

**REZONING APPLICATION
FOR
UPTOWN PHASE III
PLANNED RESIDENTIAL DEVELOPMENT
“THE FLATS AT UPTOWN”**

Blacksburg, Virginia

August 1, 2019

Revised September 20, 2019

PREPARED FOR:
J3 PROPERTIES, LLC
P.O. Box 10246
Blacksburg, VA 24062

PREPARED BY:
BALZER & ASSOCIATES, INC.
80 College Street, Suite H
Christiansburg, VA 24073

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**PROFFER STATEMENT FOR THE APPLICATION OF
J3 PROPERTIES, LLC**

Dated: September 20, 2019

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, J3 PROPERTIES, LLC, the owner(s) of the property that is the subject of this Application (Tax Parcel #193-3-1) will be developed in accordance with the following voluntarily proffered conditions.

1. The property shall be developed in substantial conformance, as determined by the Zoning Administrator, with the submitted rezoning application entitled Uptown Phase III Planned Residential Development (the “Application”) dated August 1, 2019 and revised September 20, 2019.
2. The building shall be either Earthcraft Multi-Family Certified or National Green Building Standard Certified.
3. An evergreen buffer shall be planted along the southern property line. Evergreen trees shall be a minimum of eight (8) feet in height at the time of planting and shall be spaced a maximum of twelve (12) feet on center.

The undersigned hereby warrants that all of the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these conditions, that the proffers contained in this statement are not “unreasonable” as that term is defined by Virginia Code § 15.2-2303.4, and that the proffers are entered into voluntarily. In the attached Exhibit A the owner has explained the following:

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

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

J3 PROPERTIES, LLC

By: _____

Printed Name: _____

Title: _____

STATE OF _____

COUNTY OF _____

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

Notary Public

My Commission Expires:

Registration No.:

**PROFFER STATEMENT FOR THE APPLICATION OF
J3 PROPERTIES, LLC**

Dated: September 20, 2019

EXHIBIT A

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

Proffer #2: This proffer addresses the Town of Blacksburg's sustainability goals and limits the long term environmental impact of new construction

Proffer #3: To offset potential impacts of additional noise and light pollution and to provide additional screening for the project and building, the 8' tall evergreen plantings will provide immediate relief to the existing residential properties on the south side of the project site.

I. Land Use Plan

Proposed Development

This application is for an amendment to an existing Planned Residential District at Uptown Phase III, also know as Lot 1C (part of Tax Map #197-3-1). The property is located at the corner of Giles Road and N. Main Street in Blacksburg. The developer is proposing to revise the building footprint and the density. There is an existing approved site plan for the Uptown development. Currently, Uptown consists of three (3) existing commercial buildings and one (1) future commercial building (labeled “Building B” on the approved site plan). Upon completion of Building D, Building B will be the only building left to be constructed, thus completing the development. The following pages of this application include detailed information about the project and demonstrate how it will follow the principles laid out in the Comprehensive Plan, the Residential Infill Guidelines and the proposed Future Land Use designation for this property currently under review by the Town of Blacksburg.

II. Preliminary Layout

Zoning

The proposed amendment request is for approximately 0.9418 acres along Giles Road. This parcel is currently zoned as a Planned Residential District with a maximum density of 48 beds per acre. The current Planned Residential District was approved on May 8, 2018 and referenced as Ordinance 1860. This application proposes to increase the density to a maximum of 68 beds per acre.

Master Plan

The updated master plan of the proposed development and the site plan for Lot 1C can be found in the Appendix (Sheets Z3-Z4). The Master Plan graphically designates the location for buildings, parking lot layout, and access points into the site. It also shows proposed locations for sidewalks and bike racks. Specific design elements of the project are discussed in more detail in the following portions of this application. The project’s direct correlation to guiding principles of the Town of Blacksburg Comprehensive Plan is discussed in Section VI entitled Design Principles and Concepts.

Structures

The project is proposed to be a 4-story building over parking. This building will provide a residential element for the mixed-use development of Uptown. These units will provide rental housing opportunities for a wide range of residents, including young families, professionals, graduate and undergraduate students, and seniors. There will be two types of units – a 3-bed/2-bath unit and a 2-bed/2-bath unit. Architectural plans are included with this submittal to show the preliminary floor plan layout for each unit type.

The maximum number of residential units for the development will be 30 units per acre. The maximum bedroom count shall be 68 beds per acre.

III. Site Development regulations

Permitted Uses

The following uses are permitted by right within the planned residential district:

Residential

Multifamily Dwelling

Home Occupation

Civic

Community Recreation

Commercial

A maximum of 10% of the building area may be used for commercial uses. *The applicant hereby reserves the right to convert residential units to commercial space in the future should a commercial demand be viable and complies with the 10% maximum allowable area in a PRD.

Miscellaneous

Accessory Structure

Height, Lot Setback, Coverage Ratios & Residential Density

PRD Zoning Requirements

Height: The maximum height of building structures in this zone will be as follows:

For any building facing N. Main Street: 52'

For any building facing Giles Road: 65'

Setbacks: The front yard setback along Giles Road shall be ten (10) feet. There shall be no side or rear yard setback requirements.

Lot Coverage: The overall maximum lot coverage (impervious area) for Lot 1C shall be 80%.

Floor Area Ratio: The maximum floor area ratio (FAR) for the site will be 1.00.

Residential Density: The maximum residential density shall be sixty-eight (68) bedrooms per acre.

Occupancy

The proposed Planned Residential District shall have a maximum occupancy requirement for the apartment units. The maximum dwelling unit occupancy shall

be a family plus two (2) unrelated persons. Specific occupancy requirements for unrelated persons shall be no more than one (1) unrelated person per bedroom.

Open Space

A minimum of 20% of a PRD district is required to be open space, per Section 3113(b)(1)(a) of the zoning ordinance. While some open space is provided within the project, it does not meet the 20% ratio. However, Section 3113(b)(1)(b) allows an applicant to apply for a reduction or elimination of the open space area provided the site is less than two (2) acres in size. The proposed PRD district is 0.94 acres in size and meets the following criteria, as listed in the zoning ordinance.

- i. Maximize developable area:* The project is maximizing the developable area of the site. With the project being only 0.94 acres in size, and having some of that area being taken up by easements and existing parking, the developer has proposed an efficient use of the available land. Any area not being developed is unusable due to the topography.
- ii. Proximity to downtown:* The subject property is approximately 1.5 miles to downtown. While not as close as other recent infill projects, the property is close enough to downtown to bike or walk.
- iii. Walking distance to services and transit:* There is an existing BT stop in front of the site (on North Main Street). The building will be within the Uptown Development, providing retail and dining opportunities directly adjacent to the building. There is additional retail less than a half mile down Main Street.
- iv. Density and intensity of use in relation to neighborhood context:* The proposed project is currently in the General Commercial zoning district and is surrounded by other GC zoning, R-4 zoning, and R-5 zoning. At a proposed maximum density of 68 bedrooms per acre, it will provide a transition between the commercial properties on Main Street and the residential properties on Giles Road.
- v. Demonstrated access to nearby public open space:* The Blacksburg Recreation and Aquatic Centers, Jaycee Softball Field, Blacksburg Skate Park, and the Hand in Hand Playground are all approximately a half mile away. Additionally, the Municipal Park is just beyond, about 0.75 miles from the site. There is a bike trail that connects to the sidewalk on North Main Street and continues north for approximately 1 mile but is proposed to continue further in the future.
- vi. Alternative recreational space:* The developer is proposing to provide raised planters in front of the building to be used as community gardens. There are also two larger outdoor spaces designated on the

masterplan where seating may be placed or residents may walk pets.

Additionally, each unit will include a large private terrace to use as a gathering place for family and friends.

- vii. *Proposed improvements to the adjoining streetscape:* Upon development of the subject property, the applicant will install sidewalks along the property side of Giles Road. This sidewalk extension will begin at the existing sidewalk north of the property and will extend to the southern property boundary. Street trees will also be planted along Giles Road with the development project. The building will include a patio space outside of the rear entrance on Giles Road, providing a welcoming street presence. The Town is also undertaking a sidewalk improvement project along Giles Road that will greatly aid in overall pedestrian safety and connectivity.

Parking

General

Under the currently approved PRD Ordinance, a parking ratio of 1.2 spaces per bedroom is provided. The amended PRD proposes a ratio of 0.90 spaces per bedroom for the residential building. This is a total of 58 spaces for residents. These spaces will be provided in a surface lot off of Giles Road, podium parking under the building, and in the upper surface lot.

There are 11 compact spaces included in the Giles Road surface lot and podium, which is 19% of the residential parking. As the design is finalized, the actual number of compact spaces provided in this area may change, but will not be more than 30% of the residential parking (17 spaces). The residential parking also includes six (6) motorcycle spaces located in the podium and three (3) total handicap spaces. One of these spaces is in the podium next to the elevator and the other spaces are located in the upper parking lot next to the main entrance. As the design for the podium is finalized, the number of parking spaces provided may change, however no less than 58 spaces will be provided for the residential building.

The remainder of the uses in the development will utilize shared parking, per Section 5222 of the zoning ordinance. The master plan (Sheet Z3) includes an overall parking layout and parking schedule listing the requirement for each use. Currently, 101 spaces are provided for the commercial portion of the development. As the parking layouts for the Giles Road lot and inside the podium are finalized, the number of space provided for the commercial uses may change but will not be less than 93 spaces.

PRD Zoning Area –Minimum Parking Required

The off-street parking for these homes will be a minimum of 0.90 spaces per bedroom.

Bicycle Parking

38 bicycle parking spaces (0.59 spaces per bedroom) are provided for the residential building. Ten (10) are near the front entrance, eight (8) are by the rear entrance, and 20 are within the podium.

Project Phasing

The project will be constructed in a single phase. The building, parking, onsite and offsite infrastructure and any road improvements that will be required for the development will be constructed within this single phase.

Subdividing & Parcels

The site has already been subdivided from the parent parcel. Any additional required easements will be platted and dedicated on the final approved subdivision plat as required by the Town of Blacksburg Subdivision Ordinance or by this PRD zoning document. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards and subdivision plats shall be required for all subdivisions within the Planned Residential District.

Landscaping & Screening

Evergreen screening will be provided along the southern property line as shown on the master plan. Additional landscaping is also shown on the master plan and will be planted to help soften the rear of the proposed building and the podium parking area. Further landscaping will be provided to meet all Town requirements including the required street trees, interior parking greenspace areas and the overall site greenspace and landscaping requirements.

Site Lighting

Site lighting will be provided as shown on the approved electrical plans for Uptown.

Maintenance

The applicant will be the property manager for the development. They will maintain ownership of the property and their office is within the Uptown Development. All common space elements including exterior elements such as sidewalks, parking lots, and landscaping will be the responsibility of the applicant.

Building Construction

As stated above, the project consists of one (1) 4-story building. The units will have features that will appeal to a number of potential residents including young professionals, young families, and both graduate and undergraduate students. There are two size options for the units – 2 bedrooms or 3 bedrooms. The 2-bedroom units will feature a kitchen, living room, laundry room, and two (2) bathrooms. The 3-bedroom units will feature a kitchen, living room, laundry room, one suite with a private bath, and a full bath for the other two bedrooms to share. The approximate livable area for each type of unit will be as follows:

2-bedroom (20 units): 1,033 square feet per unit

3-bedroom (8 units): 1,485 square feet per unit

The exterior elevations will have a mixture of cementitious siding, EIFS siding, and split face concrete masonry units. All the units will have a balcony which will face either Giles Road or the rest of the Uptown Development.

Signage

Entrance Identification Signs

Signage will be provided on the building façade both on the Main Street side and by the Giles Road entrance. The proposed building signage is included on the included building elevations and further details are included in the appendix section of this document. In addition, the residential project will be listed on the monument sign for the entire development, which is located by the North Main Street entrance. Other directional signage may be proposed onsite as well. Any signage will meet all Town of Blacksburg sign standards.

IV. Public Utilities

All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public utility easements will be dedicated along water distribution and sewer collection lines outside of the road right-of-way. According to Town staff, there is adequate water capacity for this project. A sewer flow estimate has been provided within this section for Town staff to determine the available capacity for the proposed sewer flows.

Water and Sanitary Sewer

The proposed rezoning area is on the west side of Giles Road, just south of the intersection with North Main Street. According to the previously approved construction plans, there is an existing 8" water main in Giles Road which the domestic and fire lines for this building will tap into. Additionally, also according to the previously approved plans, there is an existing 10" gravity sewer line in Giles Road which the sewer lateral for this building will drain to. The proposed building will have gravity sewer provided to its lowest finished floor elevation. All main lines will be located within easements and will be constructed per Town Code. Per conversation with town staff, there is adequate capacity and pressure available to serve these units.

Based on Town of Blacksburg Standards and Virginia Department of Health Standards, an average daily flow is estimated for the proposed uses below. An estimated flow for the current approved use is included for comparison. Note that when the existing PRD district was approved, the town was using a flow rate of 100 gal/day per bedroom but the standard has recently been revised to use a flow rate of 75 gal/day per bedroom.

CURRENT APPROVED USE

Residential: 32 bedrooms

Design Assumptions and Calculations:

1. Water and Sewer usage for residential use is 100 gal/day per bedroom = 3,200 gal/day
2. No new sewer pipe to be installed

TOTAL ESTIMATED WATER USAGE BY CURRENT APPROVED USE = 3,200 gallons per day

TOTAL ESTIMATED SEWER USAGE BY CURRENT APPROVED USE = 3,200 gallons per day

PROPOSED RESIDENTIAL USE

Residential: 64 bedrooms

Design Assumptions and Calculations:

3. Water and Sewer usage for residential use is 75 gal/day per bedroom = 4,800 gal/day
4. No new sewer pipe to be installed

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 4,800 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 4,800 gallons per day

As shown above, the estimated water and sewer usage will increase by 1,600 gallons per day.

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

Water Quality & Stormwater Management Standards

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements.

Pre-Development Summary

For the purposes of the pre-development analysis, the 2009 site condition was used. This is the condition that was analyzed for the pre-development calculations done at the time of the initial Uptown development design. At the time of the previous analysis, the site consisted of three (3) buildings with a small amount of pavement and some gravel parking areas. In order to maintain consistency throughout all phases of the development, the original calculations were utilized as the standard to meet for the post-development condition described in this narrative. These calculations were originally performed and submitted by Altizer, Hodges, & Varney Inc. (AHV) and have been provided to us for use in the analysis of our stormwater concept plan.

The existing site as analyzed consists of two (2) distinct drainage areas. These areas are shown on the pre-development drainage map, Sheet SW3. Drainage Area #1 is approximately 2.20 acres and drains to a channel at the southern side of the site. Drainage Area #2 is approximately 0.98 acres and drains to an existing storm sewer in N. Main Street.

Post-Development Summary

In the final post-development condition, the proposed site will be graded to capture runoff via curb and gutter, roof drains, and stormwater piping. Two underground detention systems will be utilized to manage runoff.

SWM Facility #1 is currently installed and manages runoff from Lots 1A, 1B and 2 (approximately 1.68 acres total). There will be no changes made to this detention system. The routing calculations from the original design plans were entered into HydroCAD in order to model the anticipated outflow from this system. Currently, this system outfalls to a pipe which carries the runoff to the existing dry swale. This swale will be removed during construction of this phase and outflow from SWM Facility #1 will be directed to the new underground facility, SWM Facility #2.

SWM Facility #2 will be installed on Lot 1C and will handle runoff from Lots 1C and 3 (approximately 0.80 acres) in addition to the outfall from SWM Facility #1. Currently, these lots flow directly to the existing dry swale. The new system will utilize existing Structure 2 as a flow control outlet structure which will outfall to a proposed storm sewer system in Giles Road, projected to be installed by the Town of Blacksburg during the fall of 2019.

A small portion of the site will continue to flow towards N. Main Street as in the predevelopment condition. Additionally, a portion of the Giles Road parcel will be unable to make it to the stormwater management system due to grade. As shown in the submitted stormwater concept narrative, the peak flow rates and total runoff volumes for water flowing towards both Main Street and Giles Road have been reduced in the post-development condition as compared to the pre-development condition.

Water Quality

Water quality compliance has been achieved through use of the Virginia Runoff Reduction Method (VRRM) in accordance with the design criteria set forth in 9VAC25-870-65 and through the purchase of nutrient credits in accordance with the criteria set forth in the Code of Virginia. Per §62.1-44.15:35(C)(2), the VSMP shall allow the use of nutrient credits when the area of disturbance is less than 5 acres or the water quality reduction requirement is less than 10 pounds per year.

For the purposes of water quality, the overall pre-development site analyzed. The existing site prior to the first phase of Uptown being built had an impervious land cover of 0.61 acres (19.4%). The post development site, including all phases at full buildout, will have an impervious land cover of 2.20 acres (70.2%) resulting in a composite runoff coefficient (R_v) of 0.73. The required pollutant removal rate is 3.15 lb/year, which will all be handled by nutrient credits.

Channel Protection

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows will be discharged directly to a stormwater conveyance system. Runoff from this system will be discharged through a pipe into a manmade conveyance system. From this point, runoff will flow through a series of manmade and natural conveyance systems to the 1% analysis point of the site¹. No erosion of either the natural or the manmade system should be expected from stormwater flows. Per subdivision (3)(a), the maximum post-development peak flow rate from the 1-year 24-hour storm shall be calculated per the energy balance equation to prevent erosion of the natural conveyance systems. As shown in the included stormwater concept plan, the proposed system meets this requirement. Additionally, all analyzed storms will produce a post-development flow rate lower than the pre-development flow rate, therefore no erosion of the manmade system should be expected.

Flood Protection

In accordance with 9VAC25-870-66 (C), concentrated stormwater flows have been discharged to a stormwater conveyance system. The downstream conveyance systems are made up of a series of natural and manmade conveyance systems. As shown in the submitted stormwater concept plan and calculations, the point of discharge releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development peak flow rate from the 10-year 24-hour storm event, satisfying subdivision 2(b). Per subdivision (3) of these regulations, no further analysis of the downstream stormwater conveyance system is required.

Downstream

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows will be discharged directly to a stormwater conveyance system. Runoff from this system

¹ In the context of channel and flood protection, “site” shall be defined as the entire drainage area (approximately 3.15 acres). See Sheets SW3-SW4.

will be discharged through a pipe into a manmade conveyance system. From this point, runoff will flow through a series of manmade and natural conveyance systems to the 1% analysis point of the site. The post development rate will be mitigated through the use of an underground detention system with a flow control outlet structure to prevent adverse impacts to downstream properties in the form of channel erosion, flooding or increased pollutant loads.

Per 9VAC25-870-66 subsection A, compliance with Minimum Standard 19 of the Virginia Erosion and Sediment Control Regulations has been satisfied by meeting the requirements for channel protection and flood protection as shown in the Post Development Summary. No adverse impacts to downstream properties are expected as a result of this development.

Alternative Green Stormwater Management

The applicant is investigating options and costs for rooftop rainwater harvesting systems. While the extent of this design consideration is unknown at this point, the applicant would like the opportunity to discuss this sustainable design feature with staff at the time of site plan review to determine if it is a viable addition to the currently proposed stormwater management system. The applicant has also proffered that the building will be built as Earthcraft Multi-family Certified or National Green Building Standard Certified.

Environmental Impacts & Concerns

There are currently no known specific environmental issues or concerns on the subject property. However, industry standard due diligence must be performed prior to the start of construction to determine if there were any previous environmental concerns such as underground storage tanks. The property will also be investigated to determine if there are any jurisdictional waters on the property such as streams or wetlands. If any evidence is found and prior to any development, the property would have to be delineated, confirmed by the US Army Corps of Engineers, and all appropriate permits filed and mitigation provided as necessary. During construction it will also be necessary to provide all required erosion and sediment control measures along the stream to avoid any sediment and silt from reaching adjacent properties and the storm sewer system.

Trash Pick-up

The project will provide receptacles for both trash and recycling for resident use per Town Standards. Both receptacles will be located within the parking podium.

Other Utilities

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

The current approved site plan shows a proposed driveway off of Giles Road to access this portion of the development. While a driveway is still proposed off of Giles Road, the proposed connection point has been shifted south in order to provide better access to the podium entrance. The new access point is located approximately 580 feet south of the North Main Street and Giles Road intersection. The proximity of the subject parcel to North Main Street is beneficial to the project, as well as the neighboring properties, as it will reduce the amount of traffic impact on the residential properties to the south of the property. The proposed parking lot has been designed to meet Town standards and has been previously approved.

The trip generation numbers for the both the currently approved and proposed uses are shown below for the AM Peak, PM Peak and Weekday totals.

Currently Approved Site Plan

<i>Use</i>	<i>ITE</i>	<i># of persons</i>	<i>Sq.Ft.</i>	<i>AM In</i>	<i>AM Out</i>	<i>AM Total</i>	<i>PM In</i>	<i>PM Out</i>	<i>PM Total</i>	<i>Weekday</i>
Apartments	225	32	n/a	1	4	5	5	5	10	127

Proposed Site Plan

<i>Use</i>	<i>ITE</i>	<i># of persons</i>	<i>Sq.Ft.</i>	<i>AM In</i>	<i>AM Out</i>	<i>AM Total</i>	<i>PM In</i>	<i>PM Out</i>	<i>PM Total</i>	<i>Weekday</i>
Apartments	225	64	n/a	3	7	10	10	9	19	254

Blacksburg Transit

A higher density residential development at this location will be well supported with Blacksburg Transit service with a stop directly in front of the development on North Main Street. A transit map is included in the appendix of this document.

Pedestrian Walks

There is existing sidewalk adjacent to the site on both North Main Street and Giles Road. It currently ends at the Phase II line of the project but will be extended as part of the construction for Phase III. A connection will be provided from the building to the public sidewalk. The sidewalk will be 5' in width. Any sidewalks will that will serve as accessible routes will meet ADA requirements.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The property is currently zoned Planned Residential with a maximum density of 48 beds/acre. The subject parcel has been designated as High Impact Commercial in Mixed Use Area H on the most current Future Land Use Map. High Impact

Commercial is defined in the Comprehensive Plan as a small or large commercial development with a need for high visibility and having a high impact on the surrounding environment. Mixed Use Areas contain a mixture of both commercial and residential uses. Mixed Use Area H specifically is described as follows:

“Mixed Use Area H is located around the North Main Street, Patrick Henry Drive, and Giles Road block. A major commercial node for northern area of Town already exists in the area and any redevelopment should continue to provide services for residents and visitors. Properties fronting on North Main Street within this mixed-use area should be commercially oriented with the highest intensity of land uses. Redevelopment of these properties should include limited or shared driveway access so as not to impede traffic flow on North Main Street, nor give the impression of strip commercial shopping centers. Any uses located on Patrick Henry Drive and Giles Road should be of lower intensity to help provide a transitional buffer between the existing residential neighborhoods on Giles Road and the commercially oriented uses on North Main Street. High Density Residential uses should be carefully designed, constructed, and managed to provide parking, sidewalks, and trails as well as provide amenities for residents and minimized impacts on adjacent neighborhoods. Blacksburg Transit services and sidewalks should be incorporated with any redevelopment in the area.”

The property is shown to be on the dividing line between a Commercial area and a Suburban Residential area on Map C in the Comprehensive Plan. The surrounding parcels are shown as either High Impact Commercial, Multi-Unit Residential, or Suburban Residential.

Phases I and II of the development site meet the requirements for high impact commercial by providing shared driveways (one off of N. Main Street and one off of Giles Road) for multiple commercial uses and orienting high impact commercial to North Main Street. Because the site is adjacent to a suburban residential area, providing an exclusively residential building on this site provides the transitional buffer that is suggested in the definition of Mixed Use Area H, while simultaneously qualifying the overall development as mixed use.

The proposed project shows a maximum of 28 residential units and 64 bedrooms. This would on average have the potential of increasing the local public school enrollment by 17 total students. This is a national average based on a dwelling unit adding 0.6 students to the school system. As described above, there will likely be a mix of residents in this development including students, graduate students, young professionals, young families and potentially some retired residents. While the exact mix of these resident types is unknown at this point, it is possible that there may be some school age children that would be attending Montgomery County Public Schools.

The Town has also developed the set of Residential Infill Development Guidelines. These guidelines help provide direction to new development or redevelopment

projects located on potential urban infill parcels. Building architecture and style as well as site planning issues are discussed throughout the document. These Guidelines were reviewed during this design process and many of the issues and goals addressed in these guidelines have been incorporated into the final design of new neighborhood. Some of these are:

- **Building Orientation:** *Orienting buildings toward the street contributes to a pedestrian-friendly street environment, provides a visually rich street edge, and contributes to resident safety by placing “eyes-on-the-street.”*

The proposed building is oriented to fit with the rest of the Uptown development rather than directly facing Giles Road. This layout was previously approved and will create a community atmosphere within the development. However, an entrance will be provided on the Giles Road side of the building, providing a welcoming street presence rather than only a visual of the back of a building.

- **Setback:** *Consistent front building setbacks create a uniform appearance along the street.*

The proposed setback along Giles Road is ten feet, similar to the actual setback of the existing building at the corner of N. Main Street and Giles Road.

- **Building Frontage/Entries:** *Landscaping in front of buildings and entry features, such as porches or steps, create visual interest and give the neighborhood an identifiable character.*

The project proposes varying building faces that will create visual interest.

- **Off-street Parking:** *Parking for residential areas that plays down the visual impact of cars and parking garages respects the character of an existing neighborhood and creates pedestrian-friendly streets.*

All off-street parking is behind the front building line and landscaping will be provided around the perimeter of the parking lot to reduce the visual impact on adjacent properties.

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

A large portion of the parking for this building will be provided in structured parking on the ground floor of the building. This will allow the developer to provide adequate parking for the site within the small space available.

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

Landscaping will be provided along Giles Road and the southern property line as well as the interior of the site which should provide privacy and effective transitions.

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

Connection to the public sidewalks are shown on the master plan.

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

Because this building is part of an overall mixed use development, the building will be designed to match the other buildings within the development.

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

As the architectural drawings show, the designs of the homes are very compatible to the traditional architecture found in Blacksburg and Southwest Virginia. It is compatible in size, scale and features such as roof styles and window placement.

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

The streetscape enhancements proposed along Giles Road, including enhanced landscaping and an extended sidewalk, should create a safe and pleasant pedestrian environment.

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

Sidewalks are proposed within the project and the public sidewalk along Giles Road will be extended to the end of the project.

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

No new streets are proposed with this development. Covered bicycle parking is proposed within the parking podium. Additionally, exterior bicycle parking is provided near each entrance.

The elements that directly conform to the issues and principles stated in the **Town of Blacksburg 2046 Comprehensive Plan** are listed below and reference the Policy Chapter as updated October 11, 2016. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

Community Character Principles

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

Giles Road has sidewalk on both sides of the road from Main Street to the site and town will be extending this sidewalk to Patrick Henry Drive in the future. Additionally, the existing sidewalk connects to Main Street which is in the direction of the majority of

commercial uses in the area and provides an opportunity for residents to walk or bike to their destinations.

CCP 2. Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students. Students moving into established neighborhoods may have different expectations than neighbors with regard to noise, upkeep, parking, and occupancy. Property management, education and code enforcement can mitigate some of these conflicts. This is an important issue for residents.

The location of the subject parcel is ideal for a higher density residential development as it is a true transitional property between the commercial uses that front on North Main Street and the residential properties along Giles Road. The property's proximity to North Main Street reduces the probability that resident vehicles will be passing through other residential neighborhoods when leaving or returning home. Additionally, the developer will contract with a property management company to maintain the building and exterior areas around the building.

CCP 9. With limited availability of commercial land, efficient use of the land is critical to provide services to a growing population. Redevelopment of aging commercial centers is the most significant opportunity to meet this need. Residential development should not encroach in these areas unless incorporated as part of a well-designed mixed-use project.

Prior to the development of this site, the five parcels that make up Uptown existed as three parcels with one commercial building, a single-family home, and a large amount of vacant land. Currently, after the design and construction of Phases I and II of Uptown, there are three commercial buildings with thriving businesses and one additional commercial building planned to be built in the future. The project overall has added a significant amount of commercial space to this area and incorporating a residential building into this development should be considered a positive addition to the mixed-use project.

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.

A higher density residential development at this location will be well supported by Blacksburg Transit service with a stop directly in front of the development on North Main Street. A transit map is included in the appendix of this document.

CCP 15. Blacksburg is a responsible headwaters community for Southwest Virginia. Developments within the Town should minimize short and long term impacts on surface waters (streams and ponds), groundwater, karst features, and wetlands.

The stormwater concept plan submitted with this application demonstrates a design that will meet all current state and local ordinances with regard to stormwater quantity and quality.

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

The stormwater concept plan submitted with this application demonstrates a design that will meet all current state and local ordinances with regard to stormwater quantity and quality

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

While the property does not have any specific environmentally sensitive areas, all efforts shall be made during any redevelopment to preserve any natural screening or buffers.

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

Site lighting will be provided as shown on the approved electrical plans for Uptown.

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

All proposed utilities will be placed underground.

LAND USE – Objectives and Policies

LU.4. Explore programs to encourage more construction in Town of EarthCraft certified and U.S. Green Building Council's LEED certified buildings.

The owners of the property are very familiar with these certifications and have achieved these designations on other projects in town. The applicant has proffered that the building will be built as Earthcraft Multi-family Certified or National Green Building Standard Certified.

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

- *Implement the Residential Infill Design Guidelines*

This property's location, shape and neighborhood facilitate the introduction of the Residential Infill Design Guidelines as shown in the layout and building design. Design and building techniques such as building orientation, residential building scale, pedestrian

connectivity, and an inviting residential architectural design help reinforce these guidelines and define the community.

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.

The site provides a transition area between high impact commercial properties on North Main Street and residential properties on Giles Road. Buffering will be provided between the site and the adjacent property to reduce potential impacts.

LU.7. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans. The neighbors will have an opportunity to ask questions or express concerns at the neighborhood meeting during the rezoning process.

LU.15. Use cluster development as a means to enhance the natural environment and for the preservation of open space.

The design promotes the centralized space of the property.

LU.19. Regulate the amount of noise and/or light produced by land uses to minimize impacts on nearby properties.

A centrally focused development encourages activity interior to the site and will allow for additional buffers along property lines as necessary to minimize adjacent impacts.

LU.20. Protect the integrity and quality of water resources in the Town.

The development will provide the state and local requirements for stormwater quality and quantity as well as provide all necessary measures for erosion and sediment control.

JOBS AND HOUSING - Objectives and Policies

Economic Development

J&H.2. Support Go Green NRV and other regional sustainable partners to encourage businesses to be sustainable.

The property owners are directly engaged in sustainability practices and projects in town through their existing businesses.

Workforce Development

J&H.37. Market Blacksburg as a place for young professionals to live and work. Survey young professionals currently living in Town as to what jobs and housing opportunities need to be available to attract young professionals.

A small multifamily residential development in this area would provide an additional housing option for young professionals who do not want to live in an area surrounded by undergraduate students and want a residence that is convenient to a variety of commercial establishments.

Housing

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

The subject property is uniquely positioned as a transition property between commercial use and single-family use. This rezoning will allow for the development of a housing type that will meet the demands of the different housing types noted in the Comprehensive Plan such as Graduate/Professional Students, Married Student Housing and Young Families and Young Professionals. This location is not located in the middle of other student housing developments which makes it more attractive to these types of tenants. The property owner's desire to develop a community that also has sustainable features adds to the marketability and provides an additional perk to these groups.

A SUSTAINABLE COMMUNITY - Objectives and Policies

S.3. As part of the development review process, consider how well the proposed application supports the Town's sustainability community commitment.

The property owners are directly engaged in sustainability practices and projects in town through their existing businesses and are committed to continuing this going forward. The applicant has proffered that the building will be built as Earthcraft Multi-family Certified or National Green Building Standard Certified.

S.7. Support dark sky regulations and programming.

- *Establish a policy to require downward directed lighting on all new outdoor lighting fixtures to limit upward glare*

The owners agree with supporting the dark sky regulations and will commit to downward directed lighting on any outdoor lighting fixtures installed in a redevelopment project. A lighting plan has already been designed and approved. See the electrical plans for Uptown.

S.8. Support the New River Valley Livability Initiative coordinated by the NRV Planning District Commission and other regional efforts.

The owners of the property have been very supportive of the NRV Livability Initiative as well as many other local Sustainable policies, committees and focus groups.

S.9. Educate and encourage residents and private businesses when constructing or renovating homes and buildings to be more energy efficient and meet Earthcraft or U.S. Green Building Council LEED building rating system standards.

The property owners have met these standards on previous developments and will strive for high energy efficiency on any development of this property.

TRANSPORTATION – Objectives and Policies

Sidewalks

T.10. Complete the construction of a connected sidewalk system:

- *Include sidewalks on both sides of the road in all publicly-funded, new road construction projects*
- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions*
- *Consider requiring sidewalks on both sides of the street in infill areas with high pedestrian traffic*
- *Minimize curb cuts*
- *Pursue new sources of funding for sidewalks*
- *Ensure the sidewalk system is ADA accessible*

The developer will construct sidewalks through the project to provide pedestrian access to public streets, public transportation and the commercial portion of the site. Accessible routes will be provided and are shown on the enclosed site plan.

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.

Street trees will be planted upon redevelopment per Town standards.

Transit

T.21. Enhance transit accessibility and convenience; lower parking demand, energy use, and air pollution by reducing traffic on local roads; and educate the community on the positive environmental impact from using public transit in order to encourage its overall use throughout the Town.

The use of public transportation is a key component of this development and will be encouraged with the existence of a bus stop directly in front of the development.

T.28. During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.

BT service is already provided along North Main Street with an existing stop in front of the site.

Parking

T.49. The development review process ensures:

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

Any parking areas developed on the site will meet all town requirements for landscaping and lighting. The structured parking underneath the building will be designed to minimize any visual impact. Parking lots and drive aisles will be designed to minimize stormwater runoff and maintain conformance to town standards.

ENVIRONMENT - Objectives and Policies

Geologic Features: Karst & Steep Slopes

EN.21. Open space is the preferred land use in fragile terrain. As part of the development review process, the Town will:

- *Prohibit development on steep slopes exceeding 25%*
- *Restrict development on karst topography*

There are no slopes exceeding 25% on this site. While this regional area can be considered karst, the subject property does not appear to have any identifiable karst features.

EN.23. Ensure that development in karst terrain does not impact groundwater or karst environments and ecosystems.

- *Protect karst areas and groundwater flows by minimizing surface water, drainage, and structural impacts near sensitive karst areas*

The redevelopment of the property requires all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality. The regulations aid in protecting karst areas and groundwater flows.

Watershed Resources: Watersheds, Flooding Hazards, Stormwater and Groundwater

EN.26. Open space is the preferred land use in fragile terrain. As part of the development review process, the Town will:

- *Prohibit development in wetlands*
- *Restrict development in riparian buffer zones*
- *Restrict development in Creek Valley Overlay*

The redevelopment of the subject property does not impact any of the fragile land uses above.

EN.27. Implement the BMPs required in the MS4 Program Plan.

The stormwater concept plan submitted with this application demonstrates a design that will meet all current state and local ordinances with regard to stormwater quantity and quality.

Air Quality & Energy

EN.30. Finalize, adopt and implement the Climate Action Plan that emphasizes lowering energy use, reducing greenhouse gas emissions, and improving air quality.

The owners are supportive of measures that reasonably and responsibly guide residents and developments in reducing energy uses.

EN.34. Support citizens in establishing and reaching vehicle travel reduction goals to reduce air pollution.

- *Request telecommuting and flex time policies from employers*
- *Car-pool and combine trips*
- *Walk, bike and use public transit*
- *Utilize services available online*
- *Consider vehicle travel costs and impacts when making housing choices*

The location of the subject property and its multiple alternative means of transportation (bike, walking and BT) will give residents several options that will help reduce air pollution and vehicle congestion.

EN.39. Establish programs and incentives to reduce energy use in multi-family housing units.

The owners support programs and incentives for reduced energy use. These types of ideas may be necessary for broader scale implementation of energy reducing/alternative energy on larger residential developments.

VII. Boundary and Legal Description

Boundary Map

The property included in the rezoning request is shown in the appendix on Sheet Z1 "Existing Parcel Map". The parcel description below is based on the metes and bounds shown on this plat.

Legal Description

BEGINNING AT AN IRON ROD IN THE EASTERN RIGHT OF WAY LINE OF GILES ROAD, SAID ROD BEING THE FOLLOWING THREE (3) COURSES AND DISTANCES FROM THE INTERSECTION OF NORTH MAIN STREET AND GILES ROAD:

1. S05°04'00"E A DISTANCE OF 58.53';
2. THENCE S13°30'00"E A DISTANCE OF 103.75';
3. THENCE S22°13'54"E A DISTANCE OF 103.23' TO THE POINT OF BEGINNING;

THENCE FROM POINT OF BEGINNING THE FOLLOWING THREE (3) COURSES AND DISTANCES ALONG GILES ROAD:

1. S28°30'54"E A DISTANCE OF 99.68' TO AN IRON ROD;
2. S23°11'00"E A DISTANCE OF 119.99' TO AN IRON ROD;
3. S11°36'52"E A DISTANCE OF 70.53' TO AN IRON ROD;

THENCE S54°33'12"W A DISTANCE OF 116.93' TO AN IRON ROD;
 THENCE N58°19'51"W A DISTANCE OF 61.40' TO AN IRON ROD;
 THENCE N28°21'47"E A DISTANCE OF 71.16' TO AN IRON ROD;
 THENCE N61°38'12"W A DISTANCE OF 139.37' TO AN IRON ROD;
 THENCE N28°21'47"E A DISTANCE OF 183.11' TO AN IRON ROD;
 THENCE N72°38'58"E A DISTANCE OF 42.27' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY HAS AN AREA OF ±0.9418 ACRES.

VIII. Adjoining Landowners

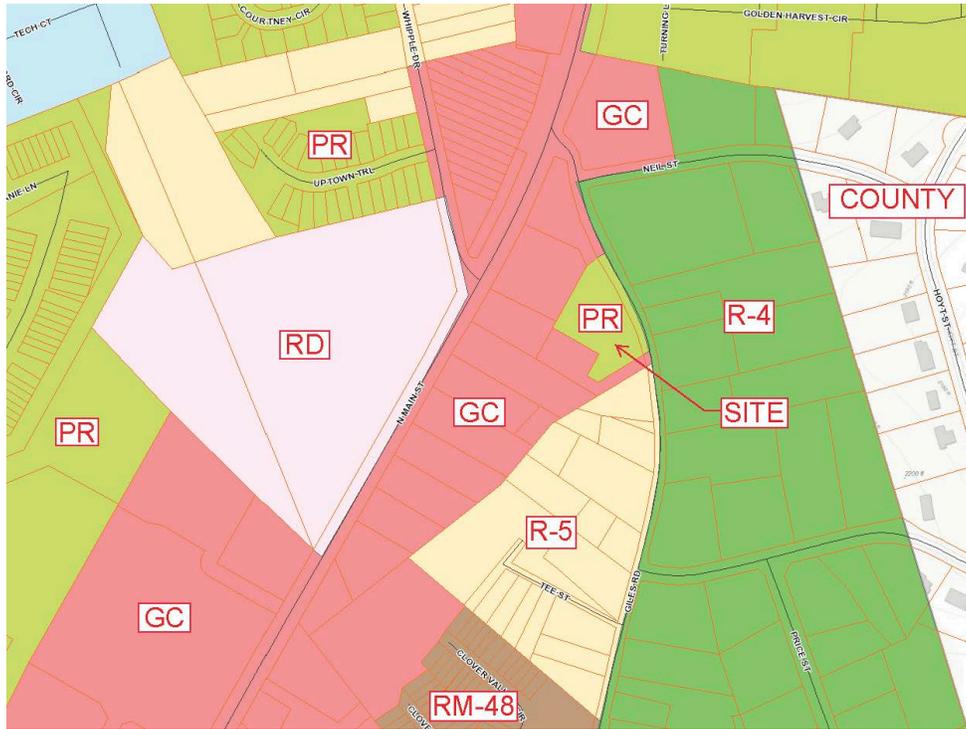
Owners of land adjoining the site are shown in the chart on the following page, listed by tax map parcel numbers with the name and mailing addresses:

UPTOWN PHASE III REZONING REQUEST		
Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
197-A-8	BLACKSBURG FIRST WESLEYAN CHURCH	1004 WILLARD DRIVE BLACKSBURG, VA 24060
197-A-10	DAN STEINBERG	1404 GILES ROAD BLACKSBURG, VA 24060
197-A-10A	ADAM M. ROTCHE	1402 GILES ROAD BLACKSBURG, VA 24060
197-A-12,11	ROBERT J. MAHAN BEATRICE T. MAHAN	610 N. MAIN STREET SUITE 215 BLACKSBURG, VA 24060

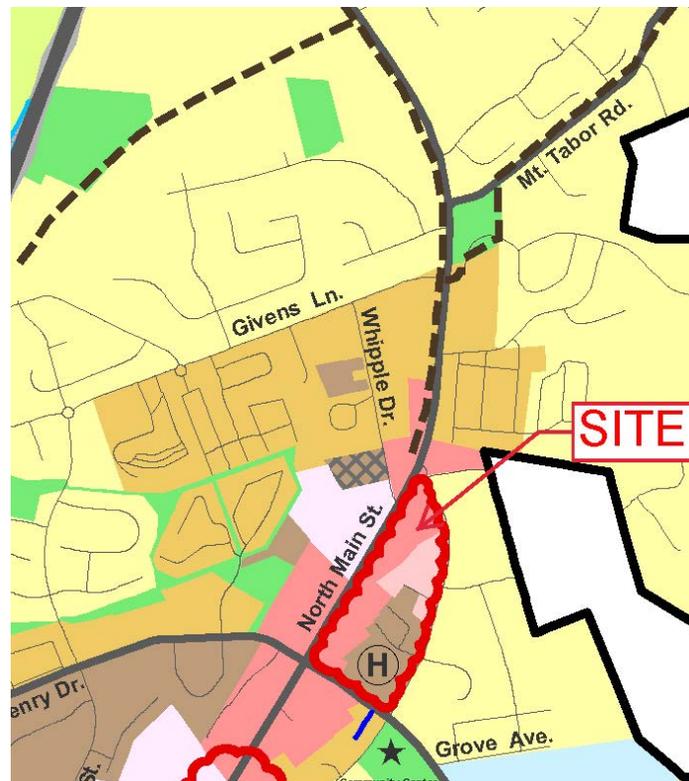
Appendix

PAGES 25-26	Zoning and Transit Maps
SHEET Z1	Existing Parcel Map
SHEET Z2	Existing Conditions Plan
SHEET Z3	Overall Master Plan
SHEET Z4	Lot 1C Site Plan
REMAINING SHEETS.....	Architectural Plans & Signage Plan

EXISTING ZONING MAP



FUTURE LAND USE MAP



BLACKSBURG TRANSIT MAP

