

MEMORANDUM

To: Planning Commission

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

Date: October 16, 2020

Subject: CUP20-0005 Conditional Use Permit Request for Townhomes in the R-5 Transitional Residential Zoning District on 6.596 acres at 1820 North Main Street (Tax Parcel Nos. 167-A-8; 167-A-8A and 167-A-9) by Steve Semones of Balzer and Associates, Inc. (applicant) for JJB Properties, LLC (property owner).

SUMMARY OF REQUEST

Property Location	1820 North Main Street
Tax Parcel Numbers	167-A-8; 167-A-8A and 167-A-9
Parcel(s) Size	6.596 acres
Present Zoning District	R-5 Transitional Residential
Current Use	Single-family residential; former commercial/office
Adjacent Zoning Districts	North: PR Planned Residential (Maple Ridge) East: PR Planned Residential (Maple Ridge) South: R-5 Transitional Residential West: R-5 Transitional Residential (across Main Street)
Adjacent Uses	North: Town regional stormwater facility/Maple Ridge common area East: Single-family residential (Maple Ridge) South: Single-family residential West: Vacant/agriculture (across Main Street)
Adopted Future Land Use	Medium-Density Residential
Proposed Uses	Townhomes
R-5 District Standards	
Maximum Height	35’
Minimum Setbacks	Front: 35’ Side: 10’ ; 20’ on a corner lot Rear: 25’
Maximum lot coverage	55% allowed / 45% proposed
Maximum FAR	0.35 allowed / 0.22 proposed
Maximum Density	20 br/ac or 131 bedrooms / 132 bedrooms proposed
Development & Use Standards	
Minimum Parking	1.1 parking spaces per bedroom / 144 spaces required / 145 spaces provided
Minimum Bike Parking	0.25 spaces per bedroom / 33 spaces required / 33 spaces provided
Minimum Open Space	20% of total parcel required / 20.3% provided

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 various sections of 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 FOR DISCUSSION

- Width of trails
 - Concerns regarding entrance configuration at North Main Street and connections trail and private driveway
 - Turn lane warrant analysis needed
 - Neighborhood compatibility including development form, context, and buffering
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EXISTING CONDITIONS AND DEVELOPMENT PROPOSAL

BACKGROUND AND EXISTING CONDITIONS

There are three subject parcels for this development site that total approximately 6.5 acres. A portion of the site was previously the location of a mobile home park until approximately 2007/2008. The site currently contains one single-family residential dwelling and one commercial structure. The dwelling has been used as a rental property for many years. The commercial property has most recently been used as an office, and prior to that, as a convenience store. Today, the site is largely undeveloped and wooded. The topography slopes gently upward from Main Street toward the back of the property. There are a number of high quality, mature hardwood trees on the site.

DEVELOPMENT PROPOSAL

The applicant proposes the construction of 44 townhome units in 10 small clusters on the 6.5 acre property. The property is proposed to be developed under the R-5 Transitional Residential district regulations. The proposed density allowed is up to 20 bedrooms per acre. The applicant proposes a total of 132 bedrooms. The applicant proposes to utilize the existing vehicle entrances onto north Main Street and Mountain Breeze Drive for the development. All of the parking provided will be surface parking for the residents. The applicant also proposes internal sidewalks and trail, as well as active and passive open space areas.

EVALUATION OF APPLICATION

There are a number of analysis points for evaluation of a conditional use permit request 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 §1181 calls out the criteria for evaluation of a conditional use permit request, as found below:

CRITERIA FOR EVALUATION

1. The proposal as submitted or modified shall conform to the comprehensive plan of the Town, or to specific elements of the plan, and to official Town policies adopted in relation thereto, including the purposes of the Zoning Ordinance.
2. The proposal as submitted or modified shall have a minimum adverse impact on the surrounding neighborhood or community. Adverse impacts shall be evaluated with consideration to items such as,

but not limited to, traffic congestion, noise, lights, dust, drainage, water quality, air quality, odor, fumes, and vibrations. In considering impacts, due regard shall be given to the timing of the operation, site design, access, screening, or other matters which might be regulated to mitigate adverse impacts.

Section 1183 of the zoning ordinance further states that “the Town Council may attach any conditions necessary to ensure that the proposal meets the specific and general standards for the proposed use. Any such conditions shall be related to the design, scale, use, or operation of the proposed conditional use. Where warranted, for the purpose of compliance with the general standards for conditional uses, such conditions may exceed the specific standards for the use found elsewhere in [the zoning] ordinance.”

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 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 residential development conforms to the general guidelines and policies contained in the Comprehensive Plan, the Future Land Use (FLU) designation of the subject property shall be considered. The future land use designation of the parcel is Medium-Density Residential. This designation allows up to and including 10 dwelling units per acre or up to 20 bedrooms per acre, whichever is less. The property abuts medium density residential FLU to the south and west, open space FLU to the north, and low density residential FLU to the east. The proposal for up to 20 bedrooms per acre is consistent with the Future Land Use designation.

Map B: Urban Development Areas & Mixed Use Areas

Urban Development Areas and Mixed Use Areas have been established as areas where the Town envisions mixed use development where there is adequate public infrastructure to support more intense development. A site’s designation within an Urban Development Area does not obligate approval of a conditional use permit request, nor does the lack of such designation preclude the approval of a conditional use permit in an Urban Development Area. The proposed development does not lie within an Urban Development Area or Mixed Use Area.

Map C: Neighborhood, Employment, and Service Areas Map

The site is split between designations of Multi-Unit Residential and Suburban Residential. Key elements for these designations are found in the appendix of the staff report.

ZONING ORDINANCE EVALUATION OF APPLICATION

District Standards

Intent of Districts

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

R-5 Transitional Residential District §3050

The Transitional Residential District is to provide for a transitional land use between low density residential and higher intensity land uses. This is a predominantly residential district with neighborhood character. Conditional uses which are sensitive to and reinforce the residential neighborhood character are appropriate. These typically will involve the conversion or replication of single-family houses.

Properties along arterial and collector roads are particularly suited for such conditional uses. The livability or small-town character of the Transitional Residential District is made up of tree lined streets, open space, and greenways interspersed within a more urban residential pattern.

The evaluation of the conditional use permit request should take into consideration whether the proposed use is in keeping with the purposes of the district in which it is proposed. The applicant has provided a justification for the request in the application.

R-5 Transitional Residential District Standards

District standards provide regulations for the physical development of any use on a site. Applications for conditional use permits must show that all the district standards can be met for the development. The development, as proposed, meets all the district standards for the R-5 Zoning District. In this case, the proposed development meets most of the development standards and use & design standards. Compliance with the various standards is discussed below.

The following table illustrates the R-5 Transitional Residential District standards that regulate the proposed development:

R-5 TRANSITIONAL RESIDENTIAL ZONING DISTRICT STANDARDS

MAXIMUM HEIGHT	35'; up to 45' with additional setback
MINIMUM SETBACKS	Front: 35' Side: 10'; 20' on corner Rear: 25'
MAXIMUM LOT COVERAGE	55% impervious allowed; 45% proposed
MAXIMUM FAR	0.35 allowed; 0.22 proposed
MAXIMUM DENSITY	20 bedrooms/acre allowed; 20 bedrooms/acre proposed

Building Height

The maximum allowed building height in the R-5 district is 35', but it may be increased to 45' if an additional foot of setback is added all around for each additional foot of height above 35'. The application does not specify a maximum building height. The applicant has submitted elevations of the proposed two-story buildings, but no dimensions have been provided. While building height will be confirmed at the time of site plan and building permit submittal, the applicant should ensure that the proposed buildings meet the district standards for height as part of the consideration of the Conditional Use Permit. One of the proposed conditions for the CUP is conformance with the plan submitted.

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 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. The proposed layout meets the required setbacks for the R-5 zoning district.

Floor to Area Ratio (FAR)

The floor to area ratio (FAR) is a ratio of gross floor area of all floors of all structures to the total parcel size. Typically, in town it is expressed as a fraction of 1, as there are no zoning districts that allow a FAR of 1 or greater. The maximum allowable FAR in the R-5 district is up to 0.35. The application shows that the FAR of the

development is 0.22 as proposed, which meets the standard.

Lot Coverage

Lot coverage is the percentage of land on a parcel that can be covered by impervious surfaces. In the R-5 zoning district, the maximum lot coverage for any development is 55%. The application shows that 45% is proposed, meeting this standard.

Density

The residential density in the R-5 Transitional Residential zoning district is expressed as units per acre, or bedrooms per acre, depending upon the type of construction, generally. With a minimum lot size of 8,500 square feet, the R-5 district would allow up to 5 units per acre for single-family residential uses. For attached uses such as duplexes, townhouses, or multifamily apartments, the maximum density is expressed as 20 bedrooms per acre. Both single-family dwellings and duplexes are allowed by-right in the R-5 zoning district. This CUP request is for the form of development for townhouses not an increase in density.

For this site, totaling 6.596 acres, up to 131 bedrooms would be allowed. The application states that 132 bedrooms are proposed, and this is due to the applicant rounding up the 131.8 bedrooms to 132. However, the zoning ordinance states that bedrooms for portions of an acre shall be rounded down to the next whole bedroom. *Staff has spoken with the applicant, and the applicant will revise the application accordingly to reflect a maximum of 131 bedrooms.*

Zoning Ordinance Development Standards

Landscaping: Street trees; Canopy Coverage; Buffering/Screening

The zoning ordinance provides a number of requirements for landscaping for developments in Town. There are requirements for street trees, parking lot landscaping, overall canopy coverage, and in some cases buffer yards and screening. The applicant has not provided a specific landscape plan for the proposed development. All landscaping for the development will have to comply with the zoning ordinance regulations, unless specific modifications are requested and granted, or conditions are applied. Street trees must be provided at a rate of at least 1 tree for every 30' of road frontage along Main Street and Mountain Breeze Drive. Parking lot landscaping of at least 1 tree per every 10 spaces and tree canopy coverage of at least 5% of the surface area of the parking lot is required. An overall canopy coverage of at least 20% is required. The applicant states that the tree canopy along North Main Street is planned to be preserved, but has not provided details on how much of the existing tree canopy on the site would be able to be preserved. *The applicant should provide a landscape plan to ensure that landscaping requirements can be met for the development as proposed.* Preserving mature trees on the site is encouraged.

Additionally, the Use & Design Standards for townhomes require that a buffer yard of at least 10' shall be required where the development abuts R-5 or PR zoned properties. This buffer area has been shown on the plans though no further information regarding the required buffer has been provided by the applicant, such as type and spacing of plantings, whether or not architectural screens will be used, or other considerations. While the standard does not give specific guidance on the parameters of the buffer area, the applicant should propose specifics regarding type of trees, spacing, height at planting, and whether or not architectural screening will be included. In some locations where the townhomes are immediately adjacent to existing single-family, such as the east boundary line, more intense buffering and screening may be appropriate. Staff would like to evaluate the specifics of the buffering as part of the CUP and can be included in the landscape plan requested since the dwelling type proposed is more intense than single-family homes.

Vehicle Parking

Parking for vehicles is required to be provided for townhouse developments at a rate of 1.1 spaces per bedroom. The plan shows the minimum number of parking spaces proposed. In looking at the vehicle circulation onsite, it should be noted that none of the four parking areas connect with one another, which is undesirable. There is significant topography change on the site, which may contribute to the layout as proposed to achieve the desired density and may limit interconnectivity.

Bicycle Parking

Parking for bicycles is required to be provided for townhouses at a rate of 1 space per every 4 bedrooms. The plan states that 33 spaces are required, and that the parking will be provided at the residential units, with 20 visitor spaces also provided. Two locations for visitor bike parking have been shown on the plans. Typically, the Town does not allow in-unit bike parking to be counted toward the minimum requirement, because it is not often possible to confirm, after issuance of a Certificate of Occupancy (CO), if the bike storage area is still being provided or utilized as such. Communal bike storage rooms in buildings such as apartments or commercial structures can be more easily checked for compliance with regulations, and maintained for use than storage areas in individual residential units. *The applicant should be more specific regarding how bike parking is provided at the units, or provide more centralized bike parking for residents to determine if the proposed bike parking is adequate in amount and type.*

Signage

Signage for a development may be proposed in conformance with the Town's regulations in the zoning ordinance. For the R-5 zoning district, one identification sign at each principal entrance may be installed. The maximum square footage for any one of the signs is 35 square feet, and combined, the signs cannot exceed 50 square feet.

Zoning Ordinance Use & Design Standards

The Use & Design Standards in the ordinance provide regulations for a particular use in any zoning district. These standards provide additional parameters for development above district standards (such as lot size and setbacks), and development standards (such as parking ratio and landscaping requirements) that are specific to a particular use. Some of the regulations are subjective in nature, and thus are considerations in the evaluation of a conditional use permit request. All standards are found in the staff appendix. Where standards have not been met, or are useful in the consideration of the neighborhood compatibility of the proposed use for the CUP, analysis is provided.

§4231(b)(6) Shared driveways are permitted, with the recordation of perpetual easements to provide for the use and maintenance of the shared driveway. Courtyard style parking is permitted. **Only one (1) yard, either the front yard or the rear yard, or in the case of an end unit, the side yard, shall be improved with a driveway or parking spaces.** All parking spaces shall be located behind the front building line. Town Council may grant a special exception to this requirement as authorized by §1112.

The applicant is requesting an exception to the standard in bold text, above. The code is not clear on the intent of this standard, but it has been interpreted in the past that if a unit (typically an end unit) has parking and a drive aisle adjacent for example, an exception would be required to be requested and granted, in order for the development to be approved and constructed. In this case, the applicant has identified 5 units that this exception will apply to. However, in staff's review, the exception is only applicable to 3 of the 5 units: 101, 504, and 601. In each of these cases, the front yard has parking adjacent, and there is a drive aisle along the side of the units. Each of these units is an end unit, and has a 20' side setback so the drive aisle will be no closer than 20' to the face of the building.

§4231(b)(7) Entrances to the townhouse development shall be minimized and designed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on any adjacent residential neighborhood.

There are two entrances proposed to the development, each at the location of an existing entrance driveway. As noted in the Transportation memo, turn lane warrant analysis should be provided for the proposed entrances. The entrance on Mountain Breeze Drive was installed by the Town during the roadway improvement project to align Givens Lane and Mountain Breeze Drive.

The entrance off Main Street serves the existing former commercial structure and one single-family residence on the property as well as two neighboring single-family residences who share a driveway. The current shared driveway and entrance was configured as a result of the improvements in the right-of-way for the North Main Street trail. While it is generally recommended to utilize existing entrances when possible, in some instances, improvements to existing conditions may be appropriate or required. In this case, the existing shared driveway, the entrance to the development, and the trail converge very close to Main Street. This layout does not meet current standards. It was likely developed as such since it was a very low volume entrance and due to the minimal encroachment onto private property.

One property owner who uses the shared driveway is especially concerned with safety. She did attend the neighborhood meeting and voiced her concerns that are captured in the attached Neighborhood Meeting notes. The Town would like to work with the applicant to improve the Main Street access, alleviate safety concerns, and achieve the best possible entrance configuration for all users. Additional discussion of this and other transportation related topics can be found in the Transportation Memo (attached) and later in the staff report.

§4231(b)(11) Except in the MXD and DC Districts, for any development of five (5) or more townhouses a minimum of twenty (20) percent of the gross land area shall be reserved as open space for community recreation use. A specific recreational activity area or areas shall be developed and maintained for the residents of the development as part of this open space, as follows:

- a. The size, location, shape, slope, and condition of the land shall be suitable for a specific recreational activity.
- b. The amount of land devoted to recreation shall be a function of the population to be served. Consideration shall be given to the size of the development, number and characteristics of expected residents, proximity to other available recreational facilities, topography, and natural features on the site.
- c. Safety buffers shall be provided for users of recreational facilities and equipment using recognized engineering and recreation standards.
- d. Indoor recreational area may be used as a specific recreational activity area. The indoor recreational area shall count as a part of lot coverage, as regulated by the district standards.

The application shows 20.3% of the site as contributing toward the required 20%. The open space exhibit provided by the applicant differentiates between recreational and non-recreational open space counting toward the requirement, and "additional greenspace" which is the land immediately surrounding the townhomes, and along the rear and southern property lines. This "additional greenspace" is not included in the required 20%, and does include the required yards of the individual townhome units. The plan shows the recreational open space areas as a mulch fitness area, a seating area, and 6' wide asphalt trail. The trail does not meet the Town standard that requires a 10' wide trail to accommodate two-way traffic. The trail should be revised to 10' wide or should only be considered as an asphalt sidewalk/walkway. The standard specifically calls out that 20% shall be for community recreation use. The applicant should show

what amenities or programming are being provided in all of the open spaces to meet the standard of providing 20% open space for community recreation.

§4231(c)(1) Newly-constructed townhouses shall be residential in scale. Building height, massing, and size shall be compatible with adjacent residential development.

The application plan shows a number of 3-unit and 4-unit townhouse buildings across the site. The units are 2 stories with pitched roofs, and feature covered front porches. Several of the end units that face a street or drive aisle are turned such that the front door faces the roadway, and the porch wraps along the front of the building. The buildings are generally larger in mass and size than the neighboring single-family residences to the rear along Mountain Breeze Drive, but similar in size to the nearby Maple Ridge townhomes. The exterior elevations provided show masonry and siding facades with shingle roofs. The overall appearance is residential in nature. As shown in the submitted renderings, the 4 units adjacent to North Main Street include principal windows and a street-oriented entrance with front porch. This is in keeping with surrounding properties along Main Street.

§4231(b)(2) Proposals for facades and treatment of external materials shall be submitted as a condition of site plan approval. Townhouse design, scale, and building materials shall be single-family residential in appearance.

The applicant has provided renderings for Building 1 and Building 10. However, the applicant will have to provide specific information regarding the proposed exterior building materials for the development as part of the CUP process.

§4231(c)(4) Applicants must clearly demonstrate that the use will be compatible with the neighborhood, particularly with regard to traffic circulation, parking, and appearance.

These topics are covered throughout other sections of the staff report.

Sustainability

Typically, for residential rezoning and conditional use permit requests, any proposed sustainability measures are included in the application. While specific sustainability measures are not required, this is considered a continuing community value. The application does not include any information regarding sustainable building practices.

Occupancy and Lifestyle Conflicts

Not only does the physical development of the property affect the neighborhood compatibility, but also the lifestyle of the target market for the project. There are a number of Town policies and goals that encourage the provision of housing for a variety of different citizens with different lifestyle needs. Blacksburg has been identified as both a great place to retire, as well as a good place to raise a family. The University is actively growing undergraduate enrollment which is impacting the Town's housing market. While not specifically called out as student-housing, there is nothing to prevent students from living in this development. The development proposed consists of 3-bedroom, 2.5-bath units. The application states that the units will be a for-sale product. It is very possible these units may be purchased as investment properties and rented to students given their location and the adjacent bus route. Other nearby developments including portions of Maple Ridge and Echols Village have become student rental properties.

IMPACTS TO PUBLIC INFRASTRUCTURE AND SERVICES

In evaluating the potential effect on public services and facilities that this conditional use permit would have, the Town Engineering department has reviewed the Master Plan and application and the following comments are provided.

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

The Comprehensive Plan Paths to the Future map shows that there is an existing route along Main Street, and a proposed route connecting Main Street to the trail system in Maple Ridge through the site. There is existing multi-use trail along Main Street in front of the subject parcel. There is also trail adjacent to the northern property line of the parcel, on the Town-owned parcel that is part of the Maple Ridge open space. The applicant proposes to provide a trail connection along the south side of Mountain Breeze Drive from Main Street to the Mountain Breeze trail. This trail is proposed to be 8' wide without a landscape buffer between the trail and the street. While the existing trail from Mountain Breeze Drive is 8' wide, the Town standard for trails is 10' wide and requires a buffer between the trail and street. The applicant shows the existing 8' wide Main Street trail to remain. The time of redevelopment is the opportunity to establish or upgrade trail networks and trails are a high priority for the Town as they are highly desired by residents. This area is also a highly traveled corridor for both recreational and commuter trail users. *The applicant should revise these trails to meet Town standards given that redevelopment of the entire site is proposed.*

If the applicant intends these trails to serve as the required sidewalk for Mountain Breeze Drive and Main Street, variances should be submitted for each of these trails to serve in lieu of sidewalk. *Additional considerations regarding these variances can be found in the Transportation memo.*

Additionally, the plan shows an internal asphalt trail to connect the development to the public trail, and to provide connections internally to the recreational amenities. These internal trails are shown as 6' wide. This proposed trail location is generally in the location shown on the Paths to the Future map in the Comprehensive Plan. *The proposed trail should be increased to 10' wide, and then would be consistent with the Paths to the Future.*

As previously mentioned, the applicant will have to provide additional information regarding proposed bike parking for the residences.

Corridor Committee Review

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

- A piece of the North Main trail is missing along the frontage of the commercial building on one of the subject parcels. The Committee recommends adding this missing piece of trail, as this area needs a physical separation/delineation, rather than just a visual cue.
- The Committee recommends that the proposed paved trail be 10' feet wide, which is the Town standard.
- Consider adding a trail along the rear of the property to help move pedestrians/bikers off of Main Street, and to make the trail system more optimal and versatile for users.
- There is a high pedestrian volume in this area due partially to the bus stop on the other side of N. Main at Givens; it is difficult for pedestrians to cross N. Main in this area, and the speed limit is high/people in cars drive high speeds on Mountain Breeze and North Main. Due to all of these factors, the Committee recommends traffic calming measures as well as a speed study in this area of N. Main.

- There was been talk in the past about a bus stop/pull-off on N. Main where this development is proposed. The applicant should discuss this with BT.

Traffic & Transportation

The applicant submitted trip generation data as part of the application. After reviewing this data and the overall layout, Town engineering staff have provided analysis in the attached memo. The following recommendations are included in the memo:

- Provide turn lane warrant analysis for each proposed entrance and include warranted turn lanes and/or tapers into the proposed layout and design.
- Provide design revisions to the proposed Public Trail, pursuant to Section 5-503.
- Provide sidewalk variance request (trail in-lieu) for proposed Mountain Breeze Trail.
- Provide sidewalk variance request (trail in-lieu) for the existing North Main Street Trail.
- Provide standard VDOT CG-6 curb and widening along North Main Street.
- Provide all applicable entrance, driveway and trail design revisions and considerations needed for the proposed connection to North Main Street.
- Provide residence 1716 / 1714 entrance variance request as dictated by the revised design.

These recommendations are discussed in the Transportation memo and by topic within the staff report.

Transit

The proposed development is served by Blacksburg Transit with the existing Main Street North route. There are two existing bus stops close to the development: one in front of Maple Ridge Townhomes; one on Givens Lane across from the Mountain Breeze intersection.

Sanitary Sewer

Town engineering staff have reviewed the request with respect to downstream sanitary sewer capacity and provide the following comments:

“The downstream pump station is the Wyatt Farms Pump Station and it has enough available capacity to serve this development. Downstream of the Wyatt Farms Pump Station, there are four over capacity pipes that this development will impact, that are located in the vicinity of 1200 N Main and Lucas Drive. These pipes will need to be upgraded before the downstream sewer can serve this proposed development.”

The issue of sewer upgrades has come up in a number of different development proposals recently. In these instances, the applicant can work with the Town to determine a viable solution to allow development, whether by-right or for an increase in density through a public hearing process. The proposed CUP does not represent an increase in allowed density over what could be developed by-right. The applicant is working with the Town to determine how to address the sewer issue.

Water

The Town engineering staff has reviewed the request with respect to water services. At this time, there are no negative impacts anticipated from the proposed development. The applicant will have to provide additional information in order to meet the Town’s standards and design specifications at the site plan stage.

Stormwater Management

The Town engineering staff have reviewed the application with regard to the development’s stormwater management plan. The concept plan is approved at this time. There are several stormwater comments that will need to be addressed at the site plan stage including drainage to North Main Street.

Solid Waste and Recycling

The application shows that dumpsters are proposed for the development as opposed to individual trash carts. This can tend to make a development feel more like an apartment complex rather than individual townhomes. It would, however, be difficult to serve this development, as designed, with individual trash carts—there is nowhere to store them until pickup, and it is unclear how a truck would move through the private drives to pick up the refuse.

The plan shows one location for trash and recycling. The applicant will have to ensure that the enclosure is big enough to meet the trash and recycling needs of the development, including the requirement for 12 gallons of recycling per bedroom per week. While it is anticipated that these units will be subdivided, and therefore accessibility to these amenities is not required, it is always recommended that amenities such as these be located along an accessible route. Additionally, a second location for trash/recycling would be helpful, as the proposed location is a significant distance from the furthest units. *The applicant should verify that the dumpster area provided is adequate for both trash and recycling.*

NEIGHBORHOOD MEETING

A neighborhood meeting was held on Tuesday, September 29, 2020, at 6:00 pm. Notes and the sign-in sheet from the meeting are attached.

SUMMARY

The application shall be evaluated on compatibility with the Comprehensive Plan and to official Town policies, including the purposes and development requirements of the Zoning Ordinance. Per section 1183, the Commission shall base its recommendation upon the review of the submitted application materials, the specific and general criteria for the Conditional Use, public comment received at the hearing, and the information, and evaluation provided by the staff. The CUP application being reviewed is a discretionary decision. In making a recommendation to the Town Council, the Commission may recommend any conditions necessary to ensure that the proposal meets the specific and general standards for the proposed use. Any such conditions shall be related to the design, scale, use, or operation of the proposed Conditional Use. Where warranted, for the purpose of compliance with the general standards for Conditional Uses, such conditions may exceed the specific standards for the use found elsewhere in the Zoning Ordinance. In addition, the Conditional Use Permit application is evaluated on minimum adverse impact on the surrounding neighborhood or community.

No adverse impacts are expected due to a townhome use with regard to traffic, parking, external lights, noise, dust, drainage, water quality, air quality, odor, fumes, and vibrations.

STAFF RECOMMENDED CONDITIONS

1. The property shall be developed in substantial conformance with the application dated September 1, 2020.
2. The internal and external trails shall be 10' in width.

Note: Further conditions may be recommended based on any revisions to the application.

Attachments

Staff Engineering Memos
Staff Appendix
Staff GIS Maps
Neighborhood Meeting Sign-In Sheet and Notes
Citizen Correspondence

October 14, 2020

Balzer and Associates
Attn: Steve Semones
30 College St, Suite H
Blacksburg, VA 24060

RE: CUP20-0005 1820 N Main Townhomes - Stormwater Concept Plan

Dear Mr. Semones:

The Engineering Department has completed the review of the 1820 N Main Street Townhomes CUP stormwater concept plan that was submitted on September 1, 2020. The Concept Plan is **approved** at this time. This current site consists of three parcels totaling 6.60 acres in size. The Conditional Use Permit is proposing over 40 townhomes to be developed on this property.

This stormwater concept plans shows the ability of the development to treat water quantity on site through the installation of an underground detention facility that discharges to the Maple Ridge regional stormwater facility. A variance has been submitted to address site specific challenges caused by offsite waters that impact the ability to meet the Energy Balance criteria. All water quality requirements (5.28 lb/yr) are proposed to be met with the purchase of off-site nutrient credits. *This proposed design meets the intent of state and local requirements for water quantity and quality, but the off-site nutrient purchase will have no local water quality benefit.*

Discharge to N Main Street:

The proposed project has untreated stormwater discharging to N Main St. This general area currently discharges to N Main St, but the flow characteristics will change after development. The drainage system along N Main Street will need to be evaluated and brought up to an adequate design standard as part of the site plan process.

Downstream Flooding Concerns:

There are known flooding impacts to downstream properties primarily in the Woodbine neighborhood and in the drainage areas downstream of Woodbine. Many of the Woodbine-specific drainage issues are caused by the neighborhood's intended design to have pockets of surface ponding along the roadside ditches and to direct the large volume flows to the central neighborhood recreational green spaces. This proposed CUP was reviewed for impacts to the downstream areas and due to their stormwater management design and the site's position upstream of the Maple Ridge Regional Detention pond, it is unlikely to exacerbate the existing flooding that is experienced farther down in the watershed.

Comments to be addressed prior to Site Plan Approval:

1. The final site plan will need to provide a deeper evaluation of the upstream drainage sheds. The Town feels that there are small discrepancies between what is shown on the drainage maps and what occurs in the field.
2. The site plan will need to evaluate the adequacy of drainage along N Main St where they are directing their post-development drainage.
3. The Energy Balance Variance request is approved for the stormwater concept plan only. Additional review will occur during the site plan phase to confirm that the site is providing stormwater quantity protection to the maximum extent practicable.

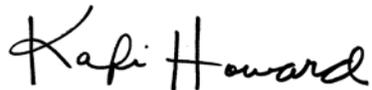
4. All necessary State and Federal permitting will be required to be achieved before approval of the site plan.
5. Access to the underground stormwater facility will need to be addressed. Use of the existing public greenway trail will be prohibited without formal Town approval and necessary structural improvements to address vehicular use.
6. This site will need to be covered under the Virginia Stormwater Management Program (VSMP) permit.
7. Confirmation of nutrient bank availability must be confirmed.

Supplemental Stormwater Notes:

- The Town of Blacksburg Town has implemented a stormwater utility fee based on total impervious lot coverage. The rezoned area of this parcel would generate a stormwater fee of **\$227.27 dollars per month** for this site. For more information on the details of the Stormwater Utility fee, please go to: <http://www.blacksburg.gov/stormwaterfund>.

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, flowing style.

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

MEMORANDUM

TO: Kinsey O'Shea, Development Administrator
Kali Casper, Assistant Planning Director

FROM: Joshua Middleton, Town Engineer

DATE: October 15, 2020

SUBJECT: 1820 North Main Street CUP – Transportation Comments

***Special Note:** The following analysis and recommendations for the proposed conditional use permit application apply the same Subdivision Ordinance requirements that would be required for a by-right site development that included the subdivision of land*

Overview

As represented in the conditional use permit applicant the anticipated trip generation of the proposed forty-four (44) townhome dwellings is very similar to the anticipated trip generation from a by-right development. The trip generation data indicates the total number of vehicle trips generated by the site to be 322 trips per day with AM Peak Hour volumes of 20 trips and PM Peak Hour volumes of 25 trips. Two (2) connections are proposed, one along the frontage of Mountain Breeze Drive and the second along the frontage of North Main Street. All trips would ultimately be distributed to North Main Street.

Based on 2019 VDOT Daily Traffic Volume Estimate data, the existing adjacent traffic volume on North Main Street, between Patrick Henry Drive and Mount Tabor Rd., is approximately 7,700 ADT (average daily traffic). The proposed development traffic represents a 4.2% increase in daily traffic volumes on North Main Street. Increase to existing traffic on Mountain Breeze Drive would be expected to be greater; however, existing traffic volumes and the rate of site-generated traffic to the Mountain Breeze Drive entrance are unknown. Though further traffic impact analysis could be pursued, the scale of the development falls below the threshold that would normally require in-depth analysis. The development's impact would be considered minor on the adjoining road network.

➤ **Section 5-312 - Turn Lane Warrant Analysis**

Though in-depth analysis of traffic impacts would not seem warranted, analysis of turn lane and/or taper warrants for each proposed entrance connection are required. Due to lower traffic volumes, it is unlikely that warrants would be triggered for the connection on Mountain Breeze Drive. Warrants on North Main Street are more likely, particularly for a right turn lane during the PM Peak Hour.

If a turn lane and/or taper is warranted it should be fully incorporated into the proposed site layout at this time to ensure that required adjustments can be constructed in substantial conformance with the proposed design.

➤ **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 adjacent to a subdivision. Adjacent streets include portions of Mountain Breeze Drive and North Main Street. The proposed development includes the addition of 8-ft Public Trail on Mountain Breeze Drive, which matches the existing Public Trail located along North Main Street. However, a variance for trail in-lieu of sidewalk, per Section 5-403, should be required and evaluated as part of the conditional use permit application process.

It may be advisable to provide two separate variances, for applications on Mountain Breeze Drive and North Main Street respectively, as some considerations differ by location. At a minimum, the following will be considered:

Mountain Breeze Trail (new)

- Trail width of 8-ft as opposed to the 10-ft minimum required per Section 5-503(d).
- Trail separation of 0-ft, from back of curb, as opposed to the 4-ft minimum required per Section 5-503(g)

North Main Street Trail (existing)

- Alignment adjustments, particularly at the proposed entrance on North Main Street, will create a better crossing condition and interaction with vehicles.
- Grade adjustment along the extent of the trail between Mountain Breeze Drive and the proposed entrance would greatly improve sight distance from Mountain Breeze Drive, facilitating safer turning movements from the intersection.
- Trail width of 8-ft as opposed to the 10-ft minimum required by Section 5-503(d).

Additional considerations may also be warranted pursuant to a submitted variance request.

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

The proposed addition of 8-ft Public Trail on Mountain Breeze Drive appears to include VDOT CG-6 curb and gutter. However, required CG-6 curb and gutter has not been included along North Main Street and should be included. In addition to curb and gutter, minor widening of the northbound lane may be needed to ensure the required road width is achieved.

➤ Section 5-318(b) – Driveways / Entrance Construction

The proposed entrance onto Mountain Breeze Drive appears to meet the requirements of this section. However, the proposed connection on North Main Street requires additional considerations that include the following:

- The entrance must be designed per VDOT Access Management Design Standards applicable for a Commercial Entrance along Highways with Curb & Gutter.
- The proposed entrance connection to residence 1716 and 1714 must provide the maximum achievable separation and reasonable turning movements from North Main Street. It is unlikely that the minimum distance of 50-ft, required by Section 5-318(d), could be achieved and a variance request would be needed and must be evaluated as part of the conditional use permit application.
- The proposed trail crossing must be revised to provide a perpendicular crossing. This could be achieved, as discussed previously, by realigning the trail north of the entrance towards Mountain Breeze Drive.

In addition to essential revisions to the entrance design the following should be considered;

- Sidewalk crossing/s of the driveway to residences 1716 and 1714 should be reduced to a single crossing that is located at the entrance connection.
- A definitive median / separation should be provided between the trail and driveway, which could include elevated hardscapes and/or landscaping.

Many aspects of the entrance design will be influenced by the addition of a right turn lane, if warranted, and other considerations may be needed. Once known, all design revisions should be fully incorporated into the proposed site layout at this time to ensure that required adjustments can be constructed in substantial conformance with the proposed design.

Summary of Recommendations:

- Provide turn lane warrant analysis for each proposed entrance and include warranted turn lanes and/or tapers into the proposed layout and design.
- Provide design revisions to the proposed Public Trail, pursuant to Section 5-503.
- Provide sidewalk variance request (trail in-lieu) for proposed Mountain Breeze Trail.
- Provide sidewalk variance request (trail in-lieu) for the existing North Main Street Trail.
- Provide standard VDOT CG-6 curb and widening along North Main Street.
- Provide all applicable entrance, driveway and trail design revisions and considerations needed for the proposed connection to North Main Street.
- Provide residence 1716 / 1714 entrance variance request as dictated by the revised design.

CUP20-0005 North Main Street Townhomes

Staff Appendix

This appendix is provided to give additional supporting information from the Comprehensive Plan, the Residential Infill Guidelines, and the Zoning Ordinance in order to allow the staff report to focus on the analysis of the application.

Physical Site Development

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.
- Townhouse Use & Design Standard for building orientation §4231:
 - Except in the DC District, a maximum of 8 dwelling units may be constructed in a contiguous series of townhouses. No more than 2 contiguous series shall be constructed adjacent to each other.

- Townhouse design, scale, and building materials shall be single-family residential in appearance.
- The principal orientation of all townhouses shall be the street or parking area on which the lot has frontage. There shall be at least one entrance facing the street and the principal windows of the townhouse shall also face this street.
- Front yard setbacks for adjacent units shall vary a minimum of 3' and a maximum of 8'.
- Public street frontage shall not be required for any lot of record platted for townhouse development

Setbacks, Lot Coverage, Buffer Yards & Landscaping

- Comprehensive Plan 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.

Streetscape, Bicycle and Pedestrian Improvements

- Comprehensive Plan 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.
- 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.
- Townhouse Use & Design Standard for sidewalks §4231 (b)(4):
 - Sidewalks shall connect each townhouse to the parking area serving that townhouse, to other buildings within the site, and to other buildings or uses on adjacent lots.
- Site Development Plans Minimum Standards and Improvements Required §5120(d)(1):
 - Sidewalks meeting the design standards of the Subdivision Ordinance shall be provide on public or private land along all parts of a site abutting a developed public street where such sidewalks do not exist as of the date of the application for site plan approval. The provision of these sidewalks will advance the goal of the Blacksburg comprehensive plan of development of "a network of walkways in the Town to increase the safety and convenience of pedestrian travel." The Town Council finds that the need for such sidewalks in this Town is substantially generated by the development
- 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.

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.
 - Parking should not disrupt the quality of common spaces or pedestrian environments of multi-family development
 - Reduced or no onsite parking can greatly simplify the design of infill development with no need to find space to fit vehicle areas onto small infill sites, and entirely avoids the problem of how to minimize the visual and environmental impacts of parking.
 - Alley access parking is preferred in areas where it is available

Density & Occupancy, Lifestyle Conflicts, and Affordability

- Comprehensive Plan 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.

Open Space

- Comprehensive Plan 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.
- Townhome Use & Design Standard for open space, recreation, and trails §4231(b)(11)
 - Except in the MXD and DC Districts, for any development of 5 or more townhouses a minimum of 20% of the gross land area shall be reserved as open space for community recreation use. A specific recreational activity area or areas shall be developed and maintained for the residents of the development as part of this open space, as follows:
 - The size, location, shape, slope, and condition of the land shall be suitable for a specific recreational activity
 - The amount of land devoted to recreation shall be a function of the population to be served. Consideration shall be given to the size of the development, number, and characteristics of expected residents, proximity to other available recreational facilities, topography, and natural features on the site.
 - Safety buffers shall be provided for users of recreational facilities and equipment using recognized engineering and recreation standards.
 - Indoor recreational areas may be used as a specific recreational activity area. The indoor recreational area shall count as a part of lot coverage, as regulated by the district standards.

Comprehensive Plan Multiunit residential Issues for the Future

- Transit service in these areas should continue to meet residents' needs.
- Enhancing sidewalk, trail, and bicycle opportunities that link these areas of high concentrations of people with Downtown and the University core campus will be beneficial.
- New developments and redevelopments should:
 - Consider providing open areas and recreational opportunities within their developments.
 - Provide landscaped multi-use trail systems for commuting opportunities to the Commercial and Employment areas while providing landscape buffers.
 - Provide strong property management and maintenance.
- Through education of residents, owners and property managers, as well as the Town's zoning enforcement property maintenance programs, seek to minimize lifestyle conflicts that may occur at the interface of these higher density developments with adjacent residential neighbors.
- Coordination with Virginia Tech on the development of property located east of the US 460 Bypass between Prices Fork Road and Glade Road will affect these areas. Specifically, the area adjacent to University Mall is suitable for high-density, multifamily housing.
- There is an opportunity to encourage planned residential development, with limited neighborhood commercial areas, on the properties to the north and south of the existing Hethwood neighborhood, with accommodations for appropriate collector/access roads and alternative transportation routes.

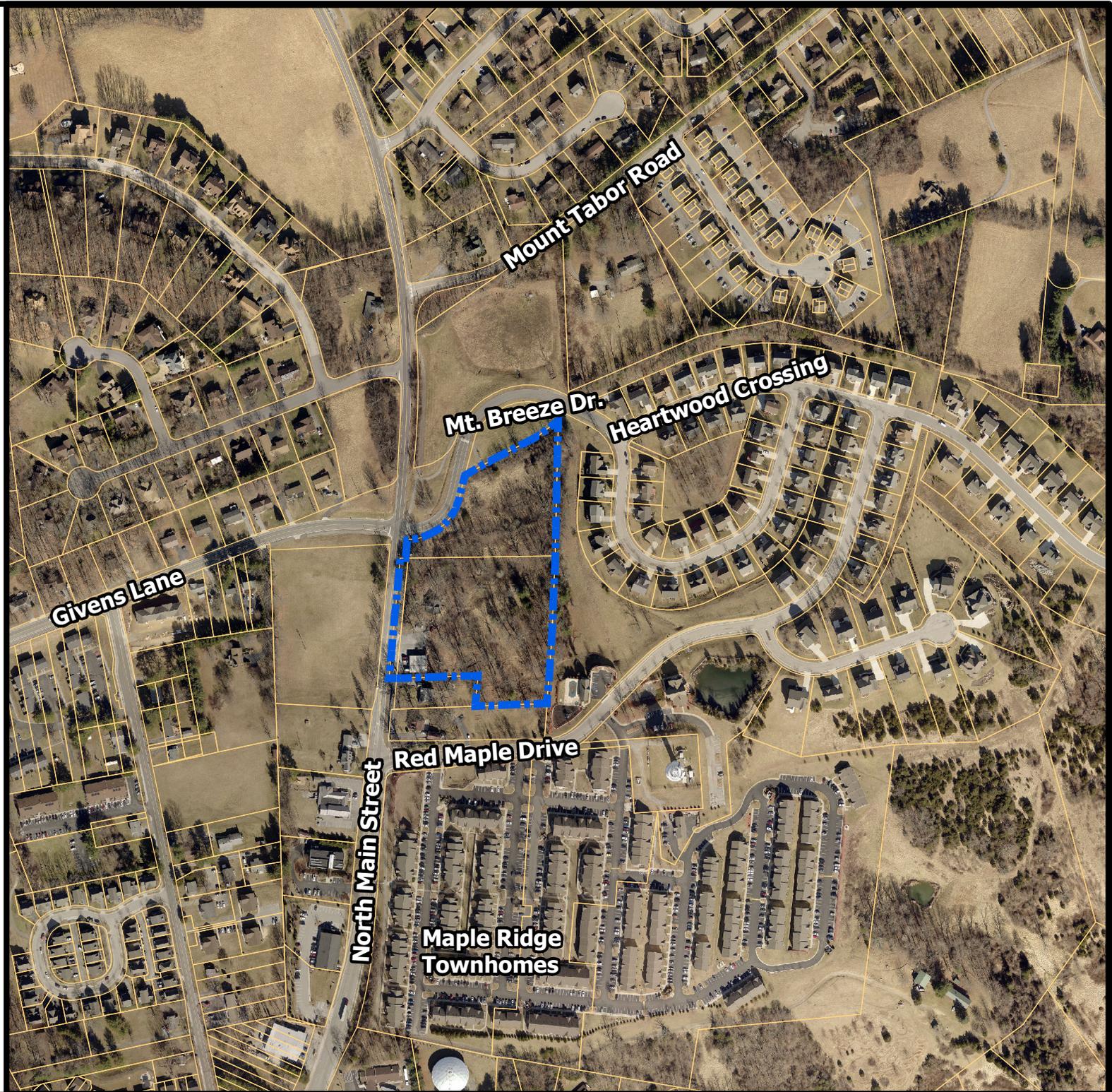
- New multi-family developments in these areas should de-emphasize parking areas, maximize the use of alternate transportation options, be walkable, connect to other developments, have a street presence, and use other principles as detailed in the Residential Infill Guidelines.
- If additional student housing is not provided on-campus, the University should consider providing additional student residences only on property that is currently designated on the Future Land Use map for this high density residential use.

Comprehensive Plan Suburban Residential Neighborhood Issues for the Future

- Parks are an integral part of these neighborhoods. Maintaining the high quality of parks requires the cooperation and support of the neighborhood residents and the Town. New developments in these areas should be encouraged to provide pocket parks within their developments.
- Neighborhoods in these areas should increase connectivity to other neighborhoods, Town parks and other recreational facilities.
- Other means of transportation should be supported in these predominantly vehicular oriented traffic neighborhoods.
 - Construct new sidewalks, bicycle lanes, and off-road trails where appropriate.
 - Provide creative transit options.
- The Town has classified streets as arterial and collector roads to carry support traffic with local traffic connecting to local streets. Planned road connections and improvements will complete the Town's interconnected grid system to efficiently move traffic. Any road improvements should honor the Town's arterial and collector road system while reflecting the character of the surrounding area.
- While cul-de sacs are typical suburban development features, they are not always desired in Blacksburg. New developments should connect to the existing street system and existing neighborhoods where possible and as allowed by topography. This should include the provision of stub-outs as part of the development review process.
- Additional small-scale commercial services will be needed in some of these areas as residential communities grow. These uses will be considered in large planned residential developments and should be pedestrian-oriented and should not generate additional traffic from outside the area.

**CUP20-0005
North Main Street
Townhomes**

**1800-Block
North Main Street**



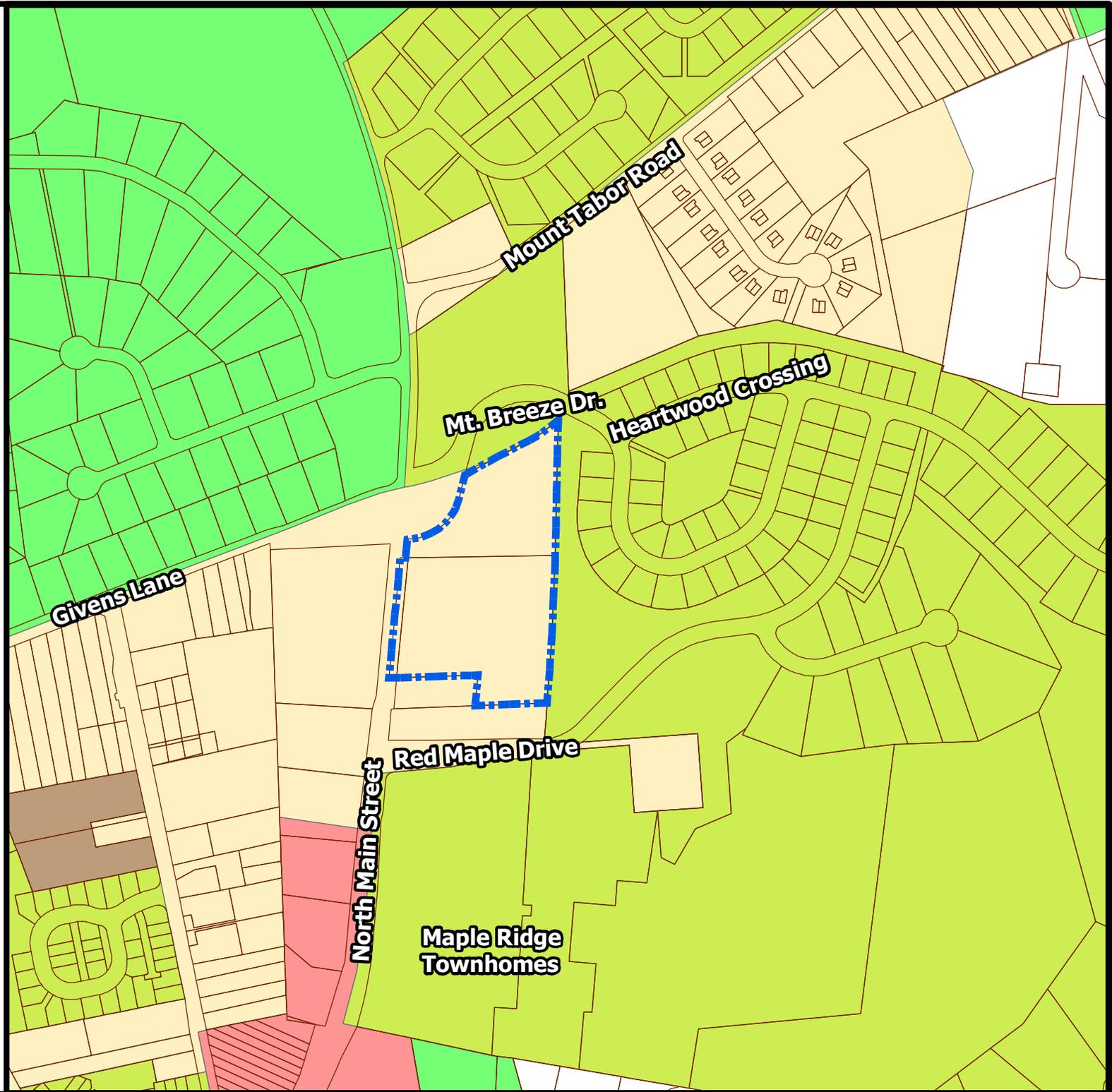
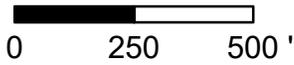
**CUP20-0005
North Main Street
Townhomes**

**1800-Block
North Main Street**

Zoning

Legend

-  Project Area
-  Parcels
-  R-4 Low Density Residential
-  R-5 Transitional Residential
-  RM-48 Medium Density Multiunit Residential
-  GC General Commercial
-  PR Planned Residential



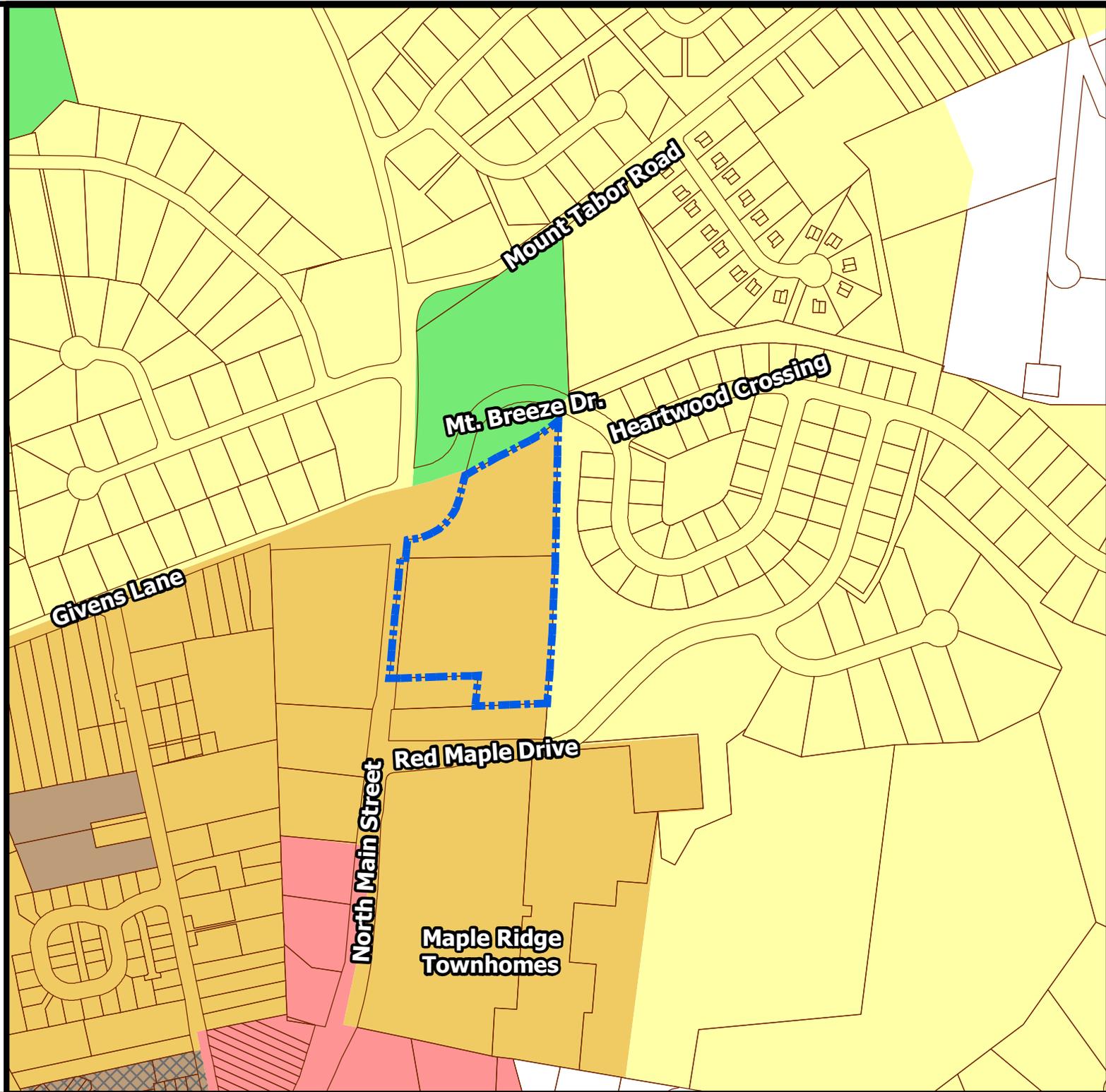
CUP20-0005 North Main Street Townhomes

1800-Block North Main Street

Future Land Use

Legend

-  Project
-  Parcels
-  Low Density Residential
-  Medium Density Residential
-  Limited High Density Residential Development
-  High Density Residential
-  Park Land / Open Space / Resource Protection
-  High Impact Commercial



CUP 20-0005-Townhomes in R-5-1820 North Main Street
Neighborhood Meeting
Tuesday, September 29, 2020
6:00 pm

Town staff in attendance was Kinsey O'Shea and Kasey Thomsen

Steve Semones was in attendance as the applicant. Jason Boyle, Justin Boyle and Ben Price were in attendance as property owners.

The meeting began at 6:02 pm.

Kinsey O'Shea opened the meeting by discussing the schedule of meetings yet to come, the purpose of the neighborhood meeting and overview of the parcel in question. She also 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.

Mr. Steve Semones, applicant for the owner, gave a presentation on the project proposal. Mr. Semones gave an overview of the project and the physical location of the property.

Most of the initial comments were regarding safety, especially traffic, and conflicting vehicle movements. The main concern amongst those in attendance was the safety of the road, traffic, speeding and the entrances and exits to the complex. Many attendees voiced their concerns regarding the stretch of North Main Street between Red Maple and Mountain Breeze that encompasses the proposed project. Citizens stated that due to the hilly terrain, the area has many blind spots and felt the potential for car and pedestrian accidents was very high. Attendees felt that excessive speed on North Main Street was a concern and the addition of many more cars on the road due to the proposed project would make things much worse. Neighbors state that they have seen northbound vehicles crest the hill on Main Street between Red Maple and Mountain Breeze, and have to stop short to avoid hitting a car that may be turning onto or off of Mountain Breeze. Citizens say that since the re-alignment of Mountain Breeze with Givens Lane, it is easier to overshoot Mountain Breeze Drive and have to stop very quickly to make a turn onto Mountain Breeze. The neighbors are concerned that additional traffic, especially traffic that will utilize these entrances, will exacerbate the existing problem

Other attendees expressed concern about access to the property and whether the entrances and exits would be wide enough to accommodate vehicles. Attendees also inquired about the queue lengths from the proposed entrance of the development to the stop sign at North Main and Mountain Breeze. Some attendees were concerned with traffic backing up at this intersection with the addition of more drivers using Mountain Breeze Drive to access Main Street.

One neighbor in particular, who lives at 1714 North Main Street and utilizes the shared driveway that also shares the entrance with the subject parcel, is particularly concerned about safety for herself and her neighbors who also share the driveway. She states that their driveway is up on a hill, and people using the development entrance won't know to look upward up the driveway for other vehicles approaching, as they approach the Main Street intersection.

Lastly, some attendees asked if a traffic analysis had been done. They wanted to know if a "real time, real world" traffic analysis had been done or would be done to get a feel for the actual traffic situation

at certain days and times. Many attendees mentioned that recently approved and future North Main Street developments could affect traffic in this area as well.

Other comments made by those in attendance are as follows:

- A citizen asked if the property consisted of three different parcels with three different owners.
- Another citizen asked about the timeline for vacating the parcel lot lines.
- Several citizens asked if this would be a rental product.
- A neighbor and Chair of the adjacent Maple Ridge Homeowners Association asked if the project's density was contingent on the lot lines being vacated. He wanted to know about the distribution of density with the proposed project as compared with what it might be if the 3 separate properties were each developed individually.
- An attendee asked how much of the existing tree line the owner intended to keep on the parcel. Additionally, the attendee asked about the project property line and its proximity to the closet neighboring house.
- The Maple Ridge HOA Chair stated that there is a bit of property between the project land and the Maple Ridge Neighborhood so any development that crossed into that area would require the HOA permission.
- A citizen asked if there was an existing drainage pond or ditch for the project to use.
- An attendee asked if the owner could limit the amount of rentals in the project by use of lease conditions or a homeowners association.
- An attendee asked how the owner could justify the need for more of this type of housing (townhomes, potentially rentals) in this area. How will this project affect the property values of those homes already there?
- A citizen asked about the parking ratio; number of bedrooms; types and uses of outdoor lighting and whether that lighting will meet the Dark Skies initiative.
- An attendee asked about the target price point for the townhomes.
- A citizen stated that they are concerned with potential overoccupancy and student rentals.
- One neighbor stated that folks from the Mount Tabor area are cutting through the Maple Ridge neighborhood to head south on foot toward town.
- A neighbor asked if the owner had a plan to reduce noise and dust pollution during construction.
- A neighbor asked if there was an elevation drawing of the whole site and the approximate square footage of each unit.
- An attendee asked about time period from start of construction to finish.
- Several citizens expressed the need for additional bus stops on this end of town.

Meeting was concluded at 7:23 pm.

Neighborhood Meeting CUP 20-0005 Townhomes in R-5 at 1820 North Main Street

Date: Tuesday, September 29, 2020 6:00 PM

Name	Address	Email	*
Matthew J. Smith	204 Mt. Breeze Dr.	smith-matthew@hotmail.com	✓
John Silks	201 Heartwood Xing	SilksJA@gmail.com	-
Angela Silks	201 Heartwood Xing	SilksJA@gmail.com	-
Sardana Smith	1716 N Main St	ssmith@vt.edu	
Duelbe Jim	1714 N. Main St.	Chin9918@yukon.com	

Please Print Legibly *PLEASE INDICATE IF YOU WOULD LIKE A COPY OF THE STAFF REPORT EMAILED TO YOU

From: [Anne McClung](#)
To: [Kinsey O'Shea](#); [Kali Casper](#)
Subject: Fw: Concerns on the proposed CUP 20-005 Townhomes
Date: Tuesday, September 29, 2020 4:33:56 PM

From: Emily and Anthony Dove <eadove@gmail.com>
Sent: Tuesday, September 29, 2020 4:10 PM
To: Planning Commission
Subject: Concerns on the proposed CUP 20-005 Townhomes

External Message Warning

Planning Commission members,

My name is Anthony Dove, and I live in the Maple Ridge subdivision of North Main Street. Recently, we learned of the proposal CUP 20-005 Conditional Use Permit Request for Townhomes. When I saw the signs for this proposal, I was honestly surprised due to the significant increase in traffic that already exists around our neighborhood. Our neighborhood has around 100 single family homes, and the front of the neighborhood has over 100 townhomes already with all cars funneled out through only two exits to North Main Street. There have been several accidents at the entrances to our neighborhood over the years, two of which led to fatalities.

As proposed, 44 additional townhomes added in this narrow area is dangerous as the plans do not appear to account for the significant increase in traffic. As the exit to North Main has been restricted, all traffic from Wyatt Farms, Woodbine, Mount Tabor, the newly developed Oak Meadow, and the development under construction right before the North Main intersection with 460 has already greatly increased the traffic in this vicinity. The amount of traffic included by this proposal just seems irresponsible.

The town has recently allowed many renovations to apartment complexes and townhomes. We don't need more townhomes like this proposal, we need more additional affordable single family homes. We know of many families that currently cannot afford or find such homes in Blacksburg because all new space is either going to townhomes/apartments or are extremely expensive single family homes that our middle class constituents cannot afford.

Additionally, as our greenspaces get overrun with townhouses and apartment complexes, what happens to our "small town" feel that makes Blacksburg one of the best places to live? As such, I strongly request that you reject this proposal, or at the very least reconsider the

traffic patterning this proposal will require. I am more than willing to talk with you more about this project if you wish. Thank you for your time.

Anthony Dove
1702 Hollow Oak Court
804-314-2716

To: Kinsey O'Shea

From: Xueqin Jiang, Guanghua Tang, Juntao Jiang, Sandra W. Smith

Subject: Concerns Regarding Plans For New CUP 20-0005 Townhomes in R-5 at 1820 North Main Street, Blacksburg, Va. 24060

Date: 9/29/2020

Miss Kinsey,

We are the owners of 1714, 1716 North Main Street, Blacksburg, Va. Our property is adjacent to the proposed new townhouse community, and is accessed by a perpetual uninterrupted easement.

This easement allows us to access Route 460 Business.

In reviewing the Conditional Use Permit Master Plan we have identified several issues in the community that seem to adversely affect our easement into our property. They are:

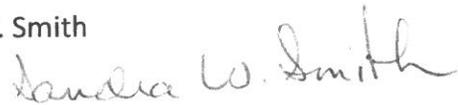
1. Our easement entrance is steep and short. Our current easement is already difficult to use especially in bad weather. We are concerned that this community will impact into our easement and make it more unsafe and affect our ability to come and go as we please.
2. We are concerned that a dangerous situation might be created by the pedestrian paths so close to our easement, and that vehicle and pedestrian traffic from the community will infringe into our easement.

We propose the following changes to help insure that the community is safe for both residents and us:

1. Insure that our easement is not infringed about by this new development. All exits and paths should not be placed near our easement.
2. Install a new VT Bus stop at BELL ATLANTIC UTILITY BOXES for passengers from the new development so that they don't have to travel up to the Red Maple Townhome bus stop.
3. Install Stop lights at the 1820 North Main Street Monument sign and at the Rt. 460 entrance to the new community. These lights would help reduce traffic accidents and make access safer for the new community and vehicle traffic on Rt. 460 Business as well.

Sincerely,

Xueqin Jiang, Guanghua Tang and Juntao Jiang, Sandra W. Smith



This letter one hand to Miss Kinsey today, other one will certified mail to:

Town of Blacksburg

300 South Main St., P. O. Box 90003

Blacksburg, VA 24062

From: [John Sills](#)
To: [Kinsey O'Shea](#)
Subject: Sept 29 Conditional Use Permit for Townhomes in the R-5 Zoning District
Date: Wednesday, September 30, 2020 8:44:59 PM

External Message Warning

 [MRCA1 2020-09-30 at 8.15.45 PM.pdf](#)

Hello Kinsey,

My name is John Sills, I attended the Sept 29 meeting. I live in Maple Ridge Community Association development.

On Thursday, Sept 30, I more closely reviewed the vehicle obstruction issues which were discussed on 9/29. I need to make a clarification, the issue is not with the North Main road.

The issue is with the path along the North Main Road - Between Noonsucker building and Mountain Breeze. I've attached some pictures that show it is necessary for a vehicle to stop just outside North Main Road to obtain a clear and obstructed view of upcoming traffic North on Main as they approach the North Main / Mountain Breeze (Givens Road) intersection.

My apologies for not being clearer.

Let me know with whom I should discuss this issue.

Respectfully,

John Sills
MRCA
201 Heartwood Crossing, Blacksburg, VA 24060

PUBLIC HEARING
Town of Blacksburg

**Conditional Use Permit for
Townhomes in the R-5 Zoning District**

Neighborhood Meeting:

6:00 PM, Tuesday, September 29, 2020
Municipal Building; 300 S. Main Street

Planning Commission Public Hearing

6:30 PM, Thursday, November 5, 2020
Municipal Building; 300 S. Main Street

INFORMATION – 443-1300 www.blacksburg.gov



NO
MOTOR
VEHICLES



NO
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VEHICLES



NO
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NO
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NO
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