

**STAFF UPDATE MEMO**

TO: Planning Commission

FROM: Emma Martin, Planner I

DATE: July 31, 2020

SUBJECT: RZN20-0004/ORD #1936– Request to rezone 0.293 acres from R-5 Transitional Residential to RM-48 Medium Density Multi-Unit Residential at 1709 Whipple Drive (Tax Parcel No. 197-1 63A, 64 A) by Brent Agramonte-Harper of Graystone Companies, LLC (applicant) and Kirk Johnson (property owner)

---

At the July 21, 2020 Work Session, Planning Commission discussed the recommendations made by Corridor Committee regarding the benefits of a trail connection from the 1711 and 1709 Whipple Drive properties to the existing Echols Village trail. The applicant indicated he would be interested in providing the trail connection to commit to those recommendations. On July 31, the applicant submitted a proffer statement with the following two commitments:

1. Prior to the issuance of a Certificate of Occupancy for new development on the property, the property owner shall construct a trail connecting the sidewalk along the west side of Whipple Drive to the Echols Village HOA property thru tax map parcels 197-1-63A, 64A, 63 and/or 64. Parcels 197-1-63 and 64 are owned by Graystone 1711 Whipple Partnership LLC, which agrees to be bound to this proffered condition.
2. Prior to the issuance of a Certificate of Occupancy for new development on the property, the property owner shall increase the required bike parking by 25% of the zoning requirement, which varies by use, and will construct 50% of the bike parking as covered. In addition, a bike repair station will be included in the project.

The applicant also submitted a revised Traffic Impact Analysis (TIA) on July 21, 2020 based on the recommendations from the Engineering Department. The applicant revised the TIA in the following ways:

- Revised the TIA to use the designation of “over ½ mile from campus”, for the Off-Campus Student Housing- Land Use Code 225 from the ITE manual in the analysis.
- Revised trip generation volumes to utilize the average rate as opposed to the fitted or regression curve.

Staff assumes the new development would apply to the development of either the 1709 or 1711 Whipple Drive property, but the applicant may wish to provide clarification at the Public Hearing.

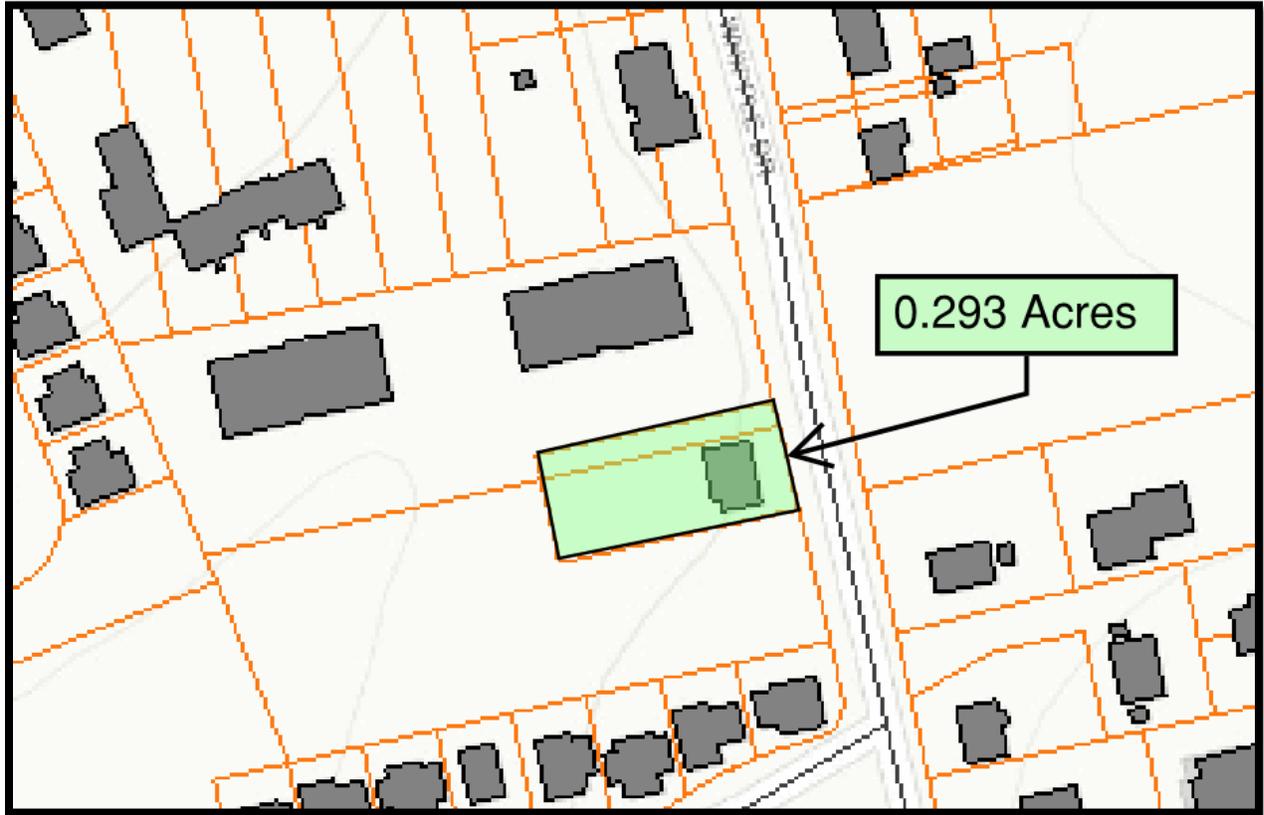
Town engineering staff reviewed the revised Traffic Impact Analysis submitted by the applicant on July 21, 2020 and concluded that all recommendations were fully addressed and no further revisions are needed.

**Attachments**

Revised Traffic Impact Analysis dated July 21, 2020  
Engineering Traffic Impact Analysis Update Memo dated July 29, 2020  
Proffer Statement submitted July 31, 2020

# Abbreviated Traffic Impact Analysis

1709 Whipple Drive – See below excerpt from Town of Blacksburg GIS mapping



Existing property is zoned R-5 and has an allowable density of 20 bedrooms per acre or a total of 5 bedrooms by right.

Rezoning the 0.293 acres to RM-48 would allow for an additional 9 bedrooms bringing the total allowable bedrooms on site to 14.

Utilizing the ITE Trip Generation Manuals, 10<sup>th</sup> edition(See attached), and utilizing the use category of Off-Campus Student Housing(in order to count trips on a 'per bedroom' basis so that the zoning density and trips can be aligned) provides for a total daily trips on site of 56. Peak hourly trips were calculated to be 2-3 trips/hr for the am peak hour of adjacent street traffic and 4-5/hr for the pm peak hour of adjacent street traffic.

Due to the very low number of trips generated, no further analysis is warranted.

# Off-Campus Student Apartment (225)

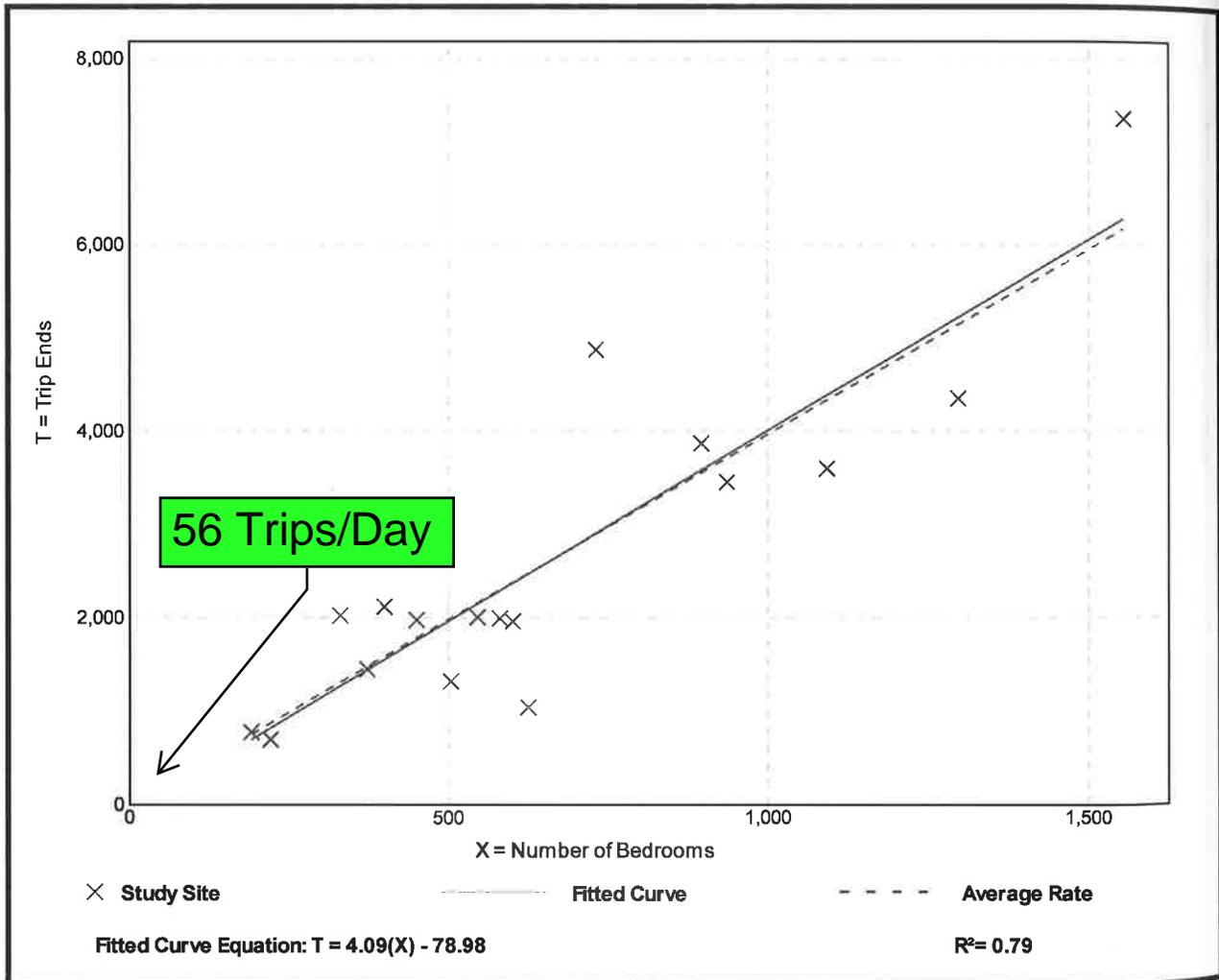
Vehicle Trip Ends vs: Bedrooms  
On a: Weekday

Setting/Location: Over 1/2 Mile from Campus  
Number of Studies: 17  
Avg. Num. of Bedrooms: 666  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
3.97	1.68 - 6.68	1.17

## Data Plot and Equation



# Off-Campus Student Apartment (225)

Vehicle Trip Ends vs: **Bedrooms**

On a: **Weekday,**

**Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.**

**Setting/Location: Over 1/2 Mile from Campus**

Number of Studies: 17

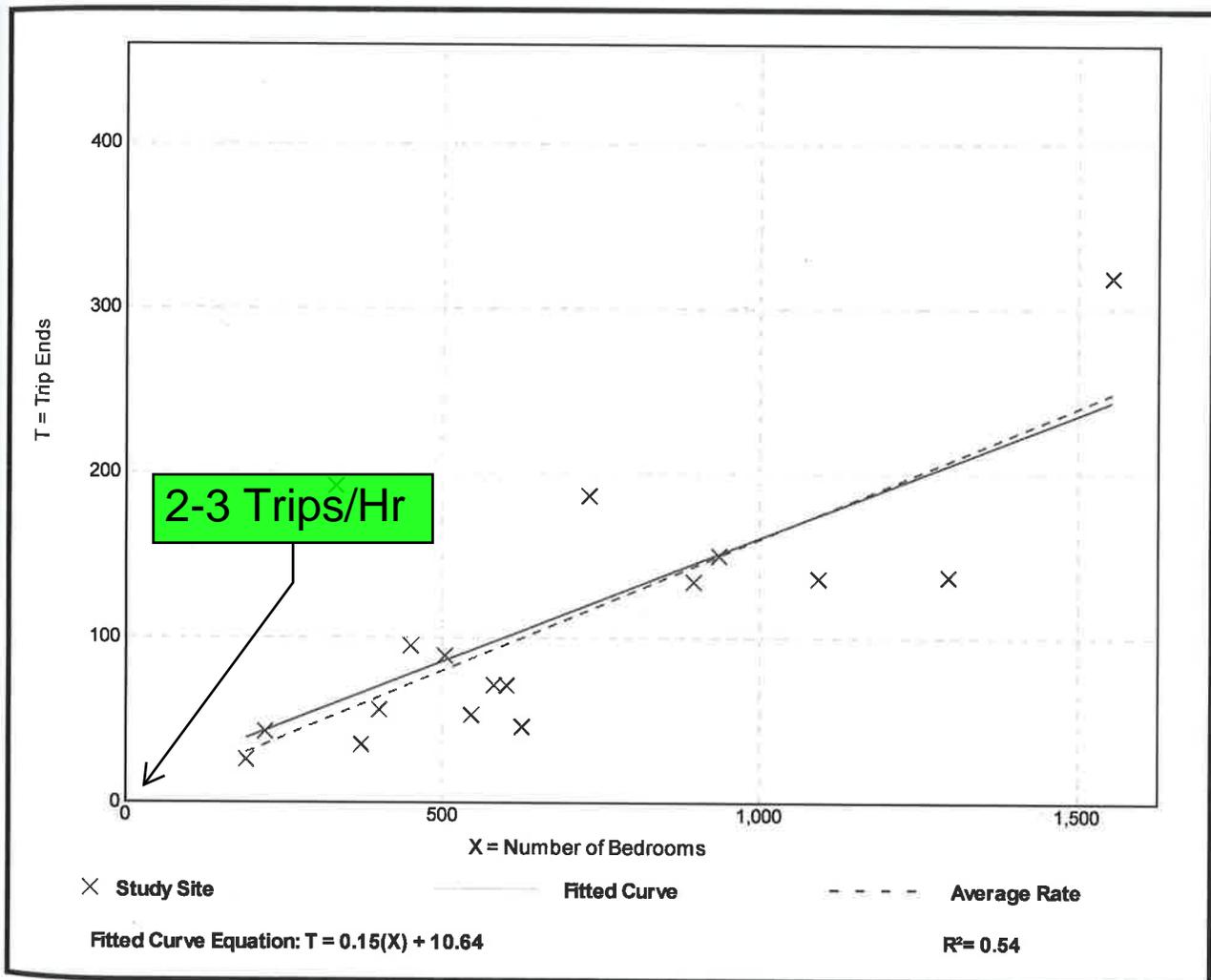
Avg. Num. of Bedrooms: 666

Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.16	0.07 - 0.58	0.09

## Data Plot and Equation



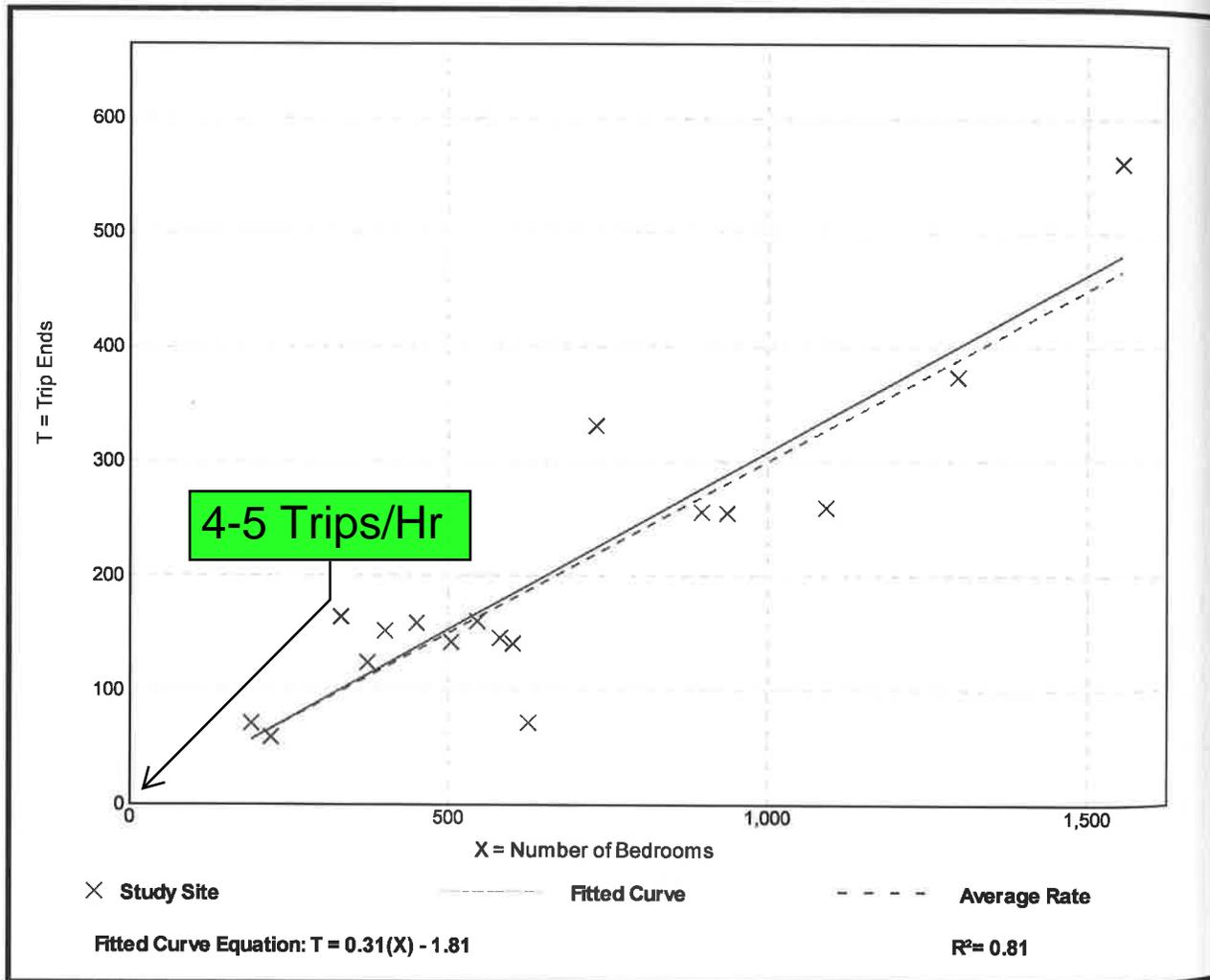
# Off-Campus Student Apartment (225)

**Vehicle Trip Ends vs: Bedrooms**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: Over 1/2 Mile from Campus**  
 Number of Studies: 17  
 Avg. Num. of Bedrooms: 666  
 Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.30	0.12 - 0.50	0.08

## Data Plot and Equation



**MEMORANDUM**

TO: Emma Martin, Town Planner

FROM: Joshua Middleton, Town Engineer

DATE: July 29, 2020

SUBJECT: 1709 Whipple Drive Re-Zoning – Transportation Comments – Review 2

---

**Traffic Impact Analysis (TIA)**

As indicated by the rezoning documents, rezoning to RM-48 would result in a maximum of fourteen (14) bedrooms on the 0.239-acre parcel. The existing R-5 zoning and current use of the parcel supports single-family residential, though a two-family dwelling would be allowed. Additionally, maximum bedroom density in R-5 zoning is 20 bedrooms per acres, which would provide a maximum of five (5) bedrooms.

The applicant has utilized Off-Student Apartments, Land Use 225, to determine the applicable trip generation for the parcel. Off-Campus Student Apartments are typically analyzed by the number of bedrooms. Utilizing a maximum of fourteen (14) bedrooms, the development would be expected to generate fifty-six (56) vehicle trips per day. The highest peak hour volume, of four (4) trips per hour, would be in the PM. Trip generation for the current allowed uses would be expected to generate between 10-20 vehicle trips per day, with a PM peak hour volume of two (2) trips. Comparatively, the increase in total trip generation is significant. However, the addition of fifty-six (56) vehicle trips per day would not be expected to have a substantial impact on the operational or safety characteristics of the adjoining road network. An in-depth analysis of the traffic impacts would not seem warranted, as engineering judgement would limit the need for robust analysis based on the negligible impact to the adjoining network.

Previous recommendations made regarding revisions to the submitted TIA, made as part of the first review comments provided on July 16 2020, have been fully addressed. No further revisions are needed.

**Future Development**

The minimal size of the parcel, subject to this rezoning, would not generate enough trips to create a noticeable impact on the adjoining road network. However, the rezoning of this 0.293 parcel would seem to support future redevelopment that would include the much larger surrounding parcels under common ownership. If this occurs, the larger future RM-48 redevelopment would be expected to generate a more significant volume of trips, which would vary by use. This volume would provide a noticeable impact and could warrant mitigating measures. A traffic impact analysis would be required at the time of any site plan submittal to determine the level of impact and appropriate mitigating measures that would be warranted.

## **Proffer Statement for the Application for 1709 Whipple Drive**

**7/31/2020**

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, 1709 Whipple, LLC, the owner of the property that is the subject of this Application (Tax Parcel #197-1-63A and 64A) and Graystone 1711 Whipple Partnership, LLC (Tax Parcels #197-1-63 and 64), proffer that the property will be developed in accordance with the following voluntarily proffered conditions.

1. Prior to the issuance of a Certificate of Occupancy for new development on the property, the property owner shall construct a trail connecting the sidewalk along the west side of Whipple Drive to the Echols Village HOA property thru tax map parcels 197-1-63A, 64A, 63 and/or 64. Parcels 197-1-63 and 64 are owned by Graystone 1711 Whipple Partnership LLC, which agrees to be bound to this proffered condition.
2. Prior to the issuance of a Certificate of Occupancy for new development on the property, the property owner shall increase the required bike parking by 25% of the zoning requirement, which varies by use, and will construct 50% of the bike parking as covered. In addition, a bike repair station will be included in the project.

The undersigned hereby warrant that all of the owners of a legal interest in the subject properties 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.

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.

\_\_\_\_\_  
S. Kirk Johnson

On behalf of Graystone Companies, LLC,  
Graystone 1709 Whipple, LLC, and  
Graystone 1711 Whipple Partnership, LLC

Commonwealth of Virginia

County of Montgomery

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

by, \_\_\_\_\_ of, Graystone 1709 Whipple, LLC and Graystone 1711  
Whipple, LLC.

\_\_\_\_\_ My Commission Expires \_\_\_\_\_

Notary Public

\_\_\_\_\_