



February 16, 2023

Kinsey O'Shea, Senior Town Planner
Department of Planning and Building
400 South Main Street
Blacksburg, VA 24060

RE: RZN 22-0004/ORD 2007- Rezoning Glade Spring Crossing, Response and Changes to staff Report received on February 10, 2023

Dear Kinsey,

The following is a response to the staff report received on Feb. 10, 2023 with correction and changes made.

1. First from Kinsey O'Shea's memorandum and errors and inconsistencies memo:

- Proffer statement Proffer #9(g) indicates that all units will be 3-bedroom units. The provided floor plans indicate that 2-bedroom units are also available.

- o The proffer or floor plans will need to be updated.

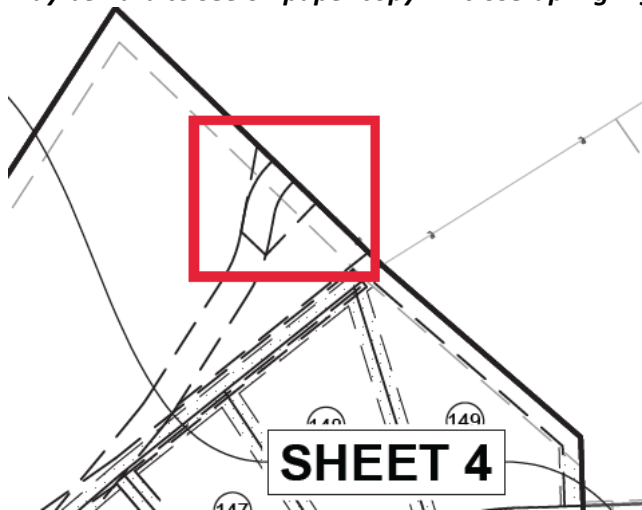
Response: the 24 units are tied to 3 bedrooms but the proffer and developers' agreement go on to say if the NRHT determines 2-bedroom would be in the best interest, then the builder can do it. However, either way the remainder of the South area workforce housing can include 2-bedrooms. Therefore, we do intend to have 2-bedroom floor plans.

- Response and Changes to Staff Report memo #1(e) indicates that the trail has been realigned and an easement is provided adjacent to the Quinones property.

- o PED exhibit shows original alignment

- o Conceptual Development Plan (DEV sheets) do not show additional easements

Response: They both do show the changed alignment. The trail did not enter the Quinones property at the pond, rather at a location ideal for connection. However, we did add a curve in it to better aid in the transition. The concept plan shows the easement on page 137 but it may be hard to see on paper copy. A close-up highlight is shown below:



- Response and Changes to Staff Report memo #1(f)(i) states that the FAR will be 0.7

- o “Sample Lot Schematics” sketch (p34 of the application PDF) indicates that FAR for detached structures will be 1.0
Response: fixed
 - o Compatibility with surrounding Neighborhood Zoning chart (p40 of the application PDF) identifies FAR for the South area as 1.0-1.3
Response: fixed
 - o Pattern Book Development Standards Southern Area indicates FAR as 1.0-1.3
Response: fixed in Appendix sections
 - Response and Changes to Staff Report memo #1(f)(ii) states that ADUs will no longer be allowed as a use
 - o Remove proffer #5
Response: Removed
 - o Remove reference to ADUs in the Permitted Uses section of the application (p28 of the application PDF)
Response: Removed
 - o Remove reference to ADUs in the Occupancy section of the application (p32 of the application PDF)
Response: Removed
 - o Remove reference to ADUs in the Pattern Book Development Standards Southern Area
Response: fixed in Pattern Book pg. 106 of pdf
 - Response and Changes to Staff Report memo #1(f)(iii) indicates that the non-corner side setbacks for the South area are now a minimum of 5’ with minimum building separation of 17’
 - o Pattern Book Development Standards Southern Area indicates side setback of 7.5’
Response: Fixed in Pattern Book reference pg. 106 of pdf.
 - Response and Changes to Staff Report memo #1(f)(iv) states that no more than two contiguous 18’ wide driveways adjacent
 - o Graphics in the application Example Streetscape (p38-39 of the application PDF) and A100-A101 will need to be revised to reflect the restriction
Response: Fixed in Appendix, Pdf pages 133, 134
 - Response and Changes to Staff Report memo #1(j) and Proffer Changes #3(a) indicates that units will be built to achieve HERs certification, and that Pearl and EarthCraft will not be used.
 - o The application Affordable Unit Regulations (p36 of the application PDF) will need to be revised to remove the reference to EarthCraft certification.
Response: fixed on pg. 36 of pdf.
 - Response and Changes to Staff Report memo #2(e) Variance comments/changes states that the request to reduce PUE widths is now only applicable on perimeter PUEs and only where there are adjacent easements. The applicant indicates that 15’ front yard PUEs will be provided.
 - o Graphic DEV sheets in the application do not show any front PUEs
Response: The Conceptual Development Plan has been altered in the Appendix to show the front PUE’s.
2. In response to Sean Veltman’s sewer engineering memo:
Response: The applicant appreciates the memo, its solutions, and the proposal for cost share. Several items still feel like they need consideration. While the applicant is generally in agreement, the applicant asks for modifications to the cost share formula with consideration of the following four items:

- a) *existing force main replacement cost – the applicant does not believe maintenance of an existing system is this project’s responsibility. If the development does not move forward, replacement of the line appears to still require replacement. The applicant is willing to pay a share to upsize the line (if development causes the need).*
- b) *removal of the “The Farm” flow from our proportional share – flow from “The Farm” is an existing flow regardless of direction. While this project proposes to accept the flow and redirect, the redirection serves as a reduction of flow to other facilities (such as Karr Heights, University Boulevard, etc) and increases the capacity at other facilities. In other words, “The Farm” flows are not a new introduction to the Towns system with this development. It would be easy enough to alter the proportion based on a Glade Spring pumping rate that doesn’t include “the Farm” flows.*
- c) *a revised sharing calculation based on capacity in the new gravity system – the applicant is of the opinion that the 10-inch line has been oversized to accommodate future growth potential in Tom’s Creek or from VT land adjacent to it. If future growth has not been included, there may be a need to further increase the diameter. Both scenarios suggest a revised sharing calculation to be based on the final design capacity when compared to this development flow. Finally,*
- d) *design costs for the new gravity line should be based on a pro-rata share agreement - Survey, Geotech, and preliminary design efforts will be needed to create an alignment, then final construction and design documents created. While the applicant is not opposed to carrying out the engineering to keep everything on a fast track with the development, a cost sharing agreement be utilized to cover design cost similar to that of the construction costs.*

3. In response to Randy Formica’s Transportation memo:

Response:

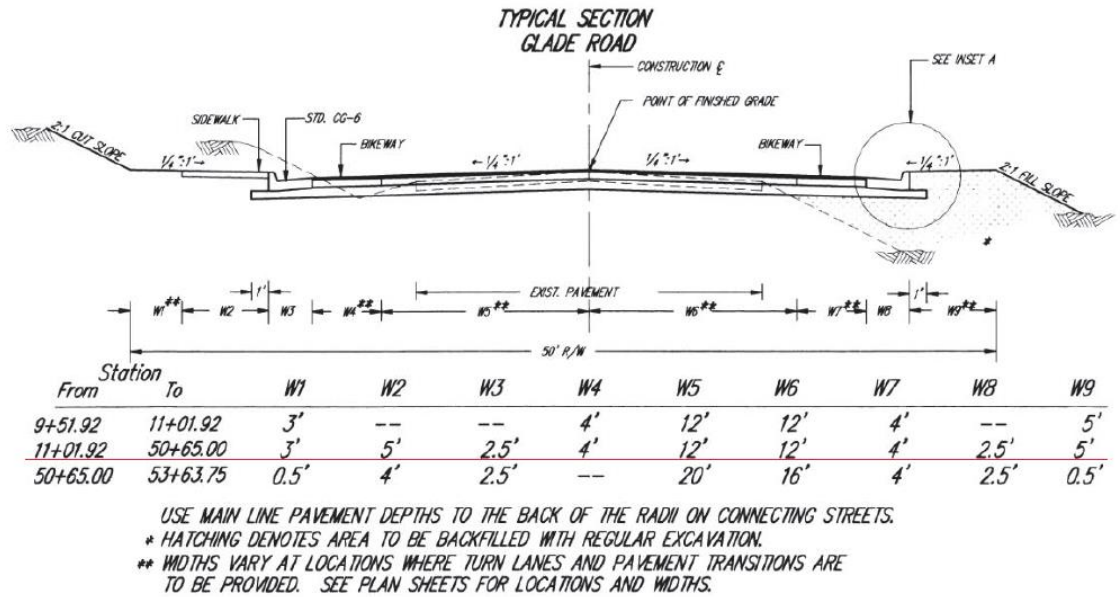
1. *“Table 5: Level of Service Summary” from the updated TIA provided to the Town on January 11, 2023 is the latest analysis.*
2. *The engineering memo (dated 2/1/2023) included statements regarding the potential queue length based on information we received from our subconsultant by email on January 10th. Apparently, modifications were made between January 10th and the formal submission of the updated TIA.*
3. *E&A concurs that we presented some possible disadvantages of implementing the all-way stop condition at this intersection, including impacts to existing commercial access points and implications to pedestrian paths.*
4. *The analysis was simply provided as a response to staff and describes a “what-if” scenario, but is in no way linking the implementation of this plan to the rezoning request. Other plans of mitigation have also been evaluated; however, each alternative becomes more complex, requires more right of way, utility relocation, and impacts to an already developed area.*
5. *If information is needed, E&A can provide response to the “additional discussion items” at this time in the following manner:*
 - a. *Is there a scenario where the all way condition be installed and the bicycle lanes remain and not be eliminated?*
RESPONSE: The attached PDF titled “Glade Rd-Old Glade Rd Google Earth (1)” is provided to depict areas of concern to keep the bicycle lanes in place.



1. *In the area of Note 1, there is an absolute need to provide a minimum 2' lateral offset and clearance from the sign edge. The existing sidewalk is adjacent to curb & gutter. To install a stop sign in the sidewalk area, additional sidewalk would need to be constructed to provide the minimum pedestrian travel width around the sign and construct an adequate pedestrian path to the existing ADA ramp. There is limited right of way in this area as shown on Sheet 8 Insert and Sheet 2 Insert. The adjacent owner is the United States Postal Service, per D.B. 505, Pg. 165. The plan sheet suggests that 3' of right of way exists beyond the current sidewalk edge; however, based on available information, existing conditions suggest that additional right of way acquisition would be required to construct the necessary sidewalk improvements and address the current grade differential and the presence of utility poles. The evaluation suggests the need for additional right of way, grading easement to address the grade differential and possible utility pole relocation. To that extent, in the WB direction the recommendation is to install the stop sign in the bicycle lane to preserve the sidewalk.*
 2. *In the EB direction, it is not recommended to utilize a single stop sign to stop two lanes of traffic and a bicycle lane. Note 2 depicts the location of the stop sign to the far right. Any stop sign placed to the far right will most likely not be visible to oncoming traffic due to sign and pole clutter and the horizontal separation from the stop sign to the "thru lane". To that extent, in the EB direction, two stop signs are recommended, with one placed in the existing bicycle lane, in the area of Note 3.*
- b. The possibility of re-configuring the existing vehicle travel lanes should be explored.

RESPONSE: E&A has already considered the possibility of re-configuring lanes. Sheet 2 Insert depicts the typical road section at the intersection of Glade Rd & Old Glade Road (STA 48+00). The existing typical section includes the minimum 12' wide lanes for intersections (W5 & W6), 4' bike lanes (W4 & W7). There does not appear to be a scenario in which the lanes can be further reduced to provide a 2' lateral offset for a sign and the size of the stop sign (30"x30") minimum. The evaluation depicts that the bicycle lane at the intersection needs to be converted to a safe haven location for sign clearance.

SHEET 2 INSERT
 NOT TO SCALE
 KROGER SIDE IS W1; VOLUME II BOOOK STORE IS W9



Please don't hesitate to reach out with any questions regarding these items. Thank you.

Best,

Meredith Jones

Meredith Jones, P.E. Vice President
 Eden & Associates, P.C.