

MEMORANDUM

To: Planning Commission

From: Kinsey O’Shea, AICP; Town Planner for Current Development

Date: August 14, 2020

Subject: RZN 20-0005/ORD 1941-Request to rezone 40.34 acres of land from RR-1 Rural Residential Zoning District to PR-Planned Residential Zoning District at 1900 Toms Creek Road (Tax Map No. 195-A 5) by Meredith Jones of Eden and Associates (applicant) for Lucas TCR, LLC (property owners)

SUMMARY OF REQUEST

Property Location	1900 Toms Creek Road
Tax Parcel Numbers	195-A 5
Parcel(s) Size	40.34 acres
Present Zoning District	RR-1 Rural Residential - 1
Current Use	Agriculture; Undeveloped
Adjacent Zoning Districts	North: RR-1 East: RR-1 South: RR-1, RR-2 (Brookfield Village) West: RR-1
Adjacent Uses	North: TOB Town Park; Vacant/agriculture East: Single-family residential; agriculture South: Single-family residential; agriculture West: Single-family residential; agriculture
Adopted Future Land Use	Very low density residential
Proposed Uses	Single-family residential
Proposed District Standards	
Maximum Height	35’
Minimum Setbacks	Front: 15’ local street / 60’ from centerline of collector street Side: 7.5’ / 15’ corner on local street / 60’ corner from centerline of collector Rear: 25’ along perimeter lots / 10’ interior lots
Maximum lot coverage	Variable based on lot size; up to 60%
Minimum lot size	No minimum lot size
Minimum frontage	20’ on a publicly owned and maintained street
Maximum FAR	Variable based on lot size; up to 1.0
Proposed Maximum Density	84 units; 2.08 units per acre
Proposed Minimum Parking	At least 2 off-street spaces per unit
Minimum Open Space	35% provided; 20% of total district area required

STRUCTURE OF REPORT AND KEY ELEMENTS

This staff report is divided into topical areas of evaluation. Many of the overarching principles in the Comprehensive Plan, the Residential Infill Guidelines, and the Zoning Ordinance overlap into key topical focus areas. To aid in review of the staff report each topic or focus area is covered only once. The analysis is contained in the staff report. The pertinent text sections from the Comprehensive Plan and the Zoning Ordinance have been included as an appendix to this report.

KEY ELEMENTS

- Future Land Use designation, proposed density, and infrastructure
 - Proposes rise in the flood elevation which is not allowed in the Floodplain Overlay District
 - Proposes disturbance within the Creek Valley Overlay District
 - Adequacy of proposed road connectivity and road improvements
 - Proposed sidewalk/trail network
 - Proposed sanitary sewer system and necessary upgrades
 - Dedication of open space
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EXISTING CONDITIONS AND DEVELOPMENT PROPOSAL

EXISTING SITE CONDITIONS

The property subject to this rezoning request is currently undeveloped and in agricultural use. The parcel has frontage on both Toms Creek Road and Redbud Road. The property contains tributaries to Toms Creek toward the front of the property near Toms Creek Road. There is significant topographical change across the site, rising from the creek bed up toward the rear of the property. There is more than 100' of elevation change from the creek bottom to the ridge near the rear of the parcel. Much of the parcel is cleared for agriculture/pasture. There are a few stands of trees dotted throughout the site, and some denser vegetation toward the northern portion of the property in the creek area.

Portions of the property are covered by the Town's Creek Valley Overlay District which has substantial restrictions on development, with the intent of preserving and protecting the Town's natural streams as significant environmental resource areas. These protections and restrictions prohibit any grading and ground disturbing activities in the overlay area. Passive recreation, open space, and agriculture are generally the only uses that are allowed in the overlay area. Portions of the property are also within the Town's Floodplain Overlay District, which is generally defined by the 100-year floodplain on the FEMA Flood Insurance Rate Map, or land which is inundated by the 100-year flood. While the intent of the Creek Valley Overlay District is to limit development to provide protections to the environmental resources within the riparian area, the intent of the Floodplain Overlay District is to provide protections to structures and property by prohibiting developments from raising the flood elevation. Further discussion regarding these two zones is provided in the Stormwater Management section of the staff report, and in the attached memo provided by the Town's stormwater engineer.

DEVELOPMENT PATTERN WEST OF US 460 BYPASS

The land west of the US 460 Bypass has remained largely undeveloped for a number of years. The Retreat PRD student housing development and the by-right single-family major subdivision Kipps Farm off Merrimac Road are the most recent major developments in this part of Town. Most recently, the Town Council approved the Farm PRD just west of the bypass on Glade Road for the development of 117 bedrooms in a mixed townhome/cottage/multifamily development on 3.5 acres. The Chimney Hill minor subdivision on Toms Creek Road is currently under administrative review for the development of 10 large single-family lots. Otherwise,

individual homes developed on lots of record have been the primary development pattern west of the bypass for many years. Much of this land is still in active agricultural use and has been the subject of both regulations and policy-level decisions that preserve the rural character of the area and protect the sensitive ecological resources therein.

There are portions of this part of town that are developed at densities higher than 1 unit per acre; but in general, except for the Retreat and Hethwood/Foxridge, the developed densities are less than 4 units per acre west of the Bypass. The Village at Toms Creek PRD is developed at approximately 1 unit per acre, with at least 50% open space. Thus, the built area of the development is approximately 2 units per acre. The developed portion of Brookfield Village RR-2 district is built at approximately 2 units per acre, but as required in the RR-2 district, open space in equal or greater acreage than the built portion of the development was dedicated off-site.

DEVELOPMENT PROPOSAL

The applicant is proposing to develop a single-family subdivision on the 40± acre parcel with up to 84 lots which equates to approximately 2 units per acre. Individual lots will be developed for sale. Streets in the development will be public, along with sidewalks and trails. The applicant is also proposing to dedicate a minimum of 35% of the parent parcel as open space to the Town, including a picnic shelter within the development and adjacent to the Toms Creek Park. The application states that the open space will be maintained by the development's HOA, but would be available for use by all Town citizens.

EVALUATION OF REQUEST

There are a number of analysis points for evaluation of a request to rezone a property within Town. The policies and maps in the Comprehensive Plan lend guidance to the Town's vision of growth in the future, while specific codes and requirements in the Zoning Ordinance, Subdivision Ordinance, and the Town Code ensure that the development meets all applicable regulations. Specifically, the Zoning Ordinance calls out the criteria for evaluation of a rezoning request, as found below:

CRITERIA FOR EVALUATION

Section 1151 of the Zoning Ordinance requires the Commission to study all rezoning requests to determine:

- 1) *Whether the proposed amendment conforms to the general guidelines and policies contained in the Comprehensive Plan.*
- 2) *The relationship of the proposed amendment to the purposes of the general planning program of the Town, with appropriate consideration as to whether the change will further the purposes of [the Zoning Ordinance] and the general welfare of the entire community.*
- 3) *The need and justification for the change.*
- 4) *When pertaining to a change in the district classification of the property, the effect of the change, if any, on the property, surrounding property, and on public services and facilities. In addition, the Commission shall consider the appropriateness of the property for the proposed change as related to the purposes set forth at the beginning of each district classification.*

Additionally, section 1162 of the Zoning Ordinance states that proposals for rezoning to a planned zoning district constitute an application for conditional zoning. Section 1160 of the Zoning Ordinance gives guidance to the evaluation of proffers that may be proffered by the applicant. The applicant has provided a statement of need and justification for the change in the application, on page 7, in the "Description of the Planned Residential Rezoning Narrative".

Rezoning Process and Subdivision Regulations

Rezoning to the Planned Residential zoning district requires a binding development plan. Typically, applicants perform enough preliminary engineering work as part of the rezoning process to ensure that the proposed development plan is feasible since the plan is binding. For example, the stormwater concept plan is reviewed with the rezoning to determine stormwater needs and how they will be accommodated in the project design. Another example is preparation of a traffic study to determine if roadway improvements are needed and how those will impact project design. If the rezoning is approved, then the applicant moves forward to the next step of the development process where much more detailed engineering work is performed. This level of engineering work includes items such as designing road profiles and identifies the exact location of utility easements. This level of analysis and design is costly and most applicants want to ensure that the “entitlement” or local government permission for the development project has been approved first.

Most of the planned residential developments that have come before the Planning Commission and Town Council in recent years have been for multi-family developments. If approved, for a multi-family development, the next step in the development process after rezoning is the preparation of a site plan. Site plans undergo an administrative review by staff. In the case of the subject rezoning, the request is for a single-family subdivision. The same approach applies in terms of having adequate information at the rezoning level to determine that the proposed development is feasible as shown on the binding plan. The difference is that the next step in the development process, if the rezoning is approved, is a filing for a major subdivision. Any subdivision over 50 lots is considered a major subdivision and goes to the Planning Commission for review and approval through a public hearing process. Major subdivisions are not reviewed by Town Council. The Planning Commission takes the final action and evaluates the proposed subdivision against the required development standards in the Town ordinances. The Planned Residential zoning district in Section 1162 allows an applicant to run both processes concurrently and have the approved rezoning also serve as the major subdivision plan approval. However, in order for this to occur, the applicant must provide the level of data and plans required at the subdivision level. This is costly, especially since there is no guarantee of the rezoning or “entitlement” approval. The applicant has the choice of how to proceed. This applicant has opted to go through the rezoning process and if the rezoning is approved, then follow with the submission of a major subdivision plan. However, the rezoning master plan is binding, and should not presume the approval of any variances that may be needed from the subdivision ordinance standards, unless specifically addressed in the ordinance language. Should the review of the major subdivision bring to light elements of the binding master plan that must be changed, then the applicant will have to amend the planned residential district.

COMPREHENSIVE PLAN EVALUATION

Comprehensive Plan Map Series

In evaluating whether the proposed use conforms to the general guidelines and policies contained in the Comprehensive Plan, all applicable sections of the Plan should be included in the review of the application. The Comprehensive plan offers a wide range of guiding principles for the future of development with Town. The following text identifies the designation of the proposed rezoning property on the maps in the Future Land Use map series. ***Other relevant Comprehensive Plan text sections applicable to this request are included in the Staff Appendix.***

Map A: Future Land Use Designation

In evaluating whether the proposed planned residential development conforms to the general guidelines and policies contained in the Comprehensive Plan, the Future Land Use designation of the subject property shall be considered. The Future Land Use Designation for this property is Very Low Density Residential, which allows development up to 1 unit per acre, and low-intensity agricultural uses. Typical implementing zoning districts for this designation are RR-1, RR-2, or PR. The vast majority of the land in town west of the 460 bypass and north of

Prices Fork Road is designated as Very Low Density Residential. This area of the Town has historically, and continues to be used for agriculture. The area generally does not have transportation or utility infrastructure to support more intense development and a conscious decision has been made to preserve a more rural development pattern. The consideration of residential density more typically found east of the 460 bypass may be hampered by the cost of extending necessary infrastructure to serve these uses.

The proposed rezoning calls for more than twice the envisioned density under the Future Land Use designation. The proposal is not consistent with the FLU. The request should be evaluated as a whole to determine if the proposed density is in keeping with the surrounding area, as well as whether or not the proposed density minimally impacts the Town's infrastructure.

The density of the development is a factor in considering whether the proposed development is appropriate to the surrounding neighborhood. Most of the surrounding area is zoned RR-1, which allows up to 1 dwelling unit per acre. By-right subdivisions in this district also require at least 50% of the parent parcel dedicated as open space which has the effect of preserving a large portion of land in this area with even minor subdivisions of property. The area also includes Brookfield Village that is zoned RR-2, which allows up to 2 dwelling units per acre and required dedication of at least 50% open space. The proposed density of 84 units on 40 acres is more than twice the density in the RR-1 zoning district and is similar to the density in the RR-2 zoning district.

Map B: Urban Development Areas/Mixed Use Areas

The parcel does not lie within an Urban Development or Mixed Use area. UDAs and Mixed-Use Areas are intended to serve as focal points for commercial and residential growth in town. However, the designation of UDA does not prevent developments outside a UDA, nor obligate the Town to approve rezoning applications within a UDA.

Map C: Neighborhood, Employment, and Service Areas Map

The areas of town generally west of the bypass and north of Prices Fork Road are categorized as Rural/Undeveloped land. Characteristics of development in areas with this designation include preservation of the rural nature of the area while balancing the need for additional development. Cluster development is specifically referenced in both this section of the comprehensive plan as well as the intent of the RR-1 zoning district. This housing model utilizing small lots and preservation of open space can accommodate some additional housing needs while keeping development in scale with the surrounding neighborhood as well as the availability of existing infrastructure. Cluster development can also lead to lower development costs as public improvements such as roads and utilities, as well as earth moving activities, are limited to a smaller footprint of a site. Generally, areas with this designation are not slated for extension of public utilities such as wastewater, thereby limiting potential growth, and allowing the rural character of the area to remain as it is today. Additional characteristics and key issues for this designation are found in the staff appendix. If approved, this development would likely be re-designated to the Suburban Residential Neighborhood category, which typically includes detached single-family homes on quarter acre or larger sized lots. This category places emphasis on connectivity for streets and sidewalks/trails.

ZONING AND SUBDIVISION ORDINANCE EVALUATION OF APPLICATION

Zoning Ordinance Intent of Districts

There is a statement of purpose for each district in the Zoning Ordinance.

Planned Residential §3110

The purpose of this district is to provide for the development of planned residential communities that incorporate a variety of housing options as well as certain limited commercial and office uses designed to serve the inhabitants of the district. This district is intended to allow greater flexibility than is generally

possible under conventional zoning district regulations by encouraging ingenuity, imagination, and high quality design to create a superior living environment for the residents of the planned community. The PR district is particularly appropriate for parcels which contain a number of constraints to conventional development. In addition to an improved quality of design, the PR district creates an opportunity to reflect changes in the technology of land development, provide opportunities for new approaches to home ownership, and provide for an efficient use of land which can result in reduced development costs.

It is the burden of the applicant to prove that the design submitted meets the intent of the Planned Residential District. In some cases, a development application for a PR district provides the Town with a housing model or type that is not found elsewhere in town, such as the Shadowlake Village Co-Housing Community PR district. In other instances, the PR district allows an applicant to put forward housing for an underserved population and proffer limitations to ensure the need is met as with the Grissom Lane Senior Housing development. In all cases, these applications are reviewed by the Planning Commission and Town Council for their merits on a case-by-case basis. The applicant has provided the purpose of the proposed PRD in the “District Rezoning Regulations and Features” Purpose section of the application.

Need for Housing

There is a need in Town for non-student housing, both single-family detached, and multifamily housing. Specifically, there is an acknowledged need and market for single-family homes to accommodate the Town’s growth. This need is reflected in the number of single-family neighborhoods proposed and currently under development, including remaining lots in Kipps Farm, Bold Springs, Fiddler’s Green, and the Villas on North Main. Kinloch, a 23-lot single-family subdivision off North Main Street, and an additional phase of Northside Park subdivision with 49 lots, are both currently under construction for public improvements and no building permits for individual homes have been issued. The Berry Court single-family subdivision on Airport Road, the Old Blacksburg High School, and the Midtown development will also provide additional housing in town, but construction has not begun on these developments. However, even with the influx of new construction, there is still a shortage of housing for non-students. Some of this shortage is due in part to single-family homes being purchased as investment properties and rented to students. Further exacerbation of the housing shortage is due to a lack of housing that is affordable to a number of different income brackets. Housing to meet the needs of all citizens in Town should be appropriately located and with supporting infrastructure.

Development and District Standards

The characteristics of physical site development are regulated by the Zoning District standards. In a Planned Residential Zoning District the applicant may propose most of the individual standards for the proposed development. The layout and standards of the development, if approved, are binding. Since the applicant proposes the standards in the PRD, the evaluation of the proposed standards is different. The evaluation should be based on how well the proposed standards, when applied, fit into the existing character of the surrounding area. The Planning Commission and Town Council evaluate each Planned Residential development on its own merit. In this instance, the surrounding area is developed at a very low intensity, largely of single-family homes and agricultural uses. There is a great deal of flexibility in proposing the development’s standards, but the standards should not be so out of scale or character, or different from the various surrounding districts as to create an incompatibility in use or site layout. As previously discussed, the proposal should include enough engineering detail to ensure feasibility as any deviations from the standards would require an amendment to the PRD.

The following table illustrates the proposed Planned Residential District standards for the proposed development as compared with the district standards for the surrounding RR-1 zoning district:

	BEREWICK PROPOSED STANDARDS	RR-1 DISTRICT STANDARDS
MAXIMUM DENSITY	2.08 units per acre	1 unit per acre
MINIMUM LOT SIZE	No minimum (5,700 – 24,850 sf proposed)	No minimum
MINIMUM ROAD FRONTAGE	20' on a public street	20' on a public street
MINIMUM SETBACKS	Front: 15' local street / 60' from centerline of collector street	Front: 13' local street / 60' from centerline of collector street
	Side: 7.5' / 15' corner on local street / 60' corner from centerline of collector	Side: 10' / 20' on corner lots
	Rear: 20' along perimeter lots / 10' for interior lots	Rear: 20'
MAXIMUM LOT COVERAGE	Varies by lot size; up to 60%	None specified
MAXIMUM FAR	Varies by lot size; up to 1.0	0.30
MAXIMUM HEIGHT	35'	35'
MINIMUM PARKING	2 off-street parking spaces per unit	2 off-street parking spaces per unit
MINIMUM OPEN SPACE	35% of parent parcel	50% of parent parcel

Density and Lot Size

While the proposed overall density is approximately 2 units per acre, the proposed development pattern gives an appearance more in keeping with R-4 zoning which allows up to 4 units per acre. Excluding the 35% open space, the remaining 26 acres of the proposed development will be built at a density of approximately 3.2 units per acre. Minimum lot sizes, setbacks, floor-to-area ratio (FAR), and other regulations can define the feel of a neighborhood. Large lot subdivisions, even when developed with larger homes, have a very different feel than neighborhoods with smaller lots and homes closer together. There is a place for small lots with smaller homes in the development pattern for single-family housing in Town. This type of pattern can be achieved through establishing minimum and maximum lot size as well as maximum floor to area ratios to ensure homes are proportionate. The proposed PRD includes a variety of lot sizes ranging from approximately 5,700 square feet to more than 24,000 square feet. For comparison, R-4 zoning requires a minimum of 10,000 square feet per lot. The majority of the lots in the proposed development (more than 57%) are less than 10,000 square feet. Roughly 40% of the proposed lots range in size from 10,000 square feet to 21,000 square feet (quarter-acre to half-acre). Two lots are more than one half acre in size as proposed. The applicant has proposed other development standards such as lot coverage, FAR, and setbacks that vary based on the size or location of the lot. The variation in lot size and other standards can be partially attributed to the challenging site topography and environmental constraints.

Accessory Apartments and Density

Accessory apartments can be a tool in helping to address housing affordability and aging in place, but it can also have the effect of significantly increasing a neighborhood's density. While the Town Code accessory apartment program does not include PRD districts in the areas where new accessory apartments are allowed, the neighboring RR-1 zoning district does allow them. The applicant has included as a part of the application, a request to allow accessory apartments if the Town Code is amended in such a way that they can be developed in PRD districts. Current policy requires existing Planned Residential Districts to amend the district regulations to allow for accessory apartments. For this development to have accessory apartments in the future, the use should be requested as part of the rezoning process and the impacts to infrastructure should be assessed.

Lot Configuration and Layout

The plan shows 84 lots generally fronting on proposed streets to be constructed within the development. There will be 5 lots that are served by Redbud Road, and 3 lots that are located toward the front of the development near Toms Creek Road. These 8 lots will not feel like a part of this development because they are physically disconnected from the rest of the lots. The 5 lots along Redbud Road may feel more like an infill development of single-family lots. Redbud Road is a narrow winding lane with single-family homes on the south side, and vacant/agricultural land on the north side. These 5 lots will be located on the north side of the street, and will feel disjointed and disconnected from the rest of the proposed development. The configuration of the proposed ROW along Redbud Road is undesirable, and does not provide appropriate frontage for all of the lots. The Town owns an adjacent and intervening property between the Redbud Road ROW and the proposed 5 lots as shown on the Overall Development Map (Z1, page 54). The applicant should work with the Town to achieve a lot and ROW configuration that is acceptable and meets minimum standards.

Lots 6, 7, and 8 are located near the intersection of new Road A and Toms Creek Road and have no connection otherwise to the rest of the development. These lots may also feel like infill along Toms Creek Road, though they would have access off of Road A, as no new driveways are permitted for new lots along Toms Creek Road.

The remaining lots are arranged along the interior subdivision streets in a pattern consistent with a typical suburban single-family neighborhood. The northern reaches of the proposed Road B contains three flag lots, with each lot having a minimum of 20' of road frontage. While flag lots are allowed by code, they are not desirable in new subdivisions where the purpose of the "pole" of the lot meets only the minimum required road frontage in an effort to maximize the number of lots along a street, and does not provide adequate frontage for a home to have a relationship to the street. Furthermore, the proposed standards allow an 18' driveway for lots with frontage less than 50'. These three flag lots all have approximately 30' of frontage, so if each of the lots has its own driveway, 54' of the 90' of combined frontage will be paved for individual driveways.

Site Development Regulations

Regulations such as FAR, lot coverage, and height can help to define the pattern of development in a neighborhood. In the previous table, the proposed district regulations are provided in comparison to the RR-1 zoning district, which surrounds the subject property. However, as previously mentioned, the development will more likely feel like a neighborhood in the Town's R-4 zoning district due to similar standards and the proposed development pattern. However, it should be noted that a number of the proposed development standards are more intense than the R-4 district as well, especially the proposed FAR, lot coverage, and setbacks.

Floor to Area Ratio (FAR)

The floor to area ratio (FAR) of a structure is a ratio of total gross square footage of all the floors of all buildings on a lot to the total lot size. A FAR of 0.25 means that the total square footage of building can be up to 25% of the total square footage of the lot. A FAR of 1.0 means that the total square footage of building can be equal to the total square footage of a lot. The proposed maximum FAR for the development is 1.0 for lots up to 10,000 square feet, which could result in a 10,000 square foot home on a 10,000 square foot lot, or a 5,700 square foot home on a 5,700 square foot lot. A FAR of 1.0 is more typical of a multifamily product. A FAR of 1.0 may not be appropriate for a single-family detached subdivision. Except in the recently amended R-4 zoning district, floor to area ratio excludes basements and attics from the calculation of gross floor area based on meeting certain criteria. Using this method, homes could have significantly more useable square footage than what is calculated because finished basements and half-stories would be excluded from the calculation. By comparison, the R-4 zoning district FAR was revised to include all floors of all buildings, rather than excluding certain basements and attics and the maximum FAR in R-4 was increased from 0.25 to 0.50. *The applicant may want to consider*

mirroring the R-4 calculation method as a good model since the proposed development will look and feel similar to an R-4 subdivision.

Lot Coverage

The lot coverage of a development is the percentage of impervious area to total area of a lot. The applicant has proposed a sliding scale for lot coverage, also based on lot size. Smaller lots would be given larger proportions of lot coverage, up to 60% for lots up to 9,000 square feet. For comparison, the R-4 district allows up to 45% lot coverage and 10,000 square foot minimum lot size. The application provides the maximum lot coverage for lots greater than 15,000 square feet, but there is a discrepancy between the written word and the numeral represented for lot coverage. While there is a place for smaller, more intensely developed lots, the proposed standard should be clear so that it can be applied in the plan review process if the rezoning is approved. *The applicant needs revise the application to resolve the discrepancy and clarify if the lot coverage for these lots will be 40% or 35%.*

Setbacks

Setbacks or required yards provide areas on a property that are to remain free from structures. This allows for both landscaping and open space around buildings for light and air circulation, but it also generally provides areas where public utilities may be installed. In many cases, public utility easements (PUE) are established around the interior of lot lines, within the setbacks to allow for both Town public utilities, but also for private utilities such as telecommunications, gas, and power. Consistent setbacks in a neighborhood can help maintain a sense of regular rhythm and uniformity while also allowing for landscaping and open space. As with other district standards, the applicant can propose specific setbacks for the proposed rezoning area. The applicant has proposed 7.5' setbacks on interior side lot lines, which does allow for a 15' PUE to be centered on the interior lot lines. The applicant has differentiated rear setbacks based on whether a lot is interior to the site, or located along the periphery. Peripheral lots will have rear setbacks of at least 20' for principal structures (though there is a discrepancy in the application that also states this setback may be 25'). Interior lots will have rear setbacks of at least 10'. The proposed setbacks are generally smaller (more intense) than the R-4 zoning district. For example, the rear yard setback for R-4 is 25', and for RR-1, it is 20'. Front setbacks are determined by whether the lot is located along Toms Creek Road, a collector, or interior to the site. Similar differentiation for front setbacks is also inherent in the neighboring RR-1 district. There is a discrepancy in the application for the rear yard setback for perimeter lots that will need to be resolved. *The application needs to clarify if the perimeter rear yard setback will be 20' or 25'.*

Building Construction

The building orientation, style, materials, scale, massing, and height of a development are elements affecting how a proposed development fits into the surrounding area. In most of the recent PRD development requests, the proposals have been for multifamily housing, and a significant amount of work had gone into the architectural development of the proposed buildings early in the development process to determine neighborhood compatibility.

With the development of a single-family neighborhood, it is not known if all of the homes will be built at the same time, or even by the same builder. In this case, there are 84 lots proposed that will have 84 different owners and it is not feasible to commit to individual home designs. In some planned subdivisions, applicants have provided a pattern book to narrow the design choices such as the Village at Toms Creek or Shadowlake Village. For this development, the applicant has provided several examples of floor plans and elevations, as well as a list of potential building materials. Example homes shown are generally one- or two-story, but the application does state that 3-story structures may be allowed within the height requirement. Information submitted by the applicant is illustrative in nature.

Sustainability

The application also provides some information regarding building sustainability guidelines, and a proffer outlining a number of design features intended to reduce resource consumption and increase energy efficiency. The Town's building official has reviewed the proffer and has determined that the proffer does not include practices or measures more stringent than what the current 2015 Building Code requires. Thus, the proffer does not need to be included in the proffer statement. If the applicant plans to commit to standards above the Building Code, then a specific and measurable proffer would be appropriate. *The proffer is not enforceable or effective as currently written.*

Landscaping, Buffering, and Screening

Landscaping

The PRD regulations in the zoning ordinance do not specify landscaping requirements, but rather leave the overall site's landscaping up to the creativity of the designer, and the specific applicable regulations in the zoning and subdivision ordinance standards (street trees, parking lot trees, and total canopy coverage). In this case, the only landscaping regulations that are required for this development are for street trees to be planted along Toms Creek Road as a part of the subdivision process, and for a total canopy coverage of at least 20% of the entire parcel to be provided. The subdivision standards require street trees for collector and arterial streets, but not for local streets within a subdivision development. The application does show significantly more than the minimum requirement for landscaping. Staff commends the additional consideration for landscaping in this development.

The applicant has submitted a landscape exhibit that shows generally the location of street trees and screening trees. The application states that one of the goals of development will be the "conservation of natural resources including...existing tree cover..." though no details are provided on what this means. There is one area of the site in particular toward the rear of the property that does have some dense forest vegetation. While the plan does show some of this to be protected, a significant portion of it is not being preserved, in order to install stormwater management, grass trails, and individual building lots. The application should be more specific regarding the concept of preservation of existing vegetation, especially considering there is very little existing vegetation to preserve. Proposed canopy coverage should also be determined and specified. Furthermore, a proffer has been provided that commits to specific landscape improvements. However, some portions of this proffer may be more specific than what is needed or desirable (i.e. listing specific species of trees), and not specific enough in other portions (i.e. providing spacing guidelines for screening trees). An example would be to change the language from a specific number of trees to be planted in the development, to a generalization regarding spacing of trees along streets, or a minimum number of trees per lot. While it may not be feasible to know all of the locations for landscaping due to individual homeowners and specific onsite conditions, a landscape plan can help to show the general concept for landscaping within the development. *The applicant may want to work with staff to meet the applicant's intent to provide a well-landscaped development.*

Screening trees are shown around some of the perimeter areas, as well as near the stormwater and open space areas. However, as provided in the Sanitary Sewer memo, there may be conflicts between proposed landscaping and some of the utility easements. The landscaping plan will need to ensure that there are no conflicts with PUEs (or other improvements), as well as still satisfying the requirements of the proposed district.

Buffering and Screening

There is no specific buffer yard requirement for the Planned Residential district as a whole because the nature of the proposed developments can vary so widely and the buffering proposed should be appropriate for the type and intensity and context of the development proposed. Each application is evaluated with regards to buffering

to determine the appropriateness of the proposal as it relates to the surrounding uses and neighborhood, and whether the effects of proposed buffering mitigate any adverse impacts to the surrounding area.

Buffering and screening can help to mitigate visual and noise impacts between neighboring properties. The subject parcel shares a portion of its northern property line with the Town's Toms Creek Park. Some screening is shown along this area, but additional screening along this entire property line may help to buffer prospective residents from the impacts of the neighboring park. The remainder of the northern property line is shared with a single parcel used for single-family and agriculture. The aerial imagery shows that a portion of this property line contains vegetation along a fencerow. To the east, the property borders another single-family/agriculture use, and also contains vegetation along a fencerow. It is unknown at this time if the vegetation in the fencerow is on the subject property, or adjacent properties. Toward the south and east, the neighboring properties are more densely wooded until the subject property is adjacent to Redbud Road. Across Toms Creek Road, trees line the road edge shielding more agriculture beyond. Screening trees are shown along some lot lines where parcels are adjacent to open space and stormwater management area. However, no screening has been provided where lots are adjacent to neighboring properties. While screening would not be required for a by-right subdivision in this district, it should be noted that this rezoning request is for more than twice the density allowed by the RR-1 zoning district and under the future land use designation. Additional screening and buffering along the perimeter areas of the site could help to mitigate the intensity of the proposed development from its more rural neighbors, and can provide a buffer between future subdivision residents and the permitted agricultural uses on neighboring properties which was a concern expressed at the neighborhood meeting. Staff suggests that in areas where buffer yards are proposed, more specificity should be given in the language regarding the spacing of trees, height at time of planting and at maturity, etc.

Parking

The standard ratio for single-family homes is two off-street spaces per unit, regardless of the number of bedrooms and this is the standard proposed for the development. The required spaces may be satisfied by driveways, garages, or a combination of the two. Where garages provide all or a portion of the required parking, this can become problematic if the garage is not used for parking a vehicle. For instance, if a home has one driveway space, and one garage space, but the resident does not use the garage for parking, then overflow parking on the street will be inevitable. The application states that overflow and guest parking would occur on one side of subdivision streets, but as town right-of-way, these spaces cannot be counted toward required minimums, as there may be field conditions that necessitate removal of on-street parking such as sight distance inhibited by parked cars. Due to the location of the neighborhood, it is unlikely that the surrounding areas will receive overflow parking pressure from the proposed development, which is more common closer to the center of Town and the University and in multi-family developments.

Occupancy and Lifestyle Conflicts

The applicant has proposed an occupancy standard consistent with the surrounding neighborhood. The occupancy standard for the proposed development is a family plus 2 persons unrelated to the family, or no more than 3 unrelated individuals in a home. While these neighborhoods are not generally constructed as student housing, there are examples of recently constructed single-family developments turning over to investment homes purchased for student rentals. When this has happened, the character of the neighborhood has changed and it has further limited the availability of housing for full-time residents. Given the location, it is not anticipated that this will occur as it is not occurring in the adjacent Brookfield Village. While the application does not indicate students as the target market, there are also no proffers to help ensure this does not happen.

Signage

The Planned Residential District allows applicants to propose a cohesive signage plan for the entire development as a part of the review of the application. The application states that signage shall conform to current TOB zoning regulations. However, no specific regulations exist for the PR district. Zoning Ordinance section 5532 states that a maximum of two permanent signs and three directional signs are permitted per lot in any residential zoning district. Additionally, one freestanding identification sign is permitted at each primary entrance to a residential development, up to a maximum of two. No signage has been proposed at this time, though the application states that signage will comply with Town zoning regulations. However, the application should be revised to state compliance with the specific signage regulations for residential districts, or call out specific signage with proposed dimensions and locations.

Bicycle and Pedestrian Improvements

Many individual policies and regulations address streetscape, bicycle, and pedestrian improvements as being a high priority to encouraging walkability and contributing to a high quality of life in Town. Providing enhanced pedestrian and bicycle facilities will encourage alternate-transportation behavior and lead to less dependency on personal vehicle trips. These facilities may include wider sidewalks, separation between the street and the sidewalk with a vegetated buffer strip, on or off-street bicycle facilities, covered bicycle parking, and other elements to provide a pleasant and safe streetscape experience. Often, private development serves an important role in providing missing links in the sidewalk and trail network throughout Town, as there is not enough funding within the Town's budget to complete all the bicycle and pedestrian projects as the Town grows.

Sidewalks and Trails

Sidewalks are required along all streets within and adjacent to a subdivision. The Comprehensive Plan Paths to the Future map shows a route along Toms Creek Road, paralleling the road. The map also shows trail along the creek bed generally where an internal trail is proposed. The applicant has provided a bicycle and pedestrian circulation exhibit that shows the locations of trails, sidewalks, and grass paths. The binding master plan will have to show all appropriate sidewalks and trails, without presuming the granting of any variances. The applicant should verify that the sidewalks and trails proposed meet the minimum standard with a 4' planting strip or construction behind the back of a roadside ditch.

Toms Creek Road Trail

The proposed development includes a trail along a portion of Toms Creek Road to the proposed development entrance. The proposal does not include a sidewalk or trail along the remainder of the parcel frontage. The application shows an easement instead. This bicycle and pedestrian infrastructure is critical to future routes in the area and is supported by the Road Project Priorities section and Paths to the Future map within the Comprehensive Plan. The subdivision ordinance states that multi-use trails are required to implement concepts in the Comprehensive Plan. For a subdivision of this magnitude, along a collector road, sidewalk or trail should be provided.

Most of the Toms Creek Road trail is proposed as part of Phase 2, after the construction of the 5 lots on Redbud Road. The preference is for common infrastructure and amenities in the subdivision to be provided at the outset of the development so they are available for early residents. This also prevents any issues that may arise if the development does not move forward and the phases are not built according to the planned timeline. This is especially important if these improvements are not bonded as part of the subdivision process.

Internal Trails

The application also shows internal trail along the creek bed generally where the route on the Paths to the Future Map is shown. This trail is proposed to be a 10' wide asphalt trail, dedicated to the Town for public use. The trail will provide a connection to the proposed picnic shelter.

Internal Public Sidewalks

The applicant has shown sidewalks meeting the minimum requirement along much of the interior streets. *Sidewalk will need to be extended around at least half of the cul-de-sac of Road B.*

Internal Grass Trails

The application and plan also propose "grass trails" behind the homes along the northern property lines, and behind the homes fronting on Road A and Road B in the center of the development. The application states that the grass trails will be a minimum of 10' wide, but no other information, such as how (or by whom) they will be maintained, or if they are accessible, has been provided. The location of these trails and the connectivity they provide is desirable. The Town typically accepts dedication of trails that meet the Town standards so it may be preferable for the applicant to retain ownership and maintenance of these trails.

Corridor Committee Review

The Corridor Committee reviewed this application and provided the following comments:

- Where the proposed paved trail meets the Town of Blacksburg property/Dog Park to north: Show and complete the connection from the proposed trail to the road going into the Dog Park. Ease up the hard right turn from the proposed paved trail to the grass trail, as well as from the proposed paved trail to the road going into the Dog Park. Difficult to make these hard turns on a bicycle.
- Consider the grade of Road A where it intersects/crosses the trail along Toms Creek Road. Preference is for Road A to be level or ascending (rather than descending) in this location, so that car speeds do not cause conflicts with bicyclists/pedestrians on the trail, crossing Road A.
- Provide and show ADA turnouts on the proposed paved trail where grades exceed 5% (i.e. along Road A and where the trail connects up to the cul-de-sac). Avoid 10+% grades on the paved trail, if possible-difficult for users.
- Where sidewalk is only shown on one side of the newly constructed streets, consider adding sidewalk on both sides of the streets.
- Complete the sidewalk fully around the cul-de-sac. Ending sidewalk abruptly a portion of the way around the cul-de-sac is awkward and not optimal for users.
- If there is an opportunity now or in the future to expand BT neighborhood service in this area, please coordinate with BT and plan for this with this rezoning.

Open Space

The provision of open space is another component of residential communities that is included as a requirement for nearly every type of residential development. The Planned Residential Zoning District Standards requires a minimum of 20% open space for developments. It is important that the open space be meaningful in its size and function and geared toward the use of the residents in the development.

The applicant has shown 35% of the parent parcel as open space and indicates that all of this open space would be dedicated to the Town for public use. Much of the open space provided is found toward the front of the site and encompasses the most sensitive areas of the site around the creek. Providing protection for this resource achieves one of the purposes for the requirement of open space. The open space also contains trail areas, as well as the proposed picnic shelter near the front of the property adjacent to the Toms Creek Park. The open

space areas contain the recreation areas for the development but also the development's private stormwater management areas. The application indicates that the HOA will maintain ownership and maintenance of the open space areas, but that they will all be dedicated to the Town for public use. Further evaluation is required to determine if the Town wants to accept this dedication. If the open space is to be dedicated to the Town, as indicated by the application, these stormwater areas will not be able to be included in the open space. Either the stormwater plan will have to be revised to show the BMPs elsewhere, or the total amount of dedicated open space will have to be amended.

The Town's Director of Parks and Recreation has commented that the shelter and the trails would be a benefit to the Town's citizens.

IMPACTS TO PUBLIC INFRASTRUCTURE

In evaluating the potential effect on public services and facilities that this rezoning would have, the Town Engineering department has reviewed the Master Plan and application and the following comments are provided. The evaluation of impacts to public infrastructure should take into account the proposed intensity of the development and the current condition of the Town's public infrastructure. Specific improvements necessary to support a proposed development, and attributable to a development should be constructed by the developer. Where no infrastructure exists to support development, the evaluation should also include the appropriateness of the development in the proposed location.

Sanitary Sewer

The Town's engineering staff has reviewed the application with regards to the impact of the development on public sanitary sewer, and a memo from the Town's sanitary engineer is attached.

Type of Sewer, Maintenance, and Location

The property is located in the Town's "unsewered" area, but is located in an area where STEP/STEG systems may be installed. This model of service incorporates a septic tank on each lot that is maintained by the Town, and effluent from the tank is either pumped (STEP) or gravity-fed (STEG) to the Town's collection system. Notably, the Village at Toms Creek was the first development in Town to utilize STEP/STEG systems. Over time, these systems need additional maintenance above and beyond what is required of traditional gravity sewer.

The location of the tanks is usually finalized at the major subdivision/engineering plan phase, but with a binding plan, enough needs to be known about the locations of the utility infrastructure that the layout of the development does not change substantially. Additionally, the location of the required pump station and vehicle access is shown on the plan, but additional information is needed to determine whether the location is feasible. Specifically, information regarding the elevation of the wet well is required to determine if there are conflicts with the water table or creek area. Lastly, as previously mentioned, landscaping is shown in areas that may need to be clear for tank access. The applicant will need to verify that there are no conflicts that alter the proposed plan.

Sanitary Sewer Capacity

In the attached memo, the Town's sanitary sewer engineer outlines that a downstream capacity analysis was conducted for the proposed development, and indicates that there are downstream inadequacies in the sanitary sewer system. The proffer statement indicates that upgrades to the Brookfield pump station will be borne by the developer, but the Town's evaluation concludes that there are also inadequacies further downstream that need to be mitigated which are not addressed in the applicant's proffer, and are not part of an adopted or funded Town project. Furthermore, the application suggests that there are alternate sewer routes that bypass the Brookfield pump station. The proffer should address appropriate upgrades to the sanitary system if an

alternate route is chosen that does not involve the Brookfield pump station. The memo further states that more information and study is needed to determine if the applicant's desired sewer route is feasible.

Water

The Town's engineering staff has reviewed the application with regards to the impact of the development on public water supply and a memo from the Town's water engineer is attached. The Town's water system has adequate access to water mains in both Toms Creek Road and Redbud Road, as well as adequate required minimum pressure based on projected demand. Additional infrastructure may be required and can be shown at the major subdivision and site plan stage to ensure that the proposed infrastructure meets all Town standards and specifications.

Stormwater Management

The Town's engineering staff has reviewed the application with regards to the impact of the development on the Town's stormwater management system, and a memo from the Town's stormwater engineer is attached. The stormwater concept plan is **not** approved at this time. Resolution to the two items below is necessary in order for the concept plan to be approved. Additionally, it should be noted that the applicant will need to provide further study to determine impacts to jurisdictional waters and wetlands.

Floodplain Overlay District and Flood Elevation

As previously mentioned, portions of the property fall within the Creek Valley Overlay District, and the Floodplain Overlay District. These are two overlay zoning districts within the Zoning Ordinance that provide specific regulations regarding development in riparian areas and floodplains. The Creek Valley Overlay District regulates development for the protection of the natural riparian resources while the Floodplain Overlay District provides regulations to protect property from flood damage. While both of these districts have different goals, the methods are similar: restrict or limit development in vulnerable areas.

The Floodplain Overlay District states that no development can increase or raise the base flood elevation. The "base flood elevation" is the specific elevation above sea level of the limits of the floodplain. To raise or increase the flood elevation would cause deeper and/or more widespread flooding during flood events. The prohibition of raising the flood elevation protects properties upstream of development from further inundation. Upon consultation with the Town Attorney and with careful review of the zoning text and recent court cases, changes to allow for rise in the base flood elevation can only be pursued through a zoning ordinance amendment process. The applicant has requested an interpretation concerning this provision as this is a key rezoning issue. This interpretation is currently being prepared. With respect to consideration of a zoning ordinance amendment, Town Council reviewed a portion of the Floodplain Overlay District in 2019, for very specific changes necessary to allow the University to construct a portion of the Western Perimeter Road. The University, while not under the zoning or regulatory jurisdiction of the Town, still must comply with the Town's floodplain ordinance. Specifically, the University needed a change to allow an increase in the flood elevation upstream from a stream crossing. The Town Council considered the change, and granted approval to allow specific provisions in the ordinance to not apply to University-zoned land where additional information from FEMA has been provided.

The application states that there is a "slight" increase in the floodplain, though as the Town's stormwater engineer points out in the memo, the calculations indicate an 11' increase in the flood elevation upstream of the proposed road crossing. The applicant has indicated that the rise in the floodplain does not impact roads or homes in the proposed development and is driven by a desire to limit disturbance in crossing the stream due to environmental and financial concerns. A larger crossing size will be required in order to pass the 100-year

storm without a rise in the flood elevation. The stormwater management plan is not approved at this time and is not approvable without a zoning ordinance amendment.

Location of Private Stormwater Management Facilities

The application shows that the development's stormwater management facilities are located in the open space. As previously stated, all of this open space is intended to be owned and maintained by the HOA, but dedicated to the Town. Private stormwater management facilities cannot be located in lands dedicated to the Town. The applicant will have to revise the master plan to show the locations of the facilities outside of dedicated lands, and revise the total percentage of dedicated open space once the SWM areas are excluded. Furthermore, all SWM facilities will have to be able to be accessed for maintenance. Maintenance to these facilities is generally provided by paved or gravel paths capable of supporting heavy trucks and machinery. The locations and routes of these accesses must be shown at this stage.

Traffic & Transportation

The Town's engineering staff has reviewed the application with regards to the impact of the development on the Town's transportation network, and a memo from the Town's transportation engineer is attached. The development is proposed with one road off of Toms Creek Road to access all but 5 of the lots. The Town subdivision ordinance contains regulations regarding access to adjoining properties, coordination of streets, block layout, and culs-de-sac.

Street Network, Connections, and Cul-de-sac Length

The Comprehensive Plan and Subdivision Ordinance both discuss a functioning street network with interconnections as desirable. The purposes for interconnections in the street network are to relieve congestion along the network, to provide multiple ways of ingress and egress for emergencies, and to facilitate traffic distribution. The attached memo indicates that key considerations for this request include the necessity and desire for additional road connections for the "intended coordination and redundancy of a well-functioning road network". Several Subdivision Ordinance sections pertain to interconnectedness, block length, and coordination of streets. The Subdivision Ordinance specifically calls out the ability for developers to connect to any existing street that may adjoin, and requires subdividers to provide for the future connections of streets to adjoining properties. A portion of the southern property line abuts the street and right-of-way of Redbud Road. The applicant does not propose a connection to this street as a part of the development, nor is the layout of the proposed development conducive for a connection to be made in the future. The plan does show the extension of right-of-way at the end of the cul-de-sac of both Road A and B to adjoining property.

In recent rezonings, transportation analysis has mostly focused on the existing road network. In contrast, this proposal would start to create a road network in a largely undeveloped area. Providing a connection to Redbud Road and establishing a primary route, as detailed in the attached memo, are vital to the future transportation network in this area.

The proposed design includes a single point of entry/exit onto Toms Creek Road terminating at a cul-de-sac approximately 2,400' (1/2 mile) away. The applicant has provided internal connect so that no individual road segments exceed 900'. Along Road A, the first intersection with Road B occurs approximately 500' away from Toms Creek Road, however neither Road A, nor Road B intersect with other, outside streets and thus the entire development essentially functions as one large cul-de-sac. The Subdivision Ordinance limits permanent culs-de-sac to 900' in length. Several subdivisions exceed this standard including Kipps Farm, Villas on North Main, and Oakton. However, from a broader planning perspective, external connectivity is critical especially given the proposed number of units, the length of proposed streets, and the lack of a connected street system west of the Bypass.

Redbud Road and Toms Creek Road Improvements

The transportation memo also includes language regarding specific requirements for upgrades to the existing Redbud Road and Toms Creek Road infrastructure. Most notably, the memo indicates that Redbud Road needs additional improvement to meet the Town standard pavement width of 24'; and that improvements to Toms Creek Road include sidewalk or trail along the full Toms Creek Road frontage of the development, and the installation of curb and gutter and stormwater management along the Toms Creek Road frontage.

NEIGHBORHOOD MEETING and CITIZEN COMMENT

A neighborhood meeting was held at 6:00 pm on Monday August 11, 2020. Notes and the sign-in sheet are attached. The meeting was also broadcast live on WTOB Channel 2 and available for live stream on the Town's website. Additional citizen comment has been received through Thursday, August 13, 2020, and is included as an attachment to this staff report as well.

PROFFERS

The applicant has provided a proffer statement containing five proffers on pages 12-13 of the application. The proffers are addressed in the staff report by topic area.

SUMMARY

The Planning Commission is asked to consider and make a recommendation of approval or denial of the proposed Rezoning request. If the request is approved, the property will be rezoned Planned Residential with any proffers offered by the applicant and accepted by Town Council. Any changes to the master plan would be required to be reviewed through the public hearing process to amend this PR district. If denied, the property will continue to be zoned RR-1 and any such subsequent development application will have to adhere to all the minimum standards found therein. The decision to grant or deny the rezoning request is a discretionary decision, and should be made according to the criteria outlined in §1151, and with the analysis provided.

As previously mentioned, if the rezoning is approved, this development request will also be subject to a major subdivision review as provided for in Subdivision Ordinance Article IV Division 2.

The rezoning master plan is binding, and should not presume the approval of any variances that may be needed from the subdivision ordinance standards, unless specifically addressed in the ordinance language. Any variances requested should include justification for the request. Should the review of the major subdivision bring to light elements of the binding master plan that must be changed, then the applicant will have to amend the planned residential district.

ATTACHMENTS

- Staff GIS maps
- Engineering memos
- Staff appendix
- Neighborhood meeting notes and sign-in sheet
- Correspondence received as of 08-13-20

RZN20-0005
Berewick PRD
1900 Toms Creek Rd.

 Subject Area

 Parcels



Blacksburg TOWN OF
VIRGINIA

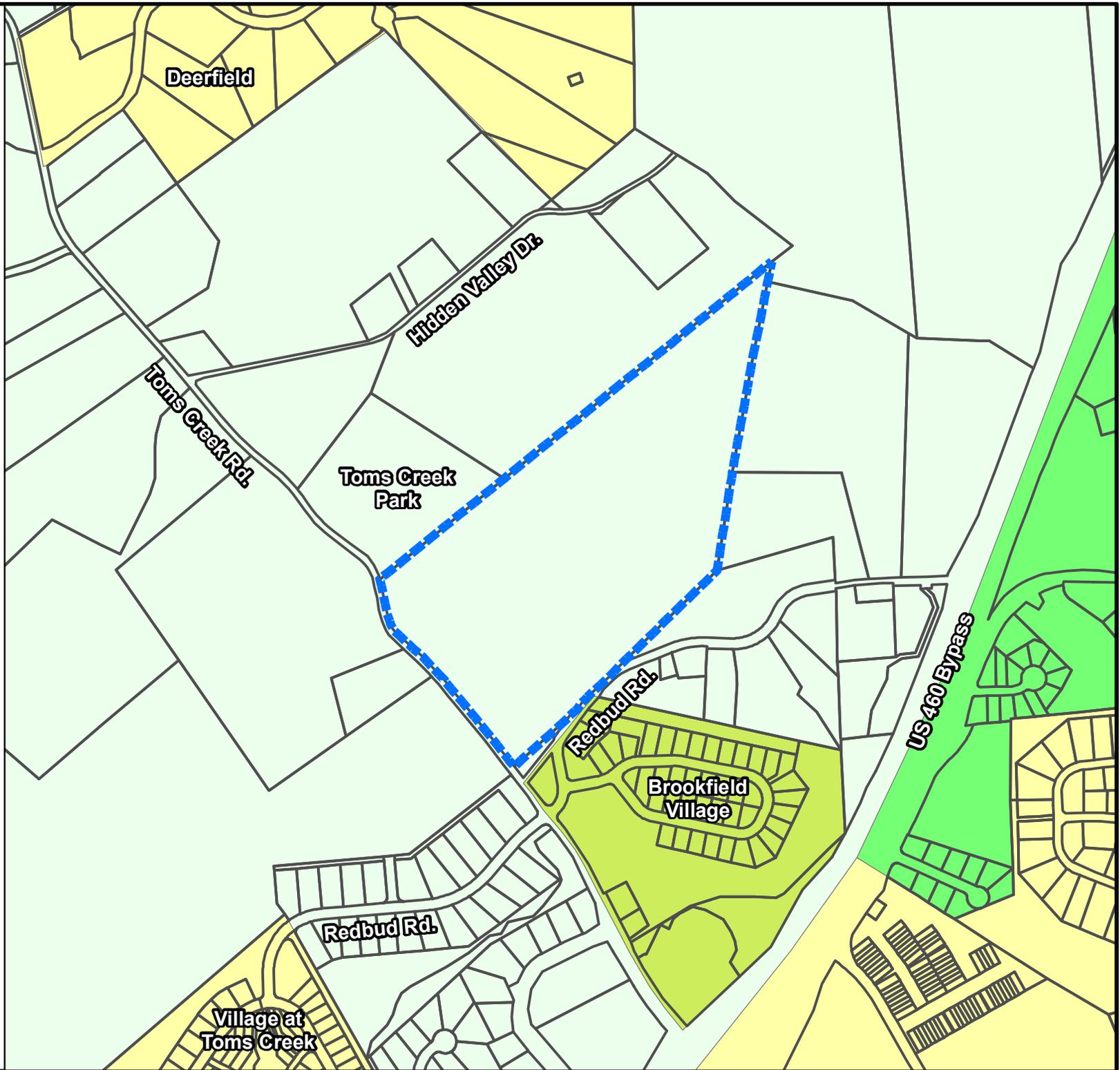


**RZN20-0005
Berewick PRD
1900 Toms Creek Rd.
Zoning**

- Subject Area
- ▭ Parcels
- RR-1 Rural Residential 1
- RR-2 Rural Residential 2
- R-4 Low Density Residential
- PR Planned Residential



Blacksburg TOWN OF
VIRGINIA

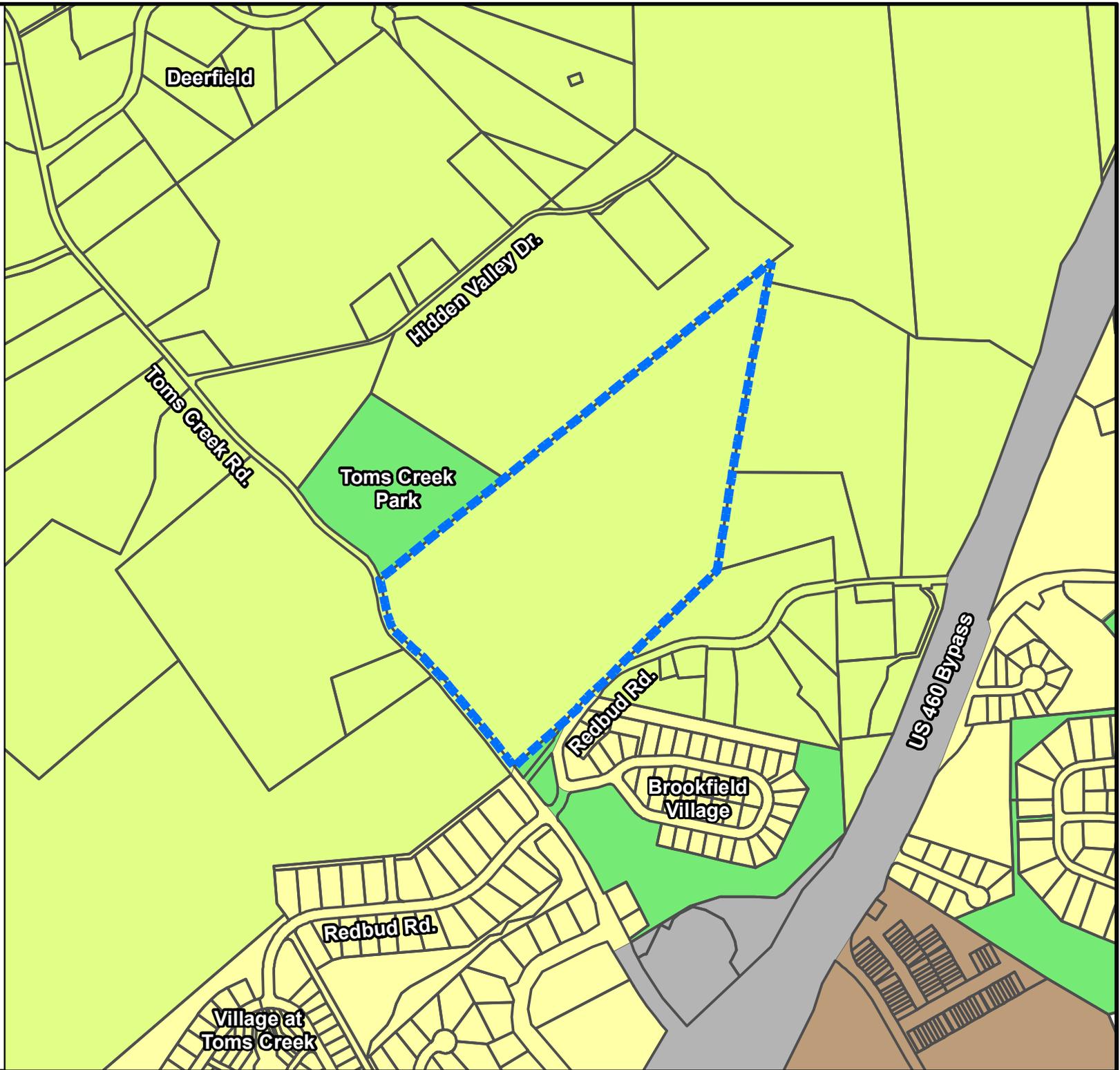


**RZN20-0005
Berewick PRD
1900 Toms Creek Rd.
Future Land Use**

- Subject Area
- ▭ Parcels
- Very Low Density Residential
- Low Density Residential
- High Density Residential
- Park Land / Open Space / Resource Protection
- US 460 Corridor



TOWN OF
Blacksburg
VIRGINIA

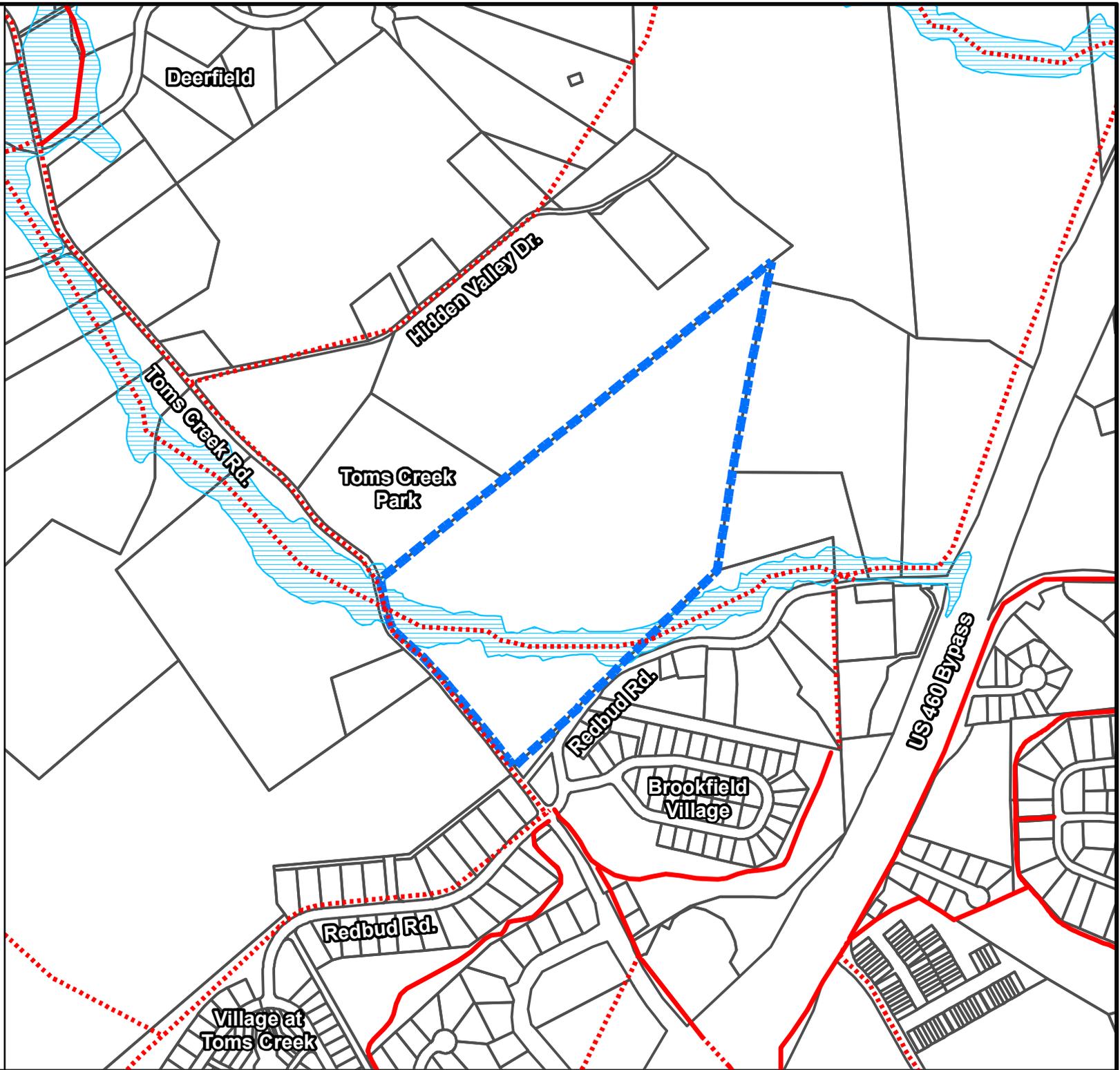


**RZN20-0005
Berewick PRD
1900 Toms Creek Rd.
Bike & Pedestrian
Routes**

- Subject Area
- ▭ Parcels
- ▭ Creek Valley Overlay
- Existing Public Route
- ⋯ Proposed Public Route



Blacksburg TOWN OF
VIRGINIA

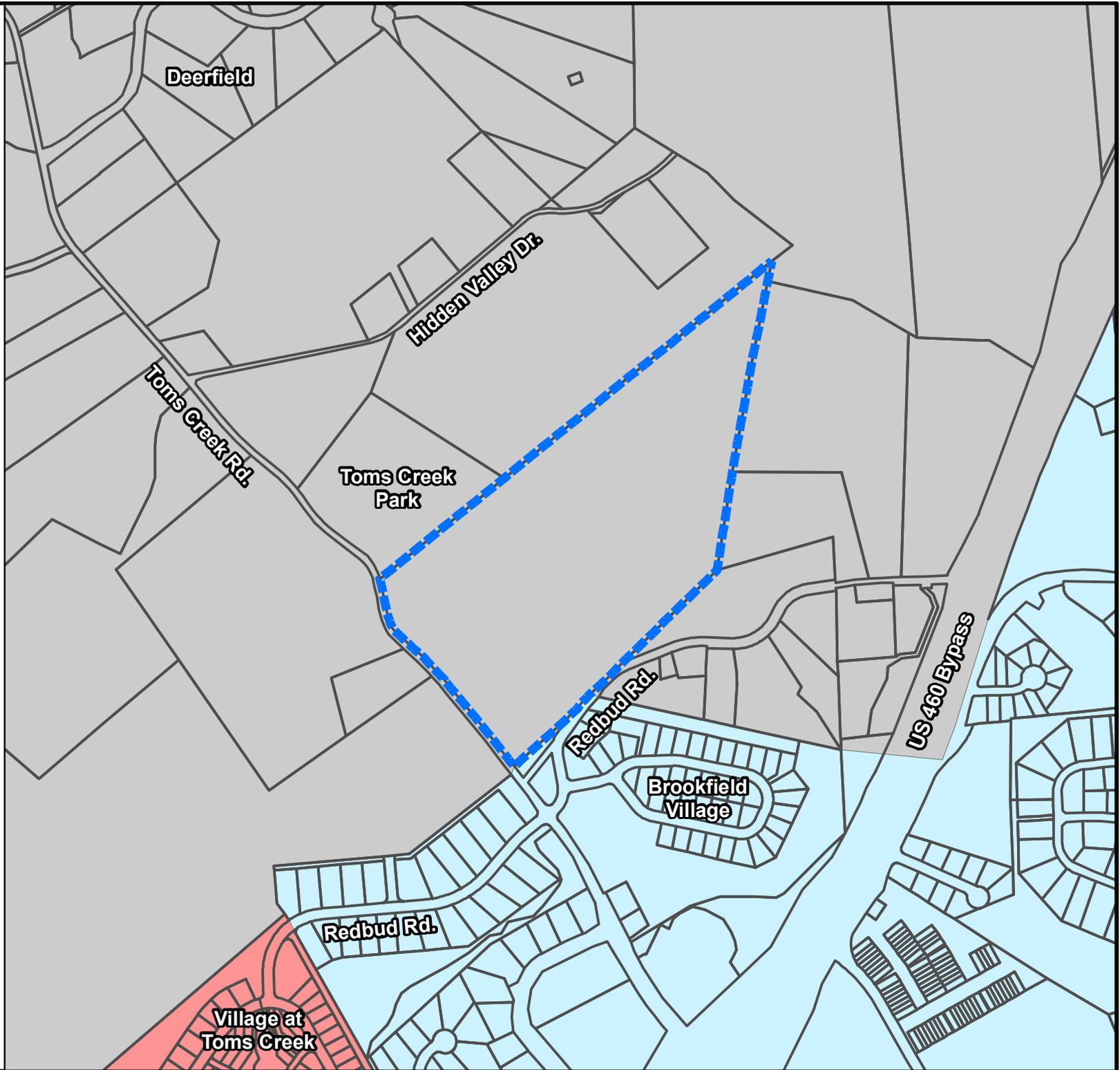


**RZN20-0005
Berewick PRD
1900 Toms Creek Rd.
Sewered and
Unsewered Areas**

- Subject Area
- ▭ Parcels
- Existing Step/Step Area
- Sewered Area
- Unsewered Area



Blacksburg TOWN OF
VIRGINIA



DATE: July 21, 2020
TO: Kinsey O'Shea
FROM: Lori Lester, Water Resources Manager
TITLE: Water Comments for RZN20-0005, Berewick Planned Residential

Water Comments:

- The proposed development at 1900 Toms Creek Road has water availability from an existing 10" water main located in Toms Creek Road and a 12" water main located in Redbud Road.
- The Town can provide the minimum required pressure (20psi) at the water meter based on the water demand provided. Water pressure may exceed 80psi, requiring pressure reducers on private supply lines to meet Building Code requirements.
- Additional water infrastructure may be required to meet Town of Blacksburg Water Standards and Specifications, fire hydrant spacing, waterline loop, Building and Fire Code, etc.
- To ensure all phases of this project has reliable quality water; the water infrastructure shall be installed for each phase in a way that a waterline loop is maintained.

August 14, 2020
Eden and Associates, P.C.
Attn: Meredith Jones
1800 Kraft Dr. Suite 111
Blacksburg, VA 24060

RE: **RZN20-0005 Berewick PRD - Stormwater Concept Plan**

Dear Mrs. Jones:

The Engineering Department has completed the review of Berewick Rezoning to Planned Residential district stormwater concept plan. The Concept Plan is **not approved** at this time. This current site, owned by Lucas TCR, LLC consists of one parcel totaling 40.34 acres in size. Currently the area is zoned as Rural Residential and this rezone application is proposing a PRD with density of 2.08 units per acre. The proposed development would result in an 84-lot subdivision with three proposed public streets, open space and a STEP/STEG sewer pump station. This development proposes the use of 5 stormwater detention basins and a maximum of 9 water quality facilities. They have drafted the narrative to have the flexibility to eliminate a few of the water quality filtering facilities, if possible, during the final design and still meet water quality requirements.

Existing Flooding:

This corridor exhibits routine flooding where the creek crosses Toms Creek on this site and farther downstream. Flooding is primarily due to the large amounts of drainage upstream of the Toms Creek basin and the elevation of Toms Creek Road in this location where the creek crosses. The flooding along Toms Creek Road is proposed to see a small reduction of flooding across Toms Creek road, but this is due to the undersized pipe under the proposed road, which will need to be revised.

Other areas downstream that see intense flooding issues do so because of the large drainage area and prior unmanaged land development. Stream bank erosion and flooding are an ongoing issue in this corridor, and this will continue. This proposed development is 47 acres of an approximately 500 acre drainage area, about 8% of the land area contributing to this drainage area and is unlikely to make any sizeable impacts to these systemic flooding issues.

Items to be Resolved for Stormwater Concept Plan Approval:

- The Stormwater Management Concept plan includes Floodplain Calculations that show a rise in the floodplain. Page 5 describes a *slight* increase to the floodplain, but the calculations illustrate a maximum of **11.10 ft** rise in the floodplain upstream of the proposed road crossing. This rise violates the Floodplain Overlay District requirements, which prohibit any increase in the 100-year flood elevation. A larger crossing size will be required to pass the 100-year storm without a rise in the floodwaters.
- Private stormwater management facilities may not be dedicated in Town of Blacksburg publicly dedicated lands. Either the publicly dedicated areas must be revised or the location of the stormwater management facilities.
- This plan states that impacts to jurisdictional waters and wetlands are proposed as part of this project. Please identify the location of these impacts to both the wetlands and stream on the concept plan. At this time only a detailed description s of the impacted areas are needed to be submitted, although written plan approvals from DEQ and the Army Corps of Engineers will be required prior plan approval.

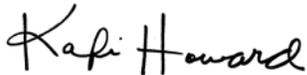
- Access to stormwater management to all 14 stormwater management facilities will be required. The path and method of access must be determined at this point for evaluation. The use of publicly dedicated multi-use paths is discouraged for maintenance of stormwater facilities due to the potential conflict between maintenance vehicle use and pedestrian and bicycle uses.

The following information will be needed to submit a complete and approvable stormwater concept plan:

1. Revisions to the proposed plan addressing all of the conceptual issues listed above.
2. The HEC-RAS cross-sections must be submitted as part of the flood documentation so that a better understanding of the impacts of each cross is evaluated.
3. Hydrologic data illustrating the watershed model schematic is illegible. This illustrates the modeled drainage areas used as the basis in the stormwater model. This needs to be evaluated so that assumptions are clearly understood.
4. No grading or other ground disturbing activities shall be permitted in the Creek Valley Overlay District, unless authorized, in writing, by the Zoning Administrator. Both the proposed public street, grading for trail and stormwater facilities and the sewer pump station driveway are proposed within the Creek Valley Overlay. Written authorization from the Zoning Administrator will be required.

Please contact Kafi Howard with the Engineering Department at (540) 443-1354 or via email khoward@blacksburg.gov, if you have questions or concern regarding this review.

Sincerely,

A handwritten signature in black ink that reads "Kafi Howard". The signature is written in a cursive, slightly slanted style.

Kafi Howard, Town Engineer – Stormwater, (540) 443-1354

TO: Kinsey O'Shea, Town Planner
VIA: Randy Formica, Director, Engineering and GIS
FROM: Margaret Dean, Town Engineer
DATE: August 10, 2020
SUBJECT: Berewick Rezoning (RZN20-0005)

Capacity

A downstream capacity analysis was performed using 84 houses at 170 gallons per day per house with an addition of 6,820 new feet of sewer pipe. According to the Town's sewer specifications, 1.5 gallons of infiltration is added for each foot of sewer pipe. This results in a total of 24,510 gallons per day additional volume being introduced into the sewer system or 17 gallons per minute. The Brookfield pump station only has 12.36 gallons per minute of capacity available and would require an upgrade to be able to convey the flows from Berewick. The applicant is not proposing to connect the new pump station directly to the Brookfield pump station. To bypass this, the applicant has proposed to connect the new force main from the Berewick pump station directly into the force main for the Brookfield pump station. However, due to pressures on the force main caused by the new Berewick force main, this could reduce the effectiveness of the Brookfield pump station and have an adverse effect on its capacity. This concept will require further study in the form of a Preliminary Engineering Report to ensure that the new force main will not adversely affect Brookfield. In addition, there are no instances of a force main directly connecting into another force main in Town, and Public Works has expressed concerns that this configuration is not desired due to potential maintenance issues. The applicant can submit the Preliminary Engineering Report at the time of their site plan package. However, if the conclusions of the Preliminary Engineering Report indicate that changes not consistent with the rezoning are required, the applicant will be required to amend the rezoning, which is a public hearing process.

No capacity study could be performed on the Toms Creek Village II pump station or the Sturbridge Square pump station. The Toms Creek Village II pump station does not currently have flow monitoring on site. The Sturbridge Square force main is currently undergoing an upgrade to be able to accommodate the development at 1001 University City Boulevard. The Toms Creek Village II pump station also flows to the Sturbridge Square pump station so capacity analyses would need to be performed on both. The Shawnee pump station does not have capacity to convey the proposed flows from Berewick. Proffer Number 4 addresses the sanitary sewer situation but does not address any potential upgrades to the Toms Creek Village II or Sturbridge Square pump stations.

Section 1.22 of the Sanitary Sewer Specifications state that a downstream capacity analysis shall be performed to the point within the system where the contributing flow of the proposed project is less than 1 percent of the total flow. Per the Virginia DEQ requirements, the volume used in the analysis is

the total design flow multiplied by a peaking factor set by the DEQ. Town Staff performed the analysis for the proposed route utilizing the connection to the Brookfield force main. This analysis determined there are three downstream sections of gravity pipe, located along North Main Street and totaling 466 linear feet, that need to be upgraded. There is no current Town CIP project in place to upgrade these lines. The application did not include a plan for upgrading these lines.

Maintenance

STEP and STEG tanks both require routine maintenance. The tanks must be routinely pumped every 5-7 years or more often depending on use and occupancy of the house. Every STEP and STEG tank increases the amount of maintenance time required by Public Works, in addition to maintenance required by the new pump station. With the proposed force main, any air release valves will require maintenance as well as safe vehicular access. All of this maintenance is performed at the Town's cost.

There are currently 160 STEP/STEG tanks within the Town's wastewater system. This application proposes to add an additional 79 to 84 tanks to the system. Of this, at least three will be STEP tanks, up to maximum of eight STEP tanks.

Location

With the understanding that STEP/STEG tank locations are determined with the final design documents, these locations and associated easements are a consideration for the applicant at the rezoning stage. Each tank needs to be located in a public utility easement and have access for Public Works so that they can do their routine maintenance and pumping. Vehicular access must be provided to within 50 feet horizontal and 20 feet vertical to each tank. In addition, no trees may be installed within 25 feet of a tank. It is recommended that additional information such as a topographic survey be submitted and preliminary tank locations provided so that the feasibility to meet these requirements can be evaluated.

The proposed pump station is located in the low point on the site, which is located near Toms Creek. The wet well needs to be located in an area where the bottom of the wet well does not extend below the water table. This will greatly reduce the possibility of infiltration of groundwater into the wet well. The applicant should provide verification that this condition can be met with the pump station location as shown.

In addition, the aesthetics of the pump station should be considered since it is located so close to Toms Creek Road. The proposed screening trees will need to be located outside of the proposed easement for the pump station.

There should be some additional consideration given to the houses proposed to tie into the sewer on Redbud Road. The existing force main in Redbud Road should be shown on the utility plans to ensure feasibility. A note should be added to the feasibility plan to denote the switch to STEG tanks during a later phase. Based on the proposed phasing, it is likely that the residences on Redbud Road will be occupied when this work is performed.

Landscaping

A requirement of the preliminary/final subdivision plat will be to dedicate 15 foot public utility easements centered on all proposed sewer lines and subdivided lots. Based on the landscaping plan, it appears as though there are many trees that are proposed to be located within public utility easements. Typically, per the language in the utility deeds of easement, landscaping is not allowed within the easement area without written consent of the Town. The root systems of trees can be damaging to sanitary sewer mains. Particularly along Toms Creek Road, between new road A and Redbud Road, the proposed trees appear to closely follow the proposed force main. In addition, the pump station itself needs a large easement, which may conflict with some of the proposed screening trees.

Summary

- The applicant has proposed to connect the Berewick force main into the Brookfield force main, but this must be extensively explored in a preliminary engineering report to ensure that Brookfield will not be adversely impacted.
- The other options of the Toms Creek Village pump station, Shawnee pump station, or Sturbridge pump station have not been explored to determine feasibility at this point.
- The pump station needs to be located so that the wet well can be built where it does not extend into the water table.
- The upgrades to the three sections of downstream gravity pipe have not been addressed by this application.
- The locations of the STEP/STEG tanks should also be addressed in the application to ensure that all lots can be sewered with an accessible tank located in a public utility easement.
- Proposed trees appear to be located in close proximity to proposed sewer lines and typically, landscaping is not allowed in utility easements. Since the rezoning plan is binding, the location of the landscaping should be outside any required public utility easements.

MEMORANDUM

TO: Kinsey O'Shea, Development Administrator
FROM: Joshua Middleton, Town Engineer
DATE: August 14, 2020
SUBJECT: Berewick – Transportation Comments

Traffic Impact Analysis (TIA)

The analysis applied the trip generation impact of 84 single-family residential dwellings as determined by the ITE trip generation manual, 10th edition. Trip generation was distributed from two (2) points along Toms Creek Road, at the intersection of Redbud Road and the proposed new road connection. The general method utilized for trip distribution and directional split/s proposed by the analysis are reasonable given the existing data and nature of the development. The vast majority of trip distributions would be directed from the new road connection on Toms Creek Road to and from the Town and US 460.

➤ **Overview**

The proposed development of eighty-four (84) single-family dwellings would be expected to add a moderate amount of vehicular traffic to the existing road network. The trip generation data should indicate the total number of vehicle trips generated by the site to be 886 trips per day with AM Peak Hour volumes of 64 trips and PM Peak Hour volumes of 86 trips. A new road connection is proposed for the development along Toms Creek Road, which will provide access to seventy-nine (79) dwellings. The remaining five (5) dwellings would utilize a driveway connection to Redbud Road. Therefore, 837 trips per day (approximately 95% of the total new trips) would utilize the new road connection, with the remaining 66 trips per day (approximately 5% of the total new trips) utilizing Redbud Road. All trips would ultimately be distributed to Toms Creek Road.

The existing adjacent traffic volumes, proposed by the analysis, indicate that Toms Creek Road, between US 460 and Redbud Road, currently operates at approximately 2,340 ADT (average daily traffic) with AM Peak Hour volumes of 180 vehicles and PM Peak Hour volumes of 264 vehicles. The proposed development traffic represents a 32 - 38% increase in traffic volumes.

➤ **Analysis Area**

The analysis area was established along Toms Creek Road to represent the impact of the development. In addition to the proposed new road connection, the existing signalized intersections at US 460 / Toms Creek and Patrick Henry / Toms Creek were analyzed.

Due to the effects of COVID-19 restrictions, current representative traffic counts could not be obtained. However, data previously gathered as part of the Frith and Terrace View rezonings, and VDOT annual counts were available for use. This data, in conjunction with existing count data, was utilized to determine an appropriate, yet conservative, estimate of existing traffic volumes and distributions.

➤ Growth Rate

When evaluating traffic volumes the additional trip generation proposed by the recently approved Frith, Terrace View and 1222 Patrick Henry Drive rezonings were included. Though these projects are at different stages of development, they represent a projected growth that will increase trip volumes along Patrick Henry Drive and Toms Creek Road during the period of analysis.

In addition to known growth, the future annual growth rate was evaluated based on VDOT traffic volume data over the past 10 years. This data suggests that traffic volumes have decreased for portions of Toms Creek Road. Rather than applying a negative growth rate, a growth rate of 0.5% has been applied, which provides a conservative estimate for trip volumes, particularly given the addition of the known growth volumes.

➤ Turn Lane Warrant Analysis

To analyze the impact of the proposed new road connection onto Toms Creek Road a turn lane and/or taper warrant analysis was performed. The need for a turn lane or taper is heavily influenced by the through movement volume on Toms Creek Road. Due to the relatively low existing volumes on Toms Creek Road, neither a right or left turn lane nor taper would be warranted. Traffic volumes on Toms Creek Road would need to increase significantly to trigger a warrant. Given the current viable development potential of the Toms Creek Basin, significant increases in volume could not be readily assumed.

➤ Level of Service Analysis (LOS)

A level of service analysis was performed as part of the traffic impact analysis at the following signalized intersections:

- Toms Creek Road / US 460
- Toms Creek Road / Patrick Henry Drive

The signal at US 460 / Toms Creek is operated and maintained by VDOT who was provided the traffic analysis for review. VDOT has provided the Town with a Review 1 - Comment Response Letter, dated July 30 2020 (attached). Additional information, clarification and revision of the analysis has been requested by VDOT for further review.

The signal at Toms Creek Road / Patrick Henry Drive is operated and maintained by the Town and is subject to the provisions of Section 5-307 of the Subdivision Ordinance. This section requires that no development, at full build-out, decrease level-of-service to less than a peak hour LOS D. Final build-out capacity analysis results indicate that the signals meets this requirement. However, the level of service analysis data provided as part of the traffic impact analysis is limited and is not sufficient to provide a full review. Additional information is needed that should include the following:

- a. Existing, Background and Buildout Turning Movement Diagrams
- b. Existing and Background AM and PM Peak Hour Analysis
- c. Existing, Background and Buildout Queuing Analysis
- d. Synchro Intersection Analysis Data

This additional information is important in providing a complete level of service analysis that fully represents and presents the impacts of the development.

Additionally, the level of service analysis was performed utilizing the trip generation from ninety-five (95) single-family dwellings as opposed to the eighty-four (84) proposed by the

rezoning application and other sections of the traffic impact analysis. Though this would suggest a more conservative approach, the artificial inflation of the development's impact would not be recommended and should be revised.

➤ Summary of TIA Recommendations:

- Provide additional information, clarifications, or revisions as requested by VDOT.
- Revise the Level of Service analysis to provided trip generation volumes per the proposed development.
- Provide additional Level of Service (LOS) analysis data as follows;
 - a. Existing, Background and Buildout Turning Movement Diagrams
 - b. Existing and Background AM and PM Peak Hour Analysis
 - c. Existing, Background and Buildout Queuing Analysis
 - d. Synchro Intersection Analysis Data

New Road Design & Layout

In support of the proposed lot layout, the development proposes the construction of nearly 4000-ft of new road, which is intended to meet the requirements of Section 5-313. However, the following Sections should also be considered with regard to the overall layout of the development:

➤ Section 5-303 – Access to Adjoining Property

The proposed development includes potential future expansion to two adjacent parcels. Proposed right-of-way has been extended to the boundary line of the development parcel; however, the road sections have not been extended and should be provided. Construction of the road network to the property boundary is necessary to establish required design standards and appropriate long-term expectations.

➤ Section 5-305 – Coordination of Streets

The development parcel has approximately 340-ft of frontage along Redbud Road. Utilizing this frontage to provide a cross connection between Redbud Road and the new road network within the development should be considered. This connection would facilitate the intended coordination and redundancy of a well-functioning road network.

➤ Section 5-317 – Blocks

High functioning road networks, developed in an urban location, tend to follow a very systematic street grid layout that establishes definitive blocks. In suburban locations street grids are often less distinct and tend to incorporate branch and cul-de-sac style extensions. For both locations future expansion of primary routes and cross connect to existing routes are critical. Though the development has provided potential expansion to the surrounding undeveloped areas, the proposed road layout does not provide a primary route for this expansion and does not propose a cross connection to Redbud Road. Revisions to the road layout should be considered that would better facilitate a high functioning network that would fully support future expansion cross connection to existing networks.

In review of recent rezonings, transportation analysis has largely focused on upgrading the existing road network, as opposed to creating new. The proposed development would begin to establish a new road network in this largely undeveloped area. Due to this, road layout and connectivity considerations are warranted. The location of the proposed development parcel and extent of frontage along both Toms Creek and Redbud Road could provide a significant step in providing fundamental infrastructure in this area. The establishment of a highly functional road layout, as part of the development, would begin to provide a necessary extension of the network into the area. If this could be achieved, the proposed and adjoining road network could more readily support growth in the future.

Toms Creek Road Improvements

Toms Creek Road functions as a collector road, within the Town's system, providing the primary route for a significant yet largely rural area. The proposed development has approximately 1,070-ft of frontage along Toms Creek Road. Improvements to the road section appear to be limited to the addition of the new road connection and extension of trail for a portion of the development frontage. The addition of turn lanes or tapers does not appear to be warranted by the proposed trip generation. Therefore, the existing function and character of the road would be expected to remain largely unchanged from its existing condition. However, the following Subdivision Sections should also be considered with regard to warranted improvements:

➤ **Section 5-401– Sidewalk Required**

To facilitate public pedestrian movements, sidewalks are required to be installed on at least one side of all public streets within and adjacent to a subdivision. The proposed new roads, internal to the development, include sidewalk or trail on one side of each street. The proposed development includes a trail along Toms Creek Road to the new road entrance. The development does not include a sidewalk or trail along the remainder of the parcel frontage. For a subdivision of this magnitude, along a collector road, sidewalk or trail should be provided as detailed in the Road Project Priorities section and Paths to the Future map within the Comprehensive Plan.

➤ **Section 5-313(3) – Street Design / Curb**

The proposed new road network, internal to the site, is intended to meet the requirements of Section 5-313(3). VDOT CG-6 curb and gutter and a minimum road width of 30-ft has been utilized. However, these considerations have not been applied to Toms Creek Road. An exception to these requirements can be granted as approved by Town Council as part of a planned residential zoning. This exception should be expressly considered as part of this rezoning process. Alternately, curb and gutter and further street improvements could be requested by the Town. If further improvements were included, they would likely impact engineered aspects of the development, most notably stormwater. This consideration is also applicable to the parcels frontage along Redbud Road as discussed in the following section.

Revisions to the proposed trail network would provide a logical extension of the network detailed in the Comprehensive Plan. Additional improvements such as curb, gutter and road widening could be applied that would begin to reshape the character of the Toms Creek Road corridor and contribute to the systematic expansion of the network.

Redbud Road Improvements

The development proposes five (5) new lots along the parcel's frontage (approximately 340-ft) on Redbud Road. The proposed lots would function independently of the bulk of the proposed subdivision with no street or trail connection. A trail has been proposed from Toms Creek Road to the end of Lot 1. However, no improvements appear to be proposed to the existing road section. As mentioned in the previous section, additional improvements should be considered per Section 5-313(3). An exception to this section should be expressly considered as part of this rezoning process. However, if an exception were granted, the requirements of Section 5-313(4) would still be applicable. This section would require the road to be improved to a minimum width of 24-ft as allowed in the Rural Residential 1 and 2 districts. Redbud Road currently meets these requirements from its connection at Toms Creek through the point where the development's parcel frontage begins. The proposed development presumes a variance to the requirements of Section 5-313(4). The applicant should provide justification for this variance as providing an improved road design section better supports the proposed new lot connections and establishes the logical extension of the existing, adjacent road network per Town Standards.

Revisions to the road section should be pursued to meet the requirements of Section 5-313(3) or (4) and applicable geometric design standards. In addition, proposed driveway connections should meet the requirements of Section 5-318 and particular attention should be given to providing adequate sight distance. Application of these standards could require a vertical adjustment to the existing road grade.

Site Development Considerations

As expected the proposed rezoning and master plan layout does not include detailed engineering considerations. In general, the master plan does appear to be intended to meet many of the required design intentions established by the Subdivision Ordinance. The following notable sections should also be considered as they could affect the implementation of the binding master plan.

- Street grades along and within all proposed intersections must be designed to meet the requirements of Section 5-313(1) and (2).
- Per Section 5-316, curb cut ramps are needed at each intersection within and adjacent to the development regardless of whether sidewalk is installed.
- The proposed street section provides on-street parking would be restricted to one side of the road and would be restricted at driveway entrances and intersections. Per Section 5-314, signage will be required to identify and restrict parking appropriately.
- Driveways must be located and designed per Section 5-318 and connections onto Toms Creek Road would not be applicable unless approved by Town Council variance.
- Multi-Use trails must be designed to meet the construction and design standards of Section 5-503.

Summary of Layout and Design Recommendations:

- Provide a cross connection to Redbud Road.
- Revise the proposed street configuration to provide a primary route to support future expansion and functionality.
- Provide a sidewalk or trail extension along the remaining frontage of the development parcel on Toms Creek Road.
- Consider additional improvements along Toms Creek Road per Section 5-313(3)
- Consider additional improvements along Redbud Road per Section 5-313(3) or provide improvements per Section 5-313(4).
- Consider numerous site development standards that could affect the implementation of the master plan.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

731 Harrison Ave., P.O. Box 3071
Salem, VA 24153-0560

STEPHEN C. BRICH, P.E.
COMMISSIONER

Christiansburg Area Land Use Section –Pulaski County Review Comments

July 30, 2020

Mr. Joshua Middleton
Town of Blacksburg
400 South Main Street
Blacksburg, VA 24060

RE: Berewick Traffic Impact Statement and Analysis
Lucas TRC, LLC. / Eden & Associates (Agent)
Toms Creek Road
Town of Blacksburg
Review 1

Dear Mr. Middleton:

A first submittal of a Traffic Impact Statement and Analysis for the proposed “Berewick” subdivision was provided to this office on July 2, 2020 by the Engineer, Eden & Associates. The proposed development is located near the intersection of Toms Creek Road and Redbud Road. Both roads are maintained by the Town of Blacksburg, however, the submittal was reviewed by Salem District Traffic Engineering for any impact upon VDOT assets related to the nearby US 460 Bypass.

General

1. The trip distribution and assignment for Berewick does not add up to 100% for the AM and PM peak hours.
2. The peak hour factor (PHF) is less than what is specified in the TOSAM for 2028 Buildout. The Traffic Operations & Safety Analysis Manual (TOSAM) specifies the peak hour factor (PHF) to be calculated using existing traffic count data for existing conditions, and to be calculated based on future land use, if known, or the higher of 0.92 or existing PHF (Urban).
3. HCM 2000 or HCM 2010/HCM 6th reports are preferred for obtaining delay and LOS.
4. There are no files for 2018 Existing or 2028 No Build. Include them in the next submission or explain their omissions.

Berewick Traffic Impact Statement and Analysis

July 30, 2020

Page 2 of 2

Should you have any questions, please do not hesitate to me.

Phone (Main) - (540) 381-7201

Phone (Direct) - (540) 381-7178

Email: Jesse.Miller@vdot.virginia.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Jesse H. Miller", is centered on the page. The signature is fluid and cursive.

Jesse H. Miller, P.E.

VDOT, Land Use Engineer - Christiansburg Residency

RZN20-0005 Berewick Planned Residential Development

Staff Appendix

This appendix is provided to give additional supporting information from the Comprehensive Plan, the Residential Infill Guidelines, the Subdivision Ordinance, and the Zoning Ordinance in order to allow the staff report to focus on the analysis of the application. Pertinent sections of text and code have been excerpted and provided below, but this appendix is not intended to provide all the supporting or regulating documentation for the review and analysis of the proposed development.

Subdivision Lot Layout

- **Subdivision Ordinance Lot Shape §5-200:** The lot arrangement, design, and shape shall be such that lots will provide appropriate sites for buildings and be properly related to topography so that each lot has an acceptable building site with direct access from an improved street. Lots shall not contain peculiarly shaped elongations solely to provide necessary square footage of area which would be unusable for normal purposes. Subdividers are encouraged to shape and orient lots to maximize solar access.
- **Subdivision Ordinance Lot Orientation §5-202:** Each lot shall be served by and abut on a public street dedicated by the subdivision plat or on an existing public street. Lots shall be arranged so that each lot may access a local street, unless the parent parcel fronts only on an arterial or collector street and the parcel depth is insufficient to accommodate the construction of a new local street.

Road Design and Layout

- **Subdivision Ordinance Access to Adjoining Property §5-303:** Where it is necessary for the orderly extension of the Town's transportation system to provide for street access to adjoining property, proposed streets shall be extended by dedication to the boundary line of such property. Half streets along the boundary of land proposed for subdivision are not permitted.
- **Subdivision Ordinance Access from Adjoining Property §5-304:** The subdivider enjoys the right to tie into and access adjoining, existing streets under the guidelines and conditions of this division.
- **Subdivision Ordinance Coordination of Streets with Existing Streets §5-305:**
 - The arrangement of streets in new subdivisions shall make provision for the continuation of existing streets in adjoining areas where streets already exist. Major, collector, and local streets shall be respectively extended as such. The street arrangement must be such as to cause no unnecessary hardship to owners of adjoining property when the subdividers plat their land and seek to provide convenient vehicle access to it
 - Access points to and from the subdivision and the arrangement of streets within the proposed subdivision and their relationship to adjoining, existing streets shall be such as to minimize the effects of traffic, noise, light, and danger to pedestrians and children caused by vehicular traffic to and from the proposed subdivision.
- **Subdivision Ordinance Culs-de-Sac §5-310**
 - A permanent cul-de-sac shall not be longer than nine hundred (900) feet, including the turnaround.
 - *Definitions: street, cul-de-sac: a street with only one (1) outlet and an appropriate turnaround for a safe and convenient reversal of traffic movement*
- **Subdivision Ordinance Street Design §5-313** All streets shall be designed and constructed with VDOT standard CG-6 curb and gutter and be a minimum of 30 feet in width or greater as required by VDOT subdivision street standards, based upon projected traffic generated by the development, except in the

Rural Residential 1 and Rural Residential 2 zoning districts, or as expressly approved by the Town Council as a part of planned residential or planned commercial zoning

- **Subdivision Ordinance Blocks §5-317:** Design standards for blocks are as follows:
 - *Length:* The length of blocks shall be determined by public safety, traffic flow, and natural topography considerations. Where streets are approximately parallel, connecting streets shall be provided between the parallel streets at reasonable intervals as established by the application of the criteria in the preceding sentence. In general, residential blocks should be between five hundred (500) feet, and twelve hundred (1200) feet in length
 - *Width:* Blocks shall be designed in two (2) tiers of lots, except where prevented by the natural topography, size of the property, or adjoining railroads or waterways, in which case the agent may approve a single tier of lots. Where the property to be subdivided adjoins an arterial road, the agent may require a single tier of lots and a restricted access easement along the arterial road.
 - *Orientation:* Where a proposed subdivision adjoins an arterial or collector road, the agent may require that blocks be oriented and designed to limit or reduce the number of points of access to that road.

Creek Valley Overlay District

- **Creek Valley Overlay District Purpose §3230** The purpose of the Creek Valley District is to regulate land use and development on lands adjacent to streams in such a manner as to: (1) ensure that development adjacent to creeks will not result in substantial damage to significant environmental resource areas; (2) ensure that creek valley development complements and enhances the protection of natural floodplains provided by the floodplain regulations of this district; (3) control the development that impacts wetlands, steep slopes, and vegetative buffer areas along creeks; (4) ensure that proper planning and design precedes land disturbing activities near creeks; (5) ensure that creek valley drainage and soil conditions are properly identified and incorporated into the planning process for subdivision and site plan review; (6) implement the intent of the Comprehensive Plan; (7) protect and enhance water quality and groundwater recharge processes by protecting the natural capacity of vegetation areas along creeks to filter and purify stormwater runoff; and (8) protect aquatic environments from the warming effects of solar radiation by preserving riparian tree canopy cover.
- **Creek Valley Overlay District Disturbance §3235** No grading or other ground disturbing activities shall be permitted in the Creek Valley Overlay District, unless authorized in writing by the Zoning Administrator.

Floodplain Overlay District

- **Floodplain Overlay District Purpose §3230**
 - The purpose of these floodplain provisions is to prevent the following hazards:
 - The loss of life and property;
 - The creation of health and safety hazards;
 - The disruption of commerce and governmental services;
 - The extraordinary and unnecessary expenditure of public funds for flood protection and relief; and,
 - The impairment of the tax base
- **Floodplain Overlay District Applicability §3241**
 - These provisions shall apply to all lands in the Town of Blacksburg. Floodplain areas shall be identified as follows (These provisions shall not apply to infrastructure projects within the

University Zoning District for which a Conditional Letter of Map Revision has been issued by FEMA):

- Areas within the 100-year floodplain, as identified in the Flood Insurance Study Report (FIS) and accompanying maps prepared for the Town by the Federal Emergency Management Agency (FEMA) Flood Insurance Administration
 - Areas within the 100-year floodplain of a tributary with a drainage area of one hundred (100) acres or more, except in the Downtown Commercial or General Commercial Zoning Districts.
- **Floodplain Overlay District Compliance and Liability §3242** No land shall hereafter be developed and no structure shall be located, relocated, constructed, enlarged, or structurally altered except in full compliance with the terms and provision of this Section and any other applicable ordinances and regulations which apply to uses within the jurisdiction of this section.
 - **Floodplain Overlay District Floodplain Area Provisions, Generally §3247**
 - All uses, activities, and development occurring within any floodplain area shall be undertaken only upon the issuance of a zoning permit. Such development shall be undertaken only in strict compliance with the provisions of this Section and with all other applicable codes and ordinances such as the Virginia Uniform Statewide Building Code and the Town of Blacksburg Subdivision Ordinance. Prior to the issuance of any such permit, the Administrator shall require all applications to include compliance with all applicable state and federal laws.
 - Under no circumstances shall any use, activity, and/or development adversely affect the capacity of the channels or floodways or any watercourse, drainage ditch, or any other drainage facility or system.
 - For areas described in [sub]section 3241(a) and for floodplain areas described in [sub]section 3241(b) no encroachments, including fill, new construction, substantial improvements, or other development shall be permitted unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in the 100-year flood elevation.
 - **Floodplain Overlay District Variances §3249**
 - The following guidelines and conditions will be considered by the Board of Zoning Appeals in granting or denying variances to the requirements of this section, in addition to the conditions contained in Article I of [the Zoning Ordinance]:
 - Variances shall not be granted within any floodway for any use, development, or activity that will cause any increase in the 100-year flood elevation.

Streetscape, Bicycle and Pedestrian Improvements

- **Comprehensive Plan Community Character Principle CCP.1:** Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town’s identity as a walkable and bikeable community.
- **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.
- **Comprehensive Plan Transportation Objective & Policy T.10** Complete the construction of a connected sidewalk system.
- **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.
- **T.28:** During the development review process, ensure that transit service and access to/from the transit

stop and the development are provided.

- **Comprehensive Plan Road Project Priorities:** “Toms Creek Road Improvements west of Route 460 to include bicycle routes and sidewalks (\$2.1 million)” is included as a priority project, and has been on the list since at least 2014.
- **Residential Infill Guidelines Best Practice #3:** Create a pedestrian friendly streetscape
- **Residential Infill Guidelines Site Design & Parking:**
 - The design of the space between the edge of the curb and the front of a building is essential for encouraging pedestrian activity and promoting safety and security.
 - [Sidewalks] contribute to the character of the neighborhoods by providing safe places for people to travel and interact with one another.
 - Walkways should connect public sidewalks and parking areas to all main entrances on the site. For townhouses...fronting on the street, the sidewalk may be used to meet this standard
- **Residential Infill Guidelines Streetscape:**
 - Neighborhood streets should include an interconnected system of sidewalks.
 - Neighborhood streets should include a sidewalk design that reflects the existing pattern in the neighborhood
 - Primary streets should have planting strips and streetscape to separate sidewalks from the street’s edge
 - While Blacksburg has an extensive sidewalk system on many neighborhood streets, gaps remain in some locations. Infill projects can help to fill these gaps.
- **Subdivision Ordinance Sidewalk Standards §5-400:** The subdivider shall install and dedicate to the Town sidewalks along at least one side of all public streets within and adjacent to the subdivision. The sidewalks shall connect with existing sidewalks on streets adjacent to or within the land subdivided, and shall be placed so as to provide for eventual continuation with proposed or future sidewalks in the vicinity of the land to be subdivided.
- **Subdivision Ordinance Access to Open Space §5-402:**
 - Where common open space or public parkland is provided in a development, the subdivider shall provide pedestrian access to the site
 - Access to public parkland shall be dedicated to the Town. The access shall consist of a sidewalk which meets the requirements of section 5-401...or a bikeway, which meets the standards of section 5-403.
 - Access to private common open space may be by a private access way. The access shall be paved with gravel, limestone dust, or asphalt. No minimum width is required by this chapter.
- **Subdivision Ordinance Multi-Use Trail Standards §5-500**
 - Multi-use trail dedication and construction is required for proposed subdivisions where needed:
 - To provide safe and more convenient access to schools, parks, the bikeway/greenway system, or other public assembly areas
 - To provide safe and convenient access between adjacent subdivisions and certain dead-end streets within subdivisions to facilitate alternative transportation
 - To implement the concepts illustrated in the Comprehensive Plan’s Bikeway/Greenway Master Plan when a rational nexus and rough proportionality exist.
- **Subdivision Ordinance Location of Multiuse Trails §5-501:** The location of the multi-use trail route shall be determined by the agent in consultation with appropriate departments of the Town. The trail route shall follow approximately the route provided for in the comprehensive plan, and it shall be placed so as to take into consideration the topography of the route, visibility, safe grades, and curves for recreational use.

- **Subdivision Ordinance Trails Construction and Design Standards §5-503**
 - Multiuse trails shall be constructed of a minimum pavement section of 4" 21B aggregate and 1.5" SM2A asphalt
 - Minimum pavement width for multiuse trails is ten feet with a two foot graded and a three foot clear shoulder on each side

Open Space

- **Comprehensive Plan Community Character Principle CCP.6:** Creation of public and private parks and recreation amenities is an important part of land use development decisions
- **Residential Infill Guidelines Best Practice #5:** Create usable outdoor spaces
- **Residential Infill Guidelines Site Design and Parking:**
 - New developments should use open space and community facilities to provide social and design focal points.
 - Multi-family development must provide...common open space for each unit
 - Common spaces and amenities should enhance the sense of community in multi-family projects
 - Play spaces for children are strongly encouraged and should be both secure and observable.
 - Provision of open space is critical for multi-family developments.
- **Subdivision Ordinance Reservation or Dedication of Land for Parks and Playgrounds §5-1001**
 - The subdivider shall dedicate for public use a minimum of 10% of the total land area of the subdivision
- **Zoning Ordinance District Standards RR-1 Minimum Open Space §3024**
 - A minimum of fifty (50) percent of the total area shall be designated as permanent open space upon the first subdivision of any parcel subsequent to the creation of this district, or upon the approval of a conditional use permit. This requirement shall be in lieu of the requirements of Division 10 of the Blacksburg Subdivision Ordinance.
- **Zoning Ordinance District Standards PR Site Development Regulations §3113**
 - A minimum of twenty (20) percent of the total district area shall be designated as open space, except for projects less than two (2) acres in size.
- **Zoning Ordinance Use and Design Standards for Open Space §4328**
 - Composition of open space. Open space shall include the most sensitive resource areas of the site. All primary conservation areas located within the development shall be designated open space. In addition, the open space area should include locally significant features of the property. To the greatest extent practicable, all secondary conservation areas, up to at least the minimum required percentage of the remainder of the site, shall be designated open space. In addition, open space shall include areas of the site adjacent to designated open space on adjoining lots.
 - Configuration of Open Space. To the greatest extent practicable, open space land should be designated as a single block with logical straightforward boundaries. Fragmentation of open space land shall be minimized so that it is not divided into numerous small parcels located in various parts of the district. Long, thin strips of open space shall be avoided, unless necessary to connect other significant areas, or when they are designed to protect linear resources such as streams or trails.
 - Recreational Use of Open Space. Open space intended for use as community or public recreation shall be integrated into the residential community in such a way as to maximize its accessibility to residents. It should have appropriate physical characteristics for recreational use.

- Maintenance of Open Space by an Owner's Association. In the event open space is owned by a Condominium or Homeowner's Association, the following requirements apply:
 - Membership must be automatic for all purchasers of house lots or homes;
 - By-laws must authorize the Association to place liens on members properties for non-payment of dues;
 - The membership of the Association must be of sufficient size to maintain the open space amenities at a reasonable cost to members.
 - By-laws must require the Association to maintain insurance coverage to meet possible court judgments arising from the operation of the open space.
 - The Charter or covenants relating to maintenance of the open space shall be recorded prior to the issuance of a certificate of zoning compliance.
- Open space shall not include required yards, except for single-family detached.

Setbacks, Lot Coverage, Buffer Yards, & Landscaping

- **Comprehensive Plan Community Character Principle CCP.16:** Responsible site design and development practices will minimize environmental impacts within the town
- **Comprehensive Plan Environment Objective E.17** As a part of the development review process, the Town will evaluate a proposed development's impact and proposed mitigation measures for the following:
 - Open Space
 - Urban forest canopy
 - Watershed
- **Residential Infill Guidelines Best Practice #2:** Provide transitions
- **Residential Infill Guidelines Site Design and Parking:**
 - Streets [that] feature consistent front building setbacks...help define neighborhood character.
 - Provide a front yard consistent with those found on the block facing the street.
 - Front porches are encouraged and may extend into the required front yard setback.
 - In residential neighborhoods, multi-family housing should adopt the predominant setback, but should also vary the building façade to relieve the appearance of mass.
 - Setbacks should be proportional to the height and mass of a building
 - The “green edge [landscaped setbacks between the...buildings and sidewalks]” provides residential streets with a clearly identifiable character; [landscaping] and fences are often used for transition between public and private space; provision of open space is critical for multifamily developments...
 - Natural features and existing trees should be retained
 - Parking lots should be generously landscaped to provide shade, reduce glare, and provide visual interest
 - All site areas not covered by structures, walkways, driveways, or parking spaces should be landscaped
 - Street trees and planting strips also help buffer pedestrians from vehicle traffic.
- **Comprehensive Plan Sustainability Objectives & Policy S.6:** Promote, protect, and enhance the Town's urban forests through Town initiatives and in the development review process. Minimize site disturbance to protect existing tree canopy, native vegetation, and pervious surfaces to encourage open space.
- **Zoning Ordinance Landscaping Development Standards §5425:** Tree Replacement Requirements: Any trees on the site which are a caliper of five inches or more at a height of one foot above the ground, or

ornamental trees over twelve feet in height which are to be removed during site development shall be replaced up to the maximum canopy coverage required in §5426.

- **Zoning Ordinance Landscaping Development Standards §5426:** Canopy Coverage Requirements: Trees shall be provided within the limits of construction to the extent that at twenty years from the date of planting, tree canopies or covers will provide at least the following minimums: Planned Districts—Per [similar] Uses: RR-1 and R-4 = 20%
- **Zoning Ordinance Landscaping Development Standards §5428 Street Trees:** In addition to the requirements set out above [in this ordinance division], in every development requiring a site development plan, there shall be planted on or adjacent to the site an average of at least one tree for every thirty feet of public street frontage.
- **Subdivision Ordinance Street Trees §5-319** Street trees shall be provided along all collector and arterial streets within or adjacent to a proposed subdivision, in accordance with §5428 of the Zoning Ordinance

Building Orientation, Scale, Massing, Height

- **Comprehensive Plan Land Use Policy 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
- **Residential Infill Guidelines Best Practice #1:** Respect neighborhood context and enhance community character
- **Residential Infill Guidelines Best Practice #2:** Provide...transitions...of building scale, building design, form and color...Complementary architectural design, materials, scale, massing and the use of landscape, screening, and open space are strategies to achieve compatibility within the neighborhood and the Town.
- **Residential Infill Guidelines Site Design & Parking:**
 - Buildings oriented toward streets are a key characteristic of Blacksburg’s residential neighborhoods.
 - Locate the primary entrance towards the street
 - Clearly define the primary entrance of the structure by using a front porch or stoop, and other architectural details.
 - Retain space in front of the structure to relate to the street or sidewalk without intervening elements such as parking.
 - Entry porches and porticoes in two-story homes should be one story to minimize the appearance of bulk.
 - The scale and style of porch and portico elements should be consistent with the scale and style of the home, and should strive to respect the scale and style of porch and portico elements in the other homes on the block.
 - Buildings should be designed to fit within the context of the surrounding structures and provide visual interest to pedestrians.
- **Residential Infill Guidelines Building Design**
 - The mass and scale of new infill residential buildings should appear to be similar to the building seen traditionally in the neighborhood.
 - The width of a building face of an infill project should not exceed the width of a typical residential structure on adjacent lots.
 - Building roof forms that are similar to those seen traditionally in the neighborhood, such as gabled and hip roofs, should be used.
 - Buildings should be designed to fit within the context of the surrounding structures and provide

visual interest to pedestrians.

- **Zoning Ordinance R-4 District Standards for FAR §3042**
 - Floor area ratio 0.50 FAR. The following definitions will be used for the calculation of Floor Area Ratio within the R-4 zoning district:
 - Attic, Habitable—Finished or unfinished area, not considered a story, that complies with all of the requirements of the Virginia Uniform Statewide Building Code including, but not limited to, height, size, and conditioning of space, in order for the area to be considered usable occupiable space.
 - Basement, Habitable—Finished or unfinished area, not considered a story, that complies with all of the requirements of the Virginia Uniform Statewide Building Code including, but not limited to, height, size, and conditioning of space, in order for the area to be considered usable occupiable space.
 - Floor Area, Gross—The sum of the horizontal areas of the several stories of a building, as measured from the exterior faces of exterior walls, or as measured from the face of the sheathing of the exterior wall, and in the case of a common wall separating two (2) buildings, from the centerline of such common wall. Gross floor area will include habitable basements, habitable attics, and heated porches with a roof and walls (whether solid or screened). The surface area of tennis courts, swimming pools, driveways, surface parking spaces, decks, patios, and non-enclosed porches is not included in the total gross floor area.

Parking and Circulation

- Residential Infill Guidelines Best Practice #4: Minimize visual impacts of parking
- Residential Infill Guidelines Site Design & Parking:
 - Parking should not obstruct the building frontage; rather, it should be located behind, to the rear or side of the principle structure
 - Deep front setbacks can compromise the ability to provide backyard space and/or rear parking, particularly at higher densities.
 - Parking spaces should not dominate the street scene. Instead, parking should be located to the rear of the lot or building or screened from the public way with landscaping, low fencing, or garage orientation.
 - Alley access parking is preferred in areas where it is available

Density & Occupancy, Lifestyle Conflicts, and Affordability

- **Comprehensive Plan Community Character Principle CCP.2:** Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.
- **Comprehensive Plan Land Use Objective & Policy LU.7:** Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.
- **Comprehensive Plan Jobs & Housing Objective & Policy J&H.48** Plan for the housing demands of a changing and diversifying population
- **J&H. 49** Continue to provide affordable workforce housing in Blacksburg in accordance with the adopted Consolidated Plan.
- **J&H. 50** Work with regional partners to promote affordable and sustainable housing in the New River Valley
- **J&H. 51** Promote varying types of housing types needed, including:
 - Rental or starter homes for purchase by graduate students and young families

- Young professional housing and services in the Downtown area
- Workforce housing for those making 80% - 120% of AMI
- Affordable workforce housing options for LMI families making less than 80% of AMI
- Housing with universal design features to allow aging-in-place
- **J&H. 52** As the active adult, retiree, and senior citizen population increases, promote varying types of housing needed. For example, provide smaller homes that retirees can downsize to such as townhomes or condos, as well as retirement communities and nursing home facilities.
- **Comprehensive Plan Sustainability Objectives & Policy S.8:** Support the New River Valley Livability Initiative coordinated by the NRV Planning District Commission and other regional efforts.

RZN20-0005 Berewick Planned Residential
1900 Toms Creek Road
Neighborhood Meeting
Monday, August 10, 2020
6:00 PM

• **Town staff in attendance:**

Kinsey O’Shea, Town Planner
Anne McClung, Director, Planning and Building Department
Randy Formica, Director, Engineering and GIS Department

• **Applicants in attendance:**

Meredith Jones and Paul Brown of Eden and Associates
Jim Lucas, TRC LLC., property owner

• The meeting began at 6:00PM and was broadcast live on WTOB Channel 2 and livestreamed on the Town’s website, but was not recorded.

• Kinsey O’Shea opened the meeting by discussing the schedule of upcoming meetings and the Town staff review of the application. She also provided an overview of the proposed rezoning and the purpose of the Neighborhood Meeting. She directed all those in attendance to the Town of Blacksburg website where the current application, meeting schedule and any future documents and additions to the application could be found. She also noted if there are any schedule changes they will be posted to the website

• Ms. Jones, with input from Mr. Brown, gave a presentation to those in attendance regarding the proposed single-family development. She covered a number of specific topics in detail including the following:

- Location of the subject parcel
- Topography
- Density
- Project layout of lots and roads
- Road connectivity
- Toms Creek and impacts
- Recreation areas
- Trails
- Traffic
- Housing type

• Joanne Anderson of 810 Redbud Road spoke and expressed concerns about traffic. She noted that many people who live on Redbud haul trailers and livestock and there are visibility issues now. She is concerned that the residents of the proposed lots on Redbud could be stopped in the road or in their driveways and there could be dangerous conflicts since there is not visibility at the crest of the hill. She

also had concerns about the lack of fencing or a physical barrier between the proposed subdivision and adjacent parcels. She shared that a better buffer should be considered. She also noted concerns about the impact of flushing of any swimming pools constructed with the homes and the chemically altered water that would be released. Ms. Anderson expressed concerns about the safety of her livestock if adjacent to a single-family neighborhood. She also had concerns about the impacts to the existing ecosystems, including vegetation and animals, with the proposed development. Ms. Anderson pointed out that the application states that the RR-1 zoning district reflects the past agricultural use, but commented the site is presently used for agriculture as well as adjacent properties having active agricultural uses. She commented that the RR-1 zoning regulations are designed to allow clustering and preserve agricultural uses in the Toms Creek basin. She inquired about the density of the proposed development and there was discussion about gross vs. net density and how residential density is calculated. The applicant noted that wetlands on site had been delineated and would not be impacted except for the proposed road crossing.

- William Whittier, 806 Redbud Road expressed his concerns about the lack of sewer to serve properties in the Toms Creek basin. He provided history on Toms Creek Basin land being annexed into Town limits and that residents were promised sewer service within 3 years. The sewer was never built, and he feels that the residents were promised something that never came to fruition. He mentioned that the Toms Creek Basin comprises 40% of the acreage of Town but only has small pump stations rather than an interceptor line to take the sewer downstream. He noted that he feels now is a good time to look at revisiting the broader Toms Creek basin sewer conversation.

- Ed Lawhorn of Brook Circle spoke and had questions about the current capacity of infrastructure to support the development. Specifically he asked the applicant to speak regarding water, sewer, and stormwater. He inquired about where the proposed wastewater would pump and whether upgrades would be needed to the Brookfield pump station. The applicant and the Town's Engineering and GIS Director responded and there was discussion about the existing sewer system. A previous speaker asked if the sewer interceptor line down Prices Fork is an option. There was also discussion about how improvements are funded and the relationship to the Town's Capital Improvements Plan. Mr. Lawhorn inquired if a builder had been selected and if so, was the builder local. He also asked if there is a timeline for completion of the project. He further inquired if there was any information available about price points for the homes and whether they would be similar in price to other homes in the area in Brookfield village or the Village at Toms Creek. He also commented on the visibility issues along Redbud Road and asked if there could be an internal subdivision connection for those lots to avoid having to access to Redbud Road. This would address the safety concerns already expressed by other speakers about Redbud Road. The applicant responded and there was discussion about the number of driveways that might be on Redbud Road, shared driveways and when further detail on the number and location of driveways could be provided. Mr. Lawhorn inquired if the houses would be pulled closer to the street similar to Brookfield. The applicant responded regarding driveways and also spoke to building setbacks.

- Michael Bowman, a neighbor on Toms Creek Road, who lives downstream from the proposed development, noted that there are already significant ongoing erosion issues along Toms Creek. He asked about the ponds proposed for the development and how they would function. He asked how the discharge would occur. He noted that 4 feet of stream bank on his property has been lost within the last few years from rain events. He had concerns about discharge in the creek noting that it routinely floods. He had questions about what happens to the standing water in the ponds. He mentioned that he and his family are considering undertaking an expensive stormwater improvement project on their property to address existing issues. He stated that he wants to understand how this project may impact that work.

He does not want to invest in a stormwater project on his property that does not solve the problem if the problem is exacerbated by this project. There was discussion about the volume of stormwater discharge, rates of discharge, peak flows and Best Management Practices.

- Alan Raflo, of Ginger Lane commented that it would be helpful to know what the proposed Best Management Practices (BMPs) do and how much impact they will have. He also asked if this project conforms to the Comprehensive Plan, specifically the Future Land Use map. Upon response that the proposal does not comply with the map, Mr. Raflo inquired why the applicant did not seek a Comprehensive Plan map change since the amendment process is the venue for broader land use decisions and discussions as opposed to the rezoning process. The applicant responded about the length of time of the ongoing Comprehensive Plan amendment process and felt the rezoning was needed now.
- Regina Ellis, a neighbor on Toms Creek Road, asked if the proposed picnic area could be moved closer to Redbud Road to be shared by the proposed subdivision and Brookfield and then more residents of the nearby neighborhoods could enjoy it. She had questions about the impacts of construction traffic specifically the location of a construction entrance and the duration of construction. She also asked if more fire hydrants would be installed. Ms. Ellis also suggested a horse trail could be created to link the nearby horse farms and Farmingdale Stables. She noted there are many bicyclists on Toms Creek Road and stated that traffic may be dangerous. She asked about the future access points and if there were plans for future development beyond this subdivision. Does the applicant have plans to purchase and develop more property. The applicant responded with information on the number of fire hydrants, indicated a goal to get pedestrians on the trails. The applicant noted that more experienced cyclists will likely stay in the roadway. Lastly, the applicant responded that she would look into the horse trail idea.
- Bill Blevins of Redbud Road had questions about the process and asked when more details about the project would be available. He wondered how long the process would take and wondered what would happen if standards were to change. Staff responded with information about the rezoning vs. the subdivision process and noted that site distance requirements will have to be met for any driveways onto Redbud Road.
- Joanne Anderson commented that we are in unusual economic times. She noted that there are many homes for sale today in Blacksburg and did not concur with the applicant's assertion that the subdivision is needed now. She noted she does not want to see Blacksburg overbuilt.

The meeting ended at 7:30PM.

Name	Address	EMAIL ADDRESS
Ed Lawhorn	1125 Brook Circle, Bldg	edlawhorn133@gmail.com
Bill Blevins	1009 Redbud Rd	blevins@VT.EDU
Mike Borner	2323 Toms Creek Rd	BornerMD@gmail.com
Linda Wang	1119 Groove Cir	LindaWang68@gmail.com
JOANNE ANDERSON	610 Redbud Road	jma.writer1@gmail.com
William O Whittier	506 Redbud Rd	awhit@vt.edu

Please Print Legibly

From: [John Byrne](#)
To: [Kinsey O'Shea](#)
Subject: RZN 20-0005/ORD 1941-Berewick Planned Residential Rezoning-1900 Toms Creek Road
Date: Friday, July 31, 2020 10:16:39 PM

External Message Warning

I have reviewed the zoning application for the above referenced project. I am not opposed to the project, but the justification that it will provide "affordable housing" is frankly a lie. The median household income for Blacksburg is \$50,313. Per the zoning application, the houses listed will be in the \$450K on up price range. How is that affordable for the general population in Blacksburg? The affordable housing justification should be removed from the application.

John Byrne
1723 Trillium Lane
Blacksburg

From: [Ellis, George H](#)
To: [Kinsey, O'Shea](#)
Cc: [Regina Ellis](#)
Subject: RZN 20-0005/ORD 1941-Berewick Planned Residential Rezoning-1900 Toms Creek Road
Date: Saturday, August 8, 2020 11:22:58 AM

External Message Warning

Hi Kinsey,

We own a home at 2301 Toms Creek Road. We are writing because we are concerned about the amount of flooding we have from Bent Creek. We understand the flooding has worsened over the years of development upstream. What will be done to ensure the new development improves the flooding or at least does not worsen it?

1. A few months ago, there were several places Toms Creek road flooded near the dog park and approximately where Bent Creek crosses Toms Creek. This is in the immediate vicinity of 1900 Toms Creek Road. I have no photos, but the town should have a record because the town put out several flooding signs during the event.
2. In 2013, there was so much flooding that the driveway we share with the Bowmans was underwater. I have attached several photos from that event. You can see Bent Creek came over the bridge which is normally 5-6 feet above water.







All the best,
George

George Ellis
VP, EBSO Innovation
Mobile: +1 540-235-6293

Envista employees: Visit [EBSO Innovation Blog](#) and subscribe to [email digest](#)

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From: [Jim Spotila](#)
To: [Kinsey O'Shea](#)
Subject: Proposed development along Tom's Creek road
Date: Monday, August 10, 2020 3:48:27 PM
Attachments: [Toms Creek development letter signed.pdf](#)

External Message Warning

Kinsey,

I put the original letter in the mail to you today. I think the proposed high density development along Tom's Creek is a bad idea for several reasons. I based my letter on 44 years of experience as an environmental scientist.

Copy of the letter is attached.

Jim Spotila
1002 Doe Run

1002 Doe Run
Blacksburg, Va 24060
August 10, 2020

Kinsey O'Shea
Town Planner
300 South Main St
Blacksburg, VA. 24062

Dear Ms O'Shea:

I am writing to raise serious environmental concerns about the planned development entitled:

Berewick, Located in the Northern Quadrant of Tom's Creek Road and Redbud Road, In the Town of Blacksburg, Virginia.

The rezoning of the 40 acre property near 1900 Toms Creek Road from RR-1 Rural residential zoning to PR Planned Residential Zoning-1 zoning will have irreparable environmental damage to the Toms Creek watershed.

My objections are based on a 44 year career as an environmental scientist and ecologist involving projects on 5 continents with over 200 scientific publications in leading journals including NATURE and SCIENCE and three books. I am currently the L.D. Betz Chair Professor of Environmental Science at Drexel University. My observations follow:

The high density development will greatly increase flood water flow into Toms Creek, which already sees flash floods when there are more than 2 inches of rain in the watershed over a few hours. The small creek that drains that property flows directly under Toms Creek road and will overflow the road with even smaller rains. There will be much too much impervious surface in the development increasing storm runoff. Impervious service that covers more than 15 to 20% of the surface will greatly increase runoff.

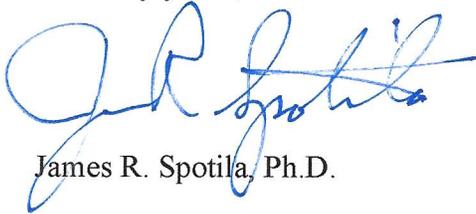
In addition, there will be a large increase in runoff of pesticides, herbicides, oils and other chemicals from residential properties, driveways and roads. Deicing chemicals and salts in the winter will be an additional burden to the watershed. Those chemicals will poison the local stream and Toms Creek affecting fish and other aquatic life. The long term damage to the Toms Creek watershed will adversely affect the environmental quality of the Town and surrounding area for generations to come. The short term profits of the developer will be paid for by the animals, plants and people of Blacksburg for generations.

These problems do not even address the more mundane problems of increased traffic on Toms Creek Road, the poor siting of the access road on a high point of the property causing drivers to come up a steep rise as they exit onto the road, and the winding nature of Toms Creek road. Will the Town have to rebuild Toms Creek road to accommodate that increased traffic? Will the developer pay that cost? Will that rebuild also have adverse effects on the environment and drive

a demand for more high density development in that area, in turn adversely affecting the watershed?

Finally, the Town went through a planning process to determine the best use of the land in question. There is a plan. The plan should be followed. What is the point of developing a best use plan for land and then overturning that plan so that a developer can make a bigger fortune by building a high density development where such land use is not appropriate or wise? By rezoning this land, the Town pays the price four times over. Once for the cost of the original plan, second by paying the environmental costs caused by the over development of the land, third by paying the costs of modifications to the Toms Creek road due to increased traffic volume, and fourth by paying the cost of even more high density development in the future with all of its associated environmental and infrastructure costs.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "J.R. Spotila". The signature is fluid and cursive, with a large initial "J" and "R".

James R. Spotila, Ph.D.

From: [Donald Fraser](#)
To: [Kinsey O'Shea](#)
Cc: [Andrea Kavanaugh](#); [Kim Hill](#); [bob](#)
Subject: Proposed Rezoning on Toms Creek
Date: Tuesday, August 11, 2020 8:28:03 AM

External Message Warning

Good Morning Kinsey,

Thank you for broadcasting last night's public hearing on the proposed rezoning at 1900 Toms Creek Rd. You and Anne did a great job of answering questions, as always.

I have many concerns about this proposed rezoning, a few were mentioned last night. I can remember when the town rejected the sewer development in Toms Creek basin about 20 years ago. That was the right move for density at that time, and still is.

1. This proposal is not consistent with adjacent Rural Residential 1 (RR1) and Rural Residential 2 (RR2). Planned Residential (PR) language is vague, and I'm worried that this has become the preferred avenue for developers to skirt the requirements of traditional zoning.

"The purpose of this district is to provide for the development of planned residential communities that incorporate a variety of housing options as well as certain limited commercial and office uses designed to serve the inhabitants of the district. This district is intended to allow greater flexibility than is generally possible under conventional zoning district regulations by encouraging ingenuity, imagination and high quality design to create a superior living environment for the residents of the planned community. The PR district is particularly appropriate for parcels which contain a number of constraints to conventional development. In addition to an improved quality of design, the PR district creates an opportunity to reflect changes in the technology of land development, provide opportunities for new approaches to home ownership, and **provide for an efficient use of land which can result in reduced development costs.**"

The final sentence is of particular concern. Why not re-evaluate our current zoning districts, instead of inserting these vaguely described "Planned Residential" zoning districts?

RR2 was designed SPECIFICALLY for thoughtful development of Toms Creek basin, with consideration of surrounding zoning requirements. Why would we allow a permanent zoning change to PR, when we already have a zoning district designed for this specific purpose, that is consistent with surrounding zoning?

purposes of the Town and the overall benefits of the development to the Town.

Rural Residential 2 zoning is a type of planned development residential zoning, tailored to the special needs of the Tom's Creek Basin. As such, the general purposes underlying the planned development residential district, stated in Zoning Ordinance [Section 3110](#) apply equally to the Rural Residential 2 Zoning district.

Sec. 3031 - Permitted uses.

Permitted uses within the Rural Residential 2 District shall be those uses permitted by right or by conditional use permit in the Rural Residential 1 District. Other use types which are determined

2. Trips per day. Honeysuckle and Redbud are extremely busy turning intersections, on steep hills, with somewhat limited sight distance, very close to a highway interchange. The reason why we have so many trips per day is because of the Planned Residential development tucked behind a RR1 zoned development. The photo below is a birds eye view of the Planned Residential development on Village Way that can only be accessed through RR1 neighborhoods. This is not “conserving the rural character of the RR1 district”, to borrow language from RR1 district standards. If developed as proposed, everyone living down Toms Creek will now have to drive past/through this zoning district to get into town. Toms Creek Road itself is not built to handle this level of traffic at the moment.



3. Preserving the landscape of TC basin and character of RR1 zoning districts.
The first sentence describing Rural Residential 1 zoning district:

"The purpose of the Rural Residential district is to provide for residential development at a scale intended to conserve the rural character of the district."

This rezoning proposal is in direct contrast to the goals of RR1, and continued approval of Planned Residential adjacent to RR1 will erode quality of life in this part of our town.

In conclusion - development under current Rural Residential 1 zoning (or even RR2) is totally appropriate and necessary. We need to increase housing inventory, and I am in support of continued development in a thoughtful, sustainable, and forward looking way that will preserve the quality of life we have come to know in Blacksburg.

Thank you for all the work you do!

Don Fraser
2410 Toms Creek Rd

From: [Frederic Baumgartner](#)
To: [Kinsey O'Shea](#)
Subject: Berewick Development
Date: Tuesday, August 11, 2020 1:12:40 PM

External Message Warning

Hi Kinsey,

Re: the Berewick Development on Toms Creek Road

We live at 1107 Brook Circle and own the lot at 1103 Redbud Road , which are directly above Phase One of the planned development. We watched the meeting last evening on WTOB, being unable to attend, and our neighbors addressed very well the problems that the development could create. Of course we would prefer that it not be built, since we very much enjoy the view of the mountain we have now and rustic feel that having cattle in that land creates,

Two specific points of concern:

Will the five houses built along Redbud Road in Phase One have sidewalk, curb, and gutter; if not, why not?

Twice earlier this year after heavy rain, the tributary that flows through the property towards Toms Creek overflowed and washed over Toms Creek Road. Although the developer argues that the flooding mitigation efforts that are planned will not increase flooding by any extent, it is hard to believe that the runoff from all the streets, driveways, and houses will not create more frequent overflows of the road and at times much higher ones. Higher ones that block the road will have a dangerous impact on the ability of emergency responders to reach calls from beyond the culvert and up on Laurel Ridge and, of course, on the residents in those areas who need to get to town or campus or back home. If the town approves the proposal development, it will need to put a larger culvert or a bridge at that spot.

We will appreciate your attention to these concerns.

Lois and Fred Baumgartner

From: [Randy Mathena](#)
To: [Kinsey O'Shea](#)
Cc: jlucas@lucasappraisal.com; "R Mathena"
Subject: Berewick Development
Date: Wednesday, August 12, 2020 3:17:48 PM

External Message Warning

We, Larry R. (Randy) and Ellen C. Mathena, own the property directly across from the proposed project on Toms Creek Road. Our property also includes the area across from the town park and is 26 acres in total area. One of our biggest concerns for this project is the water runoff that will be produced from 84 homes on 40 acres. The amount of water from the asphalt and roofing areas will be huge. The increased runoff onto our property from the Brookfield development from a few years ago was dramatic. All of this runoff ends up our land and makes some of it virtually unusable. In the past, the creek seldom flooded Toms Creek Road but now a heavy rain means flooding closes Toms Creek Road. Erosion has also increased along our creek dramatically. The runoff from the town park just magnifies the problem. We feel that if this project is to proceed, there must be considerable thought and a process in place to handle the runoff.

Also of major concern is the traffic increase on the two lane, curvy Toms Creek Road both during construction and after. The entrance to the project should be located at the crest of the hill or before. Any entrance past the crest of the hill presents a line of sight issue and therefore a safety hazard. Our driveway is approximately half way between the crest of the hill and the ball park on a downhill grade. It would be incredibly hazardous to have construction vehicles passing the entrance to our home along with the fast moving traffic. All traffic entering the project should be at the entrance at the crest of the hill.

Your attention to these concerns is appreciated.

Randy and Ellen Mathena

From: [CHRIS WITT](#)
To: [Kinsey O'Shea](#)
Subject: Comments: Berewick: Rezoning proposal
Date: Wednesday, August 12, 2020 5:57:29 PM

External Message Warning

From: Chris Witt
911 Redbud Rd

Comments to Berewick: Rezoning proposal

1. Need: The applicant has not qualitatively defined the need. For example, "The Town of Blacksburg is rapidly being depleted of detached single-family building lots, due in part to the limited amount of available single-family detached residential zoned acreage remaining within the town corporate limits which also possesses access to town water and sewer facilities."

What is the total available land (acreage) for lots that are available?
Define why the need based on town water and sewer facilities?
What is the numeric demand for by young professionals and others for single family homes in Blacksburg?

2. Anticipated effect on public services:

Where is the environmental impact/assessment statement for the proposed community?
What are the qualitative impacts to fire/rescue and police forces?
The proposed change does not affect the established rural community? Cattle, chickens and horses are within the perimeter of the proposed community. Thus the rural designation should remain

3. Overbuilding

There are residential properties remaining for sale in Blacksburg. The supply of 84 homes will contribute to market saturation. A "pause" to building needs to be implemented during this uncertain time.

There are many examples of market saturation impacting the future of the communities. Phoenix, Boone, NC, Mt Pleasant SC.Ho

How does this development qualitatively contribute to the financial future of Blacksburg?

4. Safety

The access to Toms Creek via Redbud road needs to be revisited. There are several reduced visibility areas along Redbud Road and the mitigation to these are roadway improvements designed for a safer vehicular environment.

5. Traffic

84 Homes, with family (4 members) and an additional 2-3 people per residence equates to 5 to 8 cars per residence.

The traffic analysis did not capture that load on the roadway system.

Recommend another analysis be undertaken.

Thank you for the opportunity to comment.

Chris Witt

On 08/12/2020 3:16 PM Kinsey O'Shea <koshea@blacksburg.gov> wrote:

Absolutely. I look forward to receiving them.

The best time to reach me is during the mornings. We are continuing to serve our customers primarily via phone and email. Please contact the main Planning and Building, and Engineering and GIS departments' office at 540-443-1300 for assistance.

Kinsey O'Shea, AICP, ENV-SP
Town Planner for Current Development
Town of Blacksburg Planning and Building
400 South Main Street
540-443-1300
www.blacksburg.gov

From: CHRIS WITT <cwittc@comcast.net>
Sent: Wednesday, August 12, 2020 2:02:44 PM
To: Kinsey O'Shea <KOShea@blacksburg.gov>
Subject: RE: Comment period

External Message Warning

Thank you 'mam...may I submit my comments via email?

On 08/12/2020 9:00 AM Kinsey O'Shea <koshea@blacksburg.gov> wrote:

Chris,

We will accept comments as long as the project is under review and will

From: [Whittier](#)
To: [Kinsey O'Shea](#)
Subject: Written comments re: RZN 20-0005/ORD 1941 Rezone 1900 Tom's Creek Road
Date: Thursday, August 13, 2020 8:23:35 AM

External Message Warning

To: Planning Commission, Town of Blacksburg

I write to express sincere concern over this request specifically but also, in general, about development in the Tom's Creek Basin due to the ever worsening situation with the sewer system. These problems date back to the 1973 annexation of 15 square miles of the Tom's Creek Basin and the failure of the Town of Blacksburg to honor the promise to provide sewer service to the region. The challenge is brought about by the fact that a large portion of the town is now located in the Tom's Creek drainage, a distinct drainage from the Strouble's Creek drainage upon which the gravity-fed system was designed that now serves the town. This situation attempted to be dealt with by the development of a conglomeration of pumping stations and Septic Tank Effluent/ Gravity (STEP/STEG) systems.

In the early 2000's a plan was developed to solve the problems of two drainages by installing an interceptor line that would gravity drain the Tom's Creek Basin and tie into the main line going to the Prices Fork Treatment facility in the Price's Fork area. However, concerns of cost and the purported environmental disturbances resulted in a cancelling of the project.

The proposal for the Berewick Planned Residential project involves further burdening a system that is already strained. Even with the use of a STEP/STEG system that connects to the current pumping station serving Brookfield Village the proposal provided for the project admits concerns (pp. 32-33 of the proposal). To Quote from the proposal: "Town staff has modeled the proposed peak(flow)...and seen that Brookfield pump station cannot receive all the projected flow." "Town staff has reviewed the proposed flows from the development pointing out that several downstream pipe sections along Main Street are currently over capacity."

It is time for the Planning Commission to recommend to Town Council that neither this project nor any other in the Tom's Creek Basin be approved until a substantial solution to sewer wastes is addressed. The Blacksburg-VPI Sanitation Authority treatment plant, located seven miles to the southwest of town limits, has enough capacity to allow for this and other development. However, the band-aids that have been placed to avoid the major project of getting flow from the entire basin into direct flow to the plant are now stretched to the limit.

Thank you for your consideration of this important item.

Sincerely,

William Dee and Mary Lou Whittier
806 Redbud Road, Blacksburg
540-570-1003

1104 Deerfield Drive
Blacksburg, VA 24060
August 13, 2020

Kinsey O'Shea
Town Planner
300 South Main Street
Blacksburg, VA 24062

Dear Ms. O'Shea,

On behalf of the Deerfield neighborhood (Deerfield Drive and Toms Creek Road), we would like to bring several concerns and questions about the rezoning request made by the developers of the proposed Berewick development on 1900 Toms Creek Road (RZN 20-0005/ORD 1941). These concerns represent those of our neighborhood, which features 19 homes.

- A primary concern over the proposed development is the ***environmental impact on the Toms Creek watershed***. This impact will come in the form of the runoff from future residents' yard treatments (fertilizer, herbicide, pesticides), water treatments (e.g., treated water from in/above-ground swimming pools), and road treatments (e.g., deicing chemicals). This is of significant concern given the density of the proposed neighborhood and the significant slope/grade of the land parcel towards the creek. Toms Creek is already stressed by the presence of algicide runoff, which often dyes the creek blue – as seen from the crossing at the Deerfield Trail – and makes it unsafe for use. This has been reported frequently this summer to the Town of Blacksburg, and subsequently to the Virginia DEQ, and has been especially concerning due to the frequency of children visiting the park.
- Related to this concern is our neighborhood's concern over the ***impact of this development on the flooding of the creek onto Toms Creek Road***. Even in its current state, which features 100% permeable soil, Toms Creek frequently floods at the basin of the road in slight rains. These events often require the Blacksburg Police department to close Toms Creek Road to traffic. While the engineers have proposed mitigation strategies for capturing storm water (e.g., dry ponds and other BMPs), they are only designed to capture '1-year' rains. The engineers have planned for "10-year" rainfall amounts to overflow directly into the creek. This will be a substantial amount of water given the large amount of land that will now be covered by impermeable surfaces. Given the increased frequency of significant rainfall in the region, and the associated flash-flood warnings that we are getting more accustomed to, this plan is not adequate for the Toms Creek basin. 10-year rain fall probabilities used in the engineers' calculations no longer apply due to the changes in our global climate. Such flooding events have both an environmental impact (e.g., increased erosion) and also an impact on town infrastructure. Over the past several years, increased rainfall amounts have caused Toms Creek to flood at both the basin near the Town Park entrance and at the Deerfield Drive bridge, which has resulted in road closures which make entrance/exit from our neighborhood impossible. This has caused significant challenges, including preventing school buses from delivering our children home when schools close early due to flooding concerns (e.g., February 6, 2020). Simply put, the lack of substantial sewer infrastructure in this region will not support the development as planned.
- Another concern is the ***density of the proposed neighborhood***. The developer's claim of an average of 2.08 units/acre is disingenuous. Given that 35% of the total acreage will be undeveloped due to challenges presented by the rocky, steep landscape and passing creek, the resulting development will have the equivalent density of 4 units/acre. This plan completely alters the viewshed of the Toms Creek basin, and does not align with the rural residential zoning of the region or the long-term plan for Town development. While the developer claims this plan

maximizes the use of the available infrastructure, we believe it to be a plan that exceeds the capacity of the available infrastructure and a plan that maximizes the damage to the environment.

These are three of our neighborhood's primary concerns. There are also objections related to an increase in traffic along a road with limited sight-lines, heavy cyclist traffic with no bicycle lanes, and steep grades. Overall, we do not believe that this rezoning request and planned development is safe for our residents or our environment. We do not believe it is appropriate to be considered through the rezoning process, and instead should be considered through the town's long-term planning process, as such a development would require substantial augmentations to the region's infrastructure to mitigate the above concerns. We look forward to learning more about how the developer proposes to adapt their existing plans to address these concerns.

Sincerely,



Christopher Williams



Justine Brantley

Co-Presidents, Deerfield Homeowner's Association

From: [Joanne Anderson](#)
To: [Kinsey O'Shea](#)
Subject: Berewick Project - Response Letter
Date: Thursday, August 13, 2020 3:18:40 PM
Attachments: [Subdivision Whittier and Anderson letter.doc](#)

External Message Warning

Hi Kinsey,

A letter of input is attached to be included for the Planning Commission, Town Council, whoever are the Town decision makers. I think the points in the letter actually have little to do with (in my mind) the fact that it is adjacent to my (our) property than addressing the sewer "can" which keeps getting kicked down the road.

Joanne

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Joanne M. Anderson, Blacksburg VA

Freelance writer, www.jmawriter.com
Managing editor, www.nrvmagazine.com

Psalm 119:105

Joanne M. Anderson

810 Redbud Road
Blacksburg, VA 24060
540-951-0809

Dee & Mary Lou Whittier

806 Redbud Road
Blacksburg, VA 24060
540-570-1003

August 13, 2020

To: Planning Commission, Town of Blacksburg
Re: RZN 20-0005/ORD 1941 ~ Rezone 1900 Tom's Creek Road

We write to express sincere concern over this request and more specifically development in the Tom's Creek Basin due to the ever worsening situation with the sewer system. These problems date back to the 1973 annexation of 15 square miles of the Tom's Creek Basin and the failure of the Town of Blacksburg to honor the promise to provide sewer service to the region. The challenge is brought about by the fact that a large portion of the town is now located in the Tom's Creek drainage, a distinct drainage from the Strouble's Creek drainage upon which the gravity-fed system was designed that now serves the town. This situation has been dealt with by a conglomeration of pumping stations and Septic Tank Effluent/Gravity (STEP/STEG) systems.

In the early 2000's, a plan was developed to solve the problems of two drainages by installing an interceptor line that would gravity drain the Tom's Creek Basin and tie into the main line going to the Prices Fork Treatment Facility. However, concerns of cost and the purported environmental disturbances resulted in cancelling the project.

The proposal for the Berewick Planned Residential Project involves further burdening a system that is already strained. Even with the use of a STEP/STEG system that connects to the current pumping station serving Brookfield Village, the proposal provided for the project admits concerns (pages 32-33). To quote from the proposal: "Town staff has modeled the proposed peak (flow)...and seen that Brookfield pump station cannot receive all the projected flow ... [and] ...Town staff has reviewed the proposed flows from the development pointing out that several downstream pipe sections along Main Street are currently over capacity."

It is time for the Planning Commission to recommend to Town Council that neither this project nor any other in the Tom's Creek Basin be approved until a substantial solution to sewer waste is addressed and resolved. The Blacksburg-VPI Sanitation Authority treatment plant, located seven miles southwest of the town limits, has enough capacity to allow for this and other development. However, the band-aids that have been placed to avoid the major project of getting flow from the entire basin into direct flow to the plant are now stretched to the limit.

The unusual and uncertain economic and health circumstances across the nation and in our community present the ideal opportunity for an 18-24 month pause in building. There are more than 100 single family homes, even similar to these, for sale today. The hotel industry is overbuilt, and likely the rental market segment will experience an increase in

vacancy rates. Many small businesses are barely hanging on and contemplating the tough decision of closing by year's end. Thus, housing, rentals, lodging options and business space may be abundant into 2021 and 2022. Communities which succumb to over-building actually become less desirable.

A couple of years can be well-spent on seeking and implementing viable solutions for sufficient sewer capacity. Then, sewer infrastructure can be in place for future development and long-range growth once the economy rebounds.

Thank you for your thoughtful consideration regarding the currently inadequate sewer system and the Town's future, practical growth potential.

Sincerely,

Dee Whitter

Mary Lou Whittier

Joanne Anderson

RZN 20-0005/ORD 1941-Berewick Planned Residential Rezoning-1900 Toms Creek Road

Dear Ms. O'shea,

I am very much concerned with the existing infrastructure in that section of Blacksburg. I think any development there should be considered carefully and as a part of a larger plan for the entire area between Tom Creek Rd and Farmingdale Ln and beyond.

- 1) While the road system outside of the proposed development should be adequate to support the traffic resulting from the other ongoing projects including the newly planned parks and outdoors recreation sites, the road system inside should create a network to produce the necessary connectivity of the future developments in the area.
- 2) The efficiency of sewer system needs to be properly studied.
- 3) Problems caused by stormwater are very serious, identified by the presence of an inadequate channel both within and downstream of the proposed development. We have been monitoring the flooding in this particular tributary of Toms Creek for quite some time.

Obviously, these issues cannot be addressed by the developer alone. I strongly believe the Town needs to provide the necessary groundwork supporting this development and the others to come. In the presence of better and adequate infrastructure, higher density can be supported. I highly suggest that a broader study (perhaps as part of the Town Comprehensive Plan) needs to precede this and any other proposed developments in that section of our town.

Javad Torabinejad

From: [Bo Webster](#)
To: [Kinsey O'Shea](#)
Subject: RZN 20-0005/ORD 1941-Request to rezone 40.34 acres
Date: Thursday, August 13, 2020 6:28:24 PM

External Message Warning

Dear Ms. O'Shea,

My name is Bo Webster and I reside at 1234 Redbud Rd, Blacksburg, VA 24060.

I am writing to you to voice my opposition for the request to rezone approximately 40 acres of land near 1900 Toms Creek Road from the RR-1 Rural Residential-1 zoning district to the PR Planned Residential zoning district.

As a homeowner in the adjacent neighborhood, I am concerned about the potential ramifications of increasing any land use capacity in our area. This request would double the planned units that the land is currently zoned for and thereby double the complications and congestion that is sure to follow. I support the original zoning designation of RR-1 Rural Residential and encourage the town council not to grant this rezone request.

Respectfully,
Bo Webster

1234 Redbud Rd.
Blacksburg, VA