery. The proposed layout of the streets and alleys does not provide the same sort of character and feel that would be found if the units fronted on a street and had rear alley access.

The subdivision ordinance §5-325 sets forth standards for the creation of new alleys in subdivision developments. Applicable standards are provided below:

- Frontage on an alley shall not be construed to satisfy any lot frontage requirements.
- Alleys shall have a minimum paved or sealed surface width of ten (10) feet. New alleys shall have a minimum right-of-way width of twenty (20) feet.
- Alleys to serve developments of greater intensity than single-unit residential uses shall have an asphalt surface constructed in accordance with §5-313 of [the subdivision ordinance].
- Alleys shall not dead end. Alleys shall end in an intersection with a public street, or in a cul-de-sac constructed to comply with the standards of §5-310 of this ordinance.
- Alley length shall not exceed 1,000 feet without an intersecting street.

***The applicant may wish to consider revising the layout of the units on the southeastern edge of the property to provide an alley behind the units, in order to give rear alley access, and front yard space to the units. Additionally, the applicant may wish to consider revising the layout to encourage the units to have a direct front relationship to the street and sidewalk with alley access to the rear. The applicant will have to show that the proposed alley system meets the standards above, or identify the modifications requested.***

#### **Building Design: Style, Materials, Scale, Massing, and Height**

The building orientation, style, materials, scale, massing, and height of a development are elements affecting how a proposed development fits into the surrounding area. The proposed townhomes are a mix of 2- and 3-story structures, with two or three bedrooms. Each unit will have its own garage and driveway, and with the exception of the townhome units along the southeastern property line, all will have garage access from a private alley. Townhome buildings will range from three units side-by-side, to six units side-by-side. Contiguous buildings will be separated by at least 20'. The proffer statement outlines a number of different material choices, including brick; stone; cultured stone; cementitious siding; EFIS; vinyl siding; shake siding or PVC in gables; or any combination thereof. The proffer states that no dwelling shall be 100% vinyl siding. The proffer states that vinyl trim, molding, and windows may be used. It may be useful for the applicant to consider a maximum percentage of vinyl building materials for the facades, if the intent is to limit the use of this material. Furthermore, EFIS is more often associated with apartment and multifamily buildings, and not typically found in single-family residential construction.

#### **Architectural Styles**

The application states, in section 6.2, that the surrounding architecture of the existing neighborhoods is a mix of mid 1960s-1970s ranch style homes, with some colonial revival architecture as well. The application states that the proposed architecture enhances the surrounding neighborhood and provides “cohesive” character with

existing architecture, though common elements have not been expressly identified. Neighborhood compatibility is important for infill developments, especially when incorporating a different housing type in an established neighborhood. Infill developments can achieve neighborhood compatibility without specifically matching the existing architecture of the surrounding area by incorporating common elements such as materials, rooflines, and scale. The architectural drawings provided with the application show several building designs, called “colonial” and “craftsman”. However, there is not much distinction between the two architectural styles, and the styles do not encompass what would be thought of as a traditional colonial or craftsman appearance.

Craftsman architectural features typically include a low-pitch roof, deep eaves with exposed rafters, large porches and oversize columns, dormer windows or shed dormers, and a mixture of materials including masonry, natural stone, lap siding, or shingle/shake siding. Variations of craftsman homes include bungalows, mission- and prairie-style, or foursquare architecture. The buildings designated as craftsman do share some of these features, but overall do not read as craftsman architecture.

Colonial architecture is characterized by strict symmetry, paired chimneys, pitched roof, dormer windows, and covered stoops with classical-style columns. These buildings are almost always clad in either lap-board siding, or brick exterior. Subtypes of colonial architecture include Georgian colonial, Dutch colonial, Spanish colonial, French colonial, German colonial, Mid-Atlantic colonial, and the later Federal architectural styles. The proposed buildings are not particularly in keeping with the typical colonial architectural style.

***The applicant may wish to enhance the designs by including more typical architectural features consistent with these architectural styles which are fairly common throughout town in order to provide more distinction and architectural interest. If there is a desire to maintain some cohesiveness with the surrounding neighborhood, then the architectural style proposed should be more reflective of the existing architecture in the neighborhood.***

#### **Façade Articulation and Building Design**

The building scale, massing, and other architectural features also help to either distinguish a building apart from the surrounding development, or provide compatibility with an existing architectural fabric. Townhomes typically contain vertical articulations that serve to set each unit apart from its neighbor. These articulations may be a step back or forward in a façade, a change in materials and/or color, variations in roof lines and gables, and other elements that help to provide individuality to each unit. Without these features, townhomes may not look like individual units, but rather more like a multifamily apartment building. The appearance of individual units in a townhome development is especially important in an infill area surrounded by single family homes. The Use and Design Standards for Townhouses also reinforce the need for townhomes to be of a scale and appearance similar to single-family dwellings:

- §4231(b)(2) *Townhouse design, scale, and building materials shall be single-family residential in appearance*
- §4231(b)(14) *The front yard setbacks for adjacent units shall vary a minimum of three (3) feet, and a maximum of eight (8) feet.*

The proposed townhome elevations provided do not provide sufficient architectural detailing to differentiate units from one another, and thus the buildings read more like an apartment building, than individual townhomes. The singular roof structure, especially, on several of the building configurations, does not convey a row of townhouses but rather the appearance of an apartment building. Furthermore, many of the units feature glass French doors on the front of the units which appear more akin to a storefront window than a

residential dwelling. The facades, particularly with the front-facing French doors do not appear to be single-family residential in nature, and thus do not meet the above use and design standards.

***The applicant may wish to revise the elevations to meet the use and design standards to ensure that the townhomes are more single-family residential in appearance, or request an exception to this standard. This may be accomplished in a number of ways, including more change in color and materials between neighboring units, more distinction between each unit in the rooflines, elimination of the French doors, or other methods to ensure that each unit and the building as a whole maintains a single-family residential character. The façade of neighboring units will also have to be varied forward and backward to meet the standard of providing variable front yard setbacks.***

Use and Design Standard for townhomes §4231 (b)(1) states that no more than two contiguous series of townhomes may be constructed adjacent to one another. While not specifically requested in the application, ***an exception to this standard is needed, as there are several rows of townhomes in the development that contain more than two contiguous series. There are three rows of three buildings each, and one row of seven buildings. Given the layout of the development, the most efficient use of the land is to orient the buildings in the manner proposed, and thus the exception request is more in keeping with the design concept proposed.***

There are several different unit types that feature only an entrance and a garage on the ground floor. These units will not have any living space on the ground floor, and thus may have limited interaction with the street or sidewalk. ***There are several elevations in the application provided that do not appear to be consistent with the floor plans provided. For example, the ground floor building plan for Building Type 5 shows a front-loaded garage and front door, however, the elevation of the Colonial-style building does not appear to feature a front garage door. The applicant will need to revise the architectural sheets to ensure that the plan and elevations are consistent.***

### **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 application provides the proposed district standards including the setbacks. The setback standards proposed are 8' front, side, and rear setbacks for the buildings. The application states that porches may project into setbacks, but no details have been specified on the distance of the projection. The 20' separation between buildings will allow for the location of any necessary public utility easements, though most of the utilities proposed appear to be located within the public streets or private alleys. ***The applicant should provide specifications on the maximum distance that porches are allowed to extend into the setbacks.***

### **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.

The Zoning Ordinance requires that developments include street trees at a rate of one tree per every thirty feet of public street frontage, and an overall canopy coverage. The canopy coverage requirement for Planned Residential Developments is based on similar uses, and thus the most similar use based on density would be RM-27 or RM-48, which both require 10% canopy coverage. The master plan shows a number of street trees along both sides of the public streets, as well as additional landscaping interior to the park spaces and along the alleys. The landscaping appears to be adequate to meet these standards.

There is only one area of the proposed development that has a direct rear-yard interface with existing single-family neighbors. The application does show trees planted along the property line in this area. This is also an area that has significant existing tree cover.

### **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.

### **Sidewalks & Trails**

Sidewalks are required along at least one side of all public streets in a subdivision. Additionally, sidewalks (or trails) shall provide connections to public or common open space or parkland within the development, and to other schools, parks, adjacent subdivisions, and the bikeway/greenway system.

The plan shows sidewalks on at least one side of all of the public streets. There are additional sidewalks around the open spaces. The road sections provided show three different configurations of sidewalk and road:

- 60' ROW with 8' sidewalk adjacent to curb & gutter on one side of the street (no vegetative buffer strip); parallel parking on both sides of the street; two vehicle travel lanes; and a 5' sidewalk with vegetative buffer strip on the opposite side of the street (*This configuration is the roadway configuration for the continuance of Price Street to Patrick Henry Drive*)
- 60' ROW with 8' sidewalk adjacent to curb & gutter on one side of the street (no vegetative buffer strip); parallel parking on both sides; and two vehicle travel lanes (*This configuration is limited to a small portion of the roadway near the Patrick Henry Drive entrance*)
- 50' ROW with 8' sidewalk and vegetative buffer strip on one side of the street; one lane of parallel parking; and two vehicle travel lanes (*This is the roadway configuration for internal streets beyond the Price Street extension*)

The sidewalks provided appear to be adequate and meet the town standard, with the exception of the areas where there is 8' sidewalk without buffer strip. ***The applicant will need to request a modification to this standard or revise the road section design.***

There is no multiuse trail provided in this development. Due to the proximity of the existing recreation facilities on Patrick Henry Drive, and with the potential for the Town to purchase a portion of this property for civic or recreation use, a multiuse trail circling the site to provide additional recreational opportunity and connection to existing facilities should be included in this development. ***The applicant should revise the plan to show a***

***minimum 10' wide multiuse trail within the development area or request a modification to this requirement. In some areas the 8' sidewalks could be widened to 10' to serve as trails.***

### **Bicycle Facilities and Parking**

Bicycle parking is required at a rate of at least 1 space per every 4 bedrooms (0.25 bike parking spaces per bedroom). While the application states that there will be space in the garages for bicycle parking, this is not enforceable, and bike racks or other dedicated bicycle storage is required to be provided to meet this standard. ***The applicant will have to show how the minimum bicycle parking ratio is met.***

There are no dedicated bicycle facilities provided in this development. There are existing bike lanes on Patrick Henry Drive, and sharrows on Giles Road. This part of town is very bikeable to downtown and other services and areas. As previously mentioned, bike trails or other facilities should be provided in the development to provide access to this network.

### **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 that a trail along the southern edge of the property at the rear of the townhouses and looping around the development is preferable to the current layout. The Committee recommended widening the existing 8' sidewalks to 10' for use as a multi-purpose trail since there are no dedicated bicycle facilities proposed.

### **Parking and Circulation**

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

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

Single-family residences require at least 2 off-street parking spaces per unit, and may include spaces within a garage. The application states, in section 6.1, that the target market demographic for the residents will be workforce housing and families, as well as units with design features that encourage aging in place. The proffers restrict the development to prohibit four-bedroom/four-bath units, which are generally associated with student housing. The applicant is providing 2 off-street driveway parking spaces per unit, plus two-car garages for each unit, for a total of 444 parking spaces for 111 units. Additional on-street parking (that cannot be counted toward required parking, as it is in the ROW) is also proposed along public streets in the development.

### **Density & Occupancy, Lifestyle Conflicts**

Not only does the physical development of the property affect the neighborhood compatibility, but also the lifestyle of the target market for the project. There are a number of Town policies and goals that encourage the

provision of housing for a variety of different citizens with different lifestyle needs. Blacksburg has been identified as both a great place to retire, as well as a good place to raise a family. The University is actively growing undergraduate enrollment which is impacting the Town's housing market.

### Density

The density of the development is also a factor in considering whether the proposed development is appropriate to the surrounding neighborhood. The density of the surrounding developed area is less than 4 units per acre. The neighborhoods to the south and northwest of the proposed development are developed under the R-4 density, which allows 4 units per acre. The neighboring area to the northeast is mostly undeveloped, as is the property in the County to the west. The proposed density on the developed area represents a significant increase in density. However, if the entire property were to be developed by-right at 4 units per acre, up to 135 units could be developed based on an acreage of 33.87 acres. Each lot would have to be a minimum of 10,000 square feet, and thus some density may be lost once roadways and other improvements were constructed. The proposed development, however, clusters the density on approximately 1/3 of the total acreage, which is a desirable development method to preserve open space, reduce construction cost, and limit site disturbance.

### Occupancy & Lifestyle Conflicts

Occupancy refers to the total number of people that may inhabit a residential dwelling. Typical occupancy for single-family neighborhoods is a family, plus no more than two individuals unrelated to the family; or no more than three unrelated individuals. The proposed occupancy standard for the development is the same.

Lifestyle conflicts are inherent in college communities where a mix of students and permanent residents live in proximity to one another. Students in town choose to live in all parts of the Town. Some may prefer to live in apartment and townhome complexes where there is a high concentration of other students, and others may prefer to live in a more rural or suburban setting in a single-family home, or in neighborhoods close to downtown. There is always a concern that new multifamily developments will be occupied by students. There is no mechanism to specifically prevent students from occupying any residential dwelling. If this were an affordable housing development, there would be deed restrictions for low- to moderate-income qualification, which many students would not meet. Other methods for restricting undergraduate student occupancy include limiting residents by age-restrictions for residents 55-and older, or by requiring residents to income-qualify without a guarantor.

This particular townhome development is not like many of the recent requests for planned residential districts in that it is not proposed to be purpose-built student housing. As previously mentioned, the applicant is prohibiting the construction of 4-bedroom/4-bath units, and only proposes bed-bath parity in the 2-bedroom units that feature two master bedrooms. Other design elements such as a tot lot or community garden space may help to define the character of the neighborhood as not undergraduate student housing.

### **Open Space**

The provision of open space is another component of residential communities that it is included as a requirement for nearly every type of residential development. The Planned Residential Zoning District Standards and the Use & Design Standards for Townhouse Dwellings §4231(b)(11) require a minimum of 20% open space for developments. It is important that the open space be meaningful in its size and function and geared toward the use of the residents in the development. A minimum of 5,000 square feet of the required open space shall be dedicated for active or passive recreation for residents.

The application states that a minimum of 22.7% of the developed Area 2 has been designated as open space. The proposed open space is a mixture of active and passive areas, containing perimeter green space, several

pocket parks, a larger central park area, and pedestrian paths. The inclusion of these areas will help to define the character of the neighborhood, and provide places for community interaction and recreation. The development also includes sidewalks that provide access to these areas. It should also be noted that, for the entire acreage of the development (33.87 acres), an additional 878,200 square feet (20 acres) comprised of Areas 1 and 3, the land that is subject to the purchase agreement by the Town, would be reserved for recreation or civic use. Of the 33.87-acre rezoning area, at least 82% of the site will be recreation or civic use.

### **Signage**

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

The R-4 zoning district allows neighborhood identification signage at the entrances to a neighborhood. There can be no more than 4 signs per neighborhood, and each sign is limited to 5' maximum height, with a maximum sign area of no more than 8 square feet. Neighborhood identification signs are required to be reviewed by the Historic or Design Review board, for advisory review.

The applicant is proposing two entrance signs—one located at the entrance to the development on Grove Avenue, and the other near the southwestern portion of the development. The proposed signs are to be no more than 8' tall, and have no more than 50 square feet of signage. Signage of this size is more in keeping with a commercial or large multifamily development, and may not be compatible with the single-family nature of the surrounding neighborhood. No information has been provided showing style, size, or materials.

***The applicant may wish to consider revising the proposed signage to be more similar to the neighborhood identification signage allowed in the R-4 zoning district to be more residential in nature and compatible with the surrounding neighborhood.***

### **Solid Waste and Recycling**

The applicant is proposing to utilize curbside collection for trash and recycling. It is unclear if the trash and recycling will be accessed from the alleys, or from the street. It would be preferable to provide this service from the alleys, so that the street and sidewalks will remain clear of trash carts during collection times.

### **EVALUATION OF IMPACTS**

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

#### **Sanitary Sewer**

The Town sanitary sewer model indicates that there is existing insufficiency in sanitary sewer capacity downstream of the proposed development. The applicant is working with the Town to identify the preferred methods for upgrading the sanitary sewer infrastructure to accommodate the development. A memo provided by the Town engineering staff has been included as an attachment to this report.

#### **Water**

The Town engineering staff have reviewed this plan and has stated that the Town's water model indicates that

the existing water service can meet the demand of the proposed development. Staff further comments that additional fire hydrants are required, such that there is a maximum distance of 200' from any structure to a hydrant, as measured along an improved travel way that is accessible to emergency equipment. ***The applicant will have to revise the utility plan to show hydrant locations and public utility easements meeting this requirement.***

### **Stormwater Management**

The applicant has submitted a stormwater management concept plan which has been approved by Town staff. The approval letter is attached to this staff report.

### **Traffic & Transportation**

The Town engineering staff have reviewed the application and accompanying traffic impact analysis and have provided a memo with comments that is attached to this report. There are several issues which should be highlighted in this staff report. The traffic study contains some data points and methodology that are incorrect, including the turn lane warrant chart, and data for trip generation and trip distribution/directional split. While the traffic study states that no turn lane is warranted on Patrick Henry Drive at Grove Avenue, the methodology for determining this warrant is incorrect. When staff applied the correct methodology, it appeared likely that a turn lane would be warranted at this location. The traffic study also states that a left turn lane on Harding Road at Patrick Henry Drive is warranted today, however the proposed development does not add significant volume to the intersection, and thus staff does not recommend a turn lane at this location.

***The applicant will have to revise and resubmit the traffic study utilizing current methods, data, and methodology for review. Upon resubmittal, additional traffic considerations and analysis will be provided.***

The road layout and design of the site includes a loop road extending from Price Street toward the existing entrance to the high school on Patrick Henry Drive. The memo from Town staff states that this configuration could lead to cut-through traffic and excessive speed through adjacent neighborhoods, which was a concern heard numerous times at the neighborhood meeting. Staff recommends that the road layout be changed such that the Price Street extension ends in a T-intersection with a continuous road along the southern portion of the development. This intersection would be controlled by a stop condition for Price Street extension, and would provide better pedestrian safety if crosswalks are installed at the intersection. Staff also has concerns with the mid-block crossing of Price Street extension especially with on-street parking as proposed. Staff suggests additional considerations such as a raised crosswalk to give added visibility and warning for drivers, which may also help to provide traffic-calming measures.

***The applicant should consider revising the layout of the streets in the development, and adding additional measures as suggested by staff in the transportation memo.***

### **Blacksburg Transit**

Blacksburg Transit has reviewed the application and has provided comments which are attached to this report. In general, Transit has provided ridership data, and information regarding the current routes that serve the development. The memo states that there is currently no transit service east of Giles Road on Patrick Henry Drive between Giles Road and Harding Avenue, and no plans for expansion along Patrick Henry Drive at this time. Transit staff has stated that the potential ridership of this proposed development is unknown at this point in time.

### **Emergency Services**

The Town's emergency services providers have had the opportunity to review this development request. No comments have been received to date.

### **NEIGHBORHOOD MEETING**

A neighborhood meeting was held on June 6, 2019, at the Blacksburg Community Center. Notes and sign-in sheets are included as attachments to this report.

### **KEY ELEMENTS (in order of staff report discussion)**

- **Alleys and building orientation around common greens, and street access and frontage (including subdivision ordinance standards for alleys)**
- **Architectural style more in keeping with preferred styles, and more indicative of single-family residential nature (including Use & Design Standards for Townhouses)**
- **Multi-use trail requirements, sidewalk standards including elimination of vegetative buffer for certain locations**
- **Bicycle parking and facilities**
- **Signage**
- **Sanitary Sewer**
- **Traffic and Transportation**

### **SUMMARY**

The Planning Commission is asked to consider and make a recommendation of approval or denial of the proposed Rezoning request. If the request is approved, the property will be rezoned Planned Residential with any proffers offered by the applicant and accepted by Town Council. Any changes to the master plan would be required to be reviewed through the public hearing process to amend this PR district. If denied, the property will continue to be zoned R-4 Low Density Residential and any such subsequent development application will have to adhere to all the minimum standards found therein. The decision to grant or deny the rezoning request is a discretionary decision, and should be made according to the criteria outlined in §1151, and with the analysis provided.

### **PROFFER STATEMENT**

1. The Owner will develop the property in substantial conformance with the Old Blacksburg High School Planned Residential District Preliminary Master Plan (the "Application") prepared by Parker Design Group, Inc. of Roanoke, Virginia & Communita Atelier LLC of Seattle, Washington, dated 30 April 2019 or as amended; provided, however, that one-story patio homes may be constructed on lots in lieu of a townhome notwithstanding what is depicted and stated in the Application.
2. No four-bedroom, four bath units are allowed. Four-bedroom units with three or fewer baths may be constructed notwithstanding what is depicted and stated in the Application.
3. The Owner shall reserve, after construction completion of all the dwelling units within Area 2, as described in the Preliminary Master Plan, any excess stormwater nutrient removal credits generated by the stormwater management system serving the residential development on Area 2, for future developments within Area 1 as described in the Preliminary Master Plan, pursuant to § 62.1-44.15:35 of the Code of Virginia.
4. No more than 111 dwelling units shall be constructed within Area 2.
5. Exposed exterior walls (above finished grade) for residential dwellings shall consist of brick, stone, cultured stone, cementitious siding (e.g., Hardiplank or equivalent), engineered siding (e.g., LP Smartside or equivalent), exterior insulated finishing system (EIFS), high-grade vinyl siding (a minimum of .042"

nominal thickness as evidenced by manufacturer’s printed literature), shake siding or PVC in gables, or a combination of the foregoing; provided, however, that no dwelling unit may be constructed with 100% vinyl siding. Vinyl windows, trim and molding may be used. Alternate materials may be allowed if requested by Owner and specifically approved by the Director of Planning upon a demonstration by Owner that such materials are of equivalent quality, function, or manufacturer to those specifically enumerated above.

6. Prior to or concurrent with the final approval of the initial site plan and/or subdivision for Area 2, a document setting forth covenants (the “Covenants”) shall be recorded in the Clerk's Office of the Circuit Court of Montgomery County, Virginia (the “County”) setting forth controls on the development and maintenance of Area 2 and establishing an owners’ association (the “Association”). The Association shall establish uniform rules related to the standards for approval by the Association of improvements within Area 2, including, but not limited to, construction of any dwelling units.

**APPENDICES**

**Staff GIS Maps**

**Staff Appendix**

**Staff Sanitary Sewer Memo and Map**

**Staff Transportation Memo**

**Staff Stormwater Management Concept Plan Memo**

**Blacksburg Transit Memo**

**Neighborhood Meeting Notes & Sign-in sheets**

**RZN19-0002  
OBHS PRD**

**520 Patrick  
Henry Drive**



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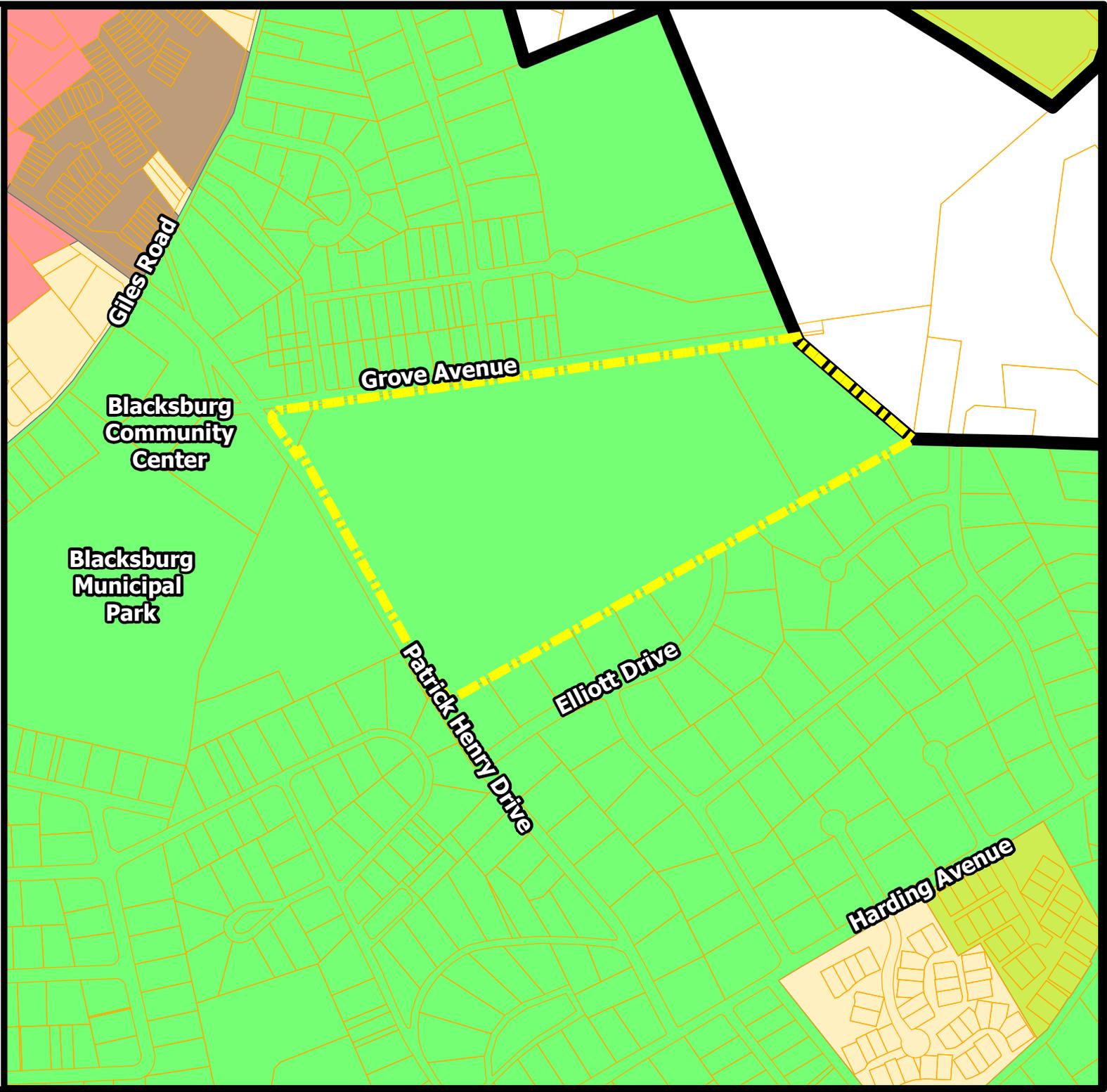
**RZN19-0002  
OBHS PRD**

**520 Patrick  
Henry Drive**

**Zoning**

**Legend**

-  Rezoning Area
-  Corporate Limits
-  Parcels
-  R-4 Low Density Residential
-  R-5 Transitional Residential
-  RM-48 Medium Density Multiunit Residential
-  GC General Commercial
-  PR Planned Residential



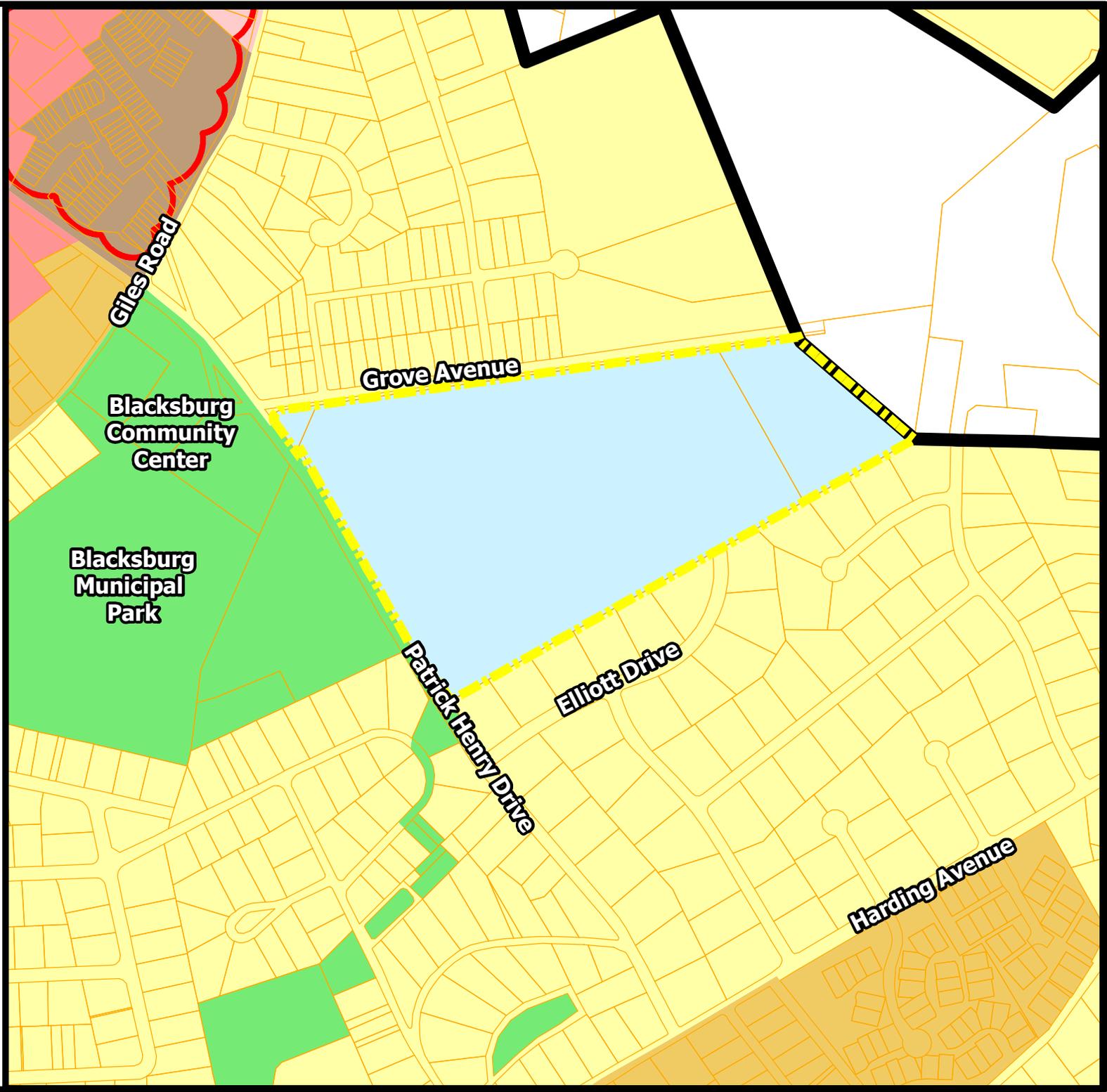
**RZN19-0002  
OBHS PRD**

**520 Patrick  
Henry Drive**

**Future  
Land Use**

**Legend**

-  Rezoning
-  Corporate Limits
-  Parcels
-  Mixed Use
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Park Land / Open Space / Resource Protection
-  Civic
-  Low Impact Commercial
-  High Impact Commercial



## **RZN19-0002 Old Blacksburg High School Planned Residential Development**

### **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.

### **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.
- Townhouse Use & Design Standard for building orientation §4231:
  - Except in the DC District, a maximum of 8 dwelling units may be constructed in a contiguous series of townhouses. No more than 2 contiguous series shall be constructed adjacent to each other.

- Townhouse design, scale, and building materials shall be single-family residential in appearance.
- 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.
- Front yard setbacks for adjacent units shall vary a minimum of 3' and a maximum of 8'.
- Public street frontage shall not be required for any lot of record platted for townhouse development

#### Setbacks, Lot Coverage, Buffer Yards & Landscaping

- Comprehensive Plan 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
- 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.
- 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.
- 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
- Subdivision Ordinance Multi-Use Trail Standards §5-500
  - Multi-use trail dedication and construction is required for proposed subdivisions where needed:
    - To provide safe and more convenient access to schools, parks, the bikeway/greenway system, or other public assembly areas
    - To provide safe and convenient access between adjacent subdivisions and certain dead-end streets within subdivisions to facilitate alternative transportation
    - To implement the concepts illustrated in the Comprehensive Plan's Bikeway/Greenway Master Plan when a rational nexus and rough proportionality exist.

### **Parking 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.
  - Alley access parking is preferred in areas where it is available
- Subdivision Ordinance Standards for Alleys §5-325
  - Frontage on an alley shall not be construed to satisfy any lot frontage requirements
  - Alleys shall be designed to minimize or eliminate the potential for through traffic
  - Alleys shall have a minimum paved or sealed surface width of 10 feet. New alleys shall have a minimum right-of-way width of 20 feet.
  - Alleys to serve developments of greater intensity than single-unit residential uses shall have an asphalt surface constructed in accordance with §5-313 of [the subdivision ordinance]
  - Sight distances which comply with the FDOT standards, and the standards of the Town Code §21-304 shall be provided at intersections with public streets. Alleys shall be built with a minimum edge radius of 25' at their intersections with public streets
  - Alleys shall not dead end. Alleys shall end in an intersection with a public street or in a cul-de-sac constructed to comply with the standards of §5-301 of [the subdivision ordinance]
  - Alley length shall not exceed 1,000 feet without an intersecting street

### **Density & Occupancy, Lifestyle Conflicts, and Affordability**

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

TO: Kinsey O'Shea, Planner/Current Development

FROM: Randy Formica, Director, Engineering and GIS Department  
Margaret Pagington, Town Engineer

DATE: June 6, 2019

SUBJECT: RZN19-0002-OBHS Rezoning-Analysis of Sanitary Sewer System

**Background**-Town Staff performs a sanitary sewer capacity analysis of any proposed by-right or rezoning project to determine the impacts of the project on the existing sanitary sewer system. The applicant will provide the Town Staff sewer flows estimates which are utilized to perform the analysis. The analysis also includes flows contributed to the system due to storm events. These flows are defined as inflow and infiltration.

This flow data is entered into the Town's sanitary sewer modeling software to determine the impact on the system. Staff reviews the results of the modeling to determine if there is adequate capacity within the system to accept the flows from a development.

Capacity is defined in Section 1.22, e of the Town's Sanitary Sewer Specifications, which states "The capacity of a pipe shall be deemed adequate when the calculated or measured depth of flow in the gravity pipe is less than 90% of the pipe diameter". The depth of 90% is used to define capacity so that when a section of main is identified as inadequate, the Town has time to establish the funding for a Capital Improvement Program project to address the situation prior to the sewer flows actually surcharging from the top of the manholes and discharging onto the ground surface. Once flow discharges onto the ground surface, it becomes a state regulatory agency violation and requires reporting to the Department of Environmental Quality. If this occurs, Public Works Department personnel have reporting and clean-up procedures in place to address the situation.

**Modeling Results and Investigation**-The section of the sanitary sewer system being reviewed extends from Patrick Henry Drive near Elliot Drive, along Linkous Circle, across the Owens Park parcel, behind Harding Avenue Elementary School, down Harding Avenue to Progress Street, and eventually enters the Virginia Tech system in the Squires parking lot. To the best of our knowledge, this section of sewer dates back the mid-1960's. There likely has been some upgrading of the pipes since the mid-1960's.

For this proposed rezoning project, the sections of sanitary sewer downstream of the site were analyzed using the Town's sanitary sewer modeling software. To the best of our knowledge, this section of sewer dates back to the mid-1960's. Initially, twenty sections of sanitary sewer main were identified as being at or above capacity. The Town recently hired a consultant to update the sanitary sewer model and through this updating, the consultant installed a flow meter in this section of the system to assist in calibrating the model. Due to the fact that actual flow data was used to develop the updated model, Town Staff is confident that this analysis is representative of the actual conditions. In addition, Town Staff also performed a field investigation of these sections of sanitary sewer main by removing the manhole covers at each manhole along this section of main and observing the flow within the system. These observations confirm that the pipes through these sections of main are flowing at or near full pipe conditions and that, in some cases, the bottom shelf of the manholes are not visible due to

the depth of the flow. The flow meter data and the field observations confirm that the flow data is correct and that the modeling results are accurate.

Staff also measured the elevation of each of the pipe sections to confirm that the slope data in the model was correct. There were two sections of pipe that the slope was incorrect in the model. The slopes were corrected and the modeling performed again. The results from the additional modeling indicated that there are nineteen sections of pipe at or above capacity rather than twenty.

Engineering staff has consulted with the Public Works Department and to the best of our knowledge, there have been no sanitary sewer overflows reported in these sections of the mains. This would indicate that even though there are sections of main at or above capacity, the flow is contained within the pipes and manholes in the system and not reaching the level of spilling out onto the ground surface. Also, the Town is not aware of any sewer backups occurring at individual homes along the mains.

Staff also was able to obtain water consumption data from when the Old High School was in service. Utilizing that data, Staff performed an analysis to determine the conditions when the high school was in use. The modeling results were essentially the same as without the high school flows indicating that there have been sections of the sanitary sewer system at or above capacity for some time but still not reaching the level of spilling out onto the ground surface.

Staff and the applicant's engineering consultant investigated if it was possible to provide sanitary sewer through any other areas of the system. This investigation determined that it may be possible to provide gravity sewer by directing a portion of the flow to another section of the existing sanitary sewer system, however, the over-capacity issue described above still remains.

Directing a portion of the flow to gravity flow to the other section of the system and constructing a pump station to pump the remaining portion of the flow to this section of the system is possible, however, not desired by the Town as this results in the Town having to absorb the long-term maintenance costs of an additional sewer pump station.

**Conclusions-** After discussions between Town Staff and the applicant, the decision was made to pursue upgrading the nineteen section of sanitary sewer mains identified as at or above capacity.

Preliminary analysis indicates that there are thirteen sections of main that are required to be upgraded one pipe size and six section that are required to upgraded two pipe sizes.

Town Staff and the applicant are discussing the preferred construction techniques to accomplish these upgrades. For some sections the preferred method may be the traditional open-cut trenches and for some sections, the preferred method may be utilizing trenchless technologies. Impacts due to construction are lessened with trenchless technologies. The trenchless technologies may be utilized in areas where the pipes are deep, close to existing homes and structures or are located in forested/landscaped areas. The costs associated with the construction, as well as if the town can participate with the developer in a cost share program are still under review as well.

It should be noted that flows generated due to a by-right development will still require upgrades to the sewer system. Even if the rezoning is not approved, the Town will still need to prepare a Capital Improvement Program project funding request to address the condition

Town Staff is continuing to perform field work to obtain data to use in preparing a plan and cost estimates.



**Legend**  
Impacted Sanitary Sewer

## MEMORANDUM

TO: Kinsey O'Shea, Development Administrator

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

DATE: June 12, 2019

SUBJECT: 520 Patrick Henry Drive – Transportation Comments

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### **Overview**

As indicated by the traffic impact analysis, the proposed development will add a moderate amount of vehicular traffic to the existing road network. The trip generation data indicates the total number of vehicle trips generated by the site to be 741 trips per day with AM Peak Hour volumes of 50 trips and PM Peak Hour volumes of 63 trips. The existing traffic volumes, obtained as part of the analysis, indicate that North Main Street currently operates at approximately 3,800 ADT (average daily traffic) with AM Peak Hour volumes of 298 vehicles and PM Peak Hour volumes of 551 vehicles, as measured adjacent to the Grove Avenue intersection. The proposed development traffic represents a 12 - 20% increase in traffic volumes. As expected, these increases will have varying degrees of impacts on the road network and intersections.

### **Traffic Impact Analysis**

The analysis was developed in conformance with the recommendations of the Engineering Department and analyzed the impact at three existing intersections;

- North Main Street / Patrick Henry Drive
- Grove Avenue / Patrick Henry Drive
- Harding Avenue / Patrick Henry Drive

Two (2) day, 12-hour existing traffic counts were obtained at these locations to establish the current volumes and movement distributions.

The analysis applied the trip generation impact of 112 townhome units (82 two-story and 30 three story units) as determined by the ITE trip generation manual, 10<sup>th</sup> edition. Trip generation was distributed from two (2) points along Patrick Henry Drive, at the intersection of Grove Avenue and the Site Access entrance that previously served the high school.

The general method utilized for trip distribution and directional split/s within the analysis are reasonable given the existing data and nature of the development. However, the following revisions are needed as they will have an impact on the analysis and possibly warranted mitigation measures.

- 1) The Land Use code/s applied to the development were for Multifamily Housing, which is appropriate. However, code 220 and 221 were utilized, distinguishing between 2-story and 3-story dwelling units. Town staff recommends that Code 220 be applied to all dwelling units as the application of Code 221 is not appropriate given the nature and location of this development.

- 2) The analysis includes turn lane warrants for the three (3) un-signalized intersections within the study area (Harding, Site Access, and Grove Avenue). The data points utilized in the warrant analysis are correct; however, the warrant charts appear to be out of date and/or incorrect. Town staff recommends that the warrant analysis be revised utilizing the latest edition of Appendix F – Access Management Design Standards for Entrances and Intersections, Section 3.

These revisions will have an impact on the trip generation totals and could result in turn lane mitigation measures, particularly at the Grove Avenue intersection as discussed in the Turn Lane Warrant Analysis section below.

As currently presented, the traffic impact analysis does not include, or recommend, any mitigation measures stipulating that “the traffic generated by the proposed development is not expected to have a significant impact on the study area.” In many respects, and for many points of analysis, this is true; however, the requested revisions should be implemented before a final determination can be made.

### **Turn Lane Warrant Analysis:**

Turn lane warrant analysis was provided as part of the impact analysis for the following three (3) un-signalized intersections;

- Grove Avenue / Patrick Henry Drive
- Site Access (old high school entrance) / Patrick Henry Drive
- Harding Avenue / Patrick Henry Drive

As discussed previously, a revision to the analysis is needed with regard to the trip generation totals and warrant charts utilized.

#### ➤ Site Access / Patrick Henry Drive

Based on an internal review, it is unlikely that the requested revisions will result in a change with regard to the Site Access determination. Unless significant changes were made to the trip distribution generated by the site, the Site Access would not require a turn lane.

#### ➤ Harding Avenue / Patrick Henry Drive

The analysis revealed that this intersection currently warrants a left turn lane given the existing traffic volume and movements. Though the development does further contribute to the warranted condition, the added traffic is minimal (4-5%). Therefore, Town staff would not recommend that the developer be required to provide considerations for a turn lane at this intersection.

#### ➤ Grove Avenue / Patrick Henry Drive

This intersection is likely to require additional consideration based on the requested revisions to both the trip generation and warrant analysis discussed previously. Based on an internal review, it appears that the intersection may trigger the need for a turn lane. This is particularly likely considering the Town’s policy that requires turn lane implementation if the warrant analysis is within 10% of the threshold. Until the requested revisions are made, however, this determination cannot be made.

### **Road Design & Layout**

Upon review of the master plan layout, the following recommendations require consideration;

- 1) The layout of the road network tends to prioritize the vehicle movement along road section ‘A’, between Patrick Henry Drive and the intersection of Grove & Price Street. Prioritization of this movement, however, does not provide benefit to the development movement and may increase the likelihood of cut through traffic and excessive speed. A better prioritization would be to create a contiguous road along the southern side of the development from Prices Fork to the end of the “T” turn around. This would move the

stop control condition to the southern crosswalk along section 'A' providing for better pedestrian movement and reduce the likelihood of cut through traffic. It would also prioritize movement to the Site Access entrance on Patrick Henry Drive and away from Grove Avenue. This adjustment would require a slight realignment of the road section; however, it appears to be feasible with the space and existing grading at this location.

- 2) The application of a mid-block crosswalk on Section 'A' is concerning, particularly given the on-street parking. Therefore, additional considerations for this crossing should be made. Town staff requests that a raised crosswalk be incorporated. This will provide improved visibility and safety for pedestrians, traffic calming, and reduce the potential for cut through traffic.

If one or both of these considerations were achieved, improvements could be made to pedestrian safety while reducing the impact to the surrounding neighborhood and Grove Avenue.

### **Additional Considerations**

- 1) Though not specifically identified within Town Code, the traffic impact analysis should be professionally certified upon submission as it contains engineering judgement that should be adequately validated.

June 11, 2019

Parker Design Group, Inc.  
Attn: Simon Rutrough  
2122 Carolina Avenue SW  
Roanoke, VA 24014

**RE: RZN19-0002 Old Blacksburg High School Rezoning to PR - Stormwater Concept Plan**

Dear Mr. Rutrough:

The Engineering Department has completed the review of The Old Blacksburg High School Rezoning to Planned Residential stormwater concept plan. The Concept Plan is **approved** at this time. This current site owned by HS Development LLC is three parcels totaling 36.03 acres in size. Two parcels are within the Blacksburg Town limits and one is outside. The portion of the site where development is proposed is on the center 13.2 acres of the property, where the Old Blacksburg High School building currently sits. No new development is being proposed on the front and rear portions of the property. Due to the re-development proposed being situated in the same location as the empty high school structure, and a total of 1.61 acres of impervious will be converted to grass, the stormwater management requirements are minimal.

This stormwater concept plans shows the ability of the development to treat both water quality and quantity stormwater requirements on-site through the installation of a small stormwater detention facility located in the green space of the development. This facility will include a manufactured treatment device that will provide water quality protection as well as detention benefits. The water quality requirements for this site is the treatment of 1.49 lbs per year and the on-site facility treats 3.88 lbs per year which is above the necessary requirement for treatment. The energy balance method is the technical criteria met for quantity, therefore additional downstream analysis past the property line is not required and no offsite information was provided. The small detention facility in conjunction with the impervious reduction will reduce the 1-year, 2-year, 10-year and 100-yr storms from the current flows, as shown below.

	PRE-DEVELOPMENT					POST DEVELOPMENT			
Drainage Area	1	2	10	100	Drainage Area	1	2	10	100
A	32.40	41.54	67.14	112.54	A1 + B1	27.74	39.26	64.94	110.65
B	27.51	38.06	70.33	130.19	A2 + B2	22.99	32.91	63.62	122.92

**Downstream Flooding Concerns:**

This project is not adjacent to the floodplain and is located upstream of the Town maintained regional stormwater facility in Owens Park. This regional facility is intended to provide protection from flooding to downstream areas. There are no documented structural flooding issues in the general area.

**Comments to be addressed prior to Site Plan Approval:**

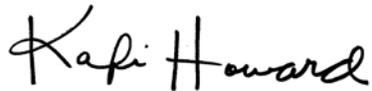
1. Drainage divides illustrated in the stormwater concept plan must be consistent with final site plan.
2. This site will need to be covered under the Virginia Stormwater Management Program (VSMP) permit. This will need to be attained prior to final site plan approval, and maintenance fees will be required for all years that this permit is active.

**Notes:**

1. The Town of Blacksburg Town has implemented a stormwater utility fee based on total impervious lot coverage. The rezoned area of this parcel would generate a stormwater fee of **\$545.45 dollars per month** for this site. For more information on the details of the Stormwater Utility fee, please go to: <http://www.blacksburg.gov/stormwaterfund>.

Please contact Kafi Howard with the Engineering Department at (540) 443-1354 or via email [khoward@blacksburg.gov](mailto:khoward@blacksburg.gov), if you have questions or concern regarding this review.

Sincerely,

A handwritten signature in black ink that reads "Kafi Howard". The signature is written in a cursive, flowing style.

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

Project Number: RZN19-0002

Project Name: Old Blacksburg High School Rezone from R-4 to PR-NEW

Project Location/Address: 520 Patrick Henry Drive

Reviewed by: Erik Olsen/Blacksburg Transit (Transportation Planning)

Comments:

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

1. Routes serving proposed development: The Main Street North, Patrick Henry (PHD), and Harding Avenue (HDG) routes service this area. There is a possibility to provide future Blacksburg Transit routes along Patrick Henry Drive east of Giles Road, but this would be predicated on a safe, clear (no parallel parking) turn-around area being provided; turning from/to Patrick Henry to Harding Avenue is not a maneuver transit would consider without a major upgrade to the intersection of Patrick Henry and Harding Avenue.

In the long-term plan, BT could operate to this location and turn around using a to-be-constructed bus path north of Patrick Henry. In the short term, BT will continue to provide service along Giles to Patrick Henry (going west) and along Harding Avenue.

2. Stops serving development:

- Giles/Patrick Henry Nbnd #1406 (about 1,500 ft from the development)
- Harding/Patrick Henry Ebnd #1506 (about 2,600 ft from the development)
- Harding/Patrick Henry Wbnd #1516 (about 2,600 ft from the development)

3. BT plan for handling the increase in demand for transit: The amount of additional potential transit ridership generated by this development is unknown. As a placeholder, BT might suggest using 25% to estimate the number of transit trips that might be generated by a development that is likely to be student-centric. Typically, we assume 2 trips per rider per day, so that would indicated approximately 150 trips per day would be generated by a development with 300 bedrooms ( $75 * 2$ ).

BT would welcome infrastructure improvements along Patrick Henry to support additional ridership. A turn-around area along Patrick Henry Drive would be ideal, large enough to accommodate large buses including both 40' and 60' buses.

Any hope of encouraging buses to travel along an improved Price Street would require the removal of parallel parking on this roadway, and likely improvements of the roadway along Grove Avenue, and at all intersections.

4. Transit Ridership Data (average daily):

<u>Stop</u>	<u>Boarding</u>	<u>Alighting</u>	<u>Month/Year</u>
1406	11	29	Sept 2018
1506	1	6	Sept 2018
1516	8	1	Sept 2018

5. Other: Future transit plans documented in the 2018-2029 BT Development Plan were mainly limited to financially constrained concepts, and when input was provided for the plan during 2017 to 2018, no solid plans were in place for this area of town. Regardless, expanding transit service to this area, where an increase in housing is to occur, makes good sense to consider.

Potential improvements to any bus stops nearby may be warranted; ADA requires a clear 5' x 8' standing/landing area.

-end-

RZN19-0002 Blacksburg High School Rezoning Application

Neighborhood Meeting

Thursday, June 6, 2019

6:00 PM

Community Room, Blacksburg Community Center

725 Patrick Henry Drive

Town staff in attendance were Kali Casper, Randy Formica, Kasey Thomsen and Chris Lawrence.

Attendees for the applicant were Clint Pendleton and Sheldon Bower of Parker Design Group, Ian Friend and Jeanne Stosser of SAS Builders and David Hagan of HS Development.

The meeting began at 6:04 pm.

Kali Casper opened the meeting by discussing the schedule of meetings yet to come, planning department review and responsibilities, purpose of the Neighborhood meeting and overview of the parcel in question.

This generated questions from those citizens and interested parties in attendance:

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-An attendee asked if they could be shown the area located in Montgomery County.

-An attendee asked if there was a rezoning application being made in Montgomery County.

-A citizen asked if the map shown (on the PowerPoint presentation) was taken from the Town's Comprehensive Plan.

-A citizen asked whether the Town's Comprehensive Plan was a binding document.

-A citizen that landmarks be shown on the PowerPoint slide so they could orient themselves to the proper location of areas under review.

-An attendee asked what is allowed by-right in R-4 Low Density Residential zoning. What is the density and lot size?

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Randy Formica, Engineering and GIS Director, then gave an overview of the sanitary sewer system and capacity issues. He stated, in part, that even if the rezoning project is not approved, the Town's research shows that there is currently a sewer over-capacity issue in that area and a sewer upgrade project will be needed.

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-An attendee asked how many total sections of sewer are in the area (under review).

-A citizen asked how many sewer sections are already over capacity with the rezoning project and how many would be over-capacity if the rezoning were approved and the project built and occupied.

-An attendee about the diameter of the sewer pipes.

- An attendee asked what pipe size would the Town upgrade to.
- A neighbor mentioned that they've lived in the neighborhood for a while and have never observed a sewer overflow.
- A citizen asked when the sewer flow-metering was done.
- An attendee asked if there was a correlation between the recent rain events and the flow metering. (Was it metered when there was a lot of water anyway?)
- A citizen stated that they are concerned with utility infrastructure even if the rezoning project development is not built.
- A citizen asked if there will be a CIP (Capitol Improvement Project) for the sewer capacity even if the current project under discussion does not go through.
- After hearing a statistic from Mr. Formica's presentation, an attendee asked where the water numbers (allotted/assumed for each dwelling) come from.
- Another citizen asked if the water numbers were per dwelling/per day?
- An attendee asked if the Town had enough existing easement capacity to make the required sewer capacity repairs.
- A neighbor mentioned you can smell sewer if you go near the high school site.
- A citizen asked what the sewer capacity was right now pre-project and to clarify how this project wouldn't drastically affect the capacity.
- A citizen asked if the Town looked at the substrate underground where the high school stood and where this project development is planned to sit.
- A citizen asked what happens if the area underground is karst? How will the Town deal with it?
- A neighbor explained that the creek that runs along Giles Road overflows frequently. Is there a storm water retainer from the applicant to stop more overflow?
- A citizen asked how much of the Town (sewer users) feeds into these over-capacity pipes.
- An attendee asked if any permission was needed from Virginia Tech for the sewer junction at Squires Student Center.
- A citizen asked if other approved but not yet built projects have been accounted for in the sewer modeling.
- A citizen stated that the flow still needs to be increased and the pipe needs to be made larger.
- A neighbor expressed a concern again about easements and the sewer upgrade project. They further asked if sewer and storm water run in the same easement.
- An attendee suggested that when the time came for the sewer project to occur, that a public meeting be had to hear and discuss all the concerns from the public.

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Chris Lawrence, Deputy Town Manager for Community Development, gave a presentation on the Town/Development purchasing agreement for the parcels of land involved in the rezoning project.

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-An attendee asked why the applicant is requesting to rezone all three parcels and not just the parcel that the development will be on.

-An attendee asked if the Town will need to do a rezoning again for the parcels that the Town is buying.

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Clint Pendleton of Parker Design Group and representative for the applicant gave a presentation of the project and the applicant's plans, designs and future for the area.

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-A citizen asked if the owner was local.

-An attendee said that looking at the Open Space (forested area), it looks like you need to carve into the hill and make a retaining wall.

-Another attendee asked if the applicant could estimate how much of the hill they were eliminating.

-A neighbor asked how far from the property line would the living units be.

-A neighbor asked if the cut line is the same place as the fence that appeared in their yard.

-An attendee asked if the retaining wall would be right on the property line.

-An attendee surmised that the proposed basement units would not have much of a backyard.

-An attendee asked if the Town Code on occupancy would apply to this proposed development.

-A citizen noticed that it appears that Grove Avenue will be extended. Are there any plans for that road? Any plans for the future area?

-A citizen asked if there is a possibility that the Town would develop the Grove Avenue area. Additionally, the citizen asked if the density stated for the project was the entire 3 parcels or just the parcel with the development on it.

-A neighbor asked how and using what roads would people access the proposed development.

-A citizen queried that in the application, it makes mention of townhomes and patio homes. What happened to the patio homes?

-A citizen asked if the units designed for first floor living would still have second floors with bedrooms.

-An attendee asked if Grove Avenue is the only way in or out of the proposed development.

-A citizen asked if the general location of the development is where the old BHS parking lot is now.

-An attendee asked if the Town had looked at the road capacity for Grove Avenue.

- A neighbor stated that there are already problems on Grove Avenue with parking, speeding and narrow roadways. The neighbor feels that the Town should analyze this before the project is approved.
- A neighbor stated that they think the Town should put the burden on the applicant to secure the safety of pedestrians and kids that live there and use it regularly.
- An attendee asked about emergency vehicle access.
- A citizen asked if the current parking lot road was suitable for this project.
- A citizen asked for clarification on the Town's 900 foot rule that would require a second entrance and how it relates to this development.
- An attendee stated that this will increase traffic on all surrounding areas.
- An attendee asked about parking for the project on Grove Avenue.
- A citizen asked if it had been discussed that the Town and the applicant switch parcels so the Town will have a unified piece of property.
- A citizen asked if the applicant's plan is not solid yet, will these issues (that have been brought up at the meeting) be settled on in time for the public meetings and Town Council meetings.
- An attendee asked if they will have access to the staff report.
- A citizen asked how long this will take to build.
- A citizen stated that apartments will be at capacity so parking will be at capacity. How do you account for the traffic coming in and out of the development? The capacity is not there.
- A neighbor stated when people come to use the athletic fields now, they are parking in their (the neighbor's) yards and in front of fire hydrants.
- A neighbor asked in terms of people coming to use the athletic fields if/when the project is built, what is the collaboration with the Town and the applicant for parking.
- A neighbor who lives on York Drive stated that the fastest way to get to Patrick Henry is to cut through York Drive and Cork Drive. York Drive needs to be made a one-way street or blocked off.
- An attendee asked about access to BT buses in this development. Will there be bus pull-offs or will they stop in the street? Will there be stoplights?
- A citizen stated that traffic will be 24/7 now.
- A citizen stated that at some point, the Town has to accommodate this project and it is better to do it before it happens and not after. Don't try to retro-fit roads.
- An attendee asked if the count of parking spaces include the garages.
- An attendee asked how the applicant will reduce storm water runoff for the development.
- An attendee asked how the applicant is handling the smaller areas of storm water.

-A citizen stated that if the site wasn't on the site of the Blacksburg High School and with it the smaller impervious area, would the Town have allowed such a small detention area for storm water? Asked the Town to look at the detention area and make sure it is adequate.

-A resident of Price Street said that there doesn't appear to have been an analysis of Price Street. They feel that everyone will go down Price Street and Murphy Street and the streets are populated with many families, small children and have narrow roadways. The intersection of Grove Avenue and Price Street currently is dangerous. Can you shift the alignment to offset it away from Price Street?

-A resident of Grove Avenue stated that not having any entrance onto Grove will help alleviate traffic.

-An attendee stated that there should be a road between the track and athletic fields.

-A resident asked if this development is not approved, is there an alternate plan for the property.

-A resident asked what happens when there is a party and all the cars go down Murphy Street.

-An attendee stated that the Town needs to look at Permit Parking and NO Parking signs now and not afterwards.

-A citizens queried why the Town didn't buy all the parcels (all three Areas). No one seems to be excited about this development.

-Another citizen stated that they appreciate the Town's efforts to save the athletic fields and forest.

-An attendee asked what an R-4 plan would look like.

-An attendee mentioned that Harding Avenue is difficult to pull onto from other roads. Can speed humps be added to slow traffic?

-A resident expressed various serious concerns about the nature of the rezoning itself. We accept this plan or you take away our fields and forests.

-A resident asked if there were plans for BT to directly serve this development.

-An attendee asked if the 6.7 acres of forest are protected for perpetuity.

-A citizen asked if the townhomes will be available for sale or rent.

-Another citizen asked what the price range for the townhomes would be.

-An attendee asked if there is an intent to make this student housing.

-Another attendee stated that there is an appeal for young professionals there.

-A citizen asked if there is potential for changes within the current meeting schedule. Can the comments and concerns brought up at this meeting be addressed with the current meeting timeframe?

-A citizen asked that the Town take a comprehensive look at of all the traffic in the area and traffic concerns.

-A neighbor stated that they would like to see more information on the construction of the project and what safety measures will be taken.

- An attendee asked if anyone has considered the impact of this development on the existing school system.
- A neighbor stated that they felt this is an intrusion onto an intact, established neighborhood and asked that the Town consider purchasing the whole property.
- An attendee asked when and where were the traffic counts for the traffic study compiled.
- An attendee asked that it be clarified that there would be 53% pervious area?
- A neighbor asked how long demolition of the buildings would last.
- A citizen asked if building permits had been issued.
- A citizen stated that the architectural character does not seem to match the neighborhood. They urged the applicant to rethink the aesthetic of the buildings to be more in keeping with the surrounding houses.
- An attendee stated that they moved to Blacksburg to avoid sprawl and cookie cutter homes.
- A resident asked what single family homes for the development would look like.
- A citizen asked if there will be a clubhouse or elements for all the residents and neighbors to use.
- A resident asked if the Town was going to own the Right-of Way in the front.
- A resident had some concerns about affordable housing. They feel that parents will buy these townhomes for their student children. The resident proposed that the applicant do R-4 single family homes with accessory apartments.
- An attendee stated that there is not a lot of a buffer between the Town owned area, the project area and the existing neighborhood.
- Another attendee stated that the Town needs to buffer this project from existing neighborhoods.
- A citizen asked how much was below road grade between the Town-owned part and the project part.
- An attendee stated that they assumed there will be rock removal and demolition. Has the applicant done a geo-survey for the part they are planning to build?
- A resident asked if Phase 1 environmental testing will be done after the high school is demolished.
- Another resident asked if the fill from the high school would require concrete assembly.
- An attendee stated that it seems from the proffer statement that the Town might not buy the property.
- A citizen asked that it be clarified that the Master Plan covers all three parcels, not just the one the development sits upon. What does it accomplish to rezone all the parcels when nothing is changing for the two parcels the Town is agreeing to purchase?
- A citizen asked if the Town has signed an agreement with the developer. Is the sale to the Town of Blacksburg contingent on this rezoning?

-Upon seeing a graphic showing a connection to Patrick Henry; a citizen asked if the curved area around the ball park could be made an entrance to redirect the traffic.

-A neighbor stated that if you come and count the cars on a game day, cars are parked on the street for 24 hours. The Town needs to offer some protection to the neighbors in terms of signs and speed limits to help with safety concerns.

-An attendee thanked the applicant for considering their area to build but feels that the Town should have mitigated this whole thing by buying all three parcels of land and they feel that Town Council "screwed up" in their handling of this.

-A neighbor stated that stormwater already fills up her back yard now and is concerned that this project will just add more.

-A resident asked if there has been a cost analysis done for the needed sewer capacity project. They urged the Town to get that done now and not later.

-An attendee asked if the cost of the sewer project will be passed to the taxpayers.

-A citizen stated that they would like to see the Homeowners Association (HOA) documents and learn what will and will not be allowed.

-A citizen asked if the Town will be plowing the streets in winter.

-An attendee asked if there is a legal way to encourage homeowners and not renters.

-Another citizen stated that a lot of problems that the neighbors will incur cannot be solved by HOA rules.

-An attendee asked if any revisions are proposed, when they might be seen by the public?

The meeting was adjourned at 8:30 pm.

Neighborhood Meeting RZN 19-0002 - Blacksburg High School Rezoning - R-4 to PR

Date Thursday, June 6, 2019 6:00pm

Name	Address	Email
Ben + Carolyn Agnew	801 Grove Ave Biburg	cagnew@vt.edu
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TRICE FAMILY (A PEOPLE)	805 Patrick Henry Dr.	laurentrice@gmail.com

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Neighborhood Meeting RZN19-0002 - Blacksburg High School Rezoning - R-4 to PR  
 Date Thursday, June 6, 2019 6:00pm

Name	Address	Email
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