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REZONING APPLICATION
FOR

1310 NORTH MAIN STREET
PLANNED RESIDENTIAL DEVELOPMENT
Blacksburg, Virginia

JULY 1, 2019
REVISED OCTOBER 23, 2019

PREPARED FOR:
CDE PROPERTIES, LLC
1711 North Main Street
Blacksburg, VA 24060

PREPARED BY:
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PROFFER STATEMENT FOR THE APPLICATION OF
CDE PROPERTIES, LLC.
Dated: October 23, 2019

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, CDE Properties, LLC, the owner(s) or contract purchaser(s) of the property that is the subject of this Application (Tax Parcel #'s 196-A 21, 196-A 22, 196-A 23, 197-A 37, 196-A 22A and 196-A 29 (portion of)) state that this property 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 1310 N. Main Street Planned Residential Development (the "Application") dated July 1, 2019 and revised October 23, 2019.

2. An evergreen buffer shall be planted along the southern property line below Building C as shown on the master plan. Evergreen trees shall be a minimum of 8' height at the time of planting and spaced 12' on center.

3. Applicant will construct a 4'x8' covered bus shelter and a bus pull-off lane along North Main Street.

4. Applicant will construct a 4'x8' covered bus shelter at the existing bus stop location at the southeastern corner of Giles Road and Patrick Henry Drive.

5. The property will be managed by an on-site property management company and there will also be a 24 hour on call maintenance and emergency contact.

6. The building shall be either Earthcraft Multi-Family Certified or National Green Building Standard Certified.

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.

CDE 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
CDE PROPERTIES, LLC.
Dated: October 23, 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: To offset potential impacts of sound and light pollution and to provide additional screening for the project, building and retaining wall.

Proffer #3: With an increased number of commercial uses, customers and residents on site, it is expected that the number of people utilizing the transit service will increase. Providing a bus shelter at this location will promote use of the stop.

Proffer #4: With an increased number of residents on site, it is expected that the number of people utilizing the Giles Road transit service will increase. Providing a bus shelter at this location will promote use of the stop.

Proffer #5: This proffer addresses concerns of the long-term maintenance and management of the complex and provides assurance that maintenance and emergencies can be addressed immediately.

Proffer #6: This proffer addresses the Town of Blacksburg's sustainability goals and limits the long term environmental impact of new construction

I. Land Use Plan

Proposed Development

This application is for the rezoning of Tax Map number 196-A 21, 196-A 22, 196-A 23, 196-A 22A and a small portion of 196-A 29 from GC General Commercial to a Planned Residential District and Tax Map number 197-A 37 from R-5 to a Planned Residential District as amended by Ordinance 1863 adopted by the Town of Blacksburg on April 25, 2018. The total proposed project area is approximately 6.59 acres. This acreage takes into account a strip of land from Tax Map number 196-A-37 that will be dedicated as right of way along Giles Road. The site is bordered by North Main Street to the north and Giles Road to the south. Along the eastern and western borders, there is a mix of small commercial, rental housing, condominiums, and single-family owner-occupied housing. The Town of Blacksburg Recreation Center and Town Aquatic Center are located directly across Giles Road from the project site. The master plan proposes three separate apartment buildings on the North Main Street portion of the site and 29 townhomes on the Giles Road site. The most prominent building is located on North Main Street and is a mixed-use building with commercial on the ground floor and residential above. The other two apartment buildings and all the townhomes on the site are planned as full residential structures. The development is designed to be a master planned, mixed use community that combines residential and commercial uses. The developers are committed to creating an active streetscape along North Main Street and providing additional residential living opportunities on the north side of Town. The Comprehensive Plan, the Residential Infill Guidelines, and the surrounding properties were all taken into consideration while designing the site layout and architectural features.

II. Preliminary Layout

Zoning

The proposed rezoning request is for five parcels, plus a portion of an additional parcel, which total approximately 6.59 acres located between North Main Street and Giles Road. There are three existing uses on three of the five parcels. Tax map number 196-A 21 is currently zoned GC and has a small shop occupied by Henderson Roofing. Tax map number 196-A 22 and 196-A 23 are both zoned GC and has one single family house that is used as a rental property. Tax Map 196-A 29 is currently zoned GC and is used as Heartstrings Kennel. The applicant is purchasing a 70' swath of property on the far southern property line equally approximately 0.38 acres that will be included as part of this rezoning. The remaining parent parcel shall retain its current GC zoning designation. Tax Map 196-A 22A is a small, 0.076 acre parcel that was once a paper alley. The property is currently owned by BCCS, LLC and managed by Brett and Suzanne Jackson and is currently unused. This parcel is being purchased by the applicant and will be improved for a walking trail that will connect North Main Street and Giles Road along the eastern side of the project site. Tax map number 197-A 37 is zoned R-5 and is used as a rental property. The application proposes a Planned Residential District for all five parcels that will allow for one mixed use commercial/multi-

family residential building, two multi-family residential buildings and twenty-nine townhomes on subdivided, for sale lots within a coordinated development. All internal property lines will be vacated during the site plan process and re-platted as necessary for the townhomes.

Master Plan

The Master Plan of the proposed development is shown on Sheet Z3 in the Appendix. The Master Plan graphically designates the location for the buildings, parking lot and access points into the site. It also shows proposed locations for bike parking, amenities, utilities, stormwater management areas, open spaces, retaining walls and sidewalks. Included in the masterplan is a proposed boundary line adjustment between the applicants and the Argabright property for the benefit of this project. This will allow the project to install a drive aisle and sidewalk infrastructure thus providing direct vehicular, pedestrian and bike access for residents, employees and customers to move freely between the North Main Street and Giles Road. This connection will mean fewer turning movements on North Main Street which is a benefit from a transportation standpoint. It also makes access to the existing and proposed Blacksburg Transit stops much easier. The proposed boundary line adjustment does not create any zoning compliance issues with the Heartstrings Kennel business located on the Argabright's property.

Further grading and site engineering may require minor repositioning or relocation of identified elements, such as sidewalks and walls, to accommodate level access and provide required ADA access. 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.

Project Description and Structures

The project proposes three mixed use/apartment buildings ranging from three (3) to four (4) stories and twenty-nine townhomes that will either be two (2) stories or two (2) stories over a garage. As currently designed, the project is proposed to have a total of 10,646 square feet of commercial space, 6,327 square feet of leasing/indoor amenity area for the residential uses, and 388 bedrooms in 129 units. Currently the 10,646 square feet of proposed commercial space represents 5.5% of the gross floor area. An The total number of units and the unit mix may change as plans are finalized, but the maximum number of residential units will be no greater than 19.75 units per acre (130 units) and the maximum bedroom count will be no greater than 59 beds per acre (389 beds). There will be a mix of 1, 2, 3, and 4-bedroom units.

The bedroom breakdown shown on the attached plans is as follows:

- (10) 1-bedroom units (8% of unit mix)
- (31) 2-bedroom units (24% of unit mix)
- (38) 3-bedroom units (29% of unit mix)
- (50) 4-bedroom units (39% of unit mix)

Individual Building breakdown is as follows:

Building A: Four Story building with commercial on the ground floor and residential on upper floors providing 27 units and 87 bedrooms.

- 10,646 Commercial Square footage
- (6) 2-bedroom units
- (9) 3-bedroom units
- (12) 4-bedroom units

Building B: Three Story residential building over basement providing 40 units and 116 bedrooms.

- (6) 1-bedroom units
- (7) 2-bedroom units
- (12) 3-bedroom units
- (15) 4-bedroom units

Building C: Four Story residential building over parking providing 33 units and 108 bedrooms.

- 6,327 Leasing/Amenity Square footage
- (4) 1-bedroom units
- (6) 2-bedroom units
- (23) 4-bedroom units

Building C will include a fitness center, designated mail pickup area, clubhouse and lounge area, multiple study rooms, a covered bike parking area and will provide the main access to the outdoor amenity area. A detailed description of the proposed amenities is included in the following section. Other amenities may be added as the design is finalized.

Townhomes: Two Story residential units providing 29 units and 77 bedrooms.

- (10) 2-bedroom units
- (19) 3-bedroom units

While the project is currently proposing Building B as a residential structure, market demand for future additional commercial space may grow. The applicant does hereby reserve the right to convert some ground floor space in Building B to additional commercial space if that demand is realized. However, the applicant is aware that based on the PRD zoning requirements, only 10% of the gross floor area can used for commercial/office use. Currently the 10,646 square feet of proposed commercial space represents 5.5% of the gross floor area. The additional 3,831 square feet in Building B could be converted in the future and still be compliant with this 10% requirement.

III. Site Development regulations

Permitted Uses

The following uses are permitted by right within the planned residential district:
Note: For the purposes of this application, Commercial indicates any use that is not residential in nature.

Residential
Home Occupation
Multi-family Dwelling

Commercial
Community Recreation
Day Care Center
Open Space
Financial Institutions w/o drive through
General Office
Medical Office.
Grocery Store
Neighborhood Convenience Store
Personal Services
Restaurant, Small
Accessory Structures

Height, Lot Setback, Coverage Ratios & Residential Density

Setbacks: Buildings A, B & C
The front, side and rear setbacks shall all be ten (10) feet along the exterior property lines adjacent to the multi-family/mixed use buildings.

Setbacks: Townhomes
Townhomes shall be on individual lots internal to the overall parent parcel. The front, side and rear setbacks shall all be two (2) feet from the individual subdivided townhome lot property lines.

Maximum Building Height:

- Building A – 4 story total (including parapets) – not to exceed 60'-0"
- Building B – 3/4 story (including parapets) – not to exceed 55'-0" on 4-story side and 45'-0" on the 3-story side
- Building C – 4 story over tuck-under parking (including parapets) – not to exceed 55'-0" on the 4-story side and 65'-0" on the 4-story over parking side
- Townhome Building Type "D" – 2-story over garage level – not to exceed 40'-0" at main ridge of pitched roof
- Townhome Building Type "E" – 2-story– not to exceed 30'-0" at main ridge of pitched roof

Lot Coverage: The maximum lot coverage for the site will be 80%.

Floor Area Ratio: The maximum floor area ratio (FAR) for the site will be 0.75.

Residential Density: The maximum residential density will be 59 bedrooms per acre.

Townhome Units per Building: The maximum number of townhome units in row in one building shall be ten (10).

Townhome Building Offset:
The zoning ordinance states *"Front yard setbacks for adjacent units shall vary a minimum of three (3) feet and a maximum of eight (8) feet."*

- Townhome Building Type "D" meets this standard requirement as each individual unit is offset 3' from the adjacent unit.
- Townhome Building Type "E" requires a variance to this requirement. Three-foot façade offsets are built into every townhome unit based on the unit design but the footprints themselves do not step. These offsets and the differing colors of adjacent units provide depth to each unit and provide the visual break between units so they appear individually rather than one large building.

Comparison to existing Zoning Requirements

Zoning Requirement	R-5 District	GC District	1310 N. Main PRD
Maximum Bed Density:	20 per acre	48 per acre	59 per acre
Setback: Front	35'	10'	10' & 2'
Side	10'	0'	10' & 2'
Rear	25'	0'	10' & 2'
Maximum Height:	35-45'	60'-70'	50-60'
Maximum Lot Coverage:	55%	85%	80%
Maximum FAR	0.35	N/A	0.75

Occupancy

The proposed Planned Residential District shall have a maximum occupancy requirement for the multi-family units and townhome units as stated in Section 3113 of the Blacksburg Zoning Ordinance. For all residential units, the maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family; or no more than four (4) unrelated persons. Specific occupancy requirements for unrelated persons shall be no more than one (1) unrelated person per bedroom.

Minimum Open Space

As required by the PRD district, a minimum of twenty percent (20%) of the total project area shall be designated as open space. Of that 20%, a minimum of five thousand (5,000) square feet shall be provided for active or passive recreational activities. As currently shown on the masterplan, there is approximately 20% open space provided and approximately 52,941 square feet of recreational area. There is also an additional 33,182 square feet of additional green space on the property that does not count toward the 20% requirement. This includes perimeter green space within setbacks, parking lot islands, and areas that will be green but are too small to qualify as open space. The final open space area may vary slightly during the full

site design process but shall not drop below the 20% minimum. In addition to the onsite open space provided, the Town of Blacksburg Recreation Center, Aquatic Center and Municipal Park are directly across Giles Road from the project. The location of these Town facilities is an asset to the development and provide residents and employees many more varied recreational activities than could ever be imagined onsite, and all within less than a 5-minute walk.

The amenities shown as open space that allow for recreational activities are:

- Building Amenities
    - Clubhouse with Lounge
    - Fitness Center
    - Study Areas
    - Kitchenette with café

- Outdoor Amenity Area
    - Pool
    - Plaza and Terrace areas
    - Grilling stations and Tables
    - Weather protected Bicycle Parking under Building C
    - Trails and sidewalks
    - Dog Park

The proposed open space plan is shown on Sheet Z6. Other possible uses may be added to the open space area as the design develops.

Parking

General

All parking will be provided as surface parking and be spread across the property to effectively service each building. There will be a mix of standard spaces (9' x 18'), compact spaces (8' x 16'), covered parking spaces underneath Building C and handicapped spaces. The proposed parking lot layout is shown on Sheets Z3, Z4, and Z5. A total of 371 parking spaces are proposed. A detailed breakdown of the proposed parking is below. The development will also use a parking pass policy to ensure compliance with the proposed parking regulations.

PRD Zoning Area – Minimum Parking Required

The parking requirements are as follows:

Commercial Parking: The development is proposing 39 parking spaces for the commercial uses within the project. This provides a commercial parking ratio of 1 space per 275 square feet of commercial area.

Multi-Unit Residential: This development is proposing a ratio of 0.85 spaces per bedroom for the multi-unit section of the project. This is slightly lower than the standard town requirement of 1.1 spaces per bedroom, however it is typical for this type of development that not all residents will keep a car onsite. Many residents will walk, bike, or take advantage of the multiple nearby Blacksburg Transit stops. A

new Blacksburg Transit bus stop is being proposed along the North Main Street frontage and a new covered shelter at the corner of Giles Road and Patrick Henry is being proposed for the site development. Therefore, the lower ratio should still be sufficient to provide parking for residents and guests.

Townhomes: This development is proposing a ratio of 0.87 spaces per bedroom for the townhome section of the project. Again, this is slightly lower than the standard town requirement of 1.1 spaces per bedroom, however the amount of parking proposed on a per unit basis is 2.3 spaces. Each individual unit will have two private spaces, one in the garage and one in the driveway. In addition, nine spaces will be provided in the common area to be used for guests. Because these units will be more appealing to families, it is reasonable to assume that even for a 3-bedroom unit, it is likely that there will be only one or two vehicles parked at each residence. Additionally, it is expected that many of these residents will also take advantage of the nearby bus stop at the corner of Giles Road and Patrick Henry Drive.

The following parking ratios are proposed with this project:

Townhome Parking:	58 spaces (garages & driveways)
Standard Parking:	179 spaces
Tuck Under Spaces:	20 spaces
Compact Spaces:	105 spaces (28.3% of total)
Motorcycles Spaces:	1 space
ADA Parking:	8 spaces
Total Spaces:	371 spaces

Commercial Parking Provided:	39 spaces (1 space/275 SF)
Multi-Unit Parking Provided:	265 spaces (0.85 spaces/bedroom)
Townhome Parking Provided:	67 spaces (0.87 spaces/bedroom)

Future Commercial Opportunity:
Should the applicant wish to convert the 3,831 square foot portion of Building B to commercial uses as stated earlier in this application text, the parking ratios would adjust from the ratios stated in this section. This conversion would result in the removal of nine (9) total bedrooms. The changes in commercial space and it's required parking versus the reduction in bedrooms and it's required parking would provide the following updated ratios:

Commercial Parking Provided:	53 spaces (1 space/275 SF)
Multi-Unit Parking Provided:	251 spaces (0.83 spaces/bedroom)
Townhome Parking Provided:	67 spaces (0.87 spaces/bedroom)

Bicycle Parking
The development shall provide bicycle parking for both the commercial space and the residential uses. There will be 16 bike parking spaces for the commercial area, which exceeds the Town minimum ratio of 1 space per 1,000 s.f. of commercial retail space. The spaces provided for use at the commercial area will be 10' deep, allowing space for bike trailers, which have recently increased in use around town.

There will also be a minimum ratio of 61% of the provided bedrooms for the apartment units and townhomes (235 bicycles). A large percentage of these spaces (approximately 175 spaces) will be in the tuck under parking area in Building C. This area will be covered, and weather protected so residents and guests can feel comfortable leaving their bicycles in a safe area not exposed to the elements. The remaining 60 standard open air, surface bike racks/spaces will be installed around the site to service the various buildings. Residents will also be allowed to store their bicycles in their unit. It is anticipated that the most townhome residents will store their bicycles in their private garages or in their units. Six outdoor bicycles spaces have been provided in the townhome section for guests.

Electric Charging Stations

Electrical stub outs/rough-ins will be designed into the covered, tuck under parking areas below Building C. This will allow for multiple future electric car charging stations to be installed in a weather protected location. Electric infrastructure may also be configured around other buildings onsite to allow for future additional charging stations should the demand increase over time. This policy will further the concepts and ideals of the Town of Blacksburg sustainability design principles.

Project Phasing

Although this project proposes four separate and distinct buildings, it is anticipated that the project will be built in a single phase. All buildings, parking, onsite and offsite infrastructure, and any road improvements that will be required for the development will be constructed within this single phase as well. Based on construction scheduling, it is likely that certain buildings may be ready for occupancy before others. The townhomes located on the lower parcel will be on subdivided lots and occupancy may occur on those units prior to the apartment buildings. If phased occupancy occurs, the developer will work with Town building, zoning and engineering staff to ensure compliance with the approved plans and rezoning documents as well as providing safe access to the site for new tenants, customers and residents.

Subdividing & Parcels

The site currently exists as five separate parcels. Four parcels currently have access to North Main Street and one parcel has access to Giles Road. Upon rezoning approval, a lot line vacation would occur on all four parcels as well as Tax Map #196-A 29 owned by the Argabrights. The Applicants are purchasing an approximately 0.38 acre portion of that this parcel which will allow a fully contiguous development between North Main Street and Giles Road. The townhome units will be constructed on individually platted lots and will be "for sale" units. The lots would be platted at the site plan stage. Any open space or other applicable easements will be dedicated on a final approved plat for the project as required by the Town Ordinances. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards. There will also be a portion of the Giles Road parcel that will be dedicated as additional right of way during the site plan process.

Landscaping and Screening

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance to include the required interior parking lot landscaping/greenspace areas, the overall site greenspace and the canopy coverage landscaping requirements for multi-family and commercial uses. Existing vegetation internal to the site or adjacent to outside parcel boundary lines may be preserved as grading allows and may count towards the requirements above if such vegetation is consistent the intent. In addition to these requirements, the applicant is proffering to provide an additional evergreen buffer along the southern property line adjacent to The Heights. While the proposed uses will be elevated above the adjacent uses, a retaining wall is anticipated along the southern portion of the property. The evergreen buffer, as shown on sheet Z4, will be planted between the property line and the face of this wall to help visually mitigate any impacts of this wall. Trees shall be planted at an 8' height and spaced 12' on center. Additional landscaping and general tree descriptions are provided in the architectural package accompanying this application. A privacy fence has also been proposed along the eastern boundary line of the project adjacent to the Argabright property to provide screening and to keep trail users from trespassing onto the Argabright property.

Minimum perimeter landscape areas adjacent to neighboring properties:
Western Property Line adjacent to Rocket Properties and Belprofo LLC: 5'
Southern Property Line adjacent to The Heights: 10'
Western Property Line adjacent to The Heights: 5'
Eastern Property Line adjacent to Trice and Argabright: 0'
Eastern Property Line adjacent to Jackson: 0'

Site Lighting

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance and in the spirit of the Town's dark sky initiative. This will include the installation of full cut-off parking lot lighting to provide nighttime visibility for commercial tenants, customers and residents as well as any other site specific and/or exterior building lighting while minimizing the impact to adjacent properties. Other site-specific lighting features could include but not be limited to sidewalk lighting and landscaping/accent lighting. As Building A will have a large amount of commercial area on the ground floor and facing North Main Street, typical commercial building lighting is anticipated. Any exterior lighting fixtures located on the proposed buildings will also be designed in the overall photometric plan to ensure compliance.

Maintenance

Overall maintenance of the property will be under the development's ownership and through the owner's designated on-site property management agent. The property will have one fulltime office/leasing employee and one fulltime maintenance employee onsite during normal business hours. There will also be a 24 hour on call maintenance and emergency contact. One part-time employee is also planned to assist in onsite matters as determined by the owners. All common space elements including exterior elements such sidewalks, parking lots, and recreational

areas will be under the development's ownership and will be maintained at no cost to the general taxpayer.

Building Design and Construction

With the overlap of commercial/office/retail and residential uses becoming more and more common in the Town of Blacksburg, The 1310 North Main Team has focused a deliberate effort to create a mixed-use environment that allows both uses to thrive as well as meet the ongoing demands of housing for the Town.

The overall design direction for this redevelopment is inspired by the idea of clean and sophisticated architecture based on both traditional and contemporary vernaculars found within many "Main Street" areas. With treelined streets, walk-up stoops for residential street character, and simply detailed massing/proportions typically found along these "Main Street" areas, the goal is to create a classic architectural style and a legacy for the North Main corridor in Blacksburg. The exterior materials being proposed are fiber cement lap siding, fiber cement vertical board & batten, and brick veneer. With some significant grading on the site, there are several opportunities for smaller public areas connected by walking paths.

A very generous commercial plaza has been provided along North Main Street as inviting entrance to the development. This will provide outdoor gathering space for potential restaurant users, commercial customers and employees and residents. The Main Courtyard will be just in front of Building C directly in line with the "boulevard" entry from North Main and will include a pool, outdoor grilling, fire pits and miscellaneous passive zones. This location in the center of the site is where the residential amenity areas are focused thus removing concerns about noise and other lifestyle conflicts with residential neighbors on Giles Road. The townhome section also has a large outdoor area that will focus community activities to central portion of the site. A pedestrian trail has been provided along the perimeter of the project to provide safe access for all residents to the various spaces in the project.

MULTI-FAMILY RESIDENTIAL BUILDINGS

Building A will include ground level Commercial with 3 levels of residential above along with a parapet roof to provide the "Main Street" curb appeal for the project.

Building B will be 3-story residential with walk-out level stoops along the main boulevard as you enter from North Main Street and a lower residential basement level accessing the rear parking lot.

Building C will be 4-story residential with integrated leasing and amenity on level 1. There will also be "tuck-under" parking on the basement level to the south.

There will be four (4) different floor plans offered in the proposed apartment buildings:

- 1 bedroom/1 bathroom
- 2 bedroom/2 bathroom
- 3 bedroom/3 bathroom
- 4 bedroom/4 bathroom

The multi-family buildings are being designed by looking into the future and providing a flexible design on the ground floor of buildings B and C that could be converted to commercial space if the market demand trends that way. The buildings are also providing high quality and appropriately sized new housing opportunities. Each residential unit will feature a kitchen, a washer and dryer, a centrally located living room, and a private bathroom for each bedroom. Accessible amenity spaces and elevator access also allows for a mix of age and mobility ranges in tenants. Flexible spaces for studying and collaboration will be provided along with recreational activities that can be used and appreciated by a wide range of tenants.

TOWNHOME RESIDENTIAL BUILDINGS

Townhome Buildings Type "D" will be 2-story over a drive under garage. The units that front on Giles Road will be a 2 story elevation from the road and the garages will enter from the rear of the units off of the proposed alley. The units along the northern property line will front the trail and openspace and their garages will also enter from the rear of the units off of the proposed alley. Both of the Type D buildings will require an exception to the Townhome Use and Design standards Section 4231(b)(1) due to the buildings having a total of 10 units attached. An exception will also be required for the standard Section 4231(b)(6) based on more than one yard being improved with parking or drive aisle.

Townhome Buildings Type "E" will be 2-story. These units will have a garage that enters from the front of the units and the backyards will face the large common greenspace area in the middle of the townhome development.

There will be three (3) different floor plans offered in the proposed townhome units:

- 2 bedroom/1 ½ bathroom at 1,235 s.f.
- 3 bedroom/2 ½ bathroom at 1,540 s.f.
- 3 bedroom/2 ½ bathroom at 1,570 s.f.

The townhome portion of the project is being designed to provide a more respectful residential scale product along Giles Road that is in keeping with the existing housing stock on Giles Road. The unit sizes listed above will give residents ample living space as well as a single car garage. The interior of the units is designed to appeal to young families and professionals and not necessarily the undergraduate student housing market. One main design feature that represents this is the units do not provide bed/bath parity, which is designed into the multi-family product. As these units will exist on individual subdivided lot, they will be a for sale product which will be in high demand due to the shortage of for sale residential units in Blacksburg. Each residential unit will feature a single car garage, a kitchen, a washer and dryer, a centrally located living room, and half bath on the main floor. The two story over garage units also provide additional owner storage areas adjacent to the garage. Residents will have open space and trail connections near their units and will also be afforded the opportunity to use the overall development's full amenity package.

Healthy lifestyles and community living for the entire project are encouraged by the outdoor amenity space, fitness center, and clubhouse. The sites proximity to the Town's largest park and recreation center is an added benefit. Multiple Blacksburg Transit stops exist near the development and a new stop is proposed directly in front of the site. The community will also provide ample bicycle storage, the majority of which will be covered, and weather protected, to encourage residents to use alternative methods of transportation.

Signage

Two monument signs are currently proposed for the project – one at the North Main entrance location and one at the Giles Road entrance location. Each sign will be designed with materials similar to the building. A rendering of the signs with dimensions are included in the appendix. As Building A is entirely commercial on the ground floor, additional signage is planned for that building including entry canopy signage and a project identification sign as shown in the attached renderings. Building C will be the main residential leasing office and will also require building signage over the front canopy as shown in the rendering. A detailed design will be submitted during the site planning phase in order to obtain a sign permit prior to installation. Other directional signage may exist onsite and will meet the directional signage standards of the Town ordinance for commercial development and multi-family dwellings.

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.

Water

According to discussions with Town staff, there is adequate water capacity for this project and the town will be able to provide approximately 48psi at the upper end of the site along North Main Street. This is adequate and meets town standards, however, based on final grading and building design, a pump may be needed to get the required water pressure to the upper floors of the proposed building to meet fire protection requirements. The final determination of this will be handled at the site plan stage with the project consultants and Town Staff.

The proposed rezoning area is bordered on the northern side by North Main Street, on the western side by existing commercial and residential uses, on the southern side by The Heights condominium development and Giles Road and on the eastern side by existing commercial and residential uses. According to town maps and a field survey, there is an existing 12" water main in North Main Street and an existing 4" water main in Giles Road. There is also an existing fire hydrant next to the proposed entrance on North Main Street that will remain. Any other existing mains or service laterals on the properties may be vacated or relocated as determined during the site plan process. The proposed development will install a new 8" water main on the site that will loop the water service between the existing waterline in North Main Street and the existing waterline in Giles Road. The approximate total

length of the new watermain will be 1,895 feet. Fire lines and service connections will be installed throughout the property to serve the proposed building. Fire hydrants will be located within the project as necessary per Town Code requirements. Preliminary hydrant locations are shown on the master plan, but these may change as the design is finalized. The proposed waterline size also may change based on final design criteria.

Sanitary Sewer

According to town maps and a field survey, there are two separate existing sanitary sewer gravity mains that can service the proposed project. There is an existing sanitary sewer main in North Main Street that currently has two extensions into the property now. Those existing extensions will be removed upon any future redevelopment. There is also an existing sanitary sewer main that runs along the low point of the Giles Road parcel. This line drains a large portion of the upstream properties including Clover Valley and also from across Giles Road. Upon redevelopment of this parcel, all existing sewer main will need to be relocated. There are two connections to the existing main which come from offsite, which will both be relocated and connected to the new proposed main. No new main is anticipated to be installed on the northern portion of the site. There are two scenarios to sewer the buildings. One is that all the site drains towards the Giles Road line and the second is that the flows are split between the North Main line and the Giles Road line. The town, in reviewing the available capacity along the proposed sewer shed of this project, has noted that capacity issues do appear to exist along certain sections of the North Main sewer line and in the Giles Road sewer line.

Documents provided by the Town show that 2 sections of sewer line in North Main Street are currently over capacity. These lines are proposed to be replaced as part of a future Town project. From the information provided by Town Staff, there are also 4 sections of sewer line in the Giles Road line that are currently over capacity. Future improvements to these lines may be necessary per discussion with staff.

All proposed main lines will be located within easements and will be constructed per Town Code. The preliminary utility layout is shown on Sheets Z3-Z5.

Based on Town of Blacksburg Standards and Virginia Department of Health Standards, an average daily flow is estimated for the proposed uses below.

1. Restaurant: 2,800 square feet
   Design Assumptions and Calculations:
   Water and Sewer usage for restaurant use is 150 gal/1,000 SF = 420 gal/day

2. Retail: 7,846 square feet
   Design Assumptions and Calculations:
   Water and Sewer usage for retail use is 40 gal/1,000 SF = 314 gal/day

3. Apartments: 311 total bedrooms
   Design Assumptions and Calculations:
   Water and Sewer usage for residential use is 75 gal/day per bedroom = 23,325 gal/day

4. Leasing Office/Amenity Area/Pool: 6,327 square feet plus pool
   Design Assumptions and Calculations:
   Leasing & Amenity Area = 1,000 gal/day per area
   Total Water/Sewer Usage By Leasing/Amenity/Pool Area = 1,000 gal/day

5. Townhomes: 29 total units
   Design Assumptions and Calculations:
   Water and Sewer usage for residential use is 170 gal/day per unit = 4,930 gal/day

6. New Sewer Main = 755 Linear Feet
   Existing Sewer Main to be removed/relocated = 507 Linear Feet
   Net = 248 LF x 1.5 gal/day per foot = 372 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 29,989 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 30,361 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.

<u>Water Quality & Stormwater Management Standards</u>

The project site currently consists of five parcels, plus a portion of a sixth parcel, totaling 6.59 acres. The site is bound by North Main Street and the property of Brett & Suzanne Jackson to the west, the properties of Ricky & Debra Argabright and Joseph & Evalin Trice to the north, Giles Road to the east, and The Heights Condominiums to the south. Currently, there is a mix of commercial and residential buildings across three of the lots, with the fourth parcel being vacant. The existing impervious coverage totals approximately 0.54 acres (8.2% of the site). The surrounding area consists of single-family and multi-unit residential, commercial developments, and civic uses. Existing soil conditions on-site include the types listed below with slopes ranging from 2%-25%. There are currently no known

environmental issues on site, however prior to construction, the site will be fully investigated to determine if there are any jurisdictional waters on the property or within any of the areas of disturbance. If evidence is found, the property will be delineated, confirmed by the US Army Corps of Engineers and all necessary permits will be filed. The upper parcels currently drain naturally to the rear southern corner and the lower parcel drains to a point on the southern side of the property. Runoff from the entire project converges at the discharge point in Stroubles Creek.

Stormwater Management

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

In the pre-development condition, the site consists primarily of an open grass field with a few commercial and residential buildings and associated parking. A small area adjacent to Main Street flows towards the public sidewalk, but the majority of runoff sheet flows towards the back corner of the property and through the adjacent residential development. Runoff from the lower parcel along Giles Road flows to a point along the southeastern property line and into a stormwater channel, converging with the runoff from the upper parcels in Stroubles Creek. Stroubles Creek lies just south of the site boundary and conveys a watershed of approximately 100 acres of urban land. The point of convergence has been selected as the Point of Analysis.

There are several existing stormwater management ponds located upstream of the project, affecting the peak flow characteristics at the point of analysis. The two largest ponds, Clover Valley and Rutherford Townhomes, have been included in the HydroCAD model submitted with the Stormwater Concept Plan. The data used for these ponds has been compiled based on field observations and design plans obtained from the Town of Blacksburg.

Post-Development Summary

The proposed site will be graded to capture runoff via curb and gutter and stormwater piping. Two underground detention systems will be installed to manage runoff. The upper system (SWM Facility #1) will handle runoff from approximately 5.21 acres and the lower system (SWM Facility #2) will handle runoff from approximately 1.84 acres. Outflow from each system will be controlled by orifice/weir structures within outlet manholes. 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 and will flow directly to the channel. Post-development peak flow rates at the point of analysis will be reduced compared to peak flow rate in the existing condition.

A large amount of upstream runoff currently flows through a channel located on the lower parcel. A bypass pipe will be installed to carry this runoff through the site and will also pick up the outflow from both stormwater management systems. The pipe

will discharge into an existing channel located on The Heights property. The total drainage area flowing to this bypass pipe will be approximately 80.51 acres. The pipe has been sized to pass the 10-year storm.

Water Quality

Water quality compliance will be achieved through use of the Virginia Runoff Reduction Method 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 less than five acres of land will be disturbed, or the phosphorus water quality reduction requirement is less than 10 pounds per year.

The existing site has a pre-development land cover of 1.11 acres (16.3%). The post development site will have an impervious land cover of approximately 5.20 acres (76%), resulting in a composite runoff coefficient (R_v) of 0.78. The prescribed phosphorus pollutant reduction requirement is 7.83 lb/yr, which will be handled by purchasing 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 natural 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. 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 equations below to prevent erosion of the natural conveyance systems. 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.

R_v Calculation

Pre-developed = 0.412 acre*ft – See HydroCAD "RV Calculation" Report
Developed = 0.951 acre*ft – See HydroCAD "RV Calculation" Report

$$Q_{Developed} \leq I.F. \times \left(Q_{Pre-developed} \times RV_{Pre-Developed}\right) / RV_{Developed}$$
$$Q_{Developed} \leq 0.8 \times \left(Q_{Pre-developed} \times 0.412\right) / 0.951$$
$$Q_{Developed} \leq 0.35 \times Q_{Pre-developed}$$

The resulting maximum allowable peak flow rate for the one-year 24-hour storm at Point of Analysis 1 is 49.55 cfs.

The actual post-development peak flow rate achieved is 49.52 cfs.

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. 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

Runoff from the proposed development is discharged directly into to a series of natural and manmade conveyance systems. These conveyance systems carry flows from the site downstream to the 1% analysis point. The post-development peak runoff has been mitigated via underground detention facilities to prevent adverse impacts from this site to downstream properties in the form of channel erosion and flooding.

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.

Sustainability and Alternative Green Stormwater Management

The applicant has proffered that the project will be built to either Earthcraft multi-family standards or to National Green Building standards. This furthers the Town's stated goals of sustainable housing opportunities. The project is also 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 a viable addition to the currently proposed stormwater management system.

Environmental Impacts & Concerns

There are currently no known specific environmental issues or concerns on the subject property. Preliminary investigation appears that show that there are no open waters on the 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 fully 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 the stream.

Trash Pick-up

There will be three (3) locations within the apartment parking lot areas for trash and recycling disposal. All locations will be adequately screened from the adjacent

properties and be accessible for the commercial and residential tenants. The townhomes will have individual trash and recycling cans that can be stored in their garages. The development will have a private refuse collection company handling removal for the dumpster facilities and the individual cans provided for the Townhome units. No Town trash service is proposed for the project. All recycling shall meet the Town of Blacksburg recycling guidelines and regulations for Multi-family dwellings.

Other Utilities

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. Some relocation of existing utilities is anticipated. Coordination with AEP and the other private utility companies will be required.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

There are two points of access into the property as currently proposed. There will be one entrance located off of North Main Street on the east side of Building A and there will be one entrance off of Giles Road just west of the townhomes fronting on Giles Road. These access points will be designed and constructed to Town standards and will allow for full cross access throughout the project. All drive aisles and parking spaces will also be designed to meet Town standards. Both entrances are designed as full access intersections. Traffic counts and turning movement counts of existing traffic patterns have been completed as instructed by Town Staff for analysis as part of this design.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a VDOT TIA is not warranted with this project. However, through conversations and meetings with the Town Engineering Director it was agreed that a private traffic analysis be completed for this project due to the anticipated number of new trips and potential impact on Town roads. All traffic count locations and signal analysis locations were agreed upon between the Town and Applicant prior to starting the analysis. These details are included in the Traffic Analysis submitted with the rezoning documents.

Balzer and Associates has performed the traffic analysis and generated the proposed daily trip totals for the new development. The trip generation numbers for the existing and proposed uses are shown below for the AM Peak, PM Peak and Weekday totals, in order to show the anticipated increase in traffic due to the increased commercial and residential uses. Signal analysis and turn lane analysis was done under several scenarios including: existing conditions 2019, background condition 2021, and buildout condition 2021.

The following text and tables are excerpts taken from the completed traffic analysis by Balzer and Associates, dated 10/25/2019 and submitted with this application:

Trip generation for this study was based on the concept plan created by Balzer and Associates, Inc. (please see Appendix B) and information provided by the developer regarding the expected uses of the property. The policies and procedures found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, were employed to determine the potential site generated traffic volumes for the proposed development in the AM and PM peak hours.

For the off-campus student apartment use, trips were based on the total number of bedrooms. The projected trips were calculated using the equations and directional splits provided in the ITE Manual for student apartments over ½ mile from campus. The equations and directional splits are listed below:

Trip Generation

Time Period:	Equation / Average Rate:	%Entering / %Exiting:
Multi-Family Housing (Low-Rise)		
Weekday	T = 7.56(X) - 40.86	50% Enter / 50% Exit
AM Peak Hr of Adj. Traffic	Ln(T) = 0.95 Ln(X) – 0.51	23% Enter / 77% Exit
PM Peak Hr of Adj. Traffic	Ln(T) = 0.89 Ln(X) – 0.02	63% Enter / 37% Exit
Off-Campus Student Apartments		
Weekday	Average Rate = 3.97	50% Enter / 50% Exit
AM Peak Hr of Adj. Traffic	Average Rate = 0.16	28% Enter / 72% Exit
PM Peak Hr of Adj. Traffic	Average Rate = 0.30	52% Enter / 48% Exit
Shopping Center		
Weekday	Ln(T) = 0.68 Ln(X) + 5.57	50% Enter / 50% Exit
AM Peak Hr of Adj. Traffic	Average Rate = 0.94	62% Enter / 38% Exit
PM Peak Hr of Adj. Traffic	Ln(T) = 0.74 Ln(X) + 2.89	48% Enter / 52% Exit
High-Turnover (Sit-Down) Restaurant		
Weekday	Average Rate = 112.18	50% Enter / 50% Exit
AM Peak Hr of Adj. Traffic	Average Rate = 9.94	55% Enter / 45% Exit
PM Peak Hr of Adj. Traffic	Average Rate = 9.77	62% Enter / 38% Exit

			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Multi-Family Housing (Low-Rise)	220	29 Dwelling Units	3	12	15	13	7	20	178
Off-Campus Student Apartments	225	311 Bedrooms	14	36	50	48	45	93	1,235
Shopping Center	820	11,677 s.f.	7	4	11	53	58	111	1,396
High Turnover Restaurant	932	2,800 s.f.	15	13	28	17	10	27	314
		Totals	39	65	104	131	120	251	3,123

Table 4: Site-Generated Traffic

Internal capture reductions consider site trips "captured" within a mixed-use development, recognizing that trips from one land use can access another land use within a development without having to access the adjacent street system. Based on discussions with the Town of Blacksburg, an internal capture reduction has not been taken for this site to provide a conservative analysis.

Based on knowledge of the area, it is anticipated that there will be significant usage of alternate means of transportation by residents of this development, including walking, bicycling, and bus via the Blacksburg Transit (BT). The BT is a particularly heavily used form of transportation, especially for trips to and from the Virginia Tech campus.

Based on discussions with the Town of Blacksburg, a 10% reduction has been applied to the residential traffic only to account for bus, pedestrian, and bicycle trips. Table 5 shows the site-generated trips with the 10% reduction.

			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Multi-Family Housing (Low-Rise)	220	29 Dwelling Units	3	11	14	12	6	18	160
Off-Campus Student Apartments	225	311 Bedrooms	13	32	45	43	41	84	1,112
Shopping Center	820	11,677 s.f.	7	4	11	53	58	111	1,396
High Turnover Restaurant	932	2,800 s.f.	15	13	28	17	10	27	314
		Totals	38	60	98	125	115	240	2,982

Table 5: Site-Generated Traffic w/ Bus Reduction

Pass-by trip reductions consider site trips drawn from the existing traffic flow on an adjacent street, recognizing that trips drawn to a site would otherwise already traverse the adjacent street regardless of existence of the site. Based on the type of development proposed, pass-by trip reductions could be applied to the commercial uses in accordance with the ITE manual and engineering judgement. It should be noted that no pass-by reductions were taken as part of this traffic study, which is a conservative approach.

Site Traffic Distribution and Assignment

The distribution of potential site generated traffic was completed by observing the directional splits from the traffic counts and by applying engineering judgment based on knowledge of the proposed uses, as well as the surrounding area. The directional percentages were then applied to the site generated traffic to determine the ingress/egress movements for each direction.

For the purposes of the analysis, the following assumptions were made for entering and exiting traffic from the site:

Commercial Uses:	90% to/from North Main Street
	10% to/from Giles Road
Residential Uses:	60% to/from North Main Street
	40% to/from Giles Road

Conclusions

Based on the data collected, the assumptions made, and the potential site generated traffic, the results of the analysis are:

- the proposed project will increase traffic at the existing intersections and on the surrounding road network;
- traffic volume increases at the existing intersections will be minor and are not anticipated to significantly impact level of service or delay at the existing intersections;
- the existing intersections operates at an acceptable LOS with the projected background traffic volumes and will continue to do so with the site-generated traffic volumes included;
- no signal timing modifications are recommended at the existing intersections;
- A right turn taper is warranted at the entrance into the development on North Main Street. However, due to the location of the proposed bus stop directly before the entrance, it is not recommended that this right turn taper be constructed. This would create additional conflict points between buses and standard vehicles. The proposed entrance without the right turn taper will be consistent with the existing pattern of development along this corridor.
- A 75' left turn lane is warranted at the entrance into the development on North Main Street. However, due to right-of-way limitations and to maintain consistency along this corridor, a left turn lane is not feasible in this location. The left turning volume into the site is relatively low and there are anticipated to be sufficient gaps in northbound traffic to accommodate left turning traffic with minimal stacking. The proposed entrance without the left turn lane will be consistent with the existing pattern of development along this corridor. As shown in Table 6, the maximum queue lengths will not affect the signal at Patrick Henry Drive.

Blacksburg Transit

The project has frontage on two main roads – North Main Street and Giles Road and there are multiple existing Blacksburg Transit stops nearby. The applicant consulted with Blacksburg Transit prior to the final design to determine the most accessible transit stop locations in relation to this project. As part of that discussion it was determined that a new full bus pull off area and covered bus shelter could be located directly in front of the site on the northbound route. Locating a stop here would further encourage residents and commercial customers to use this

alternative means of transportation. This new stop would replace the existing stop that is currently located in front of Blacksburg Feed and Seed.

As this project site also has frontage on Giles Road, possible improvements to transit service along that route was discussed as well. Currently there is a stop located at the southeastern corner of Giles Road and Patrick Henry Drive. As this location will also certainly see a higher ridership, the application is proposing to build a new covered bus shelter here as well. As this site will have accessible bus service in several locations, it should help cut down on future vehicular trips in the corridor and reduces the need for some residents to have a vehicle onsite at all.

Pedestrian Walks

Sidewalks will be provided throughout the development to provide access to North Main Street, the parking areas, Giles Road and all amenity areas. The applicants are planning to use Tax Map 196-A 22A as another location for a trail connection to North Main Street. The proposed walking trail will vary in width from 6'-8' as it traverses the eastern property boundary from Giles Road to North Main Street. This will provide a more direct pedestrian route to North Main Street than going through the internal portion of the site and parking areas. Based on the site layout and having multiple buildings, an extensive sidewalk and trail network is required for safe pedestrian access. Any sidewalks will that will serve as accessible routes will meet ADA requirements. The proposed sidewalk network is shown on Sheet Z3-Z5. Sidewalk improvements along Giles Road are also proposed with the redevelopment of that parcel for the Townhome section.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The subject parcels included in this application have two different existing zoning classifications. While the application proposes a master planned PRD development, which will be designed, constructed and managed as one project, it is important to address the comprehensive plan vision separately.

The parcels designated 196-A 21, 196-A 22, 196-A 23 are currently zoned GC General Commercial and are only accessed from North Main Street. It is located in an area classified as a Commercial Area on Map C (Neighborhood, Employment, and Service Areas) in the Comprehensive Plan and is currently designated as High Impact Commercial on the Town's Comprehensive Plan Future Land Use Map. This Future Land Use is defined as "Small or large commercial developments with a need for high visibility and have a high impact on the surrounding environment, including but not limited to factors such as lighting, noise, parking, traffic, and hours of operation." The property is surrounded by two primary zoning designations including GC General Commercial and R-5 Residential. The residences within these designations are primarily rental housing. They include the Heights Condominiums behind the site and single-family rental homes and multifamily apartments to the east and west of the site.

Of the three parcels, one is currently vacant, one is occupied by Henderson Roofing and one is a single-family structure that has been used as an office and residential over the years. While these parcels are currently zoned General Commercial, the site is challenged topographically which makes true commercial development difficult beyond the main frontage of the property. The site is very deep, and it drops in elevation drastically from front to back. There is approximately 40' of elevation change from North Main Street to the rear of the property. Commercial tenants prefer to have good visibility and access to the main road. One large commercial building on this site is cost prohibitive and vertical mixed-use buildings at the rear of the site provide no visibility to the ground floor commercial tenants. The proposed development focuses the commercial development in Building A which provide, great vehicular access & visibility, as well outdoor plaza space for customers and a BT stop at their front door.

While the site does not lie within a Mixed-Use Area, it is directly between Mixed Use Area C and Mixed Use Are H, both on North Main Street. As the mix of existing uses from the site to Patrick Henry Drive continue to be a mix of residential and commercial, it is the applicant's opinion that many of the same good planning principals stated for Mixed Use Areas can extend to these parcels as well. One more recent mixed-use project in this area that also doesn't fit in one of the mixed-use bubbles is the ReMax 8 office/residential building located beside 7-Eleven. Some of the applicable principals from the Comprehensive Plan that are mirrored in this project are:

a. Vertically mixed-use buildings and, where feasible, a mix of uses horizontally throughout the entire site.

b. Access to mass transit stops with shelters located on the perimeter of the development and, where feasible, internal to the development to serve the area.

d. Limited entrances to major arterial roads to help prevent additional traffic congestion and to help prevent the appearance of strip commercial shopping centers. On-site vehicular parking should be accommodated without dominating the streetscape or landscape.

e. Site design and site layouts that are coordinated with and complemented by other mixed-use developments within the Mixed-Use Area and to other properties adjacent to the Mixed-Use Area. While mixed-use developments may be designed independently of each other, they must function with surrounding developments.

f. Arrangement and configuration of buildings, building setbacks and streets that create a sense of spatial enclosure or "outdoor rooms" along key portions of street corridors. The result should be an inviting and attractive built environment that encourages and accommodates people living, working, shopping, and visiting these mixed-use areas.

g. A mix of uses, residential and non-residential, within each building and within the development is encouraged. Outdoor activities such as patio dining are encouraged to promote commercial and pedestrian vitality.

The proposed development is also near Urban Development Area (UDA) C as noted in the Comprehensive Plan. Only three parcels separate this project area from the

defined UDA C area. This project certainly promotes the intent of the UDA by encouraging additional higher density residential development, along with commercial opportunities in an area where public transit and adequate utility services are available. It is close enough to services and the university that residents will be encouraged to walk or bike to their destinations rather than drive and does not push higher density residential to the ends of Town where that type of development is not appropriate. This area along North Main Street and Giles Road appears to be an area capable of sustaining appropriately sized, higher density housing opportunities as there should be little, if any, direct impact on any established owner-occupied residential neighborhoods.

The parcel designated 197-A 37 is currently zoned R-5 Transitional Residential and is accessed only from Giles Road. It is located in an area classified as an A4 Suburban Residential Neighborhood in the Comprehensive Plan and is currently designated as Medium Density Residential on the Town's Comprehensive Plan Future Land Use Map. This Future Land Use is defined as "as having up to ten dwelling units per acre, or up to 20 bedrooms per acre. The typical implementing zoning districts for this use are R-5, OTR, PRD, and PMH. Suburban Residential Neighborhoods are defined as follows:
"Suburban residential neighborhoods are commonly made up of detached single-family homes on quarter acre or larger sized lots. Homes are typically owner-occupied and known for their good exterior maintenance and appearance. They are on tree-lined streets with houses nestled under a full and mature tree canopy. Homes are often rented to families who complement the already existing family-oriented neighborhood. Many of these neighborhoods are located near parks and recreational amenities. The low-density neighborhoods are located on the edges of town, and many abut agricultural and open land. There is no transit service to single-family neighborhoods in these areas. These areas do not contain some of the urban/walkable amenities such as sidewalks and streetlights on all streets. The neighborhood street grid is not as well connected as older neighborhoods closer to Downtown. While commuting by biking and walking is possible, residents in these neighborhoods predominantly use their personal automobile to get to places.

While some of the Giles Road area may fit this description, the west side of Giles Road that includes the subject parcel does not. According to the GIS, every property on the west side of Giles Road from the subject property south to Northview Drive is a rental property. Several of which are duplexes and are accessed from common parking lots and not individual driveways. Giles Road also has a bus route that serves it and sidewalk infrastructure as discussed previously in this application. The subject property and the majority of the surrounding uses are much more representative of development traits discussed in the A3 Multi-Unit Residential neighborhood or A2 Urban/Walkable sections. While not at the density of locations such as Foxridge or Terrace View, the surrounding areas are primarily rental and lifestyle conflicts between those and the project will be minimal. A strong property management program is key to this which is proffered in this application.

The Housing portion of the Comprehensive Plan specifically details the challenges that exist in the Blacksburg housing market with respect to undergraduate students.

Enrollment at Virginia Tech is expected to increase significantly over the next few years as we have seen with the recent announcement of a higher than anticipated incoming Freshman class. However, the availability of on-campus housing has not increased at nearly the same rate as enrollment and it is expected that this will be an ongoing problem. The result is that undergraduate students continue to infiltrate traditional neighborhoods, creating lifestyle conflicts between the students and families or other non-student residents. Issues that can arise from off-campus student housing being provided in traditional neighborhoods include poor property maintenance, absentee landlords, and over-occupancy. Therefore, it is easy to understand the need for student housing options that won't have a negative impact on traditional neighborhoods.

The influx of additional students this year will also now be impacting the town in a different way commercially. With the news that entire hotels and now portions of the Inn at Virginia Tech will be used as housing for the 2019-2020 school year, there are less rooms for visitors to Blacksburg to stay and spend their money in our restaurants and stores during business trips, football weekends, graduations, etc. While this project cannot remedy the upcoming school year concerns, it can provide quality mixed use commercial and residential options for students and young professionals in future years, that may wish to buy or rent, in an area of town that has infrastructure in place and limited impacts to family neighborhoods.

By providing a community that combines commercial and residential, the development will be a transition between the highly commercial area of North Main Street and the residential areas along Patrick Henry Drive and further north on North Main Street. It will provide housing opportunities for new rental tenants and future homeowners, as well as providing convenient retail and commercial uses for these residents and the residents of the surrounding areas, therefore benefitting the local economy. It is the goal for mixed use areas to have limited vehicular entrances to avoid giving the impression of a strip commercial center. This project will utilize one entrance on North Main Street which will limit curb cuts and one on Giles Road near the existing driveway location. The cross-access easement will allow for a road and sidewalk connection which will allow vehicular traffic to choose either road for accessing the site. This will take additional traffic pressure off North Main Street and will also help limit left turn traffic from the site onto southbound North Main Street.

As this is a mixed-use development with the intent of providing a smooth transition between the commercial and residential sections of town, it is important to meet guidelines for both Residential Infill Development and Non-Residential Development. The proposed development will meet the following criteria from the Residential Infill Development Guidelines listed in the Comprehensive Plan:

- **Building Orientation:** The commercial building will prominently address North Main Street. The Townhome buildings that front on Giles Road will be 2 story and have a more residential character architecture. They will also provide front entries that would access to the Giles Road sidewalk.

- **Setback:** All setbacks for the overall property adjacent to the multi-family buildings are proposed to be 10'. However, based on site design, utility locations and grading, most buildings are more than 10' away from the property lines. The distance from North Main right of way to Building A is consistent with some of the adjacent buildings. Surrounding buildings have existing setbacks varying from 40' to 96'. Townhome Building Type "D" also sits further off the road than 10' and is similar to the adjacent properties. Townhomes shall have a minimum 2' setback from their individual, interior platted lot lines.
- **Building Frontage/Entries:** A plaza will be located in front of the Building A, creating a decorative and active streetscape. The residential townhome units along Giles Road will have front doors that will provide access from the units to Giles Road. All parking will be behind the front building line.
- **Off-street Parking:** Parking will be located on the sides and rear of the building or in private garages in order to not dominate the streetscape.
- **Screening/Landscaping:** There is a proposed retaining wall between the site area near Building C and The Heights Condominium development. To help offset any visual impact of that wall, an evergreen screening buffer is proposed between the wall and the property line. Additional landscaping along the property perimeter will be provided as well as the Town required landscape during the site plan process. Parking lot landscaping will be provided as required by town code. The streetscape along North Main Street and Giles Road will be landscaped at as required by Town Code.
- **Open Space:** A minimum of 20% open space will be provided with several options for recreational space for the residents, including a pool, grills, outdoor seating, a fitness center and a clubhouse with lounge. Also provided is a north/south trail system, outdoor plazas, a dog park and an open lawn area centered in the townhome section. The property is also directly across Giles Road from the Town Recreation Center, the Aquatic Center and the Town Municipal Park.
- **Walkways:** There is an extensive sidewalk and trail network throughout the site that connects all the buildings, amenity areas and creates a direct connection between North Main Street and Giles Road.
- **Scale and Massing:** The existing commercial and residential buildings on the south side of North Main Street are 1-3 stories in height. Across North Main Street from the site is an extended stay use that is a 3-4 story split building. Rather than designing the site with 1 or 2 large buildings that would be out of scale with North Main Street and Giles Road, the applicant has designed 3 smaller footprint buildings that are much more in keeping with the adjacent character. While the building heights of these proposed buildings are 4 story, the setbacks from the road, plaza space and elevation change limits their overall visual impact. It is also important to note that the building heights proposed in this rezoning application do not exceed the allowable by-right height of a building in the GC district. The

Townhomes proposed on Giles Road are very residential in scale and massing. Visually from the street view, the units are two story with a pitched roof and covered front stoops and porches. The elevations of the units step with the grading of the property and Giles Road.

- **Architectural Features & Character and Content:** The selected building materials will create a contemporary look while still complementing the surrounding area.
- **Streetscape:** A streetscape will be created with a plaza and landscaping along North Main Street. The townhome building façade along Giles Road will be two story and have a strong residential design feel to it and will have individual access to units that connect to the sidewalk infrastructure.
- **Sidewalks:** Sidewalks will be provided throughout the project, creating a safe and accessible site for residents**.**
- **Crosswalks:** Entry points will be striped for crosswalks to provide protection for pedestrians and bicyclists.
- **Bicycle Facilities:** Multiple bicycle facilities will be provided within the project to encourage biking.

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
Objectives & Policies

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.*
The proposed development will provide internal sidewalks as well as connections to the sidewalks along North Main Street and Giles Road.

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 proposed development is within an area that is a mix of various uses including commercial, rental housing, and a small portion of owner-occupied single-family housing. The commercial component of the project and the denser residential buildings are situated closer to North Main Street so little impact on adjacent uses is anticipated. The Townhome buildings located on the property along Giles Road are much smaller buildings and will be designed and subdivided to attract owner

occupants. There is a shortage of first time homes for sale in Blacksburg and these units will provide an excellent opportunity for new buyers. The combination of rental units and for sale units furthers the ideas of multiple types of residents being able to live in the same development and share amenities. This begins to breakdown some of the overarching concerns of lifestyle conflicts. The project will also have onsite property management and a parking enforcement policy to assist in mitigating any impacts after full buildout.

CCP 6. ***Creation of public and private parks and recreation amenities is an important part of land use development decisions.*** *A variety of gathering spaces should be available to citizens throughout the Town. Recreation areas should be thoughtfully designed to meet the needs of the development, neighborhood or broader community.*

There will be a large centralized recreation area within the development, that provides both outdoor and indoor amenity areas. These areas will provide a place for residents to gather and promote a sense of community. The project is also located directly across Giles Road from the Town Recreation Center.

CCP 7. ***Commercial development should be street-oriented.*** *Pedestrians, bicyclists and transit riders are better served by buildings that meet the street with meaningful street-oriented entrances and vehicular parking located to the side or rear. Parking should not be a dominant feature of the development. There should be clearly defined safe pedestrian routes to buildings and to the public sidewalk system across vehicle travel ways.*

The project provides a large commercial footprint on the ground floor of Building A. As part of the building and site design, a large plaza area is proposed that connects directly to the sidewalk along North Main Street and is directly adjacent to the proposed BT bus pull off. This make access to the commercial uses extremely pedestrian, bike and transit friendly. There is an extensive sidewalk network throughout the site that connects all the buildings, amenities and creates a direct connection between North Main Street and Giles Road. Very little parking is visible from North Main Street and is situated on the side of Building A or behind it.

CCP 8. ***To ensure economic viability over time, commercial structures should be constructed with quality building materials and maintained.*** *Quality construction and materials should be used so that new buildings withstand the test of time and are not designed for obsolescence. Architectural style should be sensitive to the character of surrounding properties. The conversion of existing residential property to small scale commercial or office uses should use the existing residential structure on-site or construct the new building in a scale and design that does not detract from the character of the neighborhood.*

As shown in the attached elevations for Building A, the building materials proposed for the project are very high quality with a variety of cementitious siding styles and masonry. There are large storefront windows on the ground floor, a second-floor outdoor patio area, as well as other defining architectural features spanning the building façade.

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.*

While this project is requesting a rezoning from GC to PRD, it is providing a true vertical mixed-use building with the North Main Street frontage incorporating commercial uses. These uses are anticipated to be a small restaurant/cafe, commercial, small retail or perhaps some office. Section III of this document lists the allowable commercial uses. Some by-right General Commercial uses have been purposely omitted from inclusion in this development. The property is topographically challenged with approximately 40' feet of elevation change from North Main Street to the rear of the property. This greatly impacts the viability of commercial uses beyond the frontage of the property.

CCP 12. ***To serve the needs of the community, support opportunities for commercial development and redevelopment in appropriate locations.***

The development area is currently drastically underutilized. Current uses are a residential rental home, a roofing company and a duplex rental structure. The redevelopment of this property as proposed will provide an attractive mixed-use commercial/residential building that fronts on North Main Street. Much of the current GC zoned property is not well suited for commercial use due to its depth off of North Main and the elevation changes as the property drops off to the rear. However, the building as designed along with the spacious patio/plaza area, provides a very attractive and engaging street presence.

CCP 13. ***Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network.*** *For commercial developments: minimize curb cuts and driveways, add internal connections between adjacent properties and optimize signal timing. For residential developments: design an internal connected street grid system as well as connections to the external street system, along with traffic calming measures.*

This project is proposing only 1 entrance on North Main Street. This stretch of North Main Street has 2 driveways now and the private connection of Robinson Street. The applicant has worked with the adjacent property owners to integrate the Robinson Street access into the project design so there will be 2 less curb cuts than exist currently. There will also be internal cross connection for auto traffic to access to Giles Road. This will help reduce some of the traffic load on the North Main Street entrance/exit location. A traffic analysis has been provided with this application to further discuss the transportation impacts of this 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 meeting was held with BT prior to this rezoning application. A new Blacksburg Transit stop with a dedicated pull off lane is proposed at the front of the project site

on North Main Street. A new covered bus shelter is also proposed at the corner of Giles Road and Patrick Henry Drive.

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 submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream. An onsite environmental study will be performed prior to the site plan to delineate any environmentally sensitive areas.

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 submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream.

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.*
There will be parking lot lighting and site lighting provided for the safety of the residents and commercial users, however it will be designed in such a way as to minimize or eliminate any light pollution on adjacent properties.

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.*
New and relocated utilities shall be located underground as dictated by the zoning ordinance.

LAND USE
Objectives and Policies

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.
As stated above, the proposed development is within an area that is a mix of various uses including commercial, rental housing, and a small portion of owner-occupied single-family housing. The commercial component of the project and the denser residential buildings are situated closer to North Main Street so little impact on

adjacent uses is anticipated. However, there is a proposed retaining wall between the site area near Building C and The Heights Condominium development. To help offset any visual impact of that wall, an evergreen screening buffer is proposed between the wall and the property line.

LU.7. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.
The applicant has coordinated with the Argabright's in order to obtain additional property to provide vehicular and pedestrian/bike connection between the parcels. The applicant has also coordinated with the Jackson's to consolidate the main project entrance and Robinson Street into one common entrance. The applicant also plans to meet with the North Blacksburg Business Association to discuss the rezoning application.

LU.19. Regulate the amount of noise and/or light produced by land uses to minimize impacts on nearby properties.
The development is adjacent to a mix of uses from light commercial, to rental housing, to single family housing. The development is planning to centralize the amenity areas of the project towards the middle of the site and away from the owner occupied, single family residential neighborhood. This should reduce any noise or light impact on those uses. The applicant is also proposing some heavier landscape buffering along certain property lines to help offset any visual impacts of the development.

LU.20. Protect the integrity and quality of water resources in the Town.
All federal, state and local stormwater quality and quantity requirements will be met with the project.

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*

Neither of these conditions exist on this site.

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 project is not located within a riparian buffer zone or in the Creek Valley Overlay district. There are no known wetlands on the site, however the property will be investigated to determine if there are any jurisdictional waters existing.

EN.27. Implement the BMPs required in the MS4 Program Plan.
All federal, state and local stormwater quality and quantity requirements will be met with the project.

Air Quality and Energy

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

- *Walk, bike, and use public transit*

A new Blacksburg Transit stop will be added directly in front of the site to encourage residents to use public transportation and reduce vehicle use. A new covered stop along Giles Road and Patrick Henry is also proposed. The pedestrian and bike connection from North Main Street to Giles Road through the project will further encourage alternative means of transportation.

JOBS & HOUSING
Objectives and Policies

Economic Development

J&H.1. Recognize and grow economic development as part of a Sustainable Community.
The proposed project will provide much needed commercial, restaurant and retail options to this part of Town and can benefit from the residential uses proposed within this mixed-use development.

PARKS & RECREATION
Objectives and Policies

PR.3. Create an interconnected regional and local system of trails and walkways. Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.
A cross connection to the public sidewalks along North Main Street and Giles Road will be installed. This will provide easier access for residents wishing to access the Town Recreational Center on Patrick Henry Drive as well as Blacksburg Transit stops. Currently, the Town trail system has not extended to a location that is directly accessible from the project. Map D of the Comprehensive Land Use Map Series, Paths to the Future, shows a future route near the rear of the property. The applicant would support a trail system here and is willing to dedicate a trail easement if deemed appropriate in this location.

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.

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 applicant has proffered that the building will be built as Earthcraft Multi-family Certified or National Green Building Standard Certified.

TRANSPORTATION
Objectives and Policies

Sidewalks

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

• *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions.*
Sidewalks will be provided throughout the development.

• *Ensure the sidewalk system is ADA accessible.*
Sidewalks will be accessible as permitted by topography and road grades and as required by the VHDA standards.

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 and a plaza with site amenities is planned along the sidewalk frontage of North Main Street.

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 it overall use throughout the town.

There are currently multiple transit stops near the site, and a new stop and shelter will be added directly in front of the site.

T.26. Increase the number of covered bus shelters and covered bike parking provided at transit stops where appropriate.
A new covered bus shelter at the corner of Giles Road and Patrick Henry Drive is proposed with this development.

T.27. During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.
Blacksburg Transit has been consulted about adding a new stop in front of the site on North Main Street. That new stop is included in the masterplan. A new covered bus shelter at the corner of Giles Road and Patrick Henry Drive is also proposed with this development. Sidewalk connections will be provided throughout the site to allow visitors and residents access to both stop locations.

Parking

T.49. The development review process ensures:
- *Surface parking facilities area landscaped and appropriately lighted.*

The parking lot will be heavily landscaped and lighted as required.
- *New parking lots minimize impacts on stormwater.*

Runoff from all new impervious areas will outfall the site at a rate equal to or less than the predevelopment rate for the 1-, 2-, and 10-year storms.

T.50. Require that parking for commercial and industrial development is adequate to serve employee and customer needs without excessive unused spaces.
Parking standards have been set for the project to allow for an adequate number of commercial parking areas as well as residential spaces.

T.51 Promote alternative modes of transportation, including the development of a shuttle or trolley service between the commercial centers and outlying parking nodes and mixed-used areas.
Alternative modes of transportation will be promoted by a convenient Blacksburg Transit stop, ample bicycle parking, connections to public sidewalks and cross connection opportunity between North Main Street and Giles Road.

UTILITIES
Objectives and Policies

Public Water System

U.5. Require new developments to utilize pipe design and construction of the water system in accordance with Town Code and development standards.
All new water and sewer systems proposed with this project will meet all Town development standards.

U.7. Encourage water reuse, including collection and reuse of stormwater and reuse of graywater.
Graywater systems are being evaluated for this project to all for the reuse of stormwater.

Solid Waste Management & Recycling

U.12. Promote and expand waste reduction, reuse, and recycling locally and regionally by citizens, government, and private businesses.
The community will provide containers for recyclable materials on site.

Electrical Services & Natural Gas

U.18. Regarding underground utilities:
• Require that new installations of utilities in developments be constructed underground.
All new utilities serving the development will be underground installation.

VII. Boundary and Legal Description

Boundary Map

The property included in the rezoning request is shown on Sheet Z1. The boundary map and the parcel description below are based on a compilation of maps of record. These metes and bounds do not represent those found by a current field survey of the property.

Legal Description

2.276 ACRES TAX MAP NUMBER 196-A-23

BEGINNING AT A RAILROAD SPIKE IN THE SOUTHEASTERN RIGHT-OF-WAY LINE OF NORTH MAIN STREET (U.S. 460 BUSINESS), AND AT THE NORTHEASTERN CORNER OF ROCKET PROPERTIES, LLC; THENCE WITH THE SAID LINE OF NORTH MAIN STREET N31°35'52"E 194.14' TO A ROD; THENCE S79°18'14"E 33.51' TO A ROD; THENCE S35°13'55"E 65.63' TO A ROD; THENCE S37°38'35"E 131.33' TO A ROD; THENCE S37°37'39"E 280.83' TO A ROD; THENCE S52°05'51"W 220.02' TO A ROD; THENCE N35°11'40"W 436.39' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL IS ALL THAT CERTAIN LOT CONTAINING 2.276 ACRES AS SHOWN AND DESCRIBED ON A PLAT OF SURVEY ENTITELD "LOT LINE REVISION PLAT NELL SMITH TRENT FAMILY, LIMITED LIABILITY COMPANY PROPERTIES TOWN OF BLACKSBURG, MT. TABOR MAGISTERIAL DISTRICT, MONTGOMERY COUNTY, VIRGINIA," DATED FEBRUARY 11, 2009, PREPARED BY LOREN W. KNIGHTING, LAND SURVEYOR OF DRAPER ADEN ASSOCIATES, A COPY OF WHICH SAID PLAT IS OF RECORD IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF MONTGOMERY COUNTY, VIRGINIA AS INSTRUMENT NUMBER 2010000747. TAX MAP NUMBER 196-A-23

1.884 ACRES TAX MAP NUMBER 196-A-22

BEGINNING AT A ROD AT THE NORTHEASTERN CORNER OF TAX MAP NUMBER 196-A-23, AND BEING S79°18'14"E 35.51' FROM A ROD IN THE SOUTHEASTERN RIGHT-OF-WAY LINE OF NORTH MAIN STREET (U.S. 460 BUSINESS); THENCE N54°46'05"E 40.00' TO A PIPE AT THE SOUTHWESTERN CORNER OF TAX MAP NUMBER 196-A-19; THENCE S35°13'55"E 64.90' TO A ROD AT THE SOUTHWESTERN CORNER OF TAX MAP NUMBER 196-A-20; THENCE S37°38'35"E 124.84' TO A ROD AT THE SOUTHWESTERN CORNER OF TAX MAP NUMBER 196-A-21; THENCE N44°28'40"E 199.86' TO A ROD AT THE SOUTHEASTERN CORNER OF

TAX MAP NUMBER 196-A-21; THENCE N44°28'40"E 12.11' TO A PIPE; THENCE S37°38'33"E 314.29' TO A ROD AT THE NORTHEASTERN CORNER OF TAX MAP NUMBER 196-22-4; THENCE S52°05'51"W 250.04' TO A ROD AT THE NORTHEASTERN CORNER OF TAX MAP NUMBER 196-22-3; THENCE N37°37'39"W 280.83' TO A ROD IN THE EASTERN LINE OF TAX MAP NUMBER 196-A-23; THENCE N37°38'35"W 131.33' TO A ROD IN THE EASTERN LINE OF TAX MAP NUMBER 196-A-23; THENCE N35°13'55"W 65.63' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL IS ALL THAT CERTAIN LOT CONTAINING 1.884 ACRES AS SHOWN AND DESCRIBED ON A PLAT OF SURVEY ENTITELD "LOT LINE REVISION PLAT NELL SMITH TRENT FAMILY, LIMITED LIABILITY COMPANY PROPERTIES TOWN OF BLACKSBURG, MT. TABOR MAGISTERIAL DISTRICT, MONTGOMERY COUNTY, VIRGINIA," DATED FEBRUARY 11, 2009, PREPARED BY LOREN W. KNIGHTING, LAND SURVEYOR OF DRAPER ADEN ASSOCIATES, A COPY OF WHICH SAID PLAT IS OF RECORD IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF MONTGOMERY COUNTY, VIRGINIA AS INSTRUMENT NUMBER 2010000747. TAX MAP NUMBER 196-A-22

TAX MAP NUMBER 196-A-21

BEGINNING AT A STAKE ON THE EAST SIDE OF ROBINSON STREET, CORNER TO THE LAND, NOW OR FORMERLY, OF F.W. AND MARY SMITH; THENCE WITH A LINE OF SAID SMITH LAND N 45 E APPROXIMATELY 202 FEET TO A STAKE ON THE WEST SIDE OF AN ALLEY; THENCE WITH THE WEST SIDE OF SAID ALLEY N 44 W 125 FEET TO A STAKE; THENCE RUNNING A NEW LINE WITH HENRY I. MOSES, JR. S 45 W TO A STAKE ON THE EAST SIDE OF ROBINSON STREET; THENCE WITH THE EAST SIDE OF ROBINSON STREET S 35 E 125 FEET TO THE BEGINNING.

BEING THE SAME LOT OR PARCEL AS DESCRIBED IN INSTRUMENT NUMBER 2008005792.

TAX MAP NUMBER 197-A-37

BEGINNING AT A POINT ON THE RIGHT-OF-WAY BEING +/- 200' FROM PATRICK HENRY DRIVE; THENCE ALONG THE NORTHERN LINE OF GILES ROAD S38°27'07"W 135.86' TO A POINT ON RIGHT-OF-WAY; THENCE CONTINUING WITH THE SAID LINE OF GILES ROAD S44°11'30"W 110.07' TO A CORNER FENCE POST; THENCE LEAVING THE SAID LINE OF GILES ROAD N34°58'10"W 281.86' TO A ROD; THENCE N53°19'02"E 238.46' TO A ROD; THENCE S34°33'36"E 93.58' TO A ROD FOUND; THENCE S35°14'06"E 135.95' TO THE POINT OF BEGINNING.

BEING ALL OF THAT CERTAIN TRACT OR PARCEL CONTAINING 1.4144 ACRES, AS SHOWN ON THAT CERTAIN PLAT OF SURVEY ENTITLED "PLAT PREPARED FOR LE EW. EDENTON, JR." DATED 09/15/89, DESIGNATED JN 89-I-2491, AND PREPARED BY W. A. DAVIS & ASSOCS., DUBLIN, VIRGINIA, WHICH PLAT OF SURVEY IS OF RECORD IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF MONTGOMERY COUNTY, VIRGINIA IN DEED BOOK 666, AT PAGE 751.

VII. Adjoining Landowners

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

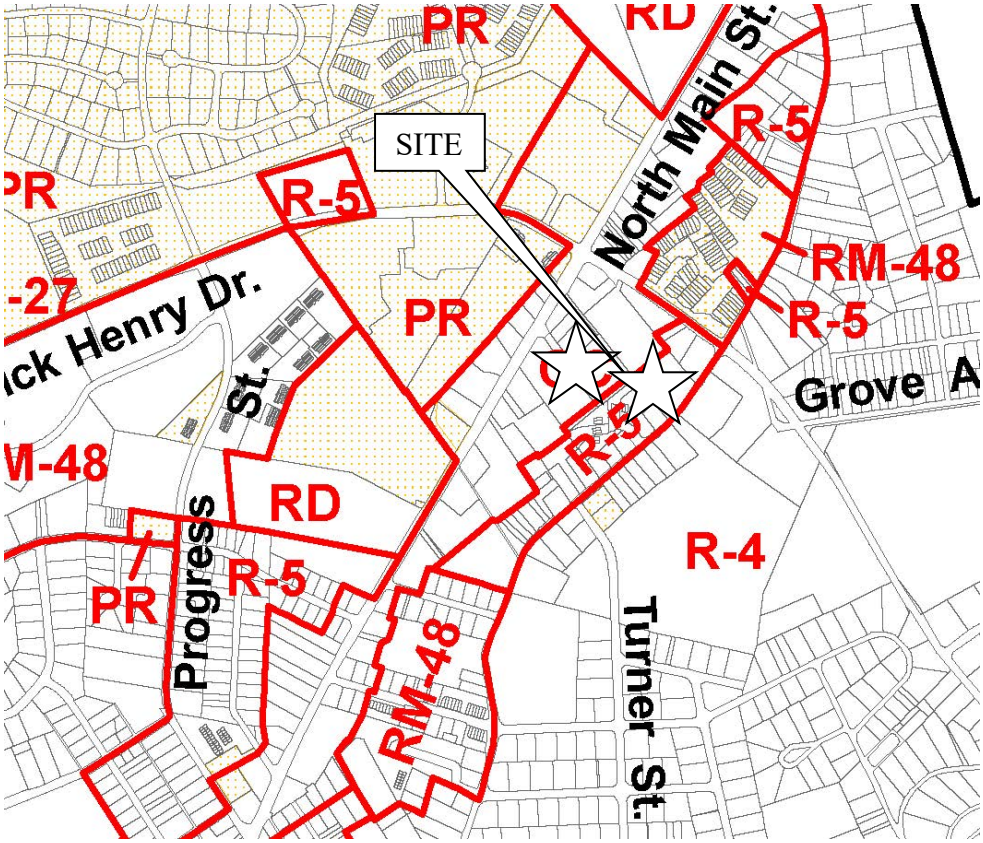
1310 NORTH MAIN STREET REZONING REQUEST Adjacent Property Owners		
Tax Parcel(s)	**Owner**	**Address**
196- A 24	ROCKET PROPERTIES LLC	1308 N MAIN ST BLACKSBURG VA 24060
196- A 26	BELPROFO LLC	504 STONEGATE DR NW BLACKSBURG VA 24060
196- 22 3 196- 22 4 196- 22 5 196- 22 6	HILL LAND COMPANY INC	COMMON AREA
196- 22208	MARY SUSAN F HARRIS REV TRUST C/O MARY SUSAN F HARRIS TRUSTEE	18987 ROSSBACK TER LANDSDOWNE VA 20176
196- 22210	VINATZER BORIS ALEXANDER	305 E OXFORD ST FLOYD VA 24091-2114
196- 22211	LYERLY DAVID M ROBERTS MARY DEAN	605 BERKLEY ST RADFORD VA 24141
196- 22209	SPENCER BRETT R	37801 CARSON ST FARMINGTON HILLS MI 48331
196- 22207	DORMAN STEVEN W DORMAN VICKI E	7912 RIVER FALLS DR POTOMAC MD 20854
196- 22205	JOHN F BURKE LIVING TRUST LAURA I BURKE LIVING TRUST	10917 BECKMAN WAY GREAT FALLS VA 22066
196- 22203	LIGHT AND LIFE VENTURES LLC	1631 JOPPA MILL RD

196- 22201	GAY VINCENT K GAY MARGARET A	7 AWSLEY CT STERLING VA 20165
196- A 28A	MEINHART BRIAN THOMAS MEINHART HEIDI BOE JONES	3020 SYCAMORE PL HUNTINGTOWN MD 20639
226- A 331	BLACKSBURG TOWN OF COMMUNITY PARK RECREATION DEV ASSOC INC	300 SOUTH MAIN STREET BLACKSBURG VA 24060
197- A 39	BLACKSBURG TOWN OF	300 SOUTH MAIN STREET BLACKSBURG VA 24060
197- 15 1	TRICE JOSEPH LACY JR TRICE EVALIN TEILMANN	805 PATRICK HENRY DR BLACKSBURG VA 24060
197- 15 2	TRICE EVALIN T	805 PATRICK HENRY DR BLACKSBURG VA 24060
196- A 29	ARGABRIGHT RICKY D ARGABRIGHT DEBRA H	811 PATRICK HENRY DR
196- A 20 196- A 19	JACKSON BRETT L JACKSON SUZANNE I	801 HORSESHOE LN BLACKSBURG VA 24060
196- A 17 196- A 16 196- A 15	CHARLES W TURMAN SR REV TR C/O CHARLES W TURMAN SR TRS	1717 LUSTERS GATE RD BLACKSBURG VA 24060

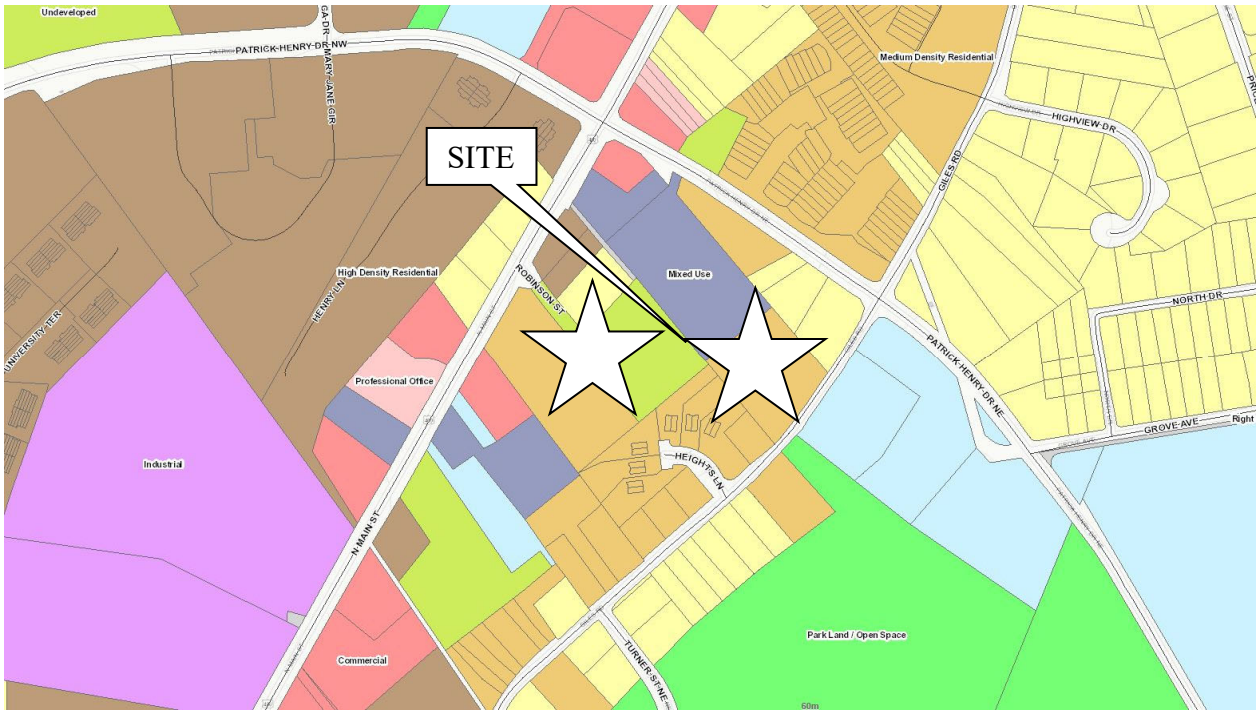
Appendix

PAGES 45-47 ..... Zoning and Transit Maps
SHEET Z1 ..... Existing Parcel Map
SHEET Z2 ..... Existing Conditions Plan
SHEET Z3 ..... Overall Master Plan
SHEET Z4 ..... Master Plan- North
SHEET Z5 ..... Master Plan – South
SHEET Z6 ..... Open Space Plan
PAGE 54 ..... Architectural Site Plan
PAGES 55-56 ..... Landscape Plans
PAGE 57-58 ..... Floor Plans
PAGES 59-60 ..... Building Elevations
PAGE 61-69 ..... Perspectives and Signage

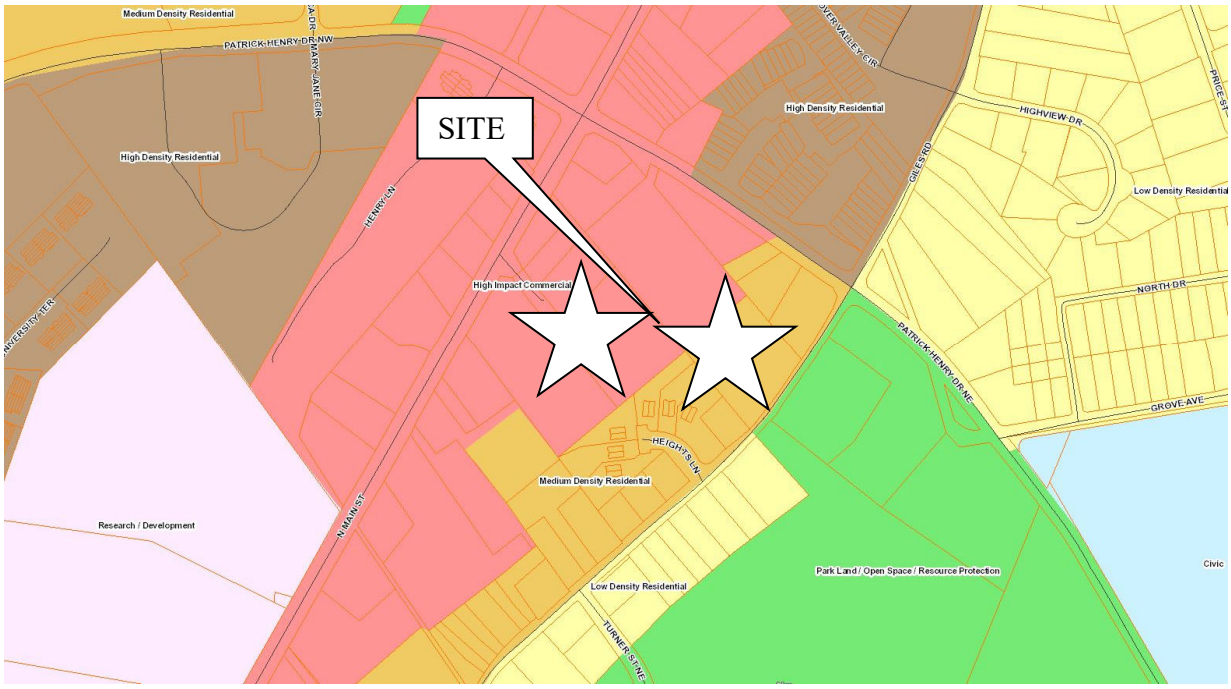
EXISTING ZONING MAP

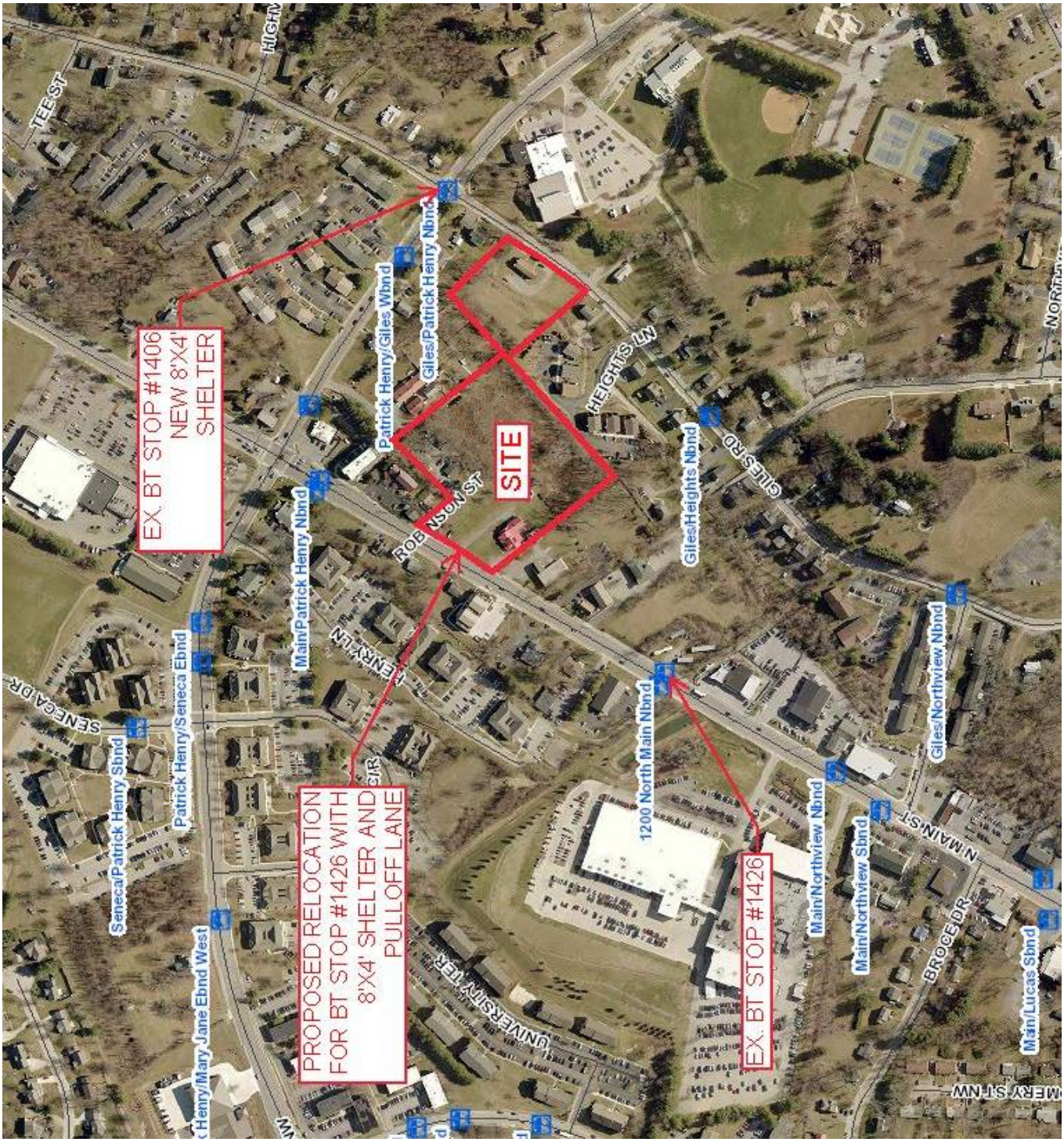


EXISTING LAND USE MAP



FUTURE LAND USE MAP




EX. BT STOP #1406
NEW 8'X4'
SHELTER
PROPOSED RELOCATION
FOR BT STOP #1426 WITH
8'X4' SHELTER AND
PULLOFF LANE
EX. BT STOP #1426
SITE
Patrick Henry/Giles Wbnd
Giles/Patrick Henry Nbnd
Main/Patrick Henry Nbnd
Patrick Henry/Seneca Ebnd
Seneca/Patrick Henry Sbnd
Henry/Mary Jane Ebnd West
1200 North Main Nbnd
Giles/Heights Nbnd
Giles/Northview Nbnd
Main/Northview Nbnd
Main/Northview Sbnd
Main/Lucas Sbnd
TEE ST
HIGH
SENECA DR
ROBERTSON ST
FENRY LN
UNIVERSITY TER
HEIGHTS LN
GILES RD
N MAIN ST
BROCE DR
MERY ST NW