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**REZONING APPLICATION
FOR
CLOVER VALLEY ESTATES, PHASE II
PLANNED RESIDENTIAL DEVELOPMENT
Blacksburg, Virginia**

April 1, 2021

PREPARED FOR:
CLOVER VALLEY PHASE 2 LLC
P.O. Box 10246
Blacksburg, VA 24062

PREPARED BY:
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Table of contents

Proffer Statement for Clover Valley Phase 2 LLC 3

I. Land Use Plan..... 5

II. Preliminary Layout 5

III. Site Development Regulations..... 7

IV. Public Utilities 10

V. Traffic Circulation Pattern..... 14

VI. Design Principles and Concepts 16

VII. Boundary and Legal Description 23

VIII. Adjoining Landowners..... 24

Appendix 25

**PROFFER STATEMENT FOR THE APPLICATION OF
CLOVER VALLEY PHASE 2 LLC**

Dated: April 1, 2021

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, Clover Valley Phase 2 LLC, the owner(s) or contract purchaser(s) of the property that is the subject of this Application (Tax Parcel # 197-B 1 C), state that this property will be developed in accordance with the following voluntarily proffered conditions.

1. The property shall be developed in substantial conformance, as determined by the Zoning Administrator, with the submitted rezoning application entitled Clover Valley Estates Phase II Planned Residential Development (the "Application") dated April 1, 2021.
2. The owner shall develop a parking policy and shall issue parking permits/stickers to residents and visitor passes to visitors.

The undersigned hereby warrants that all of the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these conditions, that the proffers contained in this statement are not "unreasonable" as that term is defined by Virginia Code § 15.2-2303.4, and that the proffers are entered into voluntarily. In the attached Exhibit A the owner has explained the following:

- a) How each proffered condition addresses an impact specifically attributable to the proposed new residential development; and/or
- b) Whether there are any offsite proffers and how they benefit the project.

Should any provision of this proffer statement be determined to be invalid by a court of competent jurisdiction, that determination shall not affect the validity of the remainder of the provisions in this document.

CLOVER VALLEY PHASE 2 LLC

By: _____

Printed Name: _____

Title: _____

STATE OF _____

COUNTY OF _____

Acknowledged before me this _____ day of _____, 20__.

Notary Public

My Commission Expires:

Registration No.:

**PROFFER STATEMENT FOR THE APPLICATION OF
CLOVER VALLEY PHASE 2 LLC**

Dated: April 1, 2021

EXHIBIT A

Proffer #1: The masterplan and accompanying rezoning documents contain the details of the application. This proffer provides assurance to the Applicant and the Town that the project will be developed in accordance with these documents.

Proffer #2: The project is proposing a parking ratio lower than the standard town requirement of 1.1 spaces per bedroom. In order to effectively manage and monitor parking on the property, a permit policy must be incorporated which will ensure only residents or permitted visitors are parking onsite. This will limit concerns of residents having to park offsite or on the street due to lack of parking within the development. It also is consistent with the parking policy that currently exists in Clover Valley Phase I.

I. Land Use Plan

Proposed Development

This application is for the rezoning of Tax Map number 197-B 1 C, from GC (General Commercial) to a Planned Residential District as amended by Ordinance 1953 adopted by the Town of Blacksburg on January 12, 2021. The site is bordered by the property of Robert Stockburger to the northwest, the property of Universal Properties to the northeast, Clover Valley Estates Phase I to the southeast, and the properties of William Deemer, James Deemer, and William Cranwell to the southwest. Surrounding properties include commercial developments, multi-unit residential communities and single-family residential lots. The master plan proposes a townhouse community that will be a continuation of Clover Valley Phase I, with similar density and architecture. The Comprehensive Plan, the Residential Infill Guidelines, and the surrounding properties were all taken into consideration while designing the site layout and architectural features.

II. Preliminary Layout

Zoning and History

The proposed rezoning request is for one parcel which is approximately 2.05 acres in size, located behind Clover Valley Estates Phase I, where Clover Valley Circle currently dead ends. This site was included as part of the overall Clover Valley Estates development and is shown as “Phase II” on the subdivision plat. The original site plan showed 50 units (200 bedrooms) for Phase I which have been constructed and 38 units (152 bedrooms) for this Phase II. This application requests a rezoning of the Phase II area from GC to a Planned Residential Development.

At the time of the development of Phase I, the entire property was rezoned from C-2 to the R-14. Both of these zoning classifications no longer exist in the town code. An overall site plan had been designed and approved that included a total of 88 units and 352 bedrooms between Phase I and Phase II. Once the R-14 zoning designation was removed from the town zoning ordinance when the code was rewritten in 1997, Clover Valley Phase I was given a zoning designation of R-5 and the undeveloped portion reverted back to commercial zoning. As the Phase II property was zoned residential and a residential site plan had previously been approved, it is unclear why the property was zoned back to a commercial designation. This GC zoning designation basically rendered the property undevelopable as the property is only accessible through Clover Valley Phase I. No frontage along North Main Street is provided to this parcel nor are there any existing ingress/egress easements from North Main Street to the property. While the original site plan had expired, the owner continued to pay real estate taxes on the individual platted lots up to 1996.

In 2010, Phase I of Clover Valley was rezoned to RM-48 in order to come into compliance with updated occupancy standards that did not exist when the community was originally developed. Phase II was not rezoned at that time and is still shown to be zoned GC (General Commercial) on updated zoning maps. In July of 2019, the current applicant had a pre-submittal meeting with the Town to discuss

the potential rezoning of Phase II to allow for a townhome development similar to the original approved plans. The outcome of that meeting was that the applicant needed to research and confirm development and access rights to Phase II through the Phase I property and its Homeowners Association (HOA) make sure Phase 2 had an easement thru Phase 1 before we could submit for our PRD. Since that time, research, legal review, title work, etc. has been performed to clarify any outstanding concerns. Coordination with the Clover Valley Phase I HOA has also been provided and the applicant has received approval from the HOA for the access to the site and in support of the request. This documentation is provided in the Appendix. we have been working towards this approval or reassurance from phase 1. Again, without the permission and agreement of the HOA, this subject property is inaccessible, and a commercial property would not want to access their property through an existing townhome development and parking lot. We now have that approval via a formal notarized vote by 75% of the HOA. Upon rezoning approval for Phase II, both Phases will be combined into one unified HOA. By requesting the Planned Residential zoning designation, we are taking a property that currently cannot and will not be developed as General Commercial and simply completing the second phase of what was initially contemplated and planned for this property.

A full timeline of the property's history and additional documentation are included in the appendix.

Master Plan

The Master Plan of the proposed development is shown on Sheet Z3 in the Appendix. The Master Plan graphically designates the location for the buildings, parking, and access points into the site. It also shows proposed locations for bike parking, amenities, utilities, stormwater management areas, open spaces, and sidewalks. As design plans are finalized, grading and site engineering may require minor shifts in location of some of these elements to accommodate drainage needs and ADA access.

Specific design elements and their relationship to the Town of Blacksburg Comprehensive Plan and Residential Infill Guidelines are discussed in detail in Section VI of this document.

Project Description and Structures

The project proposes 2-story townhouse units. Each unit will have 4 bedrooms, 2-1/2 bathrooms, a living room, a dining room, and a laundry area. There are currently 112 bedrooms proposed in 28 units. The exact number of units and bedrooms could change as the engineering design is finalized, but the maximum density will be no greater than 14 units per acre (28 units) or 55 beds per acre (112 beds).

III. Site Development regulations

Permitted Uses

The following uses are permitted by right within the planned residential district:

Residential

Home Occupation

Multi-family Dwelling

Miscellaneous

Accessory Structure

Height, Lot Setback, Coverage Ratios & Residential Density

Setbacks: Setbacks on all sides shall be ten (10) feet. Patios may extend into rear setbacks. Covered porches may encroach into front setbacks up to 5’.

Maximum Building Height: The maximum height of structures in this zoning district shall be 35’.

Lot Coverage: The maximum lot coverage for the site will be 80%.

Floor Area Ratio: The maximum floor area ratio (FAR) for the site will be 0.55.

Residential Density: The maximum residential density will be 55 bedrooms per acre.

Occupancy

The proposed Planned Residential District shall have a maximum occupancy requirement as stated in Section 3113 of the Blacksburg Zoning Ordinance. The maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family; or no more than four (4) unrelated persons.

Minimum Open Space

Per the Town of Blacksburg code, a PRD requires a minimum 20% of open space. Of that 20%, a minimum of five thousand (5,000) square feet shall be provided for active or passive recreational activities. Because this phase of Clover Valley will share amenities and open space with Phase I, we have calculated the open space for the overall development. As currently shown on the masterplan, there is approximately 17.5% open space provided and approximately 11,975 square feet of recreational area. The final open space area may vary slightly during the full site design process but shall not drop below the 17.5% minimum. While this amount is less than the typically prescribed amount of 20% in the PR District, the Town of Blacksburg Recreation Center, Aquatic Center and Municipal Park are directly across Giles Road from the project. The location of these Town facilities is an asset to the development and provides residents in this area of town many more varied recreational activities than could ever be provided onsite, and all within a 10-minute walk.

The amenities shown as open space that allow for recreational activities are:

- Basketball Court
- Fitness Area
- Patio with Pavilion
- Open Lawn

The proposed open space plan is shown on Sheet Z5. Other possible uses may be added to the open space area as the design develops.

Parking

General

All parking will be surface and will be shared across both phases of Clover Valley. There will be a mix of standard spaces (9' x 18') and compact spaces (8' x 16') provided. The overall parking layout is shown on Sheet Z3. Currently, Clover Valley utilizes a parking pass policy. Residents of Phase II will also be issued parking permits. The parking permits will allow parking within either phase of the community.

PRD Zoning Area – Minimum Parking Required

This development is proposing an overall ratio of 0.94 spaces per bedroom on the master plan. This is slightly lower than the standard town requirement of 1.1 spaces per bedroom, however it is typical for this type of development that not all residents will keep a car onsite. Many residents will walk, bike, or take advantage of the nearby Blacksburg Transit stops located on Patrick Henry Drive.

The following parking ratios are proposed with this project:

Standard Parking:	249 spaces (166 existing, 83 proposed)
Compact Parking:	43 spaces (13 existing, 30 proposed) (14.7% of total)

Total Spaces:	292 spaces
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Phase II of the project will be adding 113 new parking spaces (1.01 new spaces per new bedroom), which is sufficient to cover the increase in the number of bedrooms.

Bicycle Parking

Phase II shall provide a total of 28 bicycle parking spaces in three (3) different locations on the site. There are two locations providing eight (8) spaces each next to the pavilion and an additional location providing twelve (12) spaces on the eastern side of the open lawn. These bike racks will all be open air and built to town standard. Additionally, residents will have the option of storing their bicycles at their units.

Electric Charging Stations

Electrical stub out/rough in will be located near the new pavilion and will allow for a future electric car charging station(s) to be installed in a centrally located area. Electric infrastructure may also be configured around other buildings onsite to

allow for future additional charging stations should the demand increase over time. This policy will further the concepts and ideals of the Town of Blacksburg sustainability design principles.

Project Phasing

This project will be built in a single phase.

Subdividing & Parcels

The site currently exists as one parcel. It will be subdivided into individual townhouse lots and a plat will be submitted during the site planning phase. All required easements will be platted and dedicated on the final approved subdivision plat as required by the Town of Blacksburg Subdivision Ordinance. Sheet Z4 illustrates the proposed easements.

Landscaping

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance to include the required interior parking lot landscaping/greenspace areas, the overall site greenspace and the canopy coverage landscaping requirements for multi-family uses. Existing vegetation internal to the site or adjacent to outside parcel boundary lines may be preserved as grading allows and may count towards the requirements above if such vegetation is consistent the intent. The adjacent parcels are either commercial uses or residential rentals similar to the proposed use, therefore no additional perimeter buffering is proposed.

Site Lighting

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance and in the spirit of the Town's dark sky initiative. This will include the installation of full cut-off parking lot lighting to provide nighttime visibility for residents as well as any other site specific and/or exterior building lighting while minimizing the impact to adjacent properties. It will be residential in scale and no more than 15' in height. Other site-specific lighting features could include but not be limited to sidewalk lighting and landscaping/accent lighting. Any exterior lighting fixtures located on the proposed buildings will also be designed in the overall photometric plan to ensure compliance.

Maintenance

Overall maintenance of the property will be under the development's ownership and through the owner's designated on-site property management agent. There will also be a 24 hour on call maintenance and emergency contact. One part-time employee is also planned to assist in onsite matters as determined by the owners. All units and common space elements including exterior elements such sidewalks, parking lots, and recreational areas will be under the development's ownership and will be maintained at no cost to the general taxpayer.

Building Design and Construction

The proposed building design will be similar to the existing Clover Valley homes in Phase I. The buildings will be two-story homes with a typical maximum height of no more than 28'. The exterior materials being proposed are brick veneer and vinyl siding. A cantilevered roof is proposed over each set of doors to provide a covered entry. Each unit will be connected to the parking lot area by a private sidewalk system.

Each residential unit will feature a kitchen, living room, dining room, a washer and dryer, and a half bath on the first floor. The second floor will include four bedrooms, two full bathrooms and a linen closet.

Signage

There is an existing monument sign for the development on Giles Road. New signage will be placed at each entrance to Phase II.

IV. Public Utilities

All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public utility easements will be dedicated along water distribution and sewer collection lines outside of the road right-of-way.

Water

There is currently an 8" watermain constructed for use on this site. This main is connected to the main within Phase I and connects to an existing 16" watermain in Main Street. There is a hydrant located at each entrance. The hydrant on the western side will be relocated as shown on Sheet Z3.

According to discussions with Town Staff, the existing water pressures are low in this area and the hydrant flows do not meet the requirement of 1,000 gpm. The developer proposes to perform an updated hydrant test during final design to confirm the actual current hydrant flows. The final determination of the best method to address this problem will be handled during the site planning stage with the project consultants and Town Staff.

Sanitary Sewer

According to a field survey, the sanitary sewer for this phase was partially installed. No evidence was found of the line that was designed to run along the northern side, in front of Building 3. This line will be installed as part of this project. The location of the new line and manhole are shown on Sheet Z3. According to town staff, there is adequate capacity in the downstream main to handle this project.

The proposed main will be located within a public utility easement as required by town code. New easements will also be dedicated over the existing mains as shown on Sheet Z4.

Based on Town of Blacksburg Standards and Virginia Department of Health Standards, an average daily flow is estimated for the proposed uses below.

1. Residential Housing: 112 total bedrooms

Design Assumptions and Calculations:

Water and Sewer usage for residential use is 75 gal/day per bedroom
= 8,400 gal/day

2. Length of new sewer pipe: +/- 226 LF x 1.5 gpd/ft infiltration factor = 339 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 8,400 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 8,739 gallons per day

Applicant will construct or cause to be constructed at no expense to the Town all water/sewer mains and appurtenances on the Property and will connect the water/sewer mains to publicly owned water/sewer mains. All water mains and sewer mains will be constructed to the standards of the Town, will comply with the regulations and standards of the Town and will comply with the regulations and standards of all other applicable regulatory authorities. All water mains and appurtenances and sewer mains will be dedicated to public use unless otherwise directed by the Town of Blacksburg. Any water mains and appurtenances and/or sewer mains that must be relocated as part of the development will be relocated by the applicant at no cost to the Town.

Water Quality & Stormwater Management Standards

The project site is situated at the rear of the Clover Valley development, between Clover Valley and several commercial properties located along Main Street. The site is bound by the property of Robert Stockburger to the northwest, the property of Universal Properties to the northeast, Clover Valley Estates Phase I to the southeast, and the properties of William Deemer, James Deemer, and William Cranwell to the southwest. Surrounding properties consist of commercial properties, multi-unit residential developments, and single-family residential lots. As mentioned above, the site was originally intended to be built at Phase II of Clover Valley and was going to be accessed through Phase I of Clover Valley. However, once the project wasn't built, the site plan expired, leaving a commercial property that is landlocked.

Stormwater Management

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements.

Pre-Development Summary

In the pre-development condition, the site exists as a primarily wooded area with a portion of grassed open space. The majority of the site flows towards Phase I of Clover Valley, while a small part (approximately 0.11 acres) flows towards Main

Street. There is one existing upstream BMP within the drainage area for this project, located at The Flats at Uptown. The point of analysis has been set at the existing Clover Valley pond.

Post-Development Summary

In the post-development condition, the proposed site will be graded to capture runoff via curb and gutter, roof drains, and stormwater piping. An underground detention system will be installed to manage runoff. Outflow from this system will be managed by multiple flow control devices within the system's outlet structure. As shown in the enclosed HydroCAD calculations, the underground system has been designed to manage peak flows and meet water quantity requirements. The system has been sized to hold the 100-year storm.

Outflow from the system will be discharged directly into an existing swale. This swale conveys runoff through the site and eventually discharges to the existing Clover Valley stormwater management pond. This existing swale has been modeled in HydroCAD with both the pre-development and post-development flows. As shown in the report included in the appendix, while the developed site will direct a larger area and a higher volume of water to the swale, the peak flow rate, maximum velocity, and flow depth will be decreased in the post-development condition.

Water Quality

Water quality compliance will be achieved through the purchase of nutrient credits in accordance with the criteria set forth in the Code of Virginia. Per §62.1-44.15:35(C)(2), the VSMP shall allow the use of nutrient credits when the area of disturbance is less than 5 acres or the water quality reduction requirement is less than 10 pounds per year. This site qualifies for nutrient credit purchase with a total disturbed area of approximately 2.14 acres and a reduction requirement of 2.57 pounds per year.

The existing site has an impervious land cover of 0.09 acres (4.4%). The post-development site will have an impervious land cover of 1.43 acres (67%) resulting in a runoff coefficient (R_v) of 0.71. The required pollutant removal rate is 2.57 lb/year, which will all be handled by nutrient credits.

Channel Protection

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows will be discharged directly to a stormwater conveyance system. Runoff from this system will be discharged through a pipe into a channel. From this point, runoff will flow through a series of manmade and natural conveyance systems to the 1% analysis point of the site. No erosion of either the natural or the manmade system should be expected from stormwater flows. Per subdivision (3)(a), the maximum post-development peak flow rate from the 1-year 24-hour storm shall be calculated per the equations below to prevent erosion of the natural conveyance systems. Additionally, all analyzed storms will produce a post-development flow rate lower than the pre-development flow rate, therefore no erosion of the manmade system should be expected.

Rv Calculation

Pre-developed = 0.07 acre*ft – See HydroCAD “RV Calculation” Report

Developed = 0.27 acre*ft – See HydroCAD “RV Calculation” Report

$$Q_{\text{Developed}} \leq I.F. \times (Q_{\text{Pre-developed}} \times RV_{\text{Pre-Developed}}) / RV_{\text{Developed}}$$

$$Q_{\text{Developed}} \leq 0.8 \times (Q_{\text{Pre-developed}} \times 0.07) / 0.27$$

$$Q_{\text{Developed}} \leq 0.21 \times Q_{\text{Pre-developed}}$$

The resulting maximum allowable peak flow rate for the one-year 24-hour storm at the Point of Analysis is 57.34 cfs.

The actual post-development peak flow rate achieved is 57.52 cfs. Because this is not meeting the requirement of Section 9VAC25-870-66 (B), we have submitted a variance request. This request was included with the submittal package.

Flood Protection

In accordance with 9VAC25-870-66 (C), concentrated stormwater flows have been discharged to a stormwater conveyance system. The downstream conveyance systems are made up of a series of natural and manmade conveyance systems. As shown on the attached HydroCAD calculations, the point of discharge releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development peak flow rate from the 10-year 24-hour storm event, satisfying subdivision 2(b). Per subdivision (3) of these regulations, no further analysis of the downstream stormwater conveyance system is required.

Downstream

Runoff from the proposed development is discharged directly into to a series of natural and manmade conveyance systems. These conveyance systems carry flows from the site downstream to the 1% analysis point (214 acres). The post-development peak runoff has been mitigated via underground detention facilities to prevent adverse impacts from this site to downstream properties in the form of channel erosion and flooding.

Per 9VAC25-870-66 subsection A, compliance with Minimum Standard 19 of the Virginia Erosion and Sediment Control Regulations has been satisfied by meeting the requirements of the for channel protection and flood protection as shown in the Post Development Summary. No adverse impacts to downstream properties are expected as a result of this development.

Environmental Impacts & Concerns

There are currently no known specific environmental issues or concerns on the subject property. Preliminary investigation appears that show that there are no open waters on the property. However, industry standard due diligence must be performed prior to the start of construction to determine if there were any previous environmental concerns such as underground storage tanks. The property will also be fully investigated to determine if there are any jurisdictional waters on the property such as streams or wetlands. If any evidence is found and prior to any development, the property would have to be delineated, confirmed by the US Army

Corps of Engineers, and all appropriate permits filed, and mitigation provided as necessary. During construction it will also be necessary to provide all required erosion and sediment control measures along the stream to avoid any sediment and silt from reaching downstream waterways.

Trash Pick-up

Trash will be handled by rollout carts. Both trash and recycling will be picked up by a private contractor.

Other Utilities

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. Some relocation of existing utilities is anticipated. Coordination with AEP and the other private utility companies will be required.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

There is one existing point of access into the property off of Giles Road. The internal road currently dead ends on either side of the community. Completing this phase of the development will connect these two roads, providing a full circular access road throughout the property. This will create an improved situation for internal traffic flow and emergency services. All new drive aisles and parking spaces will be designed to meet Town standards.

Traffic counts and turning movement counts of existing traffic patterns have been completed as instructed by Town Staff for analysis as part of this design.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a VDOT TIA is not warranted with this project. However, through conversations and meetings with the Town Engineering staff it was agreed that a private traffic analysis be completed for this project due to the anticipated number of new trips and potential impact on Town roads. All traffic count locations were agreed upon between the Town and Applicant prior to starting the analysis.

Balzer and Associates has performed the traffic analysis and generated the proposed daily trip totals for the new development and the existing townhomes in Phase I. The trip generation numbers for the existing and proposed uses are shown below for the AM Peak, PM Peak and Weekday totals, in order to show the anticipated increase in traffic due to the increased residential uses. A right turn lane analysis and left turn lane analysis was done under a 2021 full buildout condition.

Trip generation for this analysis was based on the concept plan created by Balzer and Associates, Inc. and information provided by the developer regarding the expected uses of the property. The policies and procedures found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, were

Conclusions

Based on the data collected, the assumptions made, and the potential site generated traffic, the results of the analysis are:

- the proposed project will increase traffic at the existing intersection of Giles Road, Clover Valley Circle and Highview Drive and on the surrounding road network;
- traffic volume increases at the existing intersection of Giles Road, Clover Valley Circle and Highview Drive will be minor and do not warrant a left turn lane/taper or right turn lane/taper entering into the Clover Valley development.

The community has frontage on Giles Road and there are two existing Blacksburg Transit stops nearby. One is located at the corner of Patrick Henry Drive and Giles Road, and the other is located on Patrick Henry Drive north of the Giles Road intersection. As the project location is only approximately 0.3 miles from the Patrick Henry and Giles Road intersection, no additional bus stops are proposed with this project.

Pedestrian Walks

Sidewalks will be provided throughout the development to provide access to the parking areas, individual units, amenity areas, and Giles Road. The proposed sidewalk network is shown on Sheet Z4-Z6.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The subject parcel included in this application is currently zoned GC General Commercial however it is landlocked from North Main Street and only accessible through Clover Valley Phase I. It is located in an area classified as a Commercial Area on Map C (Neighborhood, Employment, and Service Areas) in the Comprehensive Plan and is currently designated as High Impact Commercial on the Town's Comprehensive Plan Future Land Use Map. This Future Land Use is defined as "Small or large commercial developments with a need for high visibility and have a high impact on the surrounding environment, including but not limited to factors such as lighting, noise, parking, traffic, and hours of operation." The property is adjacent to three different zoning designations including GC General Commercial, RM-48 Medium Density Multiunit Residential and R-5 Transitional Residential. The commercial use to the north west of the property is a Carilion medical clinic. Other small office or small retail such as Carol Lee Doughnuts exist along this stretch of North Main Street. The residences within these designations are primarily rental housing. They include the Clover Valley Phase I townhomes, Tee Street apartments, and some single-family rental homes accessed off of North Main Street.

The Phase I section of Clover Valley is shown as High Density Residential in the Future Landuse Map is more in keeping with the realistic development potential of the subject parcel. As stated earlier, this parcel is landlocked and has no direct access to North Main Street. Several development concepts have been contemplated on this parcel over the years, but adjacent property owners would have to dedicate

right of way or an access easement through their property to access this parcel for a commercial use. The Stockburger property which is not currently developed for the medical office and parking lot is heavily vegetated. No commercial use would be viable with its only access coming from Clover Valley Circle through a residential townhome development and not having any visibility from North Main Street. It is unknown, why this property was designated and rezoned commercial rather than residential especially considering there had been a second phase of Clover Valley approved as part of the overall development plans. Based on its limited commercial development opportunity, the High Impact Commercial future land use designation and Commercial Area designation from the Neighborhood Employment and Service Area maps are not representative of realistic uses for this property.

There continues to be development interest for student-oriented housing within the Town. The majority of the new housing that has been approved and/or constructed has been high end, highly amenitized housing. As discussed in previous applications, not all students can afford the higher rent structures in these new developments. As older properties such as Sturbridge Square and Terrace View are redeveloping and taking historically more reasonably priced units offline, a project such as what is proposed for Clover Valley Phase II, helps fill the void that is created. These units will give a more affordable option in newly constructed units with the benefits afforded by the current building code standards. With the ongoing concern of undergraduate students infiltrating traditional neighborhoods, this project also provides a housing opportunity where there will be no lifestyle conflicts as the adjacent neighborhoods are rental/investment property.

As with all new residential developments in town, it is important to review and address the guidelines for Residential Infill Development. The proposed development will meet the following criteria from the Residential Infill Development Guidelines listed in the Comprehensive Plan:

- **Building Orientation:** The proposed units will be located well off of Giles Road but will front on the loop road to be constructed with this phase of construction.
- **Setback:** Setbacks for the new units will match the current setbacks on the existing units from the loop road and parking area.
- **Building Frontage/Entries:** Each unit frontage will have a cantilevered covered porch at the front door.
- **Off-street Parking:** All parking is off street and located internal to the project itself.
- **Screening/Landscaping:** All landscaping required by Town Code including overall canopy coverage and parking lot landscaping will be provided. Additional screening may be added by the applicant as the site plan develops should it be desired based on grading or the removal of existing vegetation.
- **Open Space:** A minimum of 17.5% open space will be provided with several options for recreational space for the residents, including a basketball court, a pavilion, patio space and open lawn area. The

property is also approximately 0.25 miles from the Town Recreation Center, the Aquatic Center and the Town Municipal Park.

- **Walkways:** There is a sidewalk network throughout the site that connects all the buildings, amenity areas and creates a direct connection between residential units and Giles Road.
- **Scale and Massing:** The proposed townhome units will be similar in architecture to the existing Clover Valley townhome units, thus matching in scale and massing. The proposed layout is in fact less dense than the originally envisioned Phase II development.
- **Architectural Features & Character and Content:** The selected building materials and style will be complementary to the surrounding area and residential types.
- **Sidewalks:** Sidewalks will be provided throughout the project, creating a safe and accessible site for residents.
- **Bicycle Facilities:** Multiple bicycle facilities will be provided within the project to encourage biking.

The elements that directly conform to the issues and principles stated in the **Town of Blacksburg 2046 Comprehensive Plan** are listed below and reference the Policy Chapter as updated October 11, 2016. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

COMMUNITY CHARACTER PRINCIPLES

Objectives & Policies

CCP 1. Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable community. Pedestrian circulation systems are required to be constructed in all new developments. Connections to the existing Paths to the Future routes should be made where possible through new development or Town programs.

The proposed development will provide internal sidewalks as well as connections to the sidewalks along Giles Road.

CCP 2. Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students. Students moving into established neighborhoods may have different expectations than neighbors with regard to noise, upkeep, parking, and occupancy. Property management, education and code enforcement can mitigate some of these conflicts. This is an important issue for residents.

The development is adjacent to a mix of uses from light commercial/office, to multifamily and single-family rental housing. The proposed use is compatible with these uses and does not anticipate creating any adverse impact. The Phase I section of Clover Valley are individually owned townhome units, however they are all used as student housing – either as straight rental units or as parent investment properties. The proposed units would be rental units but will be able to be subdivided and sold as the existing phase is.

CCP 6. Creation of public and private parks and recreation amenities is an important part of land use development decisions. *A variety of gathering spaces should be available to citizens throughout the Town. Recreation areas should be thoughtfully designed to meet the needs of the development, neighborhood or broader community.*

Both passive and active recreational opens spaces are included in the proposed plan as well as part of the existing development. The project is also located approximately 0.25 miles from the Town Recreation Center.

CCP 13. Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network. *For commercial developments: minimize curb cuts and driveways, add internal connections between adjacent properties and optimize signal timing. For residential developments: design an internal connected street grid system as well as connections to the external street system, along with traffic calming measures.*

The project will utilize the existing Clover Valley Circle entrance off of Giles Road and will not add any new connections to Giles Road. The construction of Phase II will allow for the completed loop of Clover Valley Circle which will help with vehicular circulation as well as emergency vehicle access throughout the overall development.

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.

No new stops along Giles Road are proposed as there are currently multiple transit stops within 3 tenths of a mile from the site that are served by the Patrick Henry bus route near the intersection of Patrick Henry and Giles Road.

CCP 15. Blacksburg is a responsible headwaters community for Southwest Virginia. *Developments within the Town should minimize short and long-term impacts on surface waters (streams and ponds), groundwater, karst features, and wetlands.*

The submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream. An onsite environmental study will be performed prior to the site plan to delineate any environmentally sensitive areas.

CCP 16. Responsible site design and development practices will minimize environmental impacts within the Town. *Any residential, commercial, industrial, or agricultural development or redevelopment should meet and exceed federal, state, or local regulations to minimize impacts of soil erosion, stormwater run-off, and non-point source pollution.*

The submitted stormwater management plan demonstrates that runoff from the proposed development will be handled from a quality and quantity standpoint and will not have negative impacts downstream.

CCP 18. Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night. *The design and placement of new lighting for buildings, parking areas, or streets should have minimum impact of light spillover and glare on surrounding uses with special attention given to lighting when transitioning from higher intensity to lower intensity uses. Lighting should be the minimum necessary to have a safe environment.*

There will be parking lot lighting and site lighting provided for the safety of the residents. It will be residential in scale, no more than 15' in height and will incorporate a design to minimize or eliminate any light pollution on adjacent properties.

CCP 19. For safety, appearance, and maintenance reasons, new developments are required to place utilities underground. *Where feasible and financially possible through developer contribution, Town subsidization, or other financial sources, existing above-ground utilities should be relocated underground.*

New and relocated utilities shall be located underground as dictated by the zoning ordinance.

LAND USE

Objectives and Policies

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.

The development is adjacent to a mix of uses from light commercial/office, to multifamily and single-family rental housing. The proposed use is compatible with these uses and does not anticipate creating any adverse impact. As such, no additional buffering is proposed.

LU.7. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.

The applicant has coordinated with the existing Homeowners Association for Clover Valley Phase I. Specifics on access, easements, parking, etc. have been discussed and addressed with written agreements and the current HOA is supportive of the rezoning request. Additional information on this has been submitted within the appendix.

LU.19. Regulate the amount of noise and/or light produced by land uses to minimize impacts on nearby properties.

The development is adjacent to a mix of uses from light commercial/office, to multifamily and single-family rental housing. The proposed use is compatible with these uses and does not anticipate creating any adverse impact on them based on noise or lighting.

LU.20. Protect the integrity and quality of water resources in the Town.

All federal, state and local stormwater quality and quantity requirements will be met with the project.

ENVIRONMENT

Objectives and Policies

Geologic Features: Karst & Steep Slopes

EN.21. Open space is the preferred land use in fragile terrain. As part of the development review process, the Town will:

- *Prohibit development on steep slopes exceeding 25%*
- *Restrict development on karst topography*

Neither of these conditions exist on this site.

Watershed Resources: Watersheds, Flooding Hazards, Stormwater, and Groundwater

EN.26. Open space is the preferred land use in fragile terrain. As part of the development review process, the Town will:

- *Prohibit development in wetlands*
- *Restrict development in riparian buffer zones*
- *Restrict development in Creek Valley Overlay*

The project is not located within a riparian buffer zone or in the Creek Valley Overlay district. There are no known wetlands on the site, however the property will be investigated to determine if there are any jurisdictional waters existing.

EN.27. Implement the BMPs required in the MS4 Program Plan.

All federal, state and local stormwater quality and quantity requirements will be met with the project.

Air Quality and Energy

EN.34. Support citizens in establishing and reaching vehicle travel reduction goals to reduce air pollution.

- *Walk, bike, and use public transit*

Giles Road has an existing sidewalk on the north side of the road that allows for safe pedestrian access to the Blacksburg Transit stops and to the Town's Recreation Center & Aquatic Center. All of which are less than 0.25 miles from the entrance to Clover Valley which allows for easy walking or biking.

PARKS & RECREATION

Objectives and Policies

PR.3. Create an interconnected regional and local system of trails and walkways. Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.

Sidewalks are included within the development and Giles Road has an existing sidewalk on the north side of the road that allows for safe pedestrian access to the Blacksburg Transit stops and to the Town's Recreation Center & Aquatic Center. All of which are less than 0.25 miles from the entrance to Clover Valley which allows for easy walking or biking.

TRANSPORTATION

Objectives and Policies

Sidewalks

T.10. Complete the construction of a connected sidewalk system:

- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions.*

Sidewalks will be provided throughout the development.

- *Ensure the sidewalk system is ADA accessible.*

Sidewalks will be accessible as permitted by topography and road grades and as required by the VHDA standards.

Transit

T.21. Enhance transit accessibility and convenience; lower parking demand, energy use, and air pollution by reducing traffic on local roads, and educate the community on the positive environmental impact from using public transit in order to encourage it overall use throughout the town.

There are currently multiple transit stops within 3 tenths of a mile from the site.

T.27. During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.

There are currently multiple transit stops within 3 tenths of a mile from the site that are served by the Patrick Henry bus route near the intersection of Patrick Henry and Giles Road.

Parking

T.49. The development review process ensures:

- *Surface parking facilities area landscaped and appropriately lighted.*

The parking lot will be landscaped and lighted as required.

- *New parking lots minimize impacts on stormwater.*

Runoff from all new impervious areas will outfall the site as dictated by Town engineering staff and local and state standards.

T.51 Promote alternative modes of transportation, including the development of a shuttle or trolley service between the commercial centers and outlying parking nodes and mixed-used areas.

Alternative modes of transportation will be promoted by convenient Blacksburg Transit stops, bicycle parking, connections to public sidewalks along Giles Road.

UTILITIES

Objectives and Policies

Public Water System

U.5. Require new developments to utilize pipe design and construction of the water system in accordance with Town Code and development standards.

All new water and sewer systems proposed with this project will meet all Town development standards.

Solid Waste Management & Recycling

U.12. Promote and expand waste reduction, reuse, and recycling locally and regionally by citizens, government, and private businesses.

Each unit will be provided a trash can and recycling container and will be picked up by a private refuse removal company.

Electrical Services & Natural Gas

U.18. Regarding underground utilities:

• *Require that new installations of utilities in developments be constructed underground.*

All new utilities serving the development will be underground installation.

VII. Boundary and Legal Description

Boundary Map

The property included in the rezoning request is shown in the appendix on Sheet Z1, "Overall Parcel Map". The parcel description below is based on the metes and boundary shown on this map.

Legal Description

BEGINNING AT AN IRON ROD FOUND AT THE EASTERN MOST CORNER OF THE PROJECT SITE, SAID CORNER BEING THE NORTHERN MOST CORNER OF CLOVER VALLEY PHASE I, LOT 45;

THENCE FROM THE POINT OF BEGINNING S40°50'50"W A DISTANCE OF 94.96' TO AN IRON ROD;

THENCE THE FOLLOWING SIX (6) COURSES AND DISTANCES ALONG THE SOUTHEASTERN PROPERTY LINE:

1. S07°43'11"E A DISTANCE OF 9.27' TO AN IRON ROD;
2. S40°21'06"W A DISTANCE OF 86.00' TO AN IRON ROD;
3. S45°58'41"E A DISTANCE OF 22.44' TO AN IRON ROD;
4. S54°13'11"W A DISTANCE OF 85.40' TO AN IRON ROD;
5. S06°57'57"E A DISTANCE OF 35.07' TO AN IRON ROD;
6. S54°20'20"W A DISTANCE OF 97.50' TO AN IRON ROD;

THENCE N38°19'23"W A DISTANCE OF 52.56' TO AN IRON ROD;

THENCE N38°37'42"W A DISTANCE OF 231.44' TO AN IRON ROD;

THENCE N52°40'52"E A DISTANCE OF 343.43' TO AN IRON ROD;

THENCE S49°37'35"E A DISTANCE OF 186.33' TO A UTILITY POLE;

THENCE S48°55'12"E A DISTANCE OF 8.83' THE POINT OF BEGINNING.

THE ABOVE-DESCRIBED PROPERTY HAS AN AREA OF ±2.05 ACRES.

VII. Adjoining Landowners

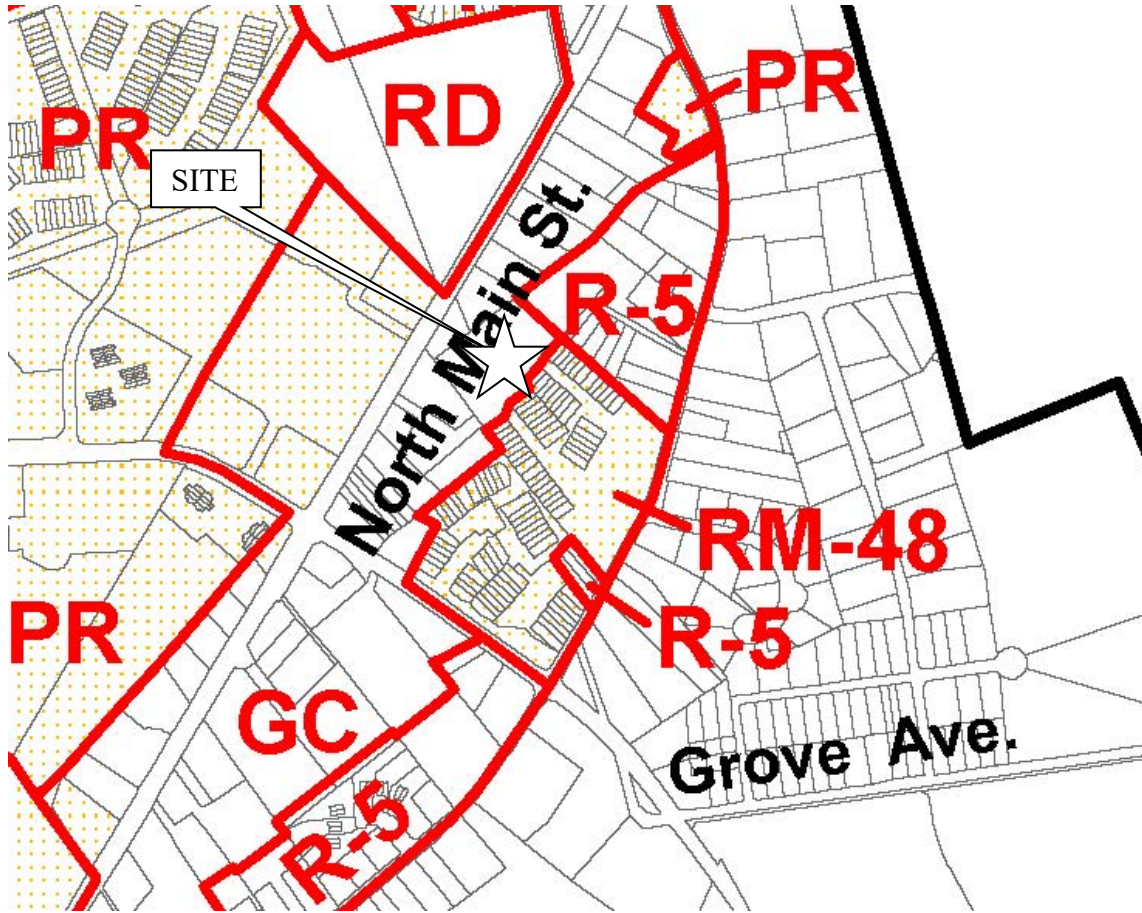
Owners of land adjoining the site are shown in the following chart, listed by tax map parcel numbers with the name and mailing addresses:

CLOVER VALLEY PHASE II REZONING REQUEST		
Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
197-9 8, 9	WILLIAM M. DEEMER, SR. WILLIAM CLIVIE CRANWELL, SR.	110 DRAPER ROAD NW BLACKSBURG, VA 24060
196-A 32	WILLIAM M. DEEMER JAMES C. DEEMER	P.O. BOX 156 BLACKSBURG, VA 24063
196-A 32A 197-3 9	ROBERT STOCKBURGER C/O CARILION HEALTHCARE CORP.	P.O. BOX 12385 ROANOKE, VA 24025-2385
197-A 23A	UNIVERSAL PROPERTIES/BBURG LC	P.O. BOX 986 BLACKSBURG, VA 24063
197-B 1 16	LEONARD AND MARNA MAYO	212 LIGHTHOUSE DR HAMPTON, VA 23664
197-B 1 70	ZAHRA PAKDEL LIVING TRUST	6645 HOLLY LANE FAIRFIELD TOWNSHIP, OH 45011
197-B 1 81	GLEN AND HEATHER KLESAT	10253 BRICKERTON DRIVE MECHANICSVILLE, VA 23116
197-B 1 45	JIN CHAE EUN	600 CRESTWICKLE LANE KNOXVILLE, TN 37934
197-B 1 A	CLOVER VALLEY ESTATES HOMEOWNERS ASSOCIATION	

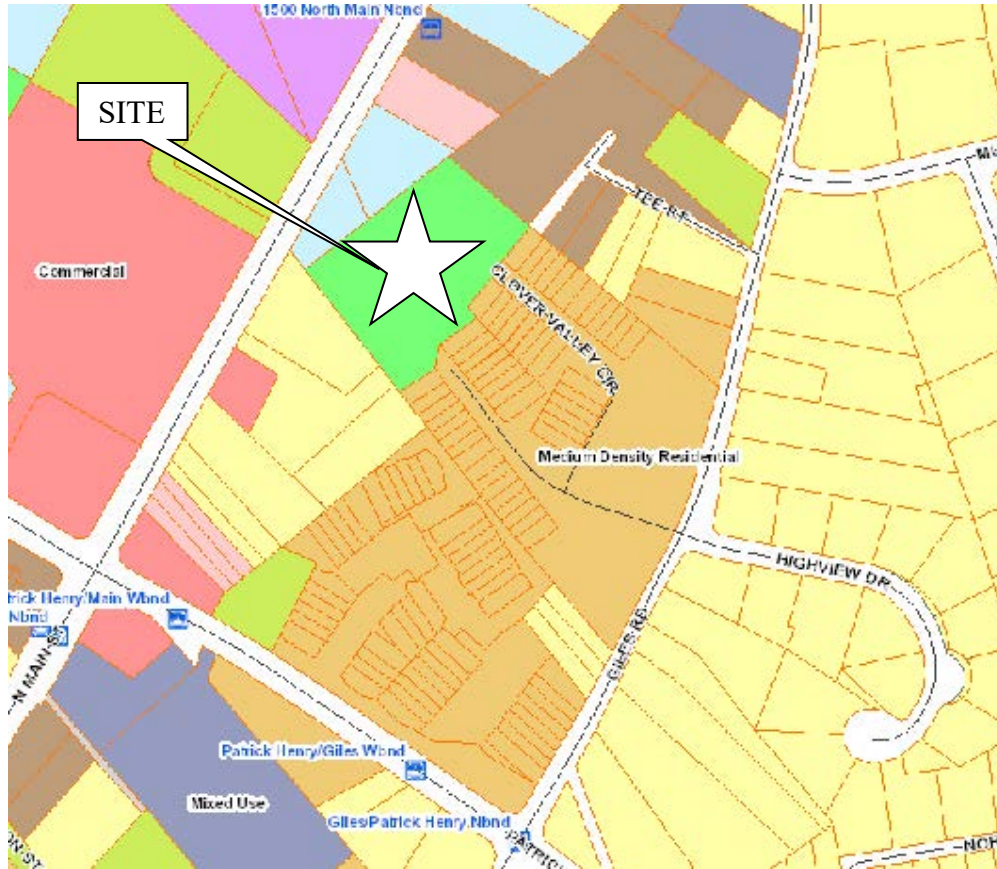
Appendix

PAGES 26-28.....	Zoning and Transit Maps
SHEET Z1.....	Existing Parcel Map
SHEET Z2.....	Existing Conditions Plan
SHEET Z3.....	Master Plan
SHEET Z4.....	Easement Exhibit
SHEET Z5.....	Overall Open Space Exhibit
PAGES 34-35.....	Floor Plans
PAGES 36-38.....	Building Elevations
PAGE 39.....	Perspective
.....	Historical Clover Valley Documents

EXISTING ZONING MAP



EXISTING LAND USE MAP



FUTURE LAND USE MAP

