

MEMORANDUM

To: Planning Commission

From: Kali Casper, AICP, Assistant Planning Director

Date: November 10, 2022

Subject: CUP 22-0006 - Conditional Use Permit Request for Mini Warehouse Use in the Planned Commercial PC zoning district at 1055 Plantation Road (Tax Map No. 254-A-18) by Broadstreet Partners, LLC (applicant) for Blacksburgs Green BLD LLC (owner).

SITE SUMMARY

Property Location	1055 Plantation Road	
Tax Parcel Numbers	254-A 18	
Parcel(s) Size	Approximately 3.4 Acres of total 4.573 Acres (portion of parcel)	
Zoning District	PC Planned Commercial	
Current Use	Vacant	
Adjacent Zoning Districts	North:	RR-1 Rural Residential
	East:	PC Planned Commercial
	South:	O Office
	West:	PR Planned Residential
Adjacent Uses	North:	Virginia Tech property
	East:	Holiday Inn Express/Hotel Fasmart & BP/Gas Station & Convenience Store
	South:	Carillion Clinic/Clinic
	West:	The Retreat/Residential
Adopted Future Land Use	Commercial	
Proposed Use	Mini Warehouse	

STRUCTURE OF REPORT AND KEY ELEMENTS

This staff report is divided into topical areas of evaluation. Many of the overarching principles in the Comprehensive Plan and various sections of the Zoning Ordinance overlap into key topical focus areas. To aid in review of the staff report each topic or focus area is covered only once.

KEY ELEMENTS

- **Intensity of site layout and building design**
 - **No buffer yards proposed; landscaping**
 - **Public utility easements**
- **Pedestrian connectivity**
- **Stormwater management concept plan denied**
- **Cross access between mini-warehouses and future commercial use**
- **Proposed sewer connection**
- **Relationship to the rezoning amendment request**

It should be noted that while this Conditional Use Permit request is for the evaluation of a mini-warehouse use, the analysis of the amendment to this Planned Commercial (PC) zoning district (including uses) is found separately in the staff report for RZN 22-0003. Consideration of this CUP is contingent on the approval of RZN 22-0003, as the mini warehouse use is not allowed under the current regulations of Ordinance #746, which governs this parcel. The staff report for RZN 22-0003 should be read first as it includes information that pertains to this conditional use permit request and is not duplicated below.

EXISTING CONDITIONS AND DEVELOPMENT PROPOSAL

BACKGROUND AND EXISTING CONDITIONS

The property subject to this Conditional Use Permit request is located at 1055 Plantation Road, on the northwest corner of Prices Fork Road and Plantation Road. The site consists of one parcel owned by Blacksburgs Green BLD LLC and totals 4.573 acres. The parcel is currently vacant and includes areas along the front that are maintained as grass and asphalt with three entrances along Plantation Road. The rear portion of the parcel is primarily wooded. It was rezoned to Planned Commercial in 1987 through Ordinance #746 along with the two adjacent parcels to the east. The site slopes away from Prices Fork Road with the front portion of the site stepping down before a more significant drop towards the back of the site.

Portions of the property are covered by the Town's Creek Valley Overlay District, which has substantial restrictions on development, with the intent of preserving and protecting the Town's natural streams as significant environmental resource areas as detailed in the RZN 22-0003 staff report. The application layout does not appear to include disturbance in the Creek Valley Overlay District at the rear of the property. The Creek Valley Overlay is shown on the attached aerial map.

DEVELOPMENT PROPOSAL

This request is for a Conditional Use Permit (CUP) to allow a mini-warehouse use in the Planned Commercial zoning district. Consideration of revisions to permitted and conditional uses in this Planned Commercial district is discussed in the staff report for RZN 22-0003. Mini-warehouses are typically one of two styles: multiple one story buildings of varying sizes with exterior doors for all the units, or larger, more urban multi-story buildings with most of the units accessed from the interior. The applicant proposes to construct one building with approximately 100,000 square feet of climate-controlled storage with an office, parking, and drive aisles on approximately 3.4 acres at the rear of the parcel. The building is 2 stories at the front of the lot sloping down to include a basement at the rear. The floor plans include approximately 853 storage units ranging in size from 5' by 5' to 10' by 25'. The majority of units have interior individual unit access with 50 of the units accessed from the exterior using roll-up metal garage doors. The site will be accessed from Plantation Road and includes cross access with The Retreat development to the west.

EVALUATION OF APPLICATION

There are a number of analysis points for evaluation of a conditional use permit request within Town. The policies and maps in the Comprehensive Plan lend guidance to the Town's vision of growth in the future, while specific codes and requirements in the Zoning Ordinance, Subdivision Ordinance, and the Town Code ensure that the development meets all applicable regulations. Specifically, the Zoning Ordinance §1181 calls out the criteria for evaluation of a conditional use permit request, as found below:

CRITERIA FOR EVALUATION

1. The proposal as submitted or modified shall conform to the comprehensive plan of the Town, or to specific elements of the plan, and to official Town policies adopted in relation thereto, including the purposes of the Zoning Ordinance.
2. The proposal as submitted or modified shall have a minimum adverse impact on the surrounding neighborhood or community. Adverse impacts shall be evaluated with consideration to items such as, but not limited to, traffic congestion, noise, lights, dust, drainage, water quality, air quality, odor, fumes, and vibrations. In considering impacts, due regard shall be given to the timing of the operation, site design, access, screening, or other matters which might be regulated to mitigate adverse impacts.

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

COMPREHENSIVE PLAN EVALUATION

Comprehensive Plan Map Series

In evaluating whether the proposed use conforms to the general guidelines and policies contained in the Comprehensive Plan, all applicable sections of the Plan should be included in the review of the application. The Comprehensive Plan offers a wide range of guiding principles for the future of development within Town. The following text identifies the designation of the property on the maps in the Land Use Map Series.

Map A: Future Land Use Designation

In 2021, Town Council adopted a Comprehensive Plan update that included changes to Future Land Use designations. The adopted Future Land Use for the parcel is Commercial. Commercial is defined as:

“Small or large-scale commercial developments. Uses with higher impacts including but not limited to factors such as lighting, noise, parking, traffic, and hours of operation are appropriate along arterial roadways. Examples include larger scale retail, restaurants, and offices, hotels/motels, and auto-service related uses. Uses that are smaller in scale with more limited impacts are appropriate adjacent to residential neighborhoods. Examples include smaller scale professional offices, retail establishments, and restaurants. While complementary residential uses may occur in these areas, the primary use of this designation is commercial. Typical Implementing Zoning Districts: General Commercial (GC), Planned Commercial (PC), Office (O), Research and Development District (R&D), and Mixed Use (MXD).”

The existing zoning is consistent with the commercial designation.

Map B: Urban Development Areas & Mixed Use Areas

Urban Development Areas and Mixed Use Areas have been established as areas the Town envisions for mixed use development where there is adequate public infrastructure to support more intense development. A site’s designation within an Urban Development Area does not obligate approval of a conditional use permit request, nor does the lack of such designation preclude the approval of a conditional use permit in an Urban Development Area. This parcel is not within a Mixed Use Area. This parcel does lie within Urban Development Area A. The Land Use chapter notes that “development within UDAs should incorporate principles of Traditional Neighborhood Design, including compact or mixed use forms, pedestrian and bicycle friendly streets, and an interconnected transportation network”.

Map C: Neighborhood, Employment, and Service Areas Map

The parcel is located in a Commercial Area on the Neighborhood, Employment, and Service Areas Map. Commercial areas contain the restaurants, retail shopping, and other services for the community. The Land Use chapter states that “connectivity between the non-residential uses in these areas provides options for employees and customers alike to move between the uses without having to go out into the main road network. Connections should be safe for pedestrians, bicyclists and vehicles, particularly in areas with greater delivery traffic”.

ZONING ORDINANCE EVALUATION OF APPLICATION

Intent of Districts

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

PC Planned Commercial Zoning District §3160

The purpose of the Planned Commercial District is to provide for the development of planned commercial centers or parks. These areas have all the necessary services and facilities comprehensively provided in accordance with a predetermined development plan. Because these concentrations of retail, service and office establishments are generally stable and offer unified internal arrangement and development, potentially detrimental design effects can be recognized and addressed during the review of the development. For these reasons, the Planned Commercial District standards allow greater development latitude. Districts should be proposed and planned for areas that provide for adequate development and expansion space, landscaped parking areas and service, utilities, and other facilities. Because the development of the planned commercial district takes place in accordance with an approved development plan, adequate separation from adjacent areas of incompatible land use can be achieved.

Planned commercial districts can be a visual asset to the community. Buildings within the district are to be architecturally similar in style and the tract well landscaped. Parking and loading areas are to be screened and pedestrian-vehicular separation achieved. The relationship among individual establishments is to be harmonious. Since the character of the principal tenants, the size of the land to be developed, the relationship of the development to the community, and prospects for economic success of the project have much to do with the physical character of the development, these factors shall be considered in reviewing a planned commercial district application.

The evaluation of the conditional use permit request should take into consideration whether the proposed use is in keeping with the purposes of the district in which it is proposed. The applicant has provided a justification for the request in the application. Conditional uses may or may not be appropriate in a given district and as such, are evaluated on a case-by-case basis.

Planned Commercial District Standards

District standards provide regulations for the physical development of any use on a site. Applications for conditional use permits must show that all the district standards can be met for the development. Analysis is provided below, should the related rezoning request be approved, regarding how this CUP application addresses the proposed Planned Commercial district standards from RZN 22-0003. The following sections detail the PC District standards that regulate the proposed development.

Building Height

The maximum allowed building height in the PC district is 60'. The architectural elevations provided in the application show a 2 story building with a basement with a maximum height of 37' 6", meeting this standard. *The applicant should include any rooftop screening in the elevations as these are considered part of the building height.*

Setbacks

Setbacks or required yards provide areas on a property that are to remain free from structures. This allows for both landscaping and open space around buildings for light and air circulation, but it also generally provides areas where public utilities may be installed. In many cases, public utility easements are established around the interior of lot lines, within the setbacks to allow for both Town public utilities, but also for private utilities such as telecommunications, gas, and power. The Planned Commercial zoning district has a 10' front setback and allows for other yards to be proposed by the applicant at the time of establishing the district. *The applicant should propose minimum setbacks for side and rear yards as part of the RZN 22-0003 application and should illustrate the setbacks for this request.* Additional information on yards can be found in the Buffer Yards and Screening Section.

Lot Coverage

Lot coverage is the percentage of land on a parcel that can be covered by impervious surfaces. The remaining area on the site must be greenspace and include landscaping. The applicant has proposed to reduce the existing lot coverage maximum from 80% to 70% impervious surfaces as part of the related rezoning request, providing for more pervious surfaces. For comparison, in the GC zoning district, the maximum lot coverage for any development is 85%.

Open Space

The minimum requirement for open space was not specified in the 1987 PC district. The applicant has proposed to meet the current zoning standard for Planned Commercial zoning districts, which is 25%. It is important that proposed open space be meaningful in its size and function and meet the Use and Design Standards detailed in §4328 and excerpted below:

(a) General Standards:

- 1) Composition of open space. Open space shall include the most sensitive resource areas of the site. All primary conservation areas located within the development shall be designated open space. In addition, the open space area should include locally significant features of the property. To the greatest extent practicable, all secondary conservation areas, up to at least the minimum required percentage of the remainder of the site, shall be designated open space. In addition, open space shall include areas of the site adjacent to designated open space on adjoining lots.*
- 2) Configuration of open space. To the greatest extent practicable, open space land should be designated as a single block with logical straightforward boundaries. Fragmentation of open space land shall be minimized so that it is not divided into numerous small parcels located in various parts of the district. Long, thin strips of open space shall be avoided, unless necessary to connect other significant areas, or when they are designed to protect linear resources such as streams or trails.*
- 3) Recreational use of open space. Open space intended for use as community or public recreation shall be integrated into the residential community in such a way as to maximize its accessibility to residents. It should have appropriate physical characteristics for recreational use.*
- 5) Open space shall not include required yards, except for single-family detached.*

The site layout sheet and the landscape plan denote the areas intended as open space. The open space provided does not meet the Use and Design Standards as shown due to areas within the setbacks being counted towards open space which is not allowed, fragmented areas, and long, thin strips of open space including areas in between retaining walls that do not connect to other areas of open space. The only portion of the development's proposed open space that meets the standards and intent for open space is the rear of the

parcel, a portion of which overlaps with the Creek Valley Overlay. *The applicant should revise the proposed open space to address these issues.*

Building and Site Design

Several District standards regulate building and site design parameters. With respect to building design, the District requires compatible design in terms materials, style, size, shape, scale, and massing; street oriented entrances and windows; and screening materials to match the structure for any rooftop equipment. The Holiday Inn Express is a 5 story building with a flat roof, primarily composed of EFIS with stone accents. The Fasmart/BP station is a one story building with a metal hip roof, primarily composed of brick. The proposed building is 2 stories with a basement at the rear and includes approximately 100,000 square feet of climate-controlled storage. The building includes approximately 853 storage units with 50 units having exterior access. The scale and massing of this building is considerably larger than the surrounding uses. The size of the building, associated parking, and drive aisles take up a significant portion of the parcel and the design and layout create the need for the smaller setbacks and buffer yards discussed in other sections of the staff report.

The applicant has provided building elevations and renderings including exterior material details. The basement level of the building is primarily gray split-faced concrete masonry units (CMUs) with green metal roll up doors and gray metal accents. The 1st and 2nd stories of the building are primarily vertical white corrugated metal siding with horizontal gray corrugate metal accents. The front portion of the building with the office area and the drive through corridor is composed of horizontal gray and green corrugated metal siding. This area includes large storefront windows and building articulation that is more in keeping with other commercial uses than what is typically seen with mini-warehouse uses. *The applicant should provide additional information regarding any rooftop equipment and screening.*

With respect to site design, the District requires parking be located behind the front building line, minimization of vehicular entrances, underground utilities, and prohibits outdoor storage of materials. As proposed, the application meets these standards.

Zoning Ordinance Development Standards

Landscaping: Street Trees, Parking Lots, Canopy Coverage

The zoning ordinance provides a number of requirements for landscaping for developments in Town. There are requirements for street trees, parking lot landscaping, overall canopy coverage, and in some cases buffer yards and screening. The applicant has provided a general landscape plan in the application, but additional information is required to ensure that the proposed use will meet the minimum requirements. All landscaping for the development will have to comply with the Zoning Ordinance regulations, unless specific modifications are requested and granted, or conditions are applied. Street trees must be provided at a rate of at least 1 tree for every 30' of road frontage along Plantation Road. Parking lot landscaping of at least 1 tree per every 10 spaces and tree canopy coverage of at least 5% of the surface area of the parking lot is required.

As this use is most similar to development in the General Commercial or Industrial zoning districts, a canopy coverage minimum of 10% is required. The landscaping requirements can be verified at the site plan stage, but if any modifications are required due to site constraints such as utility conflicts, they need to be identified at the CUP phase, to ensure that the site can be constructed and landscaped as shown at this stage. *The applicant will need to provide a more detailed landscape plan to ensure that landscaping requirements can be met for the development as proposed. Additionally, the plan should ensure that utility conflicts are avoided. Further discussion of Public Utility Easements is found later in the staff report.*

Buffer Yards and Screening §5300-5331

In addition to setbacks, buffer yards and vegetation can provide additional space for transitions, and mitigate impacts between uses of varying intensities. Discussion of buffer yards with respect to Ordinance #746 and current zoning standards is included in the RZN 22-0003 staff report. The applicant is proposing to modify the Ordinance #746 proffer to require a 15' buffer yard with evergreen trees and some retaining wall areas adjacent to The Retreat Planned Residential District. Retaining walls are discussed in the Fences and Walls Section later in the staff report. The applicant is not proposing any buffer yard along the northern property line adjacent to RR-1 zoning or adjacent to the existing hotel use. *A buffer yard, especially adjacent to where the development borders residential zoning, would help to mitigate impacts of the proposed use. Details including retaining wall height and materials as well as plant spacing and height at time of planting should be determined for the conditional use permit request to ensure that the commitment and standards are clear.*

Vehicle Parking §5200

Parking for vehicles is required to be provided for all uses on the site. The proposed use for the site is mini-warehouse, which requires 1 space per 250 square feet of office space and 2 spaces per on-site caretaker residence. The applicant is not proposing an on-site caretaker. The site layout shows approximately 7200 square feet of office while the floor plans show approximately 600 square feet of office. *The applicant should clarify the office square footage and provide a calculation for required parking spaces.* Depending on the square footage, required parking may be less than the proposed 7 spaces.

Bicycle Parking §5213

Five parking spaces for bicycles are required to be provided for uses other than residential and retail commercial. The applicant should show required bicycle parking on the site layout. *Staff recommends a condition requiring the installation of five (5) bicycle parking spaces using the Town standard inverted U design. Covered bicycle parking is preferred.*

Vehicle Loading §5240

Vehicle loading spaces are required for nonresidential uses greater than 2,000 square feet, and must be a "Class B" loading space. A Class B loading space must be a minimum of 12' x 30' and have a minimum vertical clearance of 15'. No loading spaces are specifically designated on the site layout. *The applicant should designate a loading space and required screening per Sections 5240 and 5330.*

Signage

Applicants for CUPs are required to show any signage as part of the request. The applicant has provided building elevations generally showing proposed signage. The applicant should provide additional information with the size, type, and material for the signs.

For PC districts, signage plans must be submitted at the time of rezoning including general size, location, style, color, and materials for all signs proposed. Signage should be considered based on the appropriateness of the proposed signage plan in relation to the character of the proposed development and the surrounding area. *If signage is desired as part of the Planned Commercial zoning district, the applicant should include a signage plan.*

Zoning Ordinance Use & Design Standards

The Use & Design Standards in the ordinance provide regulations for a particular use in any zoning district. These standards provide additional parameters for development above district standards (such as lot size and setbacks), and development standards (such as parking ratio and landscaping requirements) that are specific to a particular use. Staff analysis is provided below for the Use and Design Standards that apply to mini-warehouses per Section 4541.

Mini Warehouse

(1) The minimum front setback shall be thirty-five (35) feet.

As previously mentioned, no setbacks are specified for the mini warehouse parcel in the application or on the site layout. *While this standard appears to be met, the applicant should clarify proposed setbacks and dimension the proposed setbacks on the site layout.*

(2) No security fencing, security gate, or other obstruction to vehicle access shall be permitted in the required front yard or in any required transitional yard.

No security fencing or gates are shown.

(3) No door opening for any rental unit shall be constructed facing any residentially zoned property.

Two property lines are adjacent to residentially zoned property with The Retreat Planned Residential District to the west and the Virginia Tech property, zoned Rural Residential 1, to the north. Based on the submitted elevations, 18 unit doors face the western property line and 8 unit doors face the northern property line. *As proposed, the applicant will need to request an exception to this standard and provide justification for the north and west building elevations.*

(4) Door openings for rental units shall face the interior of the site unless impracticable.

As previously noted, the north and west building elevations include a number of individual rental unit door openings. In addition, the east elevation includes two areas with a total of 24 individual rental unit door openings. *As proposed, the applicant will need to request an exception to this standard and provide justification for the north, west, and east building elevations.*

(5) Accommodations for resident managers is permitted.

The applicant is not proposing accommodations for resident managers. For more information, see the section on Business Operations.

(6) The roof shape and materials shall be compatible with the design and materials of neighboring buildings.

The building elevations and renderings show a flat roof with metal cap along the edge, with some changes in height throughout the site. The adjacent gas station/convenience store has a metal hip roof and the adjacent hotel has a flat roof with parapet walls. Units in The Retreat development primarily have shingled gable roof shapes with dormers.

(7) Views of mini-warehouses from public rights-of-way shall be buffered with vegetative material.

The applicant has provided a rendering showing the mini-warehouses, the existing hotel, and a future commercial building from Plantation Road. The rendering shows that the proposed use sits below Plantation Road. The landscape plan shows proposed trees along the site entrance/connection to Crisp Road (Retreat private drive).

IMPACTS TO PUBLIC INFRASTRUCTURE, SERVICES, AND SURROUNDING NEIGHBORHOOD

In evaluating the potential effect on public services and facilities that this conditional use permit would have, the Town Engineering and Planning Departments have reviewed the plan and application, and the following comments are provided.

Bicycle and Pedestrian Improvements

Many individual policies and regulations address streetscape, bicycle, and pedestrian improvements as being a high priority to encouraging walkability and contributing to a high quality of life in Town. Analysis of bicycle and pedestrian infrastructure was provided as part of the RZN 22-0003 staff report for the Planned Commercial District as a whole. *With respect to the mini-warehouse use, sidewalks should be provided along the use frontage on Plantation Road, the cross access connection to Crisp Road, and connecting the building/use.*

Transportation

The applicant submitted trip generation data as part of the application, and included the required Level of Service (LOS) Analysis. The level of service analysis considers the projected trip generation, in addition to existing traffic, to analyze the functionality of the signalized intersection to ensure that the level of service (as defined in “A Policy on Geometric Design of Highways and Streets”, latest edition) does not drop below a ‘D’ grade during the peak period. After reviewing this data and the overall layout, Town engineering staff has provided analysis in the attached memo and summarized below.

Based on the addition of new trips, from the proposed mini-warehouse use, and redistribution of trips from the Retreat development via the cross access connection, the Prices Fork / Plantation signalized intersection will be impacted with increased delay and queuing. The analysis confirms that the overall impact to level of service are acceptable per the Subdivision Ordinance, and concludes that no improvements are warranted or recommended to support the proposed development.

Cross Access and Public Utility Easements

Analysis of the required cross access between the mini-warehouse use and the future commercial development parcel has been provided as part of the RZN 22-0003 staff report and RZN 22-0003 Transportation & Easement Memo. *Additional analysis regarding the proposed retaining walls can be found below as they are specific to the design of the mini-warehouse use.*

Fences and Walls §5730

The existing topography on the site is challenging for development with the site sloping down towards the rear of the parcel. Retaining walls are shown throughout the site with the proposed layout to account for these changes in grade. Based on the building size, location, and existing topography, retaining walls surround the mini-warehouse structure and vary in height up to 22'. The applicant should provide information regarding the style and material for the retaining walls. *Retaining walls are not permitted in public utility easements and the site design should be revised to address this. Additional renderings would be useful to clarify the relationship between the retaining walls and the nearby uses.*

Blacksburg Transit

The proposed development is served by Blacksburg Transit with several routes serving the stops along Prices Fork Road. The existing bus stops in the vicinity are shown on the aerial map.

Sanitary Sewer

There is adequate capacity in the sanitary sewer system to provide for this development. However, as proposed, the layout does not meet Town standards. *A sewer main extension and additional public utility easements will be required to serve the site.* Please see attached Sanitary Sewer & Water Memo for additional detail regarding these requirements.

Water

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

Stormwater Management

The Town engineering staff have reviewed the application with regard to the development's stormwater management plan. The concept plan is **denied** at this time. *The denial letter is included as an attachment to this report and outlines several items that the applicant will need to address prior to the public hearing.*

Solid Waste and Recycling

The application does not detail how solid waste will be addressed for the use. While not required, it may be helpful for the applicant to provide recycling due to the nature of the use and the potential for boxes and other packing materials. *The applicant should coordinate with Public Works to determine appropriate solid waste and recycling for the use and provide additional information including narrative and layout to ensure these services can be provided.*

Business Operations

As outlined in Section 1181, consideration should also be given to the timing of operations, site design, access, screening, and other items related to the use. While the application includes site layout, floor plans, building elevations, and renderings, limited information has been included regarding operational characteristics such as business hours, lighting, security, and circulation/access. During the neighborhood meeting, the applicant indicated that the business hours will likely be 6AM to 9PM with on-site management from 9AM to 6PM. *Additional information regarding business operations should be provided to assess any expected impacts.*

NEIGHBORHOOD MEETING

A joint neighborhood meeting was held for this conditional use permit request and the related rezoning amendment request (RZN 22-0003) on November 8, 2022; at 5:30 pm. Notes and sign-in sheets from the meeting are attached to the staff report.

SUMMARY

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

STAFF RECOMMENDED CONDITIONS (*further conditions may be recommended based on revisions to the application*)

1. The property shall be developed in substantial conformance with the application dated October 3, 2022 and last revised November 7, 2022; and with rezoning Ordinance #2003.
2. Prior to issuance of a certificate of occupancy, the owner shall install five bicycle parking spaces with inverted-U bicycle racks to meet Town standards.

As detailed in the staff report, several revisions to the application are needed to meet Town standards. As noted, the request is complex due to the related rezoning request to modify an older Planned Commercial district. Town staff will work with the applicant to remedy identified issues for both requests. If revisions are not made, the Planning Commission should consider conditions regarding cross access, sidewalks, proposed sewer connections, public utility easements, and buffer yards.



Attachments

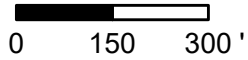
- Staff GIS Maps
- Staff Transportation Memo

Attachments Provided with RZN 22-0003 Staff Report

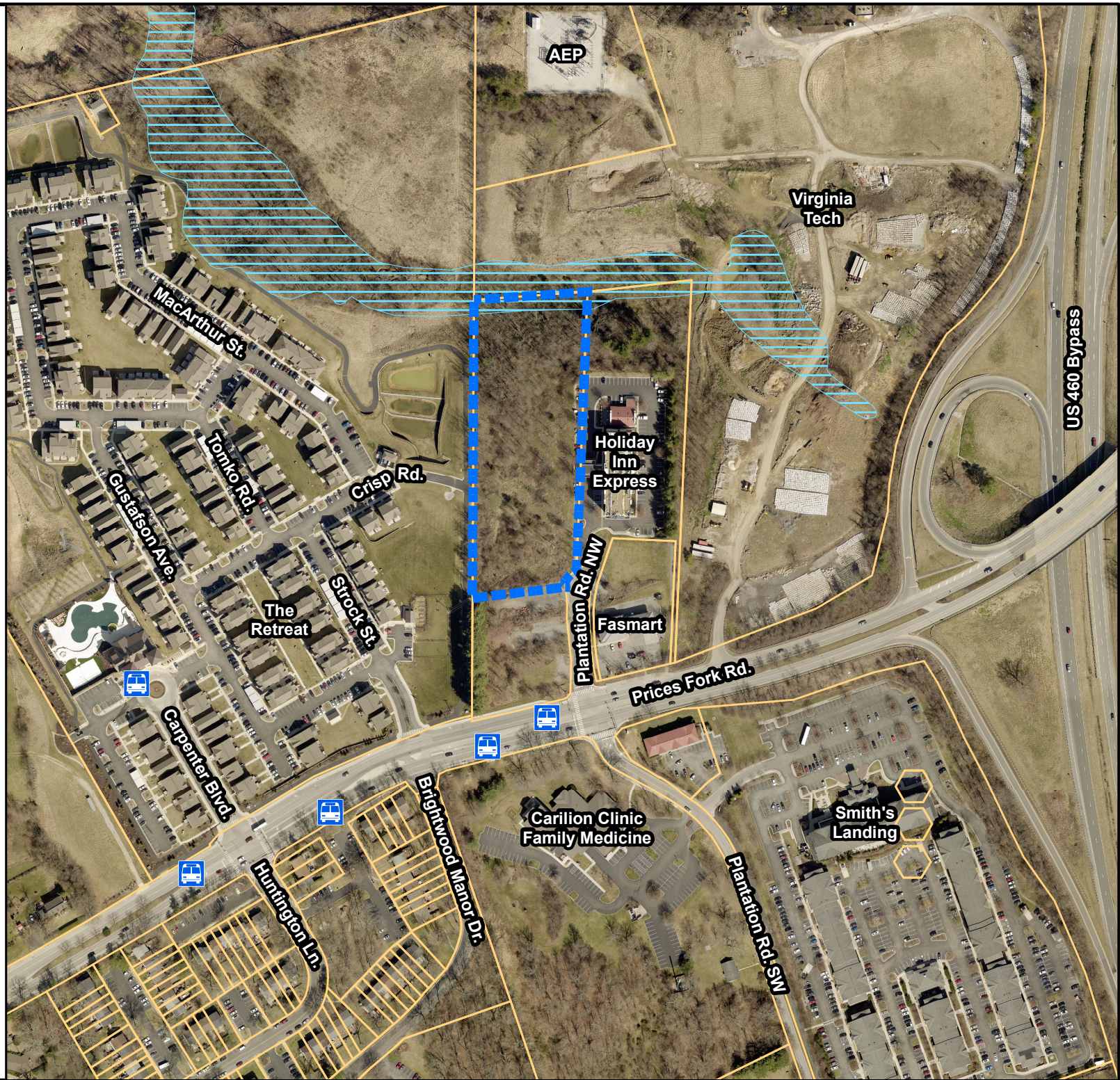
- Staff Sanitary Sewer & Water Memo
- Staff Stormwater Concept Plan Letter
- Neighborhood Meeting Notes & Sign-In Sheets for RZN 22-0003 and CUP 22-0006
- Public Correspondence

**1055 Plantation Rd. NW
CUP22-0006**

-  Bus Stops
-  Subject Area
-  Parcels
-  Creek Valley Overlay



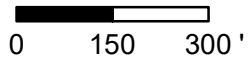
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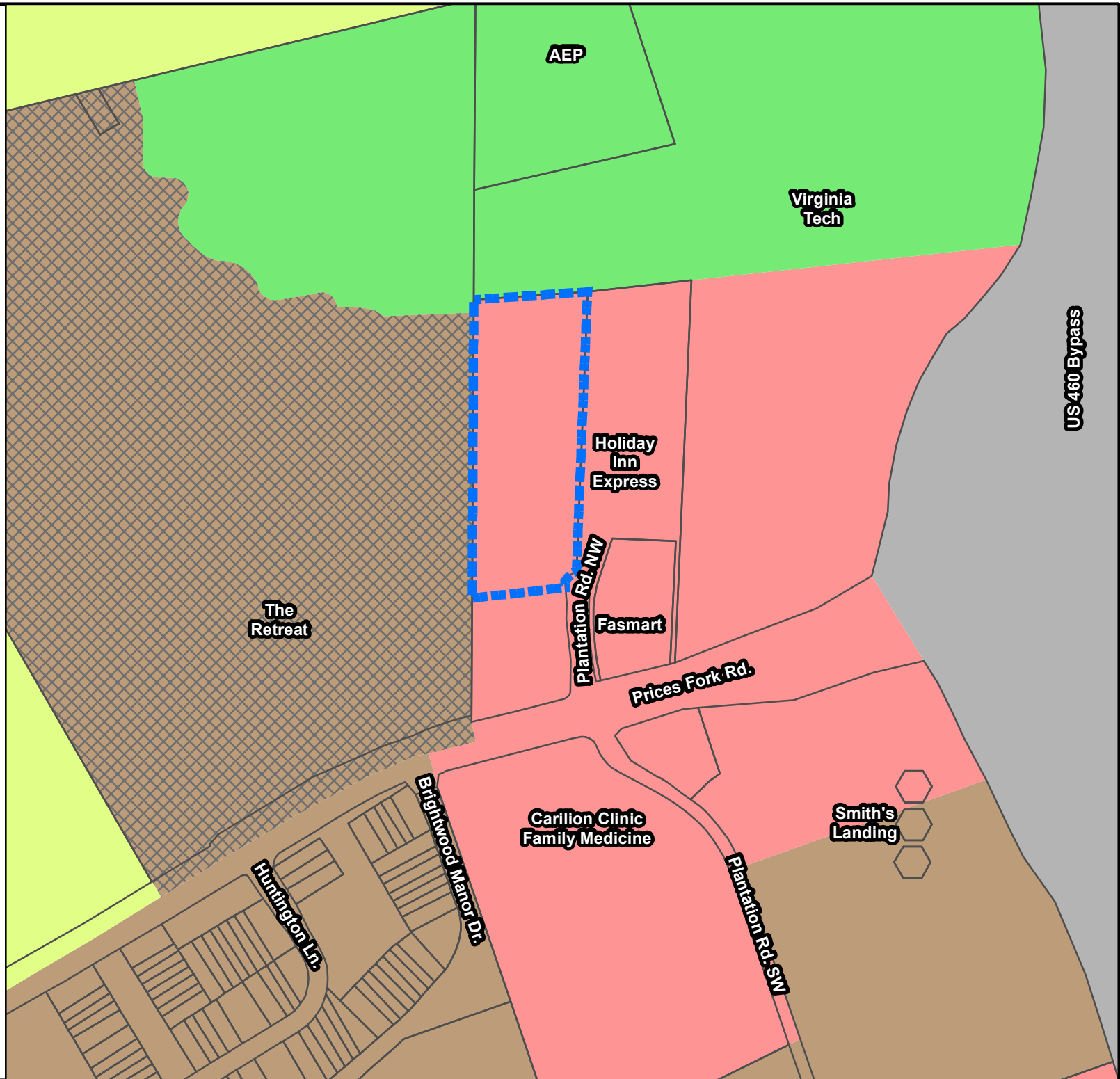
**1055 Plantation Rd. NW
CUP22-0006**

Future Land Use

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












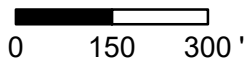
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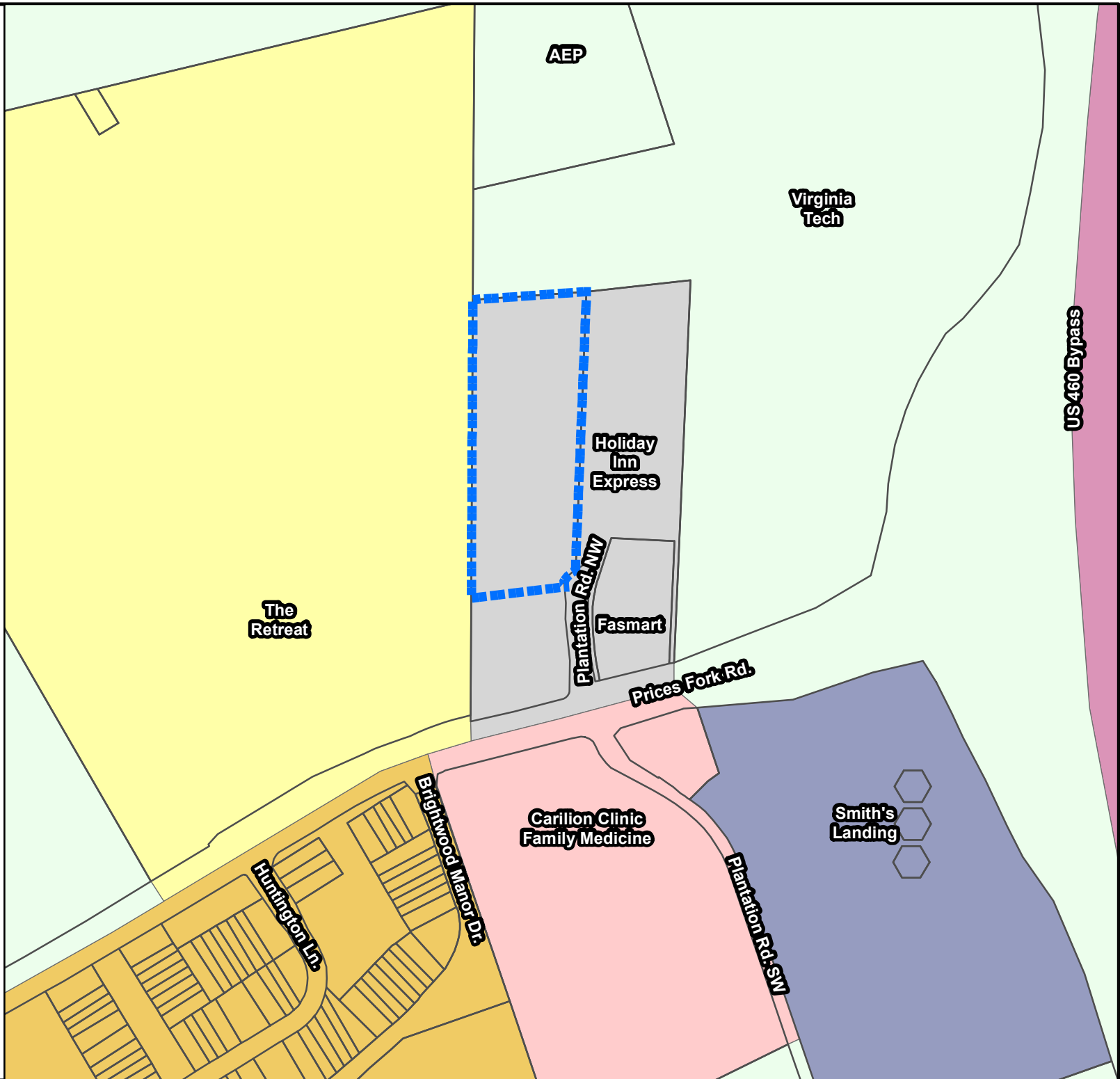
**1055 Plantation Rd. NW
CUP22-0006**

Current Zoning

-  Subject Area
-  Parcels
-  RR-1 Rural Residential 1
-  RM-27 Low Density Multiunit Residential
-  O Office
-  MXD Mixed Use Development
-  PC Planned Commercial
-  PR Planned Residential
-  UNIV University



TOWN OF
Blacksburg
VIRGINIA



MEMORANDUM

TO: Kali Casper, Assistant Planning Director

FROM: Joshua Middleton, Town Engineer

DATE: November 10, 2022

SUBJECT: CUP22-0006 - Prices Fork Mini-Storage – Transportation Comments

****Special Note – Transportation & Easement Comments from the RZN22-0003 memo, dated Nov 10, 2022, are also applicable to this use request.****

Overview

The development proposes the construction of a mini-storage facility at the end of Plantation Road, which will generate new vehicular traffic to the existing road network. Additionally, the proposed development, will create a cross access with the adjacent parcel along Crisp Road. Crisp Road is a private road that was constructed, to the parcel boundary, as part of the Retreat development. Creating the cross access will change the distribution of trips within the existing Retreat development. Newly added trips as well as the re-distribution of existing Retreat trips was analyzed as part of the submitted Traffic Impact Analysis. The analysis focuses on the impacts of the proposed mini-storage facility and cross access impacts at the Prices Fork / Plantation Road signalized intersection.

Trip generation data indicates the total number of **new** vehicle trips, generated by the mini-storage facility, to be 146 trips per day, with AM Peak Hour volumes of nine (9) trips and PM Peak Hour volumes of fifteen (15) trips. All new trips are assumed to generate to and from Plantation Road, through the signal, to be distributed along Prices Fork Road. No trips were assumed to distribute through the Retreat development.

Re-distribution of **existing** Retreat trips was analyzed on the likelihood of movement, based on travel distance. Based on the existing layout and connectivity, it was assumed that as much as 40% of existing trips, which currently use the signalized intersection at Huntington Lane, would utilize the cross access connection along Crisp Road, thus distributing to Prices Fork through the Plantation Road signalized intersection. However, as there is a second limited access entrance to the Retreat development adjacent to Brightwood Manor Drive, it was assumed that only 20% of entering trips would utilize the cross connection along Crisp Drive via the Prices Fork / Plantation Road signalized intersection. Therefore, the expected re-distribution of Retreat trips to the Prices Fork / Plantation Road signalized intersection would be expected to include AM Peak Hour volumes of fifty (50) trips and PM Peak Hour volumes of ninety-six (96) trips.

The existing traffic volumes, obtained as part of the analysis, indicate that Prices Fork Road currently operates at approximately 23,000 ADT (average daily traffic) with AM Peak hour volumes of 2560 vehicles and PM Peak Hour volumes of 2925 vehicles, as measured at the Prices Fork / Plantation Road signal. The total number of new and re-distributed trips is expected to include AM Peak Hour volumes of fifty-nine (59) trips and PM Peak Hour volumes of one hundred eleven (111) trips. This represents an increase of approx. 2.3% – 3.8%.

Level of Service Analysis

A level of service analysis was performed at the Prices Fork / Plantation Road signalized intersection to determine the impact of the new and re-distributed trips. The level of service (LOS) analysis focuses on a review of impacts during peak hour periods. For the Prices Fork / Plantation Road signalized intersection, peak hour periods occur in the AM between 7am and 9am and in the PM between 4:30pm and 6:30pm. Page 11 of the Traffic Impact Analysis provides a summary table of the LOS analysis for these two peak hour periods.

The existing (2022) Traffic Condition indicates the signal would be expected to operate at an Overall LOS of B during both the AM and PM peak hours. LOS is determined as a function of delay experienced across all legs of the intersection. The AM peak hour LOS B functions with an aggregate delay of 15.5 seconds, while the PM peak hour LOS B function with an aggregate delay of 19.8 seconds. When existing traffic volumes are projected to year 2024, to represent the No-Build Condition, Overall LOS increases slightly by 0.3 seconds during the AM peak hour and 1.3 seconds during the PM peak hour.

Once the existing and No-Build condition was determined, it was compared to the expected, or Build condition, if the development were constructed. Due to the new trips generated by the mini-storage complex, and re-distributed of trips from the Retreat, the AM and PM peak hour periods would increase to an Overall LOS of C. The increase in aggregate delay would be 5.7 seconds during the AM peak hour and 7.8 seconds during the PM peak hour.

Queuing would also be expected to increase, particularly on the east and westbound through lanes on Prices Fork Road and the southbound movement from Plantation Road. Queue lengths along Prices Fork would be expected to increase by as much as 134 feet (23%) eastbound and 256 feet (37%) westbound. Queue lengths on Plantation Road would be expected to more than double to 202 feet from 95 feet.

Though level of service and queuing will be impacted by the proposed new and re-distributed trips, the analysis confirms that the expected LOS meets the requirement of Section 5-307 of the Subdivision Ordinance for the peak hour traffic.

Conclusion:

Based on the addition of new trips, from the proposed mini-storage facility, and redistribution of trips from the Retreat development via the cross access connection, the Prices Fork / Plantation signalized intersection will be impacted with increased delay and queuing. The analysis indicates that the majority of the impact occurs as a result of the cross access and re-distribution of trips from the Retreat development. However, the cross access is a desired and recommended addition as it provides redundancy and increased connectivity that is critical to a robust transportation network. Though overall delay and queuing will occur at the Prices Fork / Plantation Road signal, it would be expected to decrease at the Prices Fork / Huntington Lane signal, therefore, likely reducing the overall impact to the Prices Fork corridor. Additionally, the analysis confirms that the overall impact to level of service are acceptable per the Subdivision Ordinance, and concludes that no improvements are warranted or recommended to support the proposed development.