

TO: Planning Commission

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

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

DATE: November 1, 2019

At the October 21, 2019 Planning Commission Work Session, staff gave an updated presentation and staff report for the above-referenced request, in response to changes submitted by the applicant in response to feedback from the August 17, 2019 Planning Commission Work Session.

The applicant has provided an updated application dated October 23, 2019, and cover email dated November 1, 2019 that combines all of the proposed changes since the initial submittal in August 2019. Many of these changes were discussed at the October 21, 2019 work session, but the application had not been fully updated at that time. The October 23, 2019 application changes include:

- Proffer language changes
 - Signage
 - The applicant has provided a proffer that states that all signage will comply with the Blacksburg residential signage regulations in Zoning Ordinance §5532. This section provides specificity on the number and size of signs allowed.
 - Parking policy
 - The applicant has included additional language in the proffer statement for the parking policy to differentiate parking passes for multifamily residential and townhomes by different identification stickers to address the concern that residents who do not reside in the townhomes may park in the spaces in front of the townhouse garages. The different identification stickers would allow the management staff to determine if this is an issue, and address it if it arises.
- Covenant for existing building rents
 - The applicant has provided a covenant to be recorded to provide a maximum rent for the existing units on the site. The covenant provides a rental rate cap for the first 5 years, and a different rental rate cap for the next 5 years. The applicant has been working with the Town attorney on this language. The intent of this covenant is to provide continuing affordable units for the current tenants, if they wish to remain, or for other tenants seeking more affordable housing.
- Throat length
 - Town engineering staff has stated in prior staff reports and memos that several parking spaces along the entrance drive would need to be eliminated so as to not conflict with the entrance throat. The revised application does not show the elimination of these parking spaces, and thus

Town staff requests that the applicant make the changes to show the elimination of these spaces prior to approval of the rezoning request.

- Exceptions to Use and Design Standards
 - The applicant requests one exception to Use & Design Standards for multifamily dwellings:
 - §4216 (a)(1) Minimum separation between each multifamily dwelling shall be 25'. *The applicant requests an exception to this standard to allow multifamily dwelling units (including cottages) to have a minimum separation of 8'.*
 - The applicant requests one exception to Use & Design Standards for townhouses:
 - §4231 (b)(3) Minimum separation between any contiguous series of townhouse units shall be 20' from any other contiguous series of townhouse units. *The applicant requests an exception to this standard to allow a minimum separation of 18' between townhouse buildings.*
 - The applicant requests an exception to Use & Design Standards for open space
 - §4328 (a)(5) Open space shall not include required yards, except for single-family detached. *The applicant is requesting an exception to allow the setbacks along the open space areas to count toward the open space total square footage.*

ATTACHMENTS

1. Town Engineering traffic memo dated October 30, 2019

MEMORANDUM

TO: Kinsey O'Shea, Development Administrator

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

DATE: October 30, 2019

SUBJECT: Glade Road Multi-Family Development – Transportation Comments - Review 3

Overview

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

Entrance Design & Layout

The proposed parking to the west of the existing structure should be revised such that no back-out parking is proposed within the 50-ft throat of the entrance. The entrance throat provides a clear area for vehicles to queue while exiting, as well as provide a clear area for cars to enter unimpeded, helping promote safety and operational aspects of the road network. The main concern for impeded entry is due to the potential for rear end collisions for vehicles who are impeded or slowed from exiting the roadway. For the proposed configuration of parking, which requires vehicles to back into the entry lane, Access Management Standards require that the throat distance be established at a minimum length of 50-ft (see Figure 4-1A and associated text). Therefore, two (2) spaces will need to be relocated or removed. This should be accomplished as part of the master plan to ensure the appropriate parking totals and site layout requirements can be achieved.

Recommendations

- Revise the entrance throat design and master plan parking layout to provide for a minimum entrance throat depth of 50-ft per Appendix F - Access Management Standards, (see Figure 4-1A and associated text).