

TO: Planning Commission

FROM: Kinsey O'Shea, AICP, Town Planner KC for KO

TITLE: RZN19-0005/ORD 1906- Rezoning request to rezone 2.869 acres of property at 900 and 1002 Glade Road (Tax Map Nos. 225-A-5; 225-A-6; 225-A-7) from RR-1 Rural Residential 1 to PR Planned Residential for Multi-Family Housing and Townhomes by Craig Stipes of Broad Street Partners, LLC (applicant, contract purchaser) on behalf of the Ruth Epperly Life Estate and Kevin Gilbarte (owners).

DATE: October 10, 2019

At the September 17, 2019 Planning Commission Work Session, there was discussion regarding several characteristics of the application, plan, and proffer statement. In general, the topics focused on:

- Green building principles
- Affordability & non-student housing commitments
- Shallow front setback along Glade Road
- Sewerability and application of grinder pumps
- Desire for additional bike parking
- Open space
- Future Land Use designation & neighborhood compatibility
- Recreation amenities

The applicant has submitted a revised layout and summary memo both dated 10-09-19 covering the changes so far. Staff anticipates that a revised application text and proffer statement will accompany the application prior to the Planning Commission public hearing scheduled for November 5, 2019.

- Master Plan changes
 - The front setback for the townhomes along Glade Road has been increased to a minimum of 20'.
 - The 4-bedroom cottage units have all been removed and replaced with 2-bedroom cottage units.
 - This subsequently decreased the density from 112 bedrooms to 104 bedrooms (39 br/ac to 36.2 br/ac)
 - This also affected the parking ratio, which increased from 1.05 spaces per bedroom to 1.06 spaces per bedroom. The total number of parking spaces has been reduced from 118 spaces to 111 spaces.
 - The pool has been removed from the amenity area. Other changes to the amenity area include the removal of the yoga lawn, and the addition of a community garden featuring 56 garden plots of 50sf each. This provides a ratio of 1.16 plots per unit.
 - A sidewalk connection has been added alongside the entrance drive to connect to the internal sidewalk system.
 - A sidewalk or easement along the eastern property line for public use was requested by the Corridor Committee as shown on the Paths to the Future map. This improvement has not been included in the most recent revised plan.

- A sidewalk along the western edge of the property was suggested to provide more connectivity from the development to Glade Road. This improvement has not been included in the most recent revised plan.
- The entrance to the development was shifted to better align with Oriole Drive. The Engineering staff had other comments regarding the entrance and throat length that have not been addressed. Staff noted that several of the parking spaces along the entrance drive adjacent to the existing building conflict with the entrance throat, and should be removed. Please see the attached Transportation Memo from Engineering staff.
- Grinder pumps have been approved for use in this application. Additionally, there is an existing public utility easement that will need to be vacated prior to construction. Please see the attached memo from the Engineering department staff.
- Additional bike parking added from 31 spaces to 62 spaces, including 32 covered spaces (up from 16). This provides a total ratio of 0.5 spaces per bedroom, which is more than the minimum required 0.25 spaces per bedroom.

Staff did have other concerns in the staff report that have not been addressed at this time.

- Staff noted that several exceptions to use & design standards for townhomes would be required:
 - §4231(b)(3): Except in the DC district, the minimum separation between any contiguous series of townhouse units shall be twenty (20) feet from any other contiguous series of townhouse units. The minimum separation between any contiguous series of townhouse units shall be forty (40) feet from any other adjacent principle structure.

The application indicates that the building separation is a minimum of 8'. *The application will have to show that townhome building separation meets this standard, or an exception is required.*

- §4231(b)(14): Front yard setbacks for adjacent units shall vary a minimum of three (3) and a maximum of eight (8) feet.

The master plan indicates that the units will be flush with one another. No floor plan of the entire townhome building has been provided to show that the units are flush, or vary in front yard setbacks. *The applicant will have to provide additional information to show that this standard is met, or request an exception to this standard. Furthermore, the applicant should provide a plan view and elevation view for the townhouse units to better depict the proposed Glade Road frontage.*

- Additional information on signage is needed including any signage on the building, as well as size/material, etc. for monument sign.
- Staff had concerns regarding the applicant's request to allow open space to be counted in setbacks in specific parts of the development—near the rear of the development where the large block of open space is, and along the eastern portion of the site where the other smaller block of open space is located. Inclusion of the setback areas in the open space calculation effectively reduces the overall open space provided for the development. Staff asked the applicant to provide the calculation of total open space when the setbacks were not included in the total. This has not been provided.
- Staff had concerns regarding the functionality of the garages and parking spaces for the townhomes, as the use of the parking spaces behind the garages will effectively block vehicles in the garage. This may be more of an issue when the townhomes are occupied by unrelated individuals. This also alters the overall parking ratio as the parking spaces behind the garages are specifically reserved for the townhomes. In operation, this provides 1.33 spaces per bedroom for the townhome units and approximately 0.98 spaces per bedroom for the other units.

ATTACHMENTS:

Email from Margaret Dean 10-10-19 re: sanitary sewer service
Transportation memo dated October 10, 2019

From: [Margaret Dean](#)
To: [Kinsey O'Shea](#)
Subject: RZN19-0005 Glade Road Sewer Update
Date: Thursday, October 10, 2019 2:12:49 PM

Town staff has reviewed information submitted by John Neel in reference to what would be needed to gravity all proposed buildings. We have determined that the amount of fill required would be unreasonable and would require a wall up to 16 feet in height. We support the use of a grinder pump in these situations where the development will have a property manager to maintain and oversee the pumps. Since all of the internal sewers will be private, maintenance will be overseen by the development. Public Works also supports the grinder pump option as they prefer to not add another public pump station for maintenance and would not want to see additional STEP/STEG in this area. The applicant must submit a written variance and design the sewer in such a way that all pumps terminate in a private manhole that utilizes gravity to the public system. Engineering is prepared to grant this variance.

We still recommend vacation of the sanitary sewer easement to occur at the same time as the rezoning with verification that no other utilities exist currently in the easement. We also recommend including language that allows for connecting sewer to adjacent parcels that may develop in the near future to allow for sharing the costs of a new pump station. If this language is included at the rezoning stage, it will allow for more flexibility in the future and avoid delays if that route is desirable to both developers.

Margaret Dean
Town Engineer
Town of Blacksburg
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Please note that my email address has changed from mpagington@blacksburg.gov to mdean@blacksburg.gov

MEMORANDUM

TO: Kinsey O'Shea, Development Administrator

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

DATE: October 10, 2019

SUBJECT: Glade Road Multi-Family Development – Transportation Comments - Review 2

Master Plan Revisions

Two revisions have been made to the master plan layout to address the alignment and sizing of the proposed entrance along Glade Road. The following revisions have been made;

- The entrance was shifted to align with the existing intersection of Oriole Drive
- The entrance radii were increased to a minimum of 25-ft.

Three revisions were needed to ensure the entrance would meet the requirements of Access Management Standards. The remaining requested revision is addressed below in the Entrance Design & Layout section of this memorandum.

Overview

A total of forty-eight (48) dwelling units are proposed for the development. The anticipated trip generation would indicate that the proposed development would generate a total of 322 trips per day, with an AM peak hour volume of 24 trips, and a PM peak hour volume of 31 trips. However, as six (6) of the proposed dwelling units are existing, the net increase of trip generation is somewhat less. Net anticipated trips, added to the adjacent road network, would be 277 trips per day, with an AM peak hour volume of 21 trips, and a PM peak hour volume of 27 trips. Based on this volume of added trips the proposed development would not be expected to have a substantial impact on the operational or safety aspects of the adjoining road network.

Entrance Design & Layout

The proposed parking to the west of the existing structure should be revised such that no back-out parking is proposed within the 50-ft throat of the entrance. The entrance throat provides a clear area for vehicles to queue while exiting, as well as provide a clear area for cars to enter unimpeded, helping promote safety and operational aspects of the road network. The main concern for impeded entry is due to the potential for rear end collisions to vehicles who are impeded or slowed from exiting the roadway. For the proposed configuration of parking, which requires vehicles to back into the entry lane, Access Management Standards require that the throat distance be established at a minimum length of 50-ft. Therefore, the first 2 spaces will need to be relocated or removed. This should be accomplished as part of the master plan to ensure the appropriate parking totals and site layout requirements can be achieved.

Recommendations

- Revise the entrance throat design and master plan parking layout to provide for a minimum entrance throat depth of 50-ft per Access Management Standards.