

**REZONING APPLICATION
FOR
WHIPPLE DRIVE TOWNHOMES
PLANNED RESIDENTIAL DEVELOPMENT**

**1800-1806 Whipple Drive
Blacksburg, Virginia**

**TAX PARCELS
197-1 50A, 51C, 5; 197-1 51B, 52B, 5; 197-1 51A, 52A, 5;
167-24 53A; and 197-1 46A**

**June 1, 2022
Revised October 4, 2022**

**PREPARED FOR:
JJB PROPERTIES, LLC
P.O. Box 10246
Blacksburg, VA 24062**

**PREPARED BY:
BALZER & ASSOCIATES, INC.
80 College Street, Suite H
Christiansburg, VA 24073**

Table of Contents

I. Land Use Plan..... 3

II. Preliminary Layout 3

III. Site Development Regulations..... 4

IV. Public Utilities..... 8

V. Traffic Circulation Pattern..... 12

VI. Design Principles and Concepts 12

VII. Boundary and Legal Description 21

VIII. Adjoining Landowners..... 22

I. Land Use Plan

Proposed Development

This application is for the rezoning of Tax Map number 197-1 50A, 51C, 5; 197-1 51B, 52B, 5; 197-1 51A, 52A, 5; 167-24 53A; and 197-1 46A from R-5 (Transitional Residential) to a Planned Residential District as amended by Ordinance 1724 adopted by the Town of Blacksburg on June 10, 2014. The site is bordered by Whipple Drive to the west, the properties of Margaret Ann Evans to the south and east, and the properties of Ratcliff Corner LLC, Gilmer Properties LLC and RMP Investments LLC to the north. Surrounding properties include single-family residential lots, two-family residential lots, multi-unit residential communities (both townhomes and apartments), and vacant/undeveloped parcels. The master plan proposes a townhouse community that will be similar in scale to the adjacent townhomes recently constructed as RC Townhomes as well as the two-story multi-family apartment buildings located across Whipple Drive. The Comprehensive Plan, the Residential Infill Guidelines, and the surrounding properties were all taken into consideration for the design of this site.

II. Preliminary Layout

Zoning

The proposed rezoning request is for 5 parcels which consist of approximately 3.08 total acres in size, located on Whipple Drive approximately 0.06 miles south of Given Lane and 0.29 miles north of North Main Street. Four of the five parcels currently have single family homes on them, three of which have been used as rental property. The site is currently zoned R-5 and this application requests a rezoning to a Planned Residential Development.

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, utilities, stormwater management areas, sidewalks, open space and planned recreational areas. As design plans are finalized, grading and site engineering may require minor shifts in location of some of these elements to accommodate drainage needs.

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. There will be a mix of 2-bedroom and 3-bedroom units. In the 2-bedroom units, each unit will have 2-1/2 bathrooms, an open living area (living room, dining room and kitchen), a laundry room, a front porch and either a deck or patio in the rear. In the 3-bedroom units, each unit will have 3-1/2 bathrooms, an open living area (living room, dining room and kitchen), a

laundry room, a front porch and either a deck or patio in the rear. All units facing Whipple Drive will also have a full or wrap-around front porch with entry doors facing the street. Additional detailed descriptions of the features included in the units is discussed in Section III under Building Design and Construction.

There are currently 95 bedrooms proposed in 33 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 10.72 units per acre (33 units) or 31 beds per acre (95 beds).

III. Site Development Regulations

Permitted Uses

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

Residential

Home Occupation

Townhouse

Miscellaneous

Accessory Structure

Height, Lot Setbacks, Coverage Ratios & Residential Density

Setbacks: The setback from Whipple Drive right of way shall be 15'. The perimeter setback shall be 10'. Setbacks for interior townhouse lots shall be 10' on all sides. Steps to covered patios and covered porches may encroach into any setback.

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 60%.

Floor Area Ratio: The maximum floor area ratio (FAR) for the site will be 0.40.

Residential Density: The maximum residential density will be 10.72 units per acre and 31 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. While Townhomes in a PRD may have up to four unrelated persons within a dwelling unit, the maximum dwelling unit occupancy proposed for this project shall match the single family and two-family occupancy requirements which is a family, plus two (2) persons unrelated to the family; or no more than three (3) unrelated persons.

In addition to the above restrictions on maximum occupancy, in a further effort to provide a vibrant townhome community with a mix of young professionals, families,

empty nesters, and active seniors, the applicant is also committed to employing the following regulations within the community:

1. All leased townhomes within the PRD shall adopt the following criteria:

- No “four (4) bedroom and four (4) bath” product shall be offered for lease.
- All leases shall be by the unit. “By-the-bedroom” leases shall not be permitted.
- Residents shall be required to state in an affidavit that their income is twice the monthly rent for the unit at the time of unit rental.
- A property management team shall be provided to all owners during office hours of 9:00 am to 5:00 pm Monday through Friday, as well as 24-hour on-call emergency maintenance service.
- A Resident and Guest parking policy shall be adopted for this community which shall issue parking permits/stickers to residents and visitor passes for visitors. Parking passes shall be visibly displayed in a location determined by the parking policy.

2. All “for sale” residential units in the PRD (excluding transfers by the developer to related and/or subsidiary entities), shall be part of a Residential Homeowners Association or Property Owners Association (“HOA”) that must adopt the following rules and regulations prior to the sale of any units:

- All purchasers shall be required to represent to the seller in an affidavit, at the time of purchase that they are not acquiring the property primarily for investment purposes or as a “rental property”.
- In the event a residential unit is rented, the owner shall provide to the HOA the name and contact information of each tenant and each person residing in the unit, unless prohibited by law. In the alternative, the owner shall provide the name and contact information for the person responsible for communicating with each tenant and each person residing in the unit.
- The initial term of any lease shall be at least twelve (12) months. Short term tenancies of less than twelve (12) months shall not be permitted.
- All leases must contain a clause notifying the tenants of the obligations to abide by all covenants and bylaws, as well as the Town’s occupancy limitations.

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. As currently shown on the Master Plan, there is approximately 20% open space provided. All of the open space shown is recreational. The proposed open space is shown on Sheets Z4 and Z5 and shows a variety of potential uses including a Community Timber Pavilion, Exercise Park, walking paths, open play areas, dog park/flex area, raised garden beds, and seating areas. Other possible uses may be added to the open space area as the design develops. This open space design and layout will truly foster a sense of community gathering within the development.

Parking

General

Resident parking will be provided within the courtyard parking loop provided internal to the site. There will be a mix of standard size and compact size spaces provided as allowed per Town Code. The overall parking layout is shown on Sheet Z3.

PRD Zoning Area - Minimum Parking Required

The following parking ratios are proposed with this project:

Total Spaces: 72 Standard Spaces
 24 Compact Spaces
 96 spaces (1.01 spaces per bedroom)

Bicycle Parking

A total of 25 bicycle parking spaces are required per Town code (0.25/bedroom). However, this project is providing a higher ratio of bike parking. A total of 40 bike parking spaces are being proposed (0.42/bedroom). There will be three outdoor parking locations for these spaces. One area will have 12 covered spaces adjacent to the open space area and two other uncovered areas will have 14 spaces each.

Project Phasing

This project will be built in a single phase.

Subdividing & Parcels

The site currently exists as five parcels. It will be subdivided into individual townhouse lots and a plat will be submitted during the site planning phase. Any easements will be platted and dedicated on the final approved subdivision plat as required by the Town of Blacksburg Subdivision Ordinance.

Landscaping

Landscaping will be provided as specified on Sheet Z5 to include any required interior parking lot landscaping/greenspace areas, the overall site greenspace and the canopy coverage landscaping requirements for multi-family uses. Existing vegetation 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 zoned PRD or R-5, therefore no perimeter buffering is required. All landscaping adjacent to the buildings that at maturity could impact the solar efficiency of the units will be specified with a smaller canopy coverage or as a “columnar” type species.

Site Lighting

Site lighting in the parking area, if provided, 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 residential scale sidewalk lighting such as a lantern post 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

A Homeowner's Association will be formed to handle all maintenance of the drive aisles, parking area, common areas, stormwater system, and all exterior maintenance of the individual townhome building units including the maintenance and/or future replacement of the solar power systems.

Building Design and Construction

The proposed building design will be a traditional style utilizing brick veneer and cementitious siding on the exterior. All homes will have a covered front porch with railings. The rear of the units will primarily feature an elevated deck but there may be some opportunities for an on-grade patio depending on the final grading of the site. Grade and elevation changes will be provided between building units to help with grading as well as provide a visual breakup of the homes in each building.

One very unique design feature of this development is that every home will be constructed and equipped with its own PV Solar Array. While developments in the past have been "solar ready", which includes electrical design and wiring to allow for future solar installation, these homes will have full systems installed at the time of certificate of occupancy. Preliminary solar studies have been performed and it was determined that all units are viable for panels. The specifics regarding the type of system shall be determined by the developer at the time of building permit submittal. This commitment to energy efficiency is directly supported by the Town of Blacksburg's sustainability goals for new developments.

Each 2-bedroom residential unit will feature a kitchen, living room, dining room and a half bath on the first floor. The second floor will include two bedrooms, two full bathrooms and laundry room.

The 3-bedroom homes will have two floor plan options. One option will include a kitchen, living room, dining room and a half bath on the first floor and the second floor will have three bedrooms, three full bathrooms and laundry room. The second option will include a bedroom on the first floor with its own bathroom along with the kitchen, living room, dining room, half bath and laundry room with a stacked washer and dryer. The second floor would then have two larger bedrooms, two bathrooms, and a storage space. These units cannot be considered Type B as the entire home is not accessible, however they will meet the handicap accessibility requirements of a Type B dwelling per ICC A117.1 on the entry level. This option will provide a comfortable living opportunity if an owner has some mobility constraints. It can also provide a one level living opportunity for a senior homeowner.

Use and Design Standards

No exceptions are being requested to the Town's Use and Design Standards regarding Townhome Use. All standards listed in Section 4231 will be incorporated into the project design.

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 existing 6" watermain in Whipple Drive. A new 8" watermain will loop around the project and connect to this existing main at two locations. The watermain layout has been designed to provide 200 LF between the new taps as required. A new hydrant is proposed on either side of the development.

Sanitary Sewer

An existing 8" sanitary sewer main is located in Whipple Drive at the northern side of the project. A new 8" sanitary main is proposed to serve this project and will connect to an existing manhole located on the opposite site of Whipple Drive. Final engineering design and grading will determine the best route for the sanitary sewer.

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: 33 units

Design Assumptions and Calculations:

Water and Sewer usage for residential use is 170 gal/day per unit =
5,610 gal/day

2. Length of new sewer pipe: +/- 845 LF x 1.5 gpd/ft infiltration factor = 1,268 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 5,610 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 6,878 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 near the southeast corner of the intersection of Whipple Drive and Givens Lane. The site is bound by Ratcliff Corner Townhomes to the north, the property of Margaret Ann Evans to the east and south, and Whipple Drive to the west. Surrounding properties consist of multi-family residential, townhomes, single-family residential, commercial properties, and vacant land.

Existing soil conditions on site include Duffield-Ernest Complex and Frederick & Vertrees Gravelly Silt Loams with slopes ranging from 2%-15%. There are currently no known environmental issues on site, however, prior to construction, the site will be fully investigated to determine if there are any jurisdictional waters on the property or within any of the areas of disturbance. If evidence is found, the property will be delineated, confirmed by the US Army Corps of Engineers, and all necessary permits will be filed.

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 contains several single-family homes as well as some grassed areas and a few trees. The majority of the site drains naturally to a low spot in the northwestern corner of the site, where runoff from this site converges with runoff from the properties to the north as well as the outflow from the underground detention system located at Ratcliff Townhomes. All of this flow is conveyed through an existing storm pipe to a curb inlet located in Whipple Drive. A portion of the property (approximately 0.94 acres) drains directly into the right of way, where it is conveyed to the same curb inlet. From this point, runoff is carried across Whipple Drive and continues through a series of pipes and conveyance channels. The point of analysis has been set at this curb inlet where all runoff from the site converges before crossing under Whipple Drive.

Post-Development Summary

In the post-development condition, the proposed site will be graded to capture runoff via sheet flow, roof drains, curb inlets, and stormwater piping. Runoff will be collected in an underground detention basin. Outflow from this system will be managed by multiple flow control devices. The underground system has been designed to manage peak flows and meet water quantity requirements. The system outlet structure will be fitted with a DI-7 top to allow water from the 100-year storm event to escape.

Outflow from the system will converge with the flow from Ratcliff Corner and be conveyed to the point of analysis, the curb inlet in Whipple Drive. The site will be

contributing less flow to the inlet in Whipple Drive than in the pre-development condition.

A small portion of the site will remain as direct runoff and continue to flow to the southeast corner. As in the pre-development condition, this flow will travel through the storm pipe system in Whipple Drive and combine with the flow from the new stormwater system before traveling downstream.

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 3.23 acres and a reduction requirement of 2.85 pounds per year.

The existing site¹ has an impervious land cover of 0.36 acres (11%). The post-development site will have an impervious land cover of 1.82 acres (56%) resulting in a runoff coefficient (R_v) of 0.62. The required pollutant removal rate is 2.85 lb/year, all of which will be handled with 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 (323 acres). 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.

R_v Calculation

Pre-developed = 0.048 acre* R_v

Developed = 0.209 acre* R_v

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

$$Q_{Developed} \leq 0.8 \times (Q_{Pre-developed} \times 0.048) / 0.209$$

$$Q_{Developed} \leq 0.18 \times Q_{Pre-developed}$$

¹ In the context of channel and flood protection, “site” shall be defined as the area where work is being performed, including any offsite disturbance (approximately 3.23 acres). See Sheets SW3-SW4.

The resulting maximum allowable peak flow rate for the one-year 24-hour storm at the Point of Analysis is 0.29 cfs. The actual post-development peak flow rate achieved is 0.26 cfs.

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. 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 (323 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 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 & USPS Mail Delivery

Trash and recycling will be provided for the residents with a combined trash and recycling dumpster enclosure on the west end of the property. This enclosure will be designed with access along the side so residents will not have to open the main gates to dispose of their waste. Both trash and recycling will be picked up by a private collection service as determined by the owner.

A cluster mailbox location has been shown on the masterplan that would provide one location for mail delivery as now required by the United States Postal Service. Exact size and style of the mailbox will be determined at the site plan stage.

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

The access road serving the project from Whipple Drive will be a one-way drive aisle that will enter on the south side of the property and will exit on the north side. All drive aisles and parking spaces will be designed to meet Town standards.

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, Town Engineering staff has requested a review of the existing traffic on Whipple Drive and a turn lane analysis based on the proposed trip generation from the project. It was also requested that a study of the Whipple Drive and North Main Street intersection be completed to ensure no traffic improvements are required due to this project. This full analysis was completed by Ramey Kemp & Associates and is included as an attachment to this document. The analysis concluded that no road improvements, traffic signals or turn lanes are warranted or recommended for this project. The limited density proposed for the site, along with access to public transportation reduces concerns of excessive traffic. The ITE Manual was reviewed in order to estimate trip generation and the results are shown below.

Land Use (ITE Land Use Code)	Size	Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit	Enter	Exit
Off-Campus Student Housing (225)**	95 bedrooms	189	189	4	11	15	14

** While not designed, planned or marketed as a purpose-built student housing project, the Town Engineering Department has requested this landuse code be utilized for this analysis.

Pedestrian Walks

A public sidewalk will be installed along Whipple Drive and new painted crosswalks will be installed in Whipple Drive to provide access to the existing BT bus shelter and stop location. Additionally, sidewalks will be provided along the perimeter of the parking area that will serve all townhome units and provide access to the internal open space area.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The subject parcel for this application is currently zoned R-5 (Transitional Residential). It is designated as medium density residential on the Town of Blacksburg Future Land Use Map (Map A in the Land Use Series). Medium density residential is defined as *“up to and including ten dwelling units per acre; or up to 20 bedrooms per acre, whichever is less.”* Typical implementing districts are listed as R-5, OTR (Old Town Residential), PR (Planned Residential), and PMH (Planned Manufactured Home).

Map C, “Neighborhood, Employment, and Service Areas”, designates this area as a Multi-Unit Residential Neighborhood. The Comprehensive Plan defines a Multi-Unit Residential Neighborhood as *“neighborhoods are primarily apartment developments rented to students due to the proximity to the Virginia Tech campus. There is a limited amount of multi-family housing available to meet the needs of other market segments, either for rental- or owner-occupancy. In these dense student areas, there are typically fewer lifestyle conflicts with larger rental developments where residents have a shared set of expectations. The compact forms of development in these areas allow residents to rely less on personal vehicles as they have access to public transit and pedestrian and bicycle infrastructure. Most of these areas are located just beyond the urban/walkable neighborhoods and near the Town’s major employment and commercial areas. Most of these neighborhoods also have easy access to the U.S. Route 460 Bypass, the main transportation route to I-81 and surrounding localities.”*

The Comprehensive plan also discusses future issues and opportunities for these Multi-Unit Residential Neighborhoods. Our project addresses many of these and are listed below:

- *Transit service in these areas should continue to meet the needs of students and be expanded to meet the needs of non-students.*

There is an existing Blacksburg Transit stop located directly across the street from the project site. The development will also provide new crosswalks to facilitate safer pedestrian crossings to access the transit stop.

- *There is a limited supply of multi-family residential housing that is oriented to non-students. The Town encourages the development of multi-family residential uses that are oriented to non-students. For example, non-student-oriented developments may include units without bedroom/bathroom parity and provide leasing for units rather than individual bedrooms.*

This development is not designed as a purpose-built student housing project and has many features that will appeal to a larger mix of residents. It will also not rent units by the bedroom.

- *New developments and redevelopments should:*

- o Provide open areas and recreational opportunities within their developments to serve residents.*

This development has over 20% open space area and is providing multiple types of recreational opportunities within it.

- o Provide buffered and landscaped pedestrian and bicycle infrastructure for students commuting to campus and for residents commuting to employment areas.*

Public and private sidewalks are provided with this development as well as an internal walking trail in the open space. The property will also be graciously landscaped.

- o Provide high-quality sustainable building and site design that integrates universal design concepts.*

This developer is known in the area as providing sustainable building projects. This specific project is providing installed solar panels on each home as a step forward for sustainability.

- o Provide high-quality property management and maintenance.*

The developer uses the same local property management company on all of their projects and has a high standard of care for both the units and the grounds.

- *Lifestyle conflicts may occur in the neighborhood interfaces where higher density student developments are adjacent to non-student neighborhoods. Property management, education, and code enforcement can mitigate some of these conflicts.*

The majority of the adjacent uses are rental and are a mix of student and non-student. As this project is not a high density student development and will be consistent with the other adjacent uses, lifestyle conflicts should be minimal. Property management is handled with a local company that manages other properties of the developer as well.

- *New multi-family developments in these areas should de-emphasize parking areas, maximize the use of transit, be walkable and bikeable, connect to other developments, have a street presence, and use other principles as detailed in the Residential Infill Guidelines.*

The project has designed the parking areas to be internal to site and accessed via a one-way drive aisle to limit impervious area. Landscaping will also be provided to help screen parking areas close to Whipple Drive. The site is adjacent to an existing

BT stop and is walkable and bikeable. All homes adjacent to Whipple Drive will have a street presence and sidewalk access to the public sidewalk along Whipple Drive.

As the project is residential in nature, the applicant has also looked towards the Residential Infill Development Guidelines for direction on the design. Based on the proposed project components, the following Guidelines are being addressed with this proposal:

- **Building Orientation:** *Orienting buildings toward the street contributes to a pedestrian-friendly street environment and provides a visually rich street edge.*
 - The townhomes fronting Whipple Drive will have front porches and doors that face Whipple Drive. Each home facing Whipple will also have an individual sidewalk that provides direct access from their front door to the public sidewalk.
- **Setback:** *Consistent front building setbacks create a uniform appearance along the street.*
 - The project is proposing a setback along Whipple Drive which is smaller than typical R-5 requirements but is compatible with the newer developments along Whipple Drive such as Echols Village and Uptown Village. Bringing the homes closer to the street also allows for a better street frontage design and interaction with the public space.
- **Building Frontage/Entries:** *Landscaping in front of buildings and entry features, such as porches or steps, create visual interest and give the neighborhood an identifiable character.*
 - Each home will have landscaping along its front façade. All homes will also have covered entry ways and porches.
- **Off-street parking:** *Parking for residential areas that plays down the visual impact of cars and parking garages respects the character of an existing neighborhood and identifiable character.*
 - All parking will be located interior to the site and behind the front building line of the homes that front on Whipple Drive. Some parking will be visible from the street but will not be in front of the front building line. Parking spaces closest to Whipple Drive will be screened with vegetation (trees & shrubs) to help provide a visual barrier from the street. The majority of the parking however is toward the rear of the site.
- **Screening/Landscaping:** *Hedges, trees, shrubs, and fences can provide privacy, a transition between spaces, and can help buffer pedestrians from vehicle traffic.*
 - While no buffers are required by code, there are existing trees along the property boundary that create a natural buffer. These trees will be saved to the extent possible, although they may need to be removed for grading and utility installation. Street trees will be planted along Whipple Drive and other internal landscaping will be provided as shown on Sheet Z5.
- **Open Space:** *It is important to provide comfortable outdoor places for residents to sit, rest, and interact.*

- A minimum of 20% open space will be provided and will have a variety of potential uses. All residents can access these areas and those adjacent to them will have direct access to the large internal open area.
- **Walkways:** *Internal walkways are needed within larger residential developments to promote pedestrian movement by connecting users from the public sidewalk network and parking areas to ultimate destinations within a site.*
 - There will be a sidewalk through the site that connects the units, parking area and open space. There is also an internal trail looping around the large open space area.
- **Scale and Massing:** *Buildings should be designed to fit within the context of the surrounding structures and create visual interest for pedestrians.*
 - These townhomes will be similar in style and scale to the townhomes recently constructed at the corner of Whipple Drive and Givens Lane as well as the two-story apartment buildings on the western side of Whipple Drive.
- **Architectural Features & Character and Context:** *Infill structure should be designed in a cohesive architectural style that complements the best examples of existing residential development on the block. Structures that are compatible with existing homes contribute to a sense of place and add to the character of the neighborhood. Use of stylistically cohesive, character-defining features, such as porches or other entry treatments, window patterns, roof forms, building details, etc., enhances visual compatibility.*
 - The selected building materials and style will be complementary to the surrounding area and residential types, especially those that have been constructed within the last 15 years such as Echols Village, Uptown Village and RC Townhomes.
- **Streetscape:** *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.*
 - Street trees will be provided along Whipple Drive and the homes will be pulled closer to the street with sidewalk connections to encourage pedestrian activity and “eyes on the street”.
- **Sidewalks:** *Well-connected and maintained sidewalks contribute to the character of neighborhoods by providing safe places for people to travel and interact with one another.*
 - A public sidewalk will be added along the entirety of Whipple Drive in front of the development, providing pedestrian access to the existing sidewalk infrastructure and the Blacksburg Transit stop. Internal sidewalks will connect to the public sidewalk as well as parking spaces and each individual home. An internal walking trail will also be provided in the open space to connect residents to open space amenities, the mail kiosk, and bike parking areas.
- **Crosswalks:** *When connecting infill areas to nearby commercial areas, safe pedestrian connections are needed.*
 - While not connecting to a commercial area, the project is proposing several crosswalks including one across Whipple Drive to provide safe access for pedestrians to the existing BT stop.

- **Bicycle Facilities:** *Streets that have been optimized for bicycle travel and bicycle parking facilities can help support bicycle activity in a community.*
 - A total of 40 bike parking spaces are proposed which is a 0.41 space per bed ratio. One area near the mail kiosk will provide 12 of those spaces under a covered canopy structure.

The elements that directly conform to the issues and principles stated in the **Blacksburg Comprehensive Plan** are listed below and reference the Policy Chapter as updated April 27, 2021. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

ENVIRONMENT

Objectives and Policies

Air Quality & Climate

E.7. Support community members in establishing and reaching vehicle travel reduction goals to reduce air pollution using the following methods:

- *Walk, bike, and use public transit*

The project will provide multiple locations for bike parking spread throughout the site, including one covered shelter, to encourage residents and guests to use bikes for transportation. Additionally, there is an existing Blacksburg Transit stop located across the street, making public transit an available and easy option.

E.10. Support energy conservation, energy efficiency, and renewable energy programs and incentives in partnership with local clean energy firms and non-profit organizations to reduce energy use in single-family homes and multi-family housing units.

The project will include solar panels on every roof and a complete PV Solar Power system will be installed on each unit at the time of construction.

Land Resources

Dark Skies

EN.36. Support dark sky regulations and programming as articulated in the International Dark Sky Association's Standards.

The developer will follow the dark sky initiative when considering the lighting for this site.

UTILITIES

Objectives and Policies

Public Water System

U.5 Ensure that all residents within Town limits are served by public utility services that provide adequate and reliable water and wastewater services. Areas outside of the corporate limits will not be eligible for Town provided utility services unless a boundary line adjustment is requested and approved and the property becomes a part of the Town prior to services being provided.

Public utilities exist adjacent the site in Whipple Drive. Both public water and public sewer will be provided by new lines internal to the development and connecting into the existing systems along Whipple Drive.

U.6. Require new developments to utilize pipe design and construction of the water system in accordance with Town Code sections and development standards.

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

Stormwater Management System

U.18. Continue implementation of the Virginia Stormwater Management Permit program.

This project will obtain a VSMP permit prior to beginning work.

Solid Waste Management & Recycling

U.24. Promote and expand waste reduction, reuse, and recycling locally and regionally by citizens, government, and private businesses.

The project will provide dumpsters and recycling containers for residents use that will be maintained by a private company under contract with the Homeowners Association / management company.

HOUSING

Objectives & Policies

H.2. Through the development review and decision-making processes, ensure a wide range of housing choices that are integrated and balanced across the Town.

H.2.2 Link housing options, transportation, and employment opportunities when making land use decisions.

H.2.3 Encourage housing development where increased density is desirable and strive to connect those areas to employment opportunities, transit routes, and commercial services.

H.2.5. Promote environmentally sustainable patterns of development.

H.2.6. Promote redevelopment and infill development that supports bicycle and pedestrian-oriented infrastructure and robust public transportation to better connect residents to job and commercial activity.

The community will encourage biking as a means of transportation by making it easy for residents to store bikes, and a BT stop is located directly across the street.

H.4. Provide a range of housing options to support aging in place and aging in community.

There could be certain homes within the development that would allow for some types of aging in place, based on final lot grading, limiting steps into the unit and the opportunity for a bedroom and full bathroom on the main floor in the 3-bedroom design option.

H.6. Provide a range of housing types for young families, young professionals, and graduate students.

This project will provide a housing opportunity for these resident types. With BT access, well programmed outdoor space and begin in an area that is not dominated by high density student development, this can be ideal location for a variety of residents.

TRANSPORTATION Objectives & Policies

T.7. Complete the construction of a connected sidewalk system.

This project will install a new sidewalk along Whipple Drive. A portion of sidewalk as built on this side of Whipple Drive with the Givens Lane Improvement Project but this proposal will connect to the existing sidewalk and extend it across the entirety of the property frontage., where there is currently no sidewalk provided.

T.8. Minimize pedestrian and vehicular conflicts by:

- *Ensuring appropriate signage, lighting, markings, and other physical improvements are made*

This project will provide a new crosswalk across Whipple Drive to promote safe crossing to and from the BT stop. Crosswalks will also be provided across the entrances and within the community.

T.9. Maintain and improve the aesthetic quality of the pedestrian environment by planting street trees and other landscaping and installing street furniture where appropriate.

Street trees will be provided along Whipple Drive.

T.33. During the development process, ensure:

- *Surface parking facilities are landscaped and appropriately lighted*
- *New parking lots minimize impacts on stormwater*

The surface parking lot will be landscaped and lit for safety. Runoff from the parking lot will be captured and managed by an onsite underground stormwater detention facility.

T.51. During the development review process, ensure that transit service and access to/from the transit stop and development are provided.

There is an existing Blacksburg Transit stop located across Whipple Drive. A new crosswalk will be added as part of this project to provide safe access between the stop and the development.

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 an internal sidewalk and small walking trail system with connections to all the unit and parking areas, to Whipple Drive, to the Transit stop and within the common open space area.

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.*

This development is not being designed as purpose-built student housing. It is intended to be a townhome community that will appeal to a mix of homeowners including young professionals, families, and retirees. It is adjacent to multiple residential use types, including single-family residential (both rental and owner-occupied) and multi-unit residential (both townhomes and apartments). This project is compatible with all of these uses and no adverse impact on the surrounding areas is expected.

CCP 15. Increasing safety and efficiency for all modes is important in maximizing the functionality of the transportation network. *This can be accomplished for both residential and non-residential development by using and expanding the street grid pattern, minimizing curb cuts and driveways, adding internal connections between properties, optimizing signal timing to accommodate all modes and minimizing conflicts between modes. This is a high priority for arterial and collector roads.*

This project will install a new sidewalk along Whipple Drive. A portion of sidewalk as built on this side of Whipple Drive with the Givens Lane Improvement Project but this proposal will connect to the existing sidewalk and extend it across the entirety of the property frontage., where there is currently no sidewalk provided.

CCP 16. Transit connections and bus stop amenities encourage ridership and area important components of the transit system. These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.

No new stops are proposed, however there is an existing BT stop directly across the street from the project. This project does propose several new painted crosswalks across Whipple Drive and the adjacent private entrances to further safety for bus riders.

CCP 17. 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 18. Responsible site design and development practices should be used to minimize environmental impacts within the Town. Development or redevelopment should meet and preferably exceed federal, state, and local regulations to minimize the impacts of soil erosion, stormwater runoff, and non-point source pollution. Site design and development practices should preserve existing tree canopy and specimen trees, replace lost urban forest areas, and expand overall tree canopy.

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 21. The Town is committed to minimizing light pollution by adhering to International Dark Sky Association standards. The design and placement of new lighting for buildings, parking areas, or streets minimize uplight, light intrusion into adjacent areas, and glare. Special attention should be given to lighting when transitioning from higher intensity to lower intensity uses.

There will be parking lot lighting for the safety of residents and guests as well as potential lighting in the central open space areas, mail kiosk and covered bike parking areas. Any lighting used will be designed in such a way to direct lighting down and minimize uplighting.

CCP 19. For safety, maintenance, and aesthetics, 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.5. 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.

This development is adjacent to multiple residential use types, including single-family residential (both rental and owner-occupied) and multi-unit residential (both townhomes and apartments). This project is compatible with all of these uses and no adverse impact on the surrounding areas is expected, therefore no buffering is proposed.

LU.9. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.

A neighborhood meeting will be held as part of the rezoning process and all comments and concerns will be taken into consideration.

LU.23. 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 including single family lots, townhomes, and multi-unit residential apartment developments. The proposed use is compatible with these uses and does not anticipate creating any adverse impact on them based on noise or lighting.

LU.25. 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.

VII. Boundary and Legal Description

Boundary Map

The property included in the rezoning request is shown in the appendix on Sheet Z1, "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 NORTHEASTERN CORNER OF THE PROJECT SITE, SAID CORNER BEING THE SOUTHEASTERN CORNER OF PARCEL #130408 AND THE NORTHWESTERN CORNER OF PARCEL #006210;

THENCE FROM THE POINT OF BEGINNING S02°01'45"E A DISTANCE OF 337.60' TO AN IRON ROD;

THENCE S78°50'41"W A DISTANCE OF 376.75' TO A BENT IRON ROD LOCATED AT THE RIGHT OF WAY OF WHIPPLE DRIVE;

THENCE ALONG THE RIGHT OF WAY LINE FOR THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

1. N11°25'52"W A DISTANCE OF 60.10' TO A BENT IRON ROD;
2. N11°23'34"W A DISTANCE OF 89.95' TO A BENT IRON ROD;
3. N11°38'42"W A DISTANCE OF 91.23' TO AN IRON ROD;
4. N11°22'20"W A DISTANCE OF 90.00' TO AN IRON ROD AT THE NORTHWESTERN CORNER OF THE PROPERTY;

THENCE ALONG THE NORTHERN PROPERTY LINE FOR THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

1. N78°37'40"E A DISTANCE OF 200.00' TO AN IRON ROD;
2. N78°31'26"E A DISTANCE OF 100.12' TO AN IRON ROD;
3. N78°33'25"E A DISTANCE OF 50.00' TO AN IRON ROD;
4. N78°30'30"E A DISTANCE OF 81.97' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY HAS AN AREA OF +3.08 ACRES.

VIII. Adjoining Landowners

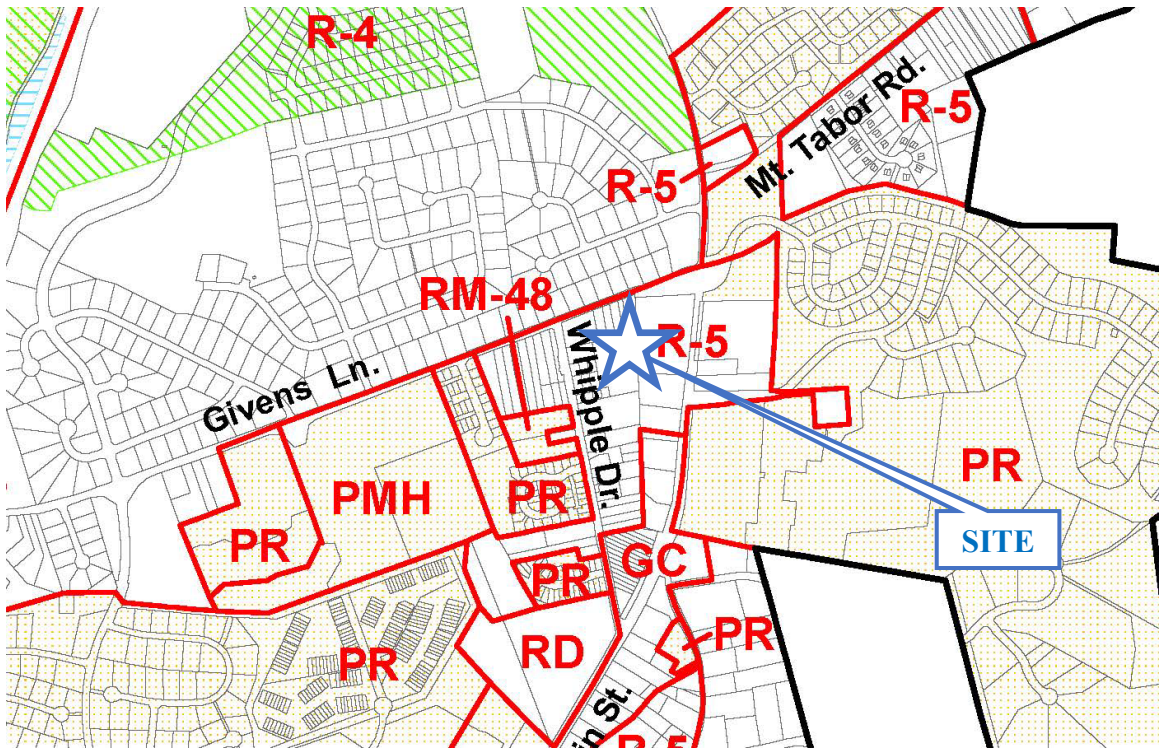
Owners of land adjoining the site are shown in the following chart, listed by tax map parcel numbers with the name and mailing addresses:

WHIPPLE DRIVE TOWNHOMES PRD Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
197-1 40B, 42A, 197-A 2, 167-A 6	MARGARET ANN EVANS	1715 N. MAIN STREET BLACKSBURG, VA 24060
167-24 46A	RMP INVESTMENTS LLC	1520 N. MAIN STREET SUITE 203 BLACKSBURG, VA 24060
167-24 46B 167-24 47	GILMER PROPERTIES LLC	1520 N. MAIN STREET SUITE 203 BLACKSBURG, VA 24060
167-24 48, 49 167-24 50	RATCLIFF CORNER LLC	P.O. BOX 90 BLACKSBURG, VA 24063
197-1 54-55, 196*	SP CAMBRIDGE LLC	5403 W GRAY STREET TAMPA, FL 33609
197-1 54A, 55A 5*	FRED SKURUPEY C/O REGINALD SKURUPEY EXEC.	7704 GRAYSON TURNPIKE SPEEDWELL, VA 24374

Appendix

PAGES 24-26.....	Zoning and Transit Maps
SHEET Z1.....	Existing Parcel Map
SHEET Z2.....	Existing Conditions Plan
SHEET Z3.....	Master Plan
SHEET Z4.....	Open Space Plan
SHEET Z5.....	Open Space Layout
SHEET Z6.....	Easement Exhibit
SHEET Z7	Sight Distance Exhibit
PAGES 34-35	Site Renderings
PAGES 36-40	2 Bedroom Floor Plans and Building Elevations
PAGES 41-45	3 Bedroom Floor Plans and Building Elevations

EXISTING ZONING MAP



EXISTING LAND USE MAP



FUTURE LAND USE MAP



