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October 23, 2019

Kinsey O'Shea
Town of Blacksburg
400 South Main Street
Blacksburg, VA 24073

RE: 1310 North Main Street Rezoning

Dear Kinsey,

Included in this letter are items our team has addressed on the above referenced project since our Planning Commission Work Session Meeting on October 15, 2019. Below is a list of these items and how each has been addressed.

1) Incompatible Commercial Uses

The following commercial uses have been removed from the Permitted uses within the application text: Family Day Care Home, Life Care Facility, Public Parks and Recreation, and Public Recreation Facility.

2) Future Commercial Uses

The additional information requested for the possible future commercial space has been included in the application text and has been incorporated into the updated traffic study. If commercial space expands in the future, and currently proposed bedrooms are lost, parking ratios will adjust. These updated ratios are noted on page 12 of the narrative.

3) Townhome Variance Request – Front Yard Offsets

Townhome Building Type D has been adjusted and meets the town required 3' minimum offset at the front of the individual townhome units. This adjustment switched some of the 2 and 3 bedroom units. This added two additional bedrooms to the townhome portion of the project. A variance to this requirement is requested for Townhome Building Type E. The units themselves have a 3' depth change along their façade thus providing the intent of the required offset. This request is noted in Section III Site Development Regulations of the narrative.

4) Townhome Variance Request – Units Per Building

The applicant is asking for a variance regarding the maximum number of townhomes in a row. The applicant requests the allowance for ten units per building in this PRD which is two more than the typically allowed eight units per building. This request is noted in Section III Site Development Regulations of the narrative.

5) Townhome Façade Along Argabright

Staff suggested that the townhome units adjacent to the Argabright property have some additional architectural features that would face the interior parking courtyard. This would give more of a front door presence to these units. These elevations have been adjusted to provide the desired effect.



6) Townhome Bike Parking

Additional outdoor bike racks have been provided in the townhome portion of the project. It is still anticipated that most townhome owners will keep their bikes in their garages.

7) Townhome Trash Collection

Clarification has been provided concerning trash collection in the Townhome section. These homes will have private trash and recycling cans that will be collected by a private refuse collector under contract with the applicants or their management company.

8) Trail Width

The staff report made several references/suggestions to making the north/south trail along the eastern property line, a consistent 10' in width. This trail is designed to be more of a pedestrian walking trail and not a full town section multi-use bike trail. There are several 90 degree turns in the trail that would not be acceptable to bike users. There are also areas that based on grading may require steps. If steps are needed, we would anticipate putting a bike ramp on one side to help bikers that are walking their bikes (similar to the Huckleberry Trail/Southgate Drive crossing). A third concern is that based on the grading, retaining walls will be needed along the alignment of the trail. A 10' trail would put the edge of the trail directly against the wall. There is a preferred shoulder or buffer area between the edge of a trail and a vertical element that could pose a hazard for bike handlebars. As such, we are recommending keeping the trail system as shown with a varying width of 6 to 8 feet. If during site plan stage, grading conditions can change and a safe 10' side trail can be constructed, the applicants are committed to doing so.

9) Open Space Configuration

The Open Spaces as designed provides several different experiences for the residents. In a more urban, mixed use/mixed housing design, one large open space doesn't necessarily translate to "good" open space, especially on smaller acreage parcels. The open spaces provided are spread throughout the site so residents and commercial tenants/customers have convenient access to multiple outdoor spaces. The use of an outdoor plaza versus a swimming pool versus a dog park versus a trail are all very different, but equally important to, and functional for, the various users.

10) Heartstrings Kennel Zoning Compliance

A letter from Tom Roberts, PE of Hixon, Roberts and Roberts is attached to this revision letter. The letter from Mr. Roberts to the Argabright's provides documentation that the proposed 70' portion of property to be adjusted to the subject property will not negatively affect the zoning compliance of the Heartstring Kennel property. Documentation included in this letter are approved variance requests, surveyor response and zoning requirements.

11) North Main Street Sidewalk

Per conversation with Kinsey O'Shea, sidewalk as shown is acceptable. No changes are required.



12) Giles Road Sidewalk

The drawings have been updated to indicate the full replacement of the Giles Road Sidewalk fronting the project site to Town Standards.

13) Site Review of Giles Road BT Stop Location

The applicants have reviewed the site conditions of the proposed Giles Road BT stop and feel confident that the proposed improvements can be made as proffered.

14) Sanitary Sewer

A letter addressing sewer capacity and upgrades has been provided to the applicants from the Town Engineering Director.

15) Traffic Study Update

Revisions requested by staff have been made.

- Future commercial space has been added to the trip generation.
- Approved OBHS Townhome project site traffic has been included.
- Added the proposed site entrance to buildout condition model. Delay for the left turn into the site is 0.8 seconds in AM peak and 2.5 seconds in PM peak. Average queues are 4 feet (AM) and 25 feet (PM). Max. queues are 44 feet (AM) and 93 feet (PM). For reference, from centerline of North Main/Patrick Henry intersection to centerline of the proposed project entrance is approximately 530'.

If you have any additional questions or comments, please feel free to contact me.

Sincerely,
BALZER AND ASSOCIATES, INC.

Steven M. Semones
Executive Vice President