

TO: Planning Commission

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

TITLE: RZN19-0004/ORD 1904-Request to rezone a total of 6.59 acres from GC General Commercial and R-5 Transitional Residential to PR Planned Residential at 1310 North Main Street (Tax Map Nos. 196-A 21-23; 197-A-37; 196-A 22A; and a portion of 196-A 29) for a mixed use commercial/multi-unit residential development by Pat Bixler on behalf of CDE Properties, LLC (applicant/owner).

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, to cover fairly significant changes submitted by the applicant on September 27, 2019 in response to feedback from the August 17, 2019 Planning Commission Work Session. The applicant has provided an updated application and cover letter dated October 23, 2019 that address some of the discussion and questions from the October 21, 2019 work session. The October 23, 2019 application changes include:

- Incompatible commercial uses
 - The applicant has removed incompatible uses Family Daycare Home; Life Care Facility; Public Parks and Recreation; and Public Recreation Facility
- Future commercial uses
 - The applicant has provided clarity regarding the applicant's desire to reserve the right to convert some residential units to future commercial uses if the market will allow. The application now contains the parking ratios for commercial and residential uses if additional commercial square footage is added.
- Townhome considerations
 - Special exception to Use & Design Standards for Townhomes—Front yard setback, and number of units in a building
 - The applicant is requesting an exception to one Use & Design Standards for Townhomes:
 - §4231 (b)(1) A maximum of 8 units may be constructed in a contiguous series of townhouses. *The applicant proposes two buildings containing 10 units in a series.*
 - §4231 (b)(14) The front yard setbacks for adjacent units shall vary a minimum of 3 feet and a maximum of 8 feet. *The applicant did include a request to this standard, but based on the design as proposed, the front façade of the townhomes vary 3' between units. **An exception to this standard is not required, as it has been met.***
 - Townhome architecture
 - The interior facing façade of the northernmost townhome building has been revised to include features that provide more presence to the functional front of the unit facing the courtyard, parking, and lawn area.

- Townhome bike parking
 - The application has been revised to include additional exterior bike racks around the townhome units. Space for a total of 18 exterior bike racks has been shown around the drive aisles and near the trail for the townhome units.
- Townhome trash collection
 - The applicant has provided clarification for trash and recycling service for the townhome units. The cover memo and application state that a private company will be contracted for trash and recycling service for the entire development.
- Giles Road sidewalk
 - The application and plan have been revised to show that the entire length of the Giles Road frontage is proposed to have new sidewalk, meeting Town standards including a 5' concrete sidewalk, and a 4' vegetative buffer strip. However, no provision for curb and gutter has been shown. The applicant will have to provide curb and gutter as required along the Giles Road frontage.
- Additional considerations
 - The applicant will need to ensure that the townhome portion of the development, if intended to be subdivided and sold as individual units, will comply with all applicable zoning and subdivision standards, including dedication of additional right-of-way along Giles Road, especially as it relates to front yard setbacks; utility considerations; and other standards.
- Trail width
 - The cover memo provides some justification for a 6-8' trail width along the eastern portion of the property. It is the applicant's intent that this trail be a walking path, and not a full multi-use trail. There are a series of 90° bends in the trail that are not conducive for biking. Some of the areas along the trail do require walls, and a 10' trail would put the trail immediately adjacent to the walls. Furthermore, there are some areas that may require steps. The applicant has stated that if steps are utilized, then a bike ramp similar to the Huckleberry Trail/Southgate Drive crossing will be installed. The applicant further states that if field conditions allow a 10' trail to be constructed at the time of grading and construction, then the applicant is committed to providing the additional width.
- Open Space configuration
 - The applicant has provided additional considerations for the proposed open space in their cover memo. The memo states that the number of small open spaces provides a variety of different options that may not be feasible or appropriate in one large open space area. The applicant is requesting an exception to Use & Design Standard §4328 (a)(5) to allow the setback areas to count toward the total open space calculation. There are a number of areas counted as open space that do not meet the intent that open space should not be fragmented or divided across the site. Several wedge-shaped areas on the site, including a parking lot island next to the dog park area are proposed to count toward the total open space requirement.
- Zoning compliance for Heartstrings Kennel
 - A letter from Tom Roberts, PE of Hixon, Roberts, and Roberts Engineering is provided showing that the lot line adjustment will not negatively affect the zoning compliance for the existing kennel.
- BT bus stop location on Giles Road
 - The applicant affirms in the cover memo that the proposed improvements to the BT bus stop on Giles Road, including the installation of a shelter, can be constructed as proffered. This is a proffered improvement proposed by the applicant.

- Sanitary Sewer
 - The applicant is working with the Town staff to provide a letter acknowledging the specific sanitary sewer capacity inadequacies and improvements needed.
- Traffic
 - Town Engineering staff has provided a memo covering the revised traffic study. This memo is attached.

ATTACHMENTS

1. Town Engineering traffic memo dated November 1, 2019
2. Letter of support of the project from Ms. Suzanne Jackson, dated October 31, 2019

MEMORANDUM

TO: Kinsey O'Shea, Development Administrator

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

DATE: October 30, 2019

SUBJECT: 1310 North Main Street – Transportation Comments – Review 3

Analysis Revisions

Several revisions have been made to the traffic impact analysis. Recommended revisions have been necessary to best represent the impacts of the proposed development. The following revisions have been made;

- Provide a LOS and Queuing analysis as part of the justification for excluding the warranted left turn lane on North Main Street.
- Include the trip generation impact of the future commercial conversion in the traffic impact analysis.
- Include the projected traffic volumes associated with the approved 520 Patrick Henry Drive (OBHS) rezoning in the traffic impact analysis.

The following sections of this memorandum outline the impacts of the development as presented in the revised analysis. Much of the following appears similar to the original Transportation Comments Memorandum/s, dated August 15, 2019 and October 10, 2019, with new data resultant from the requested revisions.

Overview

As indicated by the traffic impact analysis, the proposed development will add a moderate amount of vehicular traffic to the existing road network. Trip generation data indicates that the total number of vehicle trips generated by the site would be 2,982 trips per day, with AM Peak hour volumes of 98 trips and PM peak hour volumes of 240 trips. These trips would be distributed between North Main Street and Giles Road with the majority utilizing North Main Street. The existing traffic volumes, obtained as part of the analysis, indicate that North Main Street currently operates at approximately 15,000 ADT (average daily traffic) with AM peak hour volumes of 951 vehicles and PM peak hour volumes of 1387 vehicles, as measured along the North Main corridor between Progress Street and Patrick Henry Drive. The site would be expected to add 2,302 trips per day to the North Main Street corridor, with AM peak hour volumes of 71 trips and PM peak hour volumes of 185 trips. This represents a 7.5 – 15% increase in volumes. As expected, these increases will have varying degrees of impacts on the road network and intersections that have been summarized in the following sections.

Level of Service / Queuing Analysis

The traffic impact analysis includes a Level of Service Analysis for the two (2) signalized intersections on N. Main St. at Progress Street and Patrick Henry Drive. The results of this analysis indicate that the signals will continue to operate at or near the existing acceptable levels and no signal timing modifications would be needed.

Additionally, a level of service and queuing analysis was performed for the proposed site access onto North Main Street. The analysis indicates that the greatest impact would be experienced during the PM Peak Hour with an average delay of 2.5 seconds and a maximum queue of 93-ft or approximately 5 vehicles. This anticipated queuing volume provides the basis for the warranted left turn lane discussed in the following section.

Turn Lane Warrant Analysis

The revised traffic impact analysis includes revised turn lane warrant analysis for the proposed entrance on North Main Street. Turn lane warrants are triggered when the amount of turning vehicle volumes are significant enough to create notable safety and operational concerns for the adjacent street traffic. The implementation of a taper and/or turn lane represent the mitigation measure necessary to reduce the imposed safety and operational impacts of the development.

The proposed North Main Street entrance volumes continue to warrant both a right lane taper and a left turn lane which have not been included as part of the traffic analysis or master plan for the development. This is contrary to both Town Code Section 5-312 as well as the principles of Access Management. Justification for the exclusion of the warranted mitigation measures has been provided in the study, suggesting that maintaining consistency along the corridor and the limitations of the existing right-of-way make the turn lane unnecessary. However, Town Staff continues to recommend that these warranted mitigation measures be pursued as part of the master plan for the following reasons:

- Town Code Section 5-312 requires that turn lanes be provided on all adjacent street where warranted by the minimum requirements of VDOT – Access Management Design Standards.
- Without a dedicated lane for the left turning movement, vehicles would be required to stop and queue within the through lane. Stopped and queued vehicles, within the 35 MPH through lane, greatly increases the potential for rear-end collisions. The Federal Highway Administration (FHWA) suggests that a dedicated left turn lane reduces the probability of a rear-end collisions by 60 to 88 percent. The construction of the left turn lanes will mitigate the safety impacts by removing and providing queuing storage for left turning vehicles.
- The implementation of the left turn lanes will reduce the chance for head-on and angle crashes with the approaching traffic. The Federal Highway Administration (FHWA) suggests that a dedicated left turn lane reduces the probability of a crash by 18 to 77 percent (50 percent average).
- The implementation of the left turn lanes will lessen the chance of accidents due to traffic weaving between the through lanes to avoid the left turning vehicles.
- The implementation of the left turn lanes will help mitigate the proposed development traffic impacts, maintaining the current level of operations along the road network.

Conclusions

The development will have a moderate to significant impact on the adjacent road network. Slight increases to LOS delay and queuing will occur at the existing North Main Street / Patrick Henry and North Main Street / Progress Street signals. However, the LOS impacts do meet the requirements of Section 5-307 of the Subdivision Ordinance. The greatest anticipated impact will occur at the proposed Site Entrance on North Main Street, which is expected to convey over 77% of all vehicle trips generated by the site. Town Staff continues to recommend that the development impacts be appropriately mitigated as part of the master plan.

From: [Suzanne Jackson](#)
To: [Kinsey O'Shea](#)
Cc: [Ben Price](#); [B Jack](#)
Subject: Project Support Letter for 1310 NM Street
Date: Thursday, October 31, 2019 11:15:03 AM
Attachments: [Project Support Letter.docx](#)

[EXTERNAL MESSAGE WARNING]

Dear Ms. O'Shea,

Attached is a letter in support of Green Valley Builders proposal for 1310 NM Street, Blacksburg, VA.

Let me know if you have any questions or if I may be of further assistance.

Sincerely,
Suzanne Jackson
BCCS, LLC

801 Horseshoe Lane
Blacksburg, VA 24060

October 31, 2019

Ms. Kinsey O'Shea
Planning and Building
Town of Blacksburg
400 South Main Street
Blacksburg, VA 24060

Dear Ms. O'Shea,

We are aware of and have read through the proposed project presented by Green Valley Builders for the desire to rezone and develop land on 1310 North Main Street, Blacksburg, VA. This project adjoins, and will affect, our own property. As such, we are writing to express our strong support for this project.

This project appears well-thought out and in accordance with the needs of the Blacksburg and University communities. Our involvement in assisting Green Valley Builders with accomplishing this project includes use of our property and collaborating for viable accessibility solutions.

In conclusion, we support Green Valley Builders as they seek approval from the Planning Commission and Town Council for rezoning and moving forward with this development.

We look forward to working with them.

Sincerely,

Brett and Suzanne Jackson
BCCS, LLC

Cc: Green Valley Builders