

## Kasey Thomsen

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**From:** Kinsey O'Shea  
**Sent:** Friday, January 13, 2023 2:01 PM  
**To:** Kasey Thomsen  
**Subject:** FW: More Signatures in Opposition of Rezoning for GSC  
**Attachments:** VATC Second Round Signatures.pdf

**Kinsey O'Shea, AICP**  
**Senior Planner, Current Planning & Development Administration**

Town of Blacksburg Planning & Building Department  
400 South Main Street  
540.443.1300  
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**From:** Robin Jones <[robindavisjones@gmail.com](mailto:robindavisjones@gmail.com)>  
**Sent:** Friday, January 13, 2023 1:54 PM  
**To:** Planning Commission <[PlanningCommission@blacksburg.gov](mailto:PlanningCommission@blacksburg.gov)>; Matt Hanratty <[mhanratty@blacksburg.gov](mailto:mhanratty@blacksburg.gov)>; Leslie Hager-Smith <[LHager-Smith@blacksburg.gov](mailto:LHager-Smith@blacksburg.gov)>; Susan Anderson <[anderson@math.vt.edu](mailto:anderson@math.vt.edu)>; John Bush <[jbush@blacksburg.gov](mailto:jbush@blacksburg.gov)>; Lauren Colliver <[lcolliver@blacksburg.gov](mailto:lcolliver@blacksburg.gov)>; Jerry Ford <[jford@blacksburg.gov](mailto:jford@blacksburg.gov)>; Susan Mattingly <[smattingly@blacksburg.gov](mailto:smattingly@blacksburg.gov)>; Michael Sutphin <[msutphin@blacksburg.gov](mailto:msutphin@blacksburg.gov)>; Kinsey O'Shea <[KOShea@blacksburg.gov](mailto:KOShea@blacksburg.gov)>  
**Subject:** More Signatures in Opposition of Rezoning for GSC

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Town Council and Town Planning Commission,

Attached are more signatures in opposition of the rezoning for GSC and the connector road.

I'll continue to send more as they come in so these resident voices are heard.

Robin Jones  
1224 Village Way S.  
912-572-2114



We, the undersigned residents of the TOB, oppose the current proposal from Glade Springs Crossing because of safety concerns due to increased traffic AND the negative environmental impact of Toms Creek.



Print Name	Address	Email	Signature
JOLENE CRAFTON	1306 SHADOW LAKE Rd.	jolenecrafton@gmail.com	Jolene Crafton







We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Lisa Webster	1234 Red bud Rd Blacksburg, VA	lwebster38@radford.edu	
Bo Webster	Same as above	bocwebster@aol.com	

\_\_\_\_\_  
Campaigner

\_\_\_\_\_  
Date




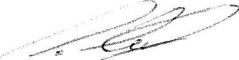








We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
MICHAEL KLAPPRSTH	1210 Village Way South Blacksburg, VA 24060	kayak_010203@yahoo.com	
CAREY CALDWELL	203 MEADOWBROOK DR. BLACKSBURG VA 24060	carey_caldwell@verizon.net	
Julia Klappst	1210 Village Way South Blacksburg VA 24060	kayak_010203@yahoo.com	Julia C Klappst

Campaigner


Date







We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
<del>EDGAR</del> MARILYN EDGAR	1225 Redwood Rd	edg@comcast.net	

\_\_\_\_\_  
Campaigner

\_\_\_\_\_  
Date



## Kasey Thomsen

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**From:** Anne McClung  
**Sent:** Tuesday, January 10, 2023 1:31 PM  
**To:** Kasey Thomsen  
**Subject:** FW: Opposition to Rezoning for Glade Springs Crossing  
**Attachments:** Tom's Creek Sustainability Letter to TOB - With Signatures.pdf

**From:** Robin Jones <robindavisjones@gmail.com>  
**Sent:** Monday, January 9, 2023 2:48 PM  
**To:** Planning Commission <PlanningCommission@blacksburg.gov>  
**Subject:** Opposition to Rezoning for Glade Springs Crossing

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Blacksburg Planning Commission,

On behalf of the Tom's Creek Sustainability Coalition and members of the Town of Blacksburg community, please see the attached letter and supporting signatures opposing the rezoning of the Glade Springs Crossing concept plan.

Following are 4 primary issues we have identified that make the current plan for rezoning and development of the Tom's Creek Watershed untenable. Each is explained in more detail in this letter.

1. Environmental stressors on Tom's Creek. The planned rezoning and development will unnecessarily increase environmental stress on Tom's Creek, which is already considered at risk.
2. The Town of Blacksburg's Own Plans for Sustainability. The proposed zoning and Glade Spring's Crossing development, to be placed in the Tom's Creek watershed, contradicts the town of Blacksburg's own sustainability plans. It does not reflect watershed based planning or green infrastructure.
3. Comparison Development for Sustainability. Development of the Tom's Creek Watershed should follow the model of The Village at Tom's Creek instead of The Farm, excepting the price of housing, since the town needs price-protected workforce housing, but not at the expense of the environment.
4. Connectivity and Sustainability. The town should take into account current urban planning research and its own stated priorities in considering the proposed connection between the Village at Tom's Creek neighborhood and the Glade Road Crossing neighborhood. This connection should be a bike and walking path to connect the neighborhoods, not a road connection thoroughfare for cars.

Please confirm receipt of this email. If you have questions, I am happy to field them to the coalition for response. Thank you in advance for your careful review of our submission.



Robin Jones  
1224 Village Way S.  
912-572-2114





## Tom's Creek Sustainability Coalition



Monday, January 9, 2023

Dear Blacksburg Town Council and Planning Commission:

We, the undersigned, wish to express our most strenuous objection to the rezoning for development as planned in the 1000 block of Glade Road (advertised as “Glade Spring Crossing”), which is the watershed for Tom’s Creek. As proud residents of Blacksburg, we are firm believers in environmentally, socially, and economically sustainable development. The current rezoning and development plan, however, is not, as we will argue below, environmentally sustainable or aligned with the town’s own growth principles.

We ask that the Tom’s Creek watershed property instead be developed in a manner consistent with the Town of Blacksburg’s sustainability goals of responsible housing development (see the town of Blacksburg website) that consider economic, environmental, and social aspects of sustainability. We ask that the town of Blacksburg preserve smart neighborhood planning, which includes culture and safety as much as connectivity for cars, housing availability, and cost.

We will be attending the public forum and will make many of the following points in person, but we are sending this letter and the attached signatures in advance to better collectively provide our reasoning and the data upon which it is based. As you can see, there are more problems with this proposed rezoning and development than can be explained in one public forum.

We trust that our town leaders, who have always been environmentally conscious and in favor of protecting long-term community and ecology over the short-term financial gain of one developer, will agree with our position after reading this report.

Sincerely,

*The Tom’s Creek Sustainability Coalition*

*(Signatures attached)*



## **Why the Current Plan for the Tom's Creek Watershed Is Not Environmentally Sustainable:**

Following are 4 primary issues we have identified that make the current plan for rezoning and development of the Tom's Creek Watershed untenable. Each is explained in more detail in this letter.

1. **Environmental stressors on Tom's Creek.** The planned rezoning and development will unnecessarily increase environmental stress on Tom's Creek, which is already considered at risk.
2. **The Town of Blacksburg's Own Plans for Sustainability.** The proposed zoning and Glade Spring's Crossing development, to be placed in the Tom's Creek watershed, contradicts the town of Blacksburg's own sustainability plans. It does not reflect watershed based planning or green infrastructure.
3. **Comparison Development for Sustainability.** Development of the Tom's Creek Watershed should follow the model of The Village at Tom's Creek instead of The Farm, excepting the price of housing, since the town needs price-protected workforce housing, but not at the expense of the environment.
4. **Connectivity and Sustainability.** The town should take into account current urban planning research and its own stated priorities in considering the proposed connection between the Village at Tom's creek neighborhood and the Glade Road Crossing neighborhood. This connection should be a bike and walking path to connect the neighborhoods, not a road connection thoroughfare for cars.



## 1. Environmental Stressors on Tom's Creek

### ***Tom's Creek is Already Considered at Risk:***

The location of the proposed Glade Spring Crossing is within the headwaters of Tom's Creek. This property has perennial springs as well as ephemeral and intermittent streams that drain to an unnamed perennial stream, which exits the property and flows into the main branch of Tom's Creek approximately one mile downstream from the proposed Glade Spring Crossing property boundary. The property being considered for rezoning and dense development, then, is the watershed for Tom's Creek, which, as we will explain below, is a waterway already identified as being under duress, which is why it has been historically zoned for less dense development.

Tom's Creek is already under stress and does not meet Virginia Department of Environmental Quality's (VA DEQ) water quality standards. The most upstream 6.19 miles of Toms Creek (reach ID VAW-N22R\_TOM03A08, from the mouth of Big Run upstream to its headwaters) are listed as "impaired" based on the 2022 VA DEQ Integrated Report due to violations of the bacteria and temperature water quality standards. The upper reaches of Tom's Creek are classified as 5A waters, meaning a stockable trout stream. Because trout are cold-water fish, the state water quality standards require instantaneous water temperatures not to exceed 21 degrees Celsius. Levels of bacteria (E. coli) in the creek also already exceed DEQ standards, likely resulting from livestock access and failing septic systems with the Tom's Creek stream network.

In brief, Tom's Creek and its watershed have already been identified as endangered because of existing temperature stressors (see the Town of Blacksburg's own report on the effects of climate change on the town's website for more on the effects of what might seem to be minor temperature changes on delicate ecosystems). The members of the town council and planning commission must know about this existing stress to Tom's Creek.

### ***Urban developments with high density increase stream temperatures:***

Any development that does not take into account how site development (e.g. grading, soil disturbance), housing (dark, heat-gathering roofs) and the replacement of grass with asphalt on steep slopes with highly erodible soils characterized by low water infiltration capacity will affect the watershed integrity is not ecologically sound and should be rethought if not outright denied.

As members of the town council and planning commission likely already know, urban development contributes significantly to increased water temperatures. During the summer, parking lots and buildings store solar energy. In addition to increasing local air temperatures (known as the urban heat island effect), afternoon thunderstorms can transfer that stored thermal energy to storm runoff, increasing stream temperatures by as much as 10 degrees Celsius in a matter of hours. Stormwater management practices that hold water in direct sunlight, like the detention and retention ponds that are part of the proposed Glade Springs Crossing development, exacerbate the thermal impacts of urban stormwater by exposing the water to solar radiation. In addition to increasing stream temperatures, "inline" detention and retention ponds (ponds



constructed within a stream channel) exacerbate channel instability by interrupting the natural transport of coarse sediments (sands, gravels, cobbles) that are critical for stream habitat.

Ecologists would argue that low-density development that works with the original topography's channels would be the most sustainable. Other methods for reducing the thermal impacts of urban stormwater include increasing forest cover, changing the color of pavements and rooftops to light colors, and infiltrating stormwater using practices such as bioretention cells so that it does not contribute to surface runoff (Ketabchy et al., 2019; Paraszcuk, 2021). Although bioretention cells pose a risk of sinkhole development in areas with karst geology (the proposed Glade Springs Crossing site is karst geology) this concern is lessened when the bottom of the cell is lined. There are several bioretention cells, for instance, within the Town of Blacksburg and on the Virginia Tech's campus. However, the ponds planned within the proposed Glade Springs Crossing site, as we will next argue, are not medically advisable or environmentally sustainable.

***Retention ponds create nuisances and health threats:***

In addition to thermal and channel stability impacts, ponds with a permanent pool of water (retention ponds) create an "attractive nuisance" due to the potential for drowning. For this reason, many retention ponds are fenced to prevent public access, which would detract from the aesthetics of the neighborhood.

Standing bodies of water surrounded by mowed turfgrass also attract permanent populations of water fowl, such as Canada geese. Increasing the population of Canada geese in the watershed has the potential to increase nutrient and bacteria loads to Tom's Creek, which is currently cited for excessive bacteria levels. The feces spread by Canada geese also make them unwanted inhabitants of a neighborhood being marketed to families, hikers, and walkers.

Moreover, phosphorus accumulation in wet ponds can cause unsightly algae and cyanobacteria blooms, which can pose a health threat to pets and humans. For example, in August 2021, the Virginia Department of Health issued a warning to avoid Pandapas Pond due to a toxic algae bloom (<https://www.wsls.com/news/local/2021/08/17/health-officials-warn-of-potentially-toxic-algae-at-pandapas-pond/>). Blacksburg does not want its reputation as an outdoors community to be marred by a neighborhood where it is considered unsafe to be outdoors because of goose feces and algae blooms.

***High density developments increase runoff of pollutants into Tom's Creek:***

Most especially, the current plan for the Glade Spring Crossing development is not environmentally sustainable because of its high density and its architectural plan.

Most of the houses are designed to be built close together and without garages, meaning that residents will need to park their cars (a proposed 348 cars, see part 4, Connectivity and Sustainability) either on the street or off street but still in the open. Cars, of course, are messy and routinely leak oil and other fluids (just look at the floor of any garage); all of those pollutants will be washed downslope during storms, flowing into Tom's Creek, with rain storms that will exceed the capacity of stormwater detention ponds (located upstream from most of the proposed housing), and the proposed wet pond (also located upstream from a significant portion of the



proposed housing) further polluting the already impaired stream. The proposed wet pond stormwater best management practice is designed to retain total phosphorus, but there is no capacity documented to retain the myriad of other pollutants, including dissolved nutrients and other contaminants as well as contaminants attached to eroded and transported sediments carried offsite with storm water.

The situation will be made worse by the steep slopes with soils characterized by low infiltration rates at the proposed development site (79% of the site has soils with slow or very slow infiltration rates with high runoff potential). We note that the Town of Blacksburg's own *2020 Climate Vulnerability Assessment* mentions watersheds and stormwater infrastructure as two areas of potential vulnerability that need attention in light of our warmer summers and winters and growing uncertainties concerning storm frequency and intensity resulting from climate change. Building of the kind of the proposed Glade Spring Crossing, since it is located within the headwater area of the Tom's Creek watershed will exacerbate this already identified problem.



## 2. The Town of Blacksburg's Own Plans for Sustainability:

One only need look at the Town of Blacksburg's website to see the emphasis the town has placed on environmental sustainability. Every element of the town's marketing involves identifying the town as beautiful, natural, and environmentally intentional about development. The first sentence of the comprehensive plan's section on land use identifies as a goal, to "guide growth in a responsible manner that results in quality, sustainable development and redevelopment, fosters an equitable and inclusive community, and retains Blacksburg's small town feel and high quality of life." Also from the comprehensive plan, most of the key attributes of community character center on the natural environment. The plan lists the following as the town's "most valued assets": Mountain location, Small town feel, Safety of the community, Sense of community, Quality of schools, Greenway/trail systems, and Parks and open spaces. We do not believe that the proposed rezoning of the Tom's Creek watershed increases or protects those assets.

### *The town website identifies principles that the proposed development violates:*

The Town of Blacksburg on its website describes itself as committed to the protection of the environment while providing the highest level of municipal services to the Blacksburg community. A signal of that commitment is demonstrated through the town's Environmental Policy which specifies that the town will:

1. Comply with all applicable federal, state and local environmental, health and safety rules and regulations
2. **Continually identify pollution prevention innovations and apply those that make good economic and environmental sense**
3. Reduce the use and generation of hazardous wastes wherever possible
4. Reduce the use of energy and the generation of non-hazardous solid wastes
5. **Regularly monitor and measure areas of significant adverse environmental impact**
6. **Regularly review the Environmental Management Program for continuing suitability, adequacy, and effectiveness and make such changes as are appropriate to ensure continuous improvement**
7. Inform employees and the Blacksburg community of the Environmental Policy and the Environmental Management Program through education and outreach programs.

We identify the proposed Tom's Creek watershed development as violating #2, #5, and #6 of the town of Blacksburg's own Environmental Policy.

The town's website includes the following list of Town Environmental Programs:

1. Energy Management
2. Urban Forestry
3. Transportation
4. **Watershed Integrity**
5. **Climate Protection**
6. Waste Reduction and Recycling
7. **Sustainable Buildings**



We identify the proposed Tom's Creek watershed development as violating #4, #5, and #7 of the town of Blacksburg's own Focus Areas.

The town's website also lists art projects designed to call attention to Blacksburg's water quality. Shouldn't the town work as hard to actually protect the quality of Tom's Creek? And shouldn't Tom's Creek be given the same level of protection and attention as Stroubles Creek?

***The Town's Watershed Plan:***

The 2021 Town Comprehensive Plan lists "improving watershed management practices and water quality" is part of the town's vision of environmental sustainability. We, the Tom's Creek Sustainability Coalition, support that vision and urge the town to act on it with the proposed rezoning and development of the Tom's Creek watershed property.

We will not here reprint all of the evidence and arguments from the 2014 study of Tom's Creek, "Implementing Watershed-Based Green Infrastructure for Stormwater Management: Case Study in Blacksburg, Virginia, by Meredith Pavlick Warren, Tamim Younos, John Randolph, since we are sure that the Town Council and Planning Commission members must surely be familiar with this easily accessed document. But we would like to pull a few especially relevant quotations to highlight that the Tom's Creek Sustainability Coalition is not alone in recognizing the importance of intentional development of that vulnerable piece of land.

First, concerning the then-existing zoning practices, the report's authors express:

Current zoning and existing land use practices provide a good foundation for developing green infrastructure in Toms Creek. The zoning within the Town of Blacksburg, as previously described, requires up to 50 percent open space conservation when land is developed. Blacksburg zoning also includes a Creek Valley Overlay and Open Space Overlay district. The Creek Valley Overlay district restricts the development within the 100-year floodplain; slopes over 25 percent adjacent to the 100-year flood plain or commencing within 50 feet of Toms Creek; land 50 feet from the Toms Creek channel not included in the first two categories and all wetlands contiguous to the 100-year floodplain; and 50-foot creek buffer or protected steep slopes (Figure 9) (TOB 2009b). (41)

We understand that this report was published in 2014, but we believe that its principles are still sound for sustainable zoning practices.

Second, concerning recommendations for a watershed plan, the report's authors argue:

The protection of water quality should be a top priority considering Toms Creek's existing water quality and the likelihood of surface water impairment resulting from extensive development as evident in the adjacent Upper Stroubles Creek watershed (VT-BSE 2006). (44)

We agree that the protection of Tom's Creek should be a top priority for the town of Blacksburg, and refer back to the first section of this letter for information about the danger of the creek's water posed by the proposed rezoning and development. Part four's connectivity report further supports that argument.



Third, the report's authors refer to the town stated aims to protect the character of Blacksburg:

The zoning district requirements and comprehensive plan vision for Toms Creek all indicate the community's desire to protect rural character, open space and local water quality. Including an objective of "maintaining rural character" in the Watershed Plan would provide Blacksburg with an additional tool for meeting the community's vision of protecting existing land use characteristics while enabling the development of a green infrastructure. (45)

Again, we also argue that protecting the Tom's Creek watershed is protecting the town of Blacksburg's rural character. The dense building all around the Tom's Creek watershed is only offset by the lack of development on that island of natural ecology within the sea of asphalt of a busy highway, new high rise apartment buildings, and tightly-spaced housing that now characterizes Tom's Creek and Glade roads.

We further note that the Town of Blacksburg's own *2021 Comprehensive Plan* argues that the town work with local conservation organizations (such as the Tom's Creek Sustainability Coalition) to protect land, such as the Tom's Creek watershed, which is listed as an area of "Private or Common Open Space" of "high conservation value" (pg. 34). "The protection of open space will play an important role in guiding the future sustainability of our community" (pg. 33).

The proposed rezoning and development at Glade Springs Crossing does not protect existing open space. It replaces existing open space with 176 houses, roads, and associated infrastructure. We urge the town to work with this local conservation organization to protect this piece of vulnerable land.

***The Town of Blacksburg has become famous as a green community:***

The town of Blacksburg has always championed ecological sustainability and been proud of its environmental record, which includes the following:

- For the past 14 years, Blacksburg has earned a Gold rating in the annual Green Government Challenge for its sustainability efforts.
- For the past 9 years, Blacksburg has been a member of the STAR Communities program, by which the town's efforts are being assessed and rated for sustainability across a broad range of measures.
- For the last 20 years, Blacksburg has been recognized by the Virginia Environmental Excellence Program.

The list goes on of awards the Town of Blacksburg has won and the initiatives it has taken to be a model environmental community. We wonder how rezoning and development of the type proposed on the Tom's Creek watershed might change that.



### 3. Comparison Development for Sustainability

We understand that the new development of The Farm, which overlooks the Tom's Creek watershed, is now being used as a comparison to determine density for developing the Tom's Creek property, under the "we did it there, so why not here?" logic. We do have on record the town meeting (Nov 5, 2019) when The Farm was approved, where the discussion, in fact, was that **The Farm could be planned with its density because such dense development was *not* going to be allowed around Tom's Creek**, not the opposite. We are wondering why town leaders now are contradicting the logic of town leaders only a few years ago.

We would instead like to present the Village at Toms Creek (VATC) as an example of sustainability that could be emulated in the inevitable development of this next-door property. Again, we are not arguing that the property area around the creek not be developed but that it be developed in an environmentally and socially sustainable manner that protects the watershed instead of further endangering it.

***The Village at Tom's Creek uses more environmentally based sustainable planning tenets:***

When the VATC was developed, 40% of the site was set aside for undeveloped green space. Roads and houses were constructed at the tops of hills and the steep slopes adjacent to the stream were not disturbed. The amount of "directly connected impervious area" was limited by reducing road widths and driveway areas and by minimizing the use of curbs and gutters to encourage stormwater runoff to drain into pervious areas where it can soak into the ground. Garages are standard in the VATC and, in fact, street parking is prohibited. The HOA developed a plan for managing green spaces within the development and has focused on reforestation of former turfgrass areas, control of invasive plant species, and management of existing forests to improve forest health. These are all tenets of sustainable development that should be emulated in any development of the ecologically endangered Tom's Creek watershed next door.

The VATC can also serve as an example for stormwater practices to improve upon. For example, the inline stormwater pond upstream of Village Way South has accumulated extensive sediments, and woody debris continues to clog the outlet structure. While a wetland ecosystem has developed in the detention pond, this stormwater structure will ultimately require expensive maintenance that will disturb the stream and riparian area. This detention pond is a clear example of why stormwater management structures should *not* be placed in existing stream channels. Similarly, where development occurred on steep slopes (e.g. the steep slopes of Village Way South), erosion of drainage ditches remains an ongoing maintenance and water quality concern. When roads must be built on steep slopes, use of permanent check dams and other standard erosion control techniques should be required of developers.

***Proposed development of the Tom's Creek watershed should require sustainability in price:***

The Tom's Creek Sustainability Coalition understands that the housing prices in the VATC make it not advisable as a model for lower income housing. Of course, the houses in Tom's Creek have increased in value *because* of the real estate market in Blacksburg. That is, this



neighborhood, like every other neighborhood in Blacksburg, has increased in value because of demand. The Blacksburg Town Council and Planning Commission must understand, then, that any neighborhood will increase in value depending on the market, which in Blacksburg remains hot, despite the increased interest rates. Therefore, any neighborhood that is not price-protected long term will quickly and dramatically increase in price, likely beyond the price point of the middle-class workforce in need to housing, especially considering the number of students moving to Blacksburg and needing rentals (the recent comprehensive plan shows that 70% of housing in Blacksburg is now rental). Unless controlled by price (and perhaps an HOA), landlords will buy housing in the Tom's Creek watershed at a low price to rent it to students at a higher price.

The *only* way to keep development of the Tom's Creek watershed both within the price point of the middle class and within the range needed to protect Tom's Creek is not to change the zoning to allow more dense development but to develop *only* price-protected homes there. That is, instead of building 300 houses at a range of prices with only 10 houses being price-protected for workforce housing, the Tom's Creek Sustainability Coalition recommends building the original 40 homes for which this property was sustainably zoned and making every one price protected to stay within the income range of the workforce. **Following our recommendation would net 4 times the number of affordable homes on that property as the proposed Glade Springs Crossing development.**

We know that the town of Blacksburg has taken a strong stand on pollution prevention and adherence to environmental regulations. Because all land use activities have potential downstream impacts, especially when rural land is converted to urban land as proposed by the Glade Spring Crossing development, we further recommend that the issue of stormwater management be added to the town Sustainability Plan.

We know that town leaders are truly committed to sustainable development, and so we ask that you reconsider this rezoning and planned development in this already-impaired portion of the Tom's Creek watershed in terms of a plan that will not further degrade the vital functions and services of Tom's Creek and that will be more ecologically and economically sustainable.



#### 4. Connectivity and Sustainability

A fourth serious issue of the proposed rezoning and GSC development concerns the sustainability of neighborhoods and neighborliness for which Blacksburg is widely known. The connectivity plan of the proposed rezoning and development of the Tom's Creek watershed does not accord with the Town of Blacksburg's own stated aims for community and development. Development that requires the building of a road through an ecologically impaired watershed, which will increase street traffic in a community built around foot traffic needs to be rethought.

We understand that unwise development decisions on Tom's Creek Road concerning new high rise apartment buildings, which are now leading to clogged arteries, especially at peak times and especially coming off of highway 460, are now leading town leaders to look for workarounds for drivers. The Tom's Creek Sustainability Coalition, however, does not believe that one bad zoning decision should be solved by another.

#### ***Abbreviations and Definitions of Terms***

VATC: The Village at Toms Creek,

GSC: the proposed development to be called "Glade Springs Crossing," which is to be placed in the 1000 block of Glade Road that is also the watershed for Tom's Creek, an environmentally endangered creek.

TIA Report: The traffic impact analysis report done by Kemp Ramey in April, 2022 for the developers of GSC. It projects 867 vehicles per day (vpd) exiting and 867 vpd entering via three ways: Redbud and Honeysuckle off of Toms Creek into VATC, and the new Street A from Glade Road into GSC.

<https://www.blacksburg.gov/home/showpublisheddocument/11206/638055048007730000>.

The Exit: A decades-old right-of-way VATC and the Tom's Creek watershed, that under the proposed GSC development would be turned into a paved and graded road to allow 867 vpd to enter and exit directly onto the center of Village Way South in the middle of a walkable, thriving neighborhood. That old right-of-way was designed and located for the then-existing low-density zoning, and placed to serve 14 new homes with 28 vehicles in the north part of the 41 acres that were planned but never built. Now, the new GSC plan is to allow the 867 vpd for a passage through the center of a neighborhood on Village Way South, which has no sidewalks and no street lights.

The Ratio: The general assumption that the average will be two cars per home (some will be less, but some, especially those that will be turned into rental properties, will be more). Thus "The Ratio" refers to this 2:1 average ratio of cars to homes.

Smart Growth: The term used in *The Smart Growth Manual* by Duany, Speck and Lydon (2010) (<https://archive.org/details/smartgrowthmanua0000duan>) to highlight the importance of



protecting neighborhoods and neighboring from debilitating and destructive traffic. See Section below entitled “The Importance of the Neighborhood.”

Dumb Growth: The term used in *The Smart Growth Manual* to define a “half century of dumb growth” that has destroyed sustainable neighborhoods by favoring “the prosthetic device of the automobile.” (pp. xv-xvi)

The Traffic Problem: The four-fold traffic increases created by making The Exit a street that we believe leads to a “dumb growth” result. It proposes to use The Exit to allow exiting and entering of 348 vehicles owned by the 174 homes in the higher density plan of GSC. These 348 vehicles can exit and enter through VATC, an established, thriving, livable, and walkable neighborhood. See Section below entitled “The Traffic Problem” and the TIA Report.

Connectivity: A “dumb growth” concept if it gives highest priority to connectivity for cars between neighborhoods rather than connectivity for neighbors within neighborhoods. Hillier (1996, 2007) notes “that commercial uses prefer locations with high connectivity, while residential uses often prefer [security] and privacy.” (reference: Harjrasouhil, A. and Li Yin (2015) *Urban Studies*, Vol. 52 (13) 2483-2497). Since there are no businesses or commercial uses in VATC or in the Tom’s Creek watershed, and none near Toms Creek or Glade Road entrances, there is absolutely no need for vehicle connectivity in or between these neighborhoods and streets.

Neighboring: A smart growth concept that promotes more connectivity within neighborhoods and between neighborhoods by the use of walking and biking paths. Smart growth gives priority to connectivity for “neighboring.” Connectivity for neighboring occurs only by reducing traffic, adding walking/paths, and constructing porches with less setback to encourage neighborly interactions. The VATC was marketed as a “front porch community” that gives priority to neighboring, the town of Blacksburg in its own marketing materials discusses the rural feel that is part of the town’s plan.

***The proposed rezoning and development of the Tom’s Creek watershed will create an immense traffic problem:***

We must understand the magnitude of the problem created by the proposed rezoning and development of the Tom’s Creek watershed into the neighborhood imagined as “Glade Springs Crossing.” Over the long term, the traffic created by the proposed GCS development will seriously damage, or even destroy, the many unique benefits and advantages of living in the Village at Toms Creek (VATC) and will contradict the town’s own tenets around smart neighborhood planning.

Here are some of the ways that the present rezoning and development proposal will lead to these damages and destructions:

- 1) The proposed GSC development plans to use a decades-old, misplaced right-of-way that is outdated and placed there when the zoning and development proposals showed only 14 homes on the north of the wetland in GSC with a total of 28 cars using The



Exit. There was no planned bridge across the Tom's Creek watershed at the time the right-of-way was placed in its present location in the center of Village Way South.

Because the proposed GSC development has tripled the homes to 42 homes on the north side of the wetland, we can project the possibility of 84 cars exiting in the morning and 84 entering at night onto Village Way South---solely from the north side of GSC. Cars using the neighborhood and the new proposed road as a workaround for the now choked traffic on Tom's Creek in the mornings and evenings will only increase this pressure on VATC and any housing built in the Tom's Creek watershed.

- 2) In addition, when they placed this right-of-way ("The Exit"), they did not foresee a bridge across the wetland and the increase from 14 homes to a total of 174 homes. Nor did they foresee all the new developments and increased traffic projected by the TIA Report of 867 vpd daily exiting and entering.

Just looking at the increase from 14 to 174 homes, and using the Ratio (stated above) of two cars per household, we can assume there will be 348 cars owned by residents of the proposed development GSC. In addition, the TIA Report projects more vpd from the new developments of Berewick (west of Toms Creek), The Union, and the Farm.

Given these facts and a reasonable alternative, no city planners would allow 867 vpd into the middle of a thriving, livable neighborhood with multiple families, dozens of children and dogs, no street lights, and no sidewalks.

- 3) This projected increase in traffic will have a disastrous impact on pedestrian safety. Approximately 6,000 pedestrians are killed a year in the U.S. by automobiles and more than half, 55% of these fatalities, occur on neighborhood streets. For every pedestrian killed, another 15 are injured.

Speed is a major contributing factor with a pedestrian struck at 30 mph being nine times more likely to die as compared to being struck at 20 mph. When using unmonitored neighborhood streets as a cut through, it is human nature for drivers to push above the speed limit. Other major factors contributing to these fatalities and injuries include streets without adequate sidewalks, of which nearly all of Village Way south is lacking.

A four-fold increase of throughput traffic on a neighborhood street, such as Village Way South which has no sidewalks or bike lanes, increases the likelihood of an accident or fatality by the same amount, creating four times the hazard for our children using the street to walk to the bus stop and residents using the street for normal walking. (references: *Mean Streets: Pedestrian Safety and Reform of the Nation's Transportation Law by the Environmental Working Group* [www.weg.org](http://www.weg.org); *Mean Streets 1998: Children at Risk by the Surface Transportation Policy Project* <http://www.transact.org/>)



- 4) In addition, many more outsiders who make deliveries will be entering and exiting. Incentivized by speed and payment by number of deliveries, and unaware of the regular usage of the street by children seeking a public playground with a hard surface, the dangers multiply many-fold.
- 5) Creating this “connectivity” between Tom’s Creek and the proposed Glade Road development by using the outdated Exit will create, over the decades, a thoroughfare similar to the University City Boulevard (UCB) on the other side of 460 for drivers who wish to shortcut through VATC and housing in the Tom’s Creek watershed. There can be no doubt that massive pressure will develop to make this connector more “efficient” by making it more similar to UCB.
- 6) Within the near future traffic engineers will eliminate the stop sign at Redbud and Village Way North (likely moving it to stop minor traffic on Village Way North), decrease the sharpness of the corners at Village Way North and the Circle, and round the corners of The Exit on Village Way South to allow the many vpd to access Street A without slowing down.
- 7) Over time, this thoroughfare will begin to look and move like UCB on the other side of Highway 460. It will be faster, and more motorists will start demanding rounded curves and no stop signs. Ironically, none of the reasons that support UCB (Kroger, the mall, businesses on both sides of it, many apartment complexes, and, most importantly, traffic with its noise and pollution that is next to 460 and on the outskirts of the nearby neighborhoods) would exist to justify this thoroughfare through two neighborhoods. Worse still, rather than move traffic next to 460 as UCB does, The Exit channels traffic directly through the very center of a pedestrian-oriented neighborhood. Its result is even more dangerous, polluting, and unjustified.

Also over time, new town managers and city council members will forget or be unaware of any assurances made to VATC and proposed GSC residents in the present.

***The traffic problem will destroy the VATC and any neighborhood built in the Tom’s Creek watershed:***

Smart growth requires that commuter traffic be directed to the outside of neighborhoods, and traffic internal to neighborhoods be directed outward to these connecting thoroughfares. As applied here, it is clear that VATC is a neighborhood, and proposed development in the Tom’s Creek watershed will likely become a neighborhood. Each should be burdened only with its own internal traffic, and that traffic that originates inside the neighborhood should be directed outward to the closest “thoroughfare” or connector, which would be Toms Creek for VATC, and Glade Road for Tom’s Creek watershed development.

This smart growth design for VATC has worked well for over two decades, and it will work well for development in the Tom’s Creek watershed. However, there is another type of connectivity that is key to smart growth.



There are two types of “connectivity.” Connectivity for cars, and connectivity for neighbors to form true neighborhoods. If done poorly under dumb growth, connectivity for cars will destroy connectivity for neighbors. The history of the past half-century shows that in the minds of decisionmakers with power, the cult of the car far exceeds the culture of neighborliness. As a result, the cult of the car has destroyed many neighborhoods with strong neighborly traditions.

*The Smart Growth Manual* not only demonstrates this dangerous and destructive trend, but also clearly articulates the **city planners’ duty**: “City planners who strive to make driving and parking more convenient inevitably degrade the urban environment as a result. . . . It is the planner’s role not to incentivize driving . . . [A]ccommodating the automobile unconditionally is a no-win game. Sec 3:11 “Taming the Automobile: Do Not Allow Traffic to Trump Livability” (emphasis added)

***Neighborhoods and neighborliness are important attributes of Blacksburg:***

The authors of *The Smart Growth Manual* adamantly state the importance of creating and preserving neighborhoods: “Growth should be organized as neighborhoods. . . . Traditional villages, towns, and cities across the centuries and across cultures are *all assembled from the same building block of the neighborhood*. The smart growth of a region can be measured by the strength of its neighborhoods.” Sec 1.5 “The Neighborhood: Plan in Increments of Neighborhoods” (emphasis added) (We also recommend that town leaders consult *Traffic and Neighborhood Quality of Life, Community and Environmental Defense Services*, Free land, Maryland <https://ceds.org/wp-content/uploads/2019/06/TrafNeig.pdf>)

Neighborhoods are not only important; they are fundamental especially for towns like Blacksburg that market themselves as neighborly: “It is clear that the form of our communities is the *fundamental determinant of so many things that matter*, and a half century of dumb growth has put our nation and our species in a truly precarious position.” (*The Smart Growth Manual* p. xv, emphasis added). We would add that the Town of Blacksburg has been smart in the past about zoning and development that maintains the rural feel and natural beauty of the town. We reiterate that these principles are all over the town’s website and Comprehensive Plan. We ask town leaders to stick to their own principles and plan.

Again, we hold up the VATC as a model neighborhood for the promotion of neighborliness. The first word in VATC (“Village”) carries this “fundamental determinant.” Villages do not contain thoroughfares for hundreds of cars. The term “village” implies walkability, safety, security from speeding traffic, children bicycling and playing in streets while parents carry on curbside conversations as they meander through quiet neighborhoods, and the walking of dogs. These values---not connectivity and efficiency---are the “many things that matter.”

Sad to say, some engineers and planners scoff at such traditionally loaded terms, or worse yet, claim they suggest elitism. These values are not elitist; they are long-standing, traditional values based on humanity’s social evolution over centuries, which cross the boundaries of class and race. To suggest otherwise is elitist. “Neighboring” is a traditional, old-fashion, intangible value that underlies smart growth and supports “the things that matter,” which should be available to



every person in Blacksburg, regardless of employment status. We remind that the Town of Blacksburg's own Comprehensive Plan lists as the town's "most valued assets": Mountain location, Small town feel, Safety of the community, Sense of community, Quality of schools, Greenway/trail systems, and Parks and open spaces. We ask that the town leaders return to this list to choose smart growth over dumb growth.

Again, we ask that the VATC be a model for development in the Tom's Creek watershed, since it countered the trend of "dumb growth" by designing fundamental determinants into a "smart growth" model. To promote these "most valued assets," VATC lessened setbacks, brought back porches, eliminated high front and back yard fences, and even removed sidewalks on Village Way South to allow pedestrians to meander on safe streets and strike up conversations with their neighbors---i.e., "neighboring." Words matter, and VATC by calling itself a "village" encouraged neighboring.

Engineers and city planners tend to emphasize the tangible, measurable, efficient, more certain data of the physical infrastructure. Vpd is far more ascertainable than neighborly conversations per day. The strength of a street is far more measurable than the strength of trust in a neighborhood. No doubt, the emphasis on measurability is extremely important, but quantitative measuring is only half the "duty" of planners and engineers. The other half is to be trained in, and very sensitive to, the difficulty of preserving the more intangible, unmeasurable, invisible and less certain qualities of trust, collaboration, cooperation, and friendliness of neighborhoods. These qualities take regular and timely communications that develop only with care and personal presence, most often in and on the streets. The physical infrastructure, though important, must not destroy the social infrastructure.

In short, the two types of connectivity require delicate balancing and wise planning. The determinism of the physical world must not destroy the delicacy of the social world. Introduction of hundreds of cars will quickly destroy invisible bonds, drive neighbors indoors, encourage residents to find friendships outside of their neighborhoods—using the car of course.

In summary, "dumb growth"

- gives priority to efficiency and the cult of cars at the expense of the neighborhoods which are the true "building blocks" of culture;
- ignores the importance---and fragility---of neighborhoods by ignoring the unmeasurable "fundamentals" in favor of "connectivity", "efficiency", measurable data;
- fails to invest in necessary smart codes that preserve the core of neighborhoods;
- sacrifices one well-developed, planned, and thriving neighborhood by exiting and entering hundreds of vpd through it in order to develop a new neighborhood. This short-term planning will continue all the mistakes of the last half-century of dumb growth.
- uses the excuse of the bottom line and profits to favor hasty development and immediate growth while sacrificing future generations who will reside under the burden of cheap solutions for the next hundreds of years. During that 100 years, residents will be subjected to millions of passing vehicles and their pollution.



### The “Smart Growth” approach eliminates vehicle connectivity to create neighborhood connectivity:

The smart growth approach to development in the Tom’s Creek watershed requires one very important change. This change will contribute to, and be consistent with, the purpose of VATC. The change merely switches the **function** of The Exit from vehicle connectivity to neighboring connectivity by adding a walking/biking path in The Exit rather than a street. We believe this one change will provide a win-win for residents of both VATC and residents of any development in the Tom’s Creek watershed.

- For residents of both VATC and Tom’s Creek watershed development, this solution will eliminate the dangerous, destructive, and dumb growth traffic problems stated above.
- For VATC residents it will preserve the “fundamental determinant” of the *Village* at Tom’s Creek, namely, conditions that foster village-like neighborhoods, tame the automobile, preserve the safety of streets for bicycling and playing children and dogs, and avoid massive dangers created by too much traffic. It will do the same for residents of GSC if its HOA promotes these fundamental determinants.
- It will promote neighboring *between* residents of both VATC and development in the Tom’s Creek watershed since it will provide a safe walking/biking path between the two neighborhoods by moving the walking/biking path to the center of VATC (in the center of Village Way South).
- This one change will burden each neighborhood with traffic only from its own residents; thus, it is a fair distribution of traffic and maintains traffic in VATC to its present, safe and promised level.
- For the greater Blacksburg commercial community, this proposed change sacrifices nothing since there are no businesses nor apartment complexes to connect with and thus there is no reasonable justification for a UCB-type thoroughfare through the neighborhoods. Likewise, neither Toms Creek nor Glade Road have any significant businesses on them. From a commercial perspective, this is a road from nowhere to nowhere. And the reason of a shortcut to Kroger is doubtful and dubious since Kroger is on UCB. In no way does putting a street in The Exit solve the Kroger/Glade Road danger zone; it may in fact exacerbate it by adding more traffic on Glade Road. That danger zone must be resolved by means other than redirecting traffic through neighborhoods.
- The proposed walking and biking trail will create a biking link to Glade Road for VATC residents and to Toms Creek for GSC residents. That link will encourage residents of both to use bikes for travel outside of the neighborhoods because there are bike paths on Toms Creek and Glade Road. The recent emergence of cheap electric bike kits can only increase this trend.

In conclusion, we the Tom’s Creek Sustainability Coalition, strongly urge the Blacksburg Town Council and Planning Commission to rethink the proposed rezoning and development of the



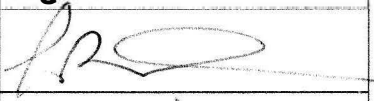

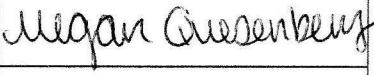

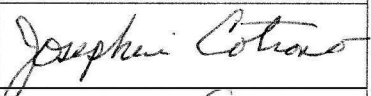




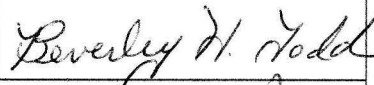
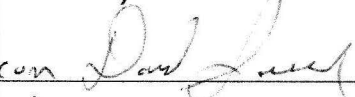
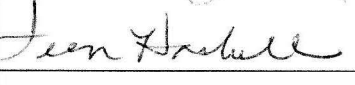
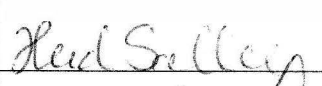
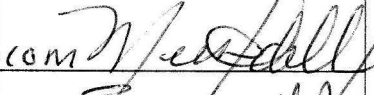
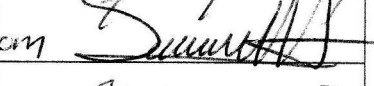

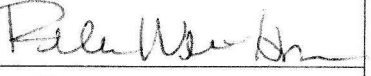

Tom's Creek watershed. We ask that the development be consistent with the Town of Blacksburg's own established sustainability goals of responsible housing development that consider economic, environmental, and social aspects of sustainability.

### *Signatures*

We, residents of the Town of Blacksburg and members of the Tom's Creek Sustainability Coalition, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from the connector road and the negative environmental impact to Toms Creek.



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Priscilla Baker	1515 Poplar Ridge	zocey5253@gmail.com	
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Adele L. Whitener


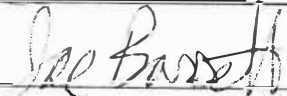
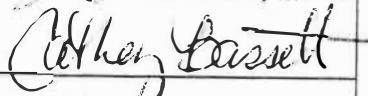


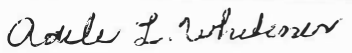

Campaigner

January 7, 2023

Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
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Cathery Bassett	1206 Village Way S.	Joeandcathery@outlook.com	
Holly Cannon	1509 Poplar Ridge Cir	holly2926@gmail.com	
Bryce Cannon	1509 Poplar Ridge Cir	cannon.bryce@gmail.com	
ADELE L. WHITENER Adele L. Whitener	1513 POPLAR RIDGE CIR	adelew@vt.edu	
JIM WHITENER Jim Whitener	1513 POPLAR RIDGE DR	whitenej@vt.edu	

Adele L. Whitener  
 Campaigner

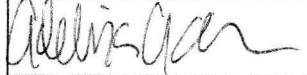
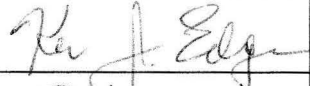
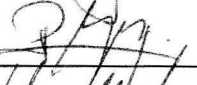





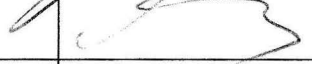
01/09/2023  
 Date







We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Adelina Asher	1218 Redbud Rd.	adelinaasher@gmail.com	
Kerrin Edgar	1225 Redbud Rd	kjedgar@vt.edu	
Paula Mercadante	1229 Redbud Rd	pm.mercadante@gmail.com	
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Tombi Jones	1224 Village Way S	tombij@vt.edu	
Maren Roman	815 Village Way N		
<del>PAUL ROMAN</del>	815 Village Way N		
JEREMY WEAVER	1008 Village Way N		
Geoff A...	1008 Village Way N		

  
 Campaigner

1-7-23  
 Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.











Print Name	Address	Email	Signature
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John - 1814 Ave	1814 Honeysuckle	john@vt.edu	John
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SLOTT METZ	1813 HONEY SUCKLE	SLOTTMETZ@vt.edu	Slott Metz
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Sue Hoffmann	1815 Honeysuckle	liedtkel64@gmail.com	Sue Hoffmann
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Lucie Touchton	1213 Village Ways	lucie.touchton@gmail.com	Lucie Touchton
Joe Ivers	1905 Forest Lane		Joe Ivers
Katie Rogers	1903 Forest Lane		Katie Rogers
Kate Lang	1208 Village Ways	katehlang@gmail.com	Kate Lang
London Marston	1901 Forest Ln	london.marston@gmail.com	London Marston
Hannah Marston	1901 Forest Lane	hannahheener@gmail.com	Hannah Marston
Marya Barlow	1900 Forest Lane	maryabarlow@gmail.com	Marya Barlow

Lucie Touchton  
 Campaigner

Jan. 7, 2023  
 Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Zeke Darden	1960 Forest Blg 2060	BZeked@ VA.edu	
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Annette Bailey	1906 Forest Lane		
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Ryan Syniewski	1314 Village Way Blacksburg, VA	rssyniewski@yahoo.com	
JEFF LANG	1208 VILLAGE WAYS	jelang2@gmail.com	

Lucie Touchton / Kate Lang  
 Campaigner

1-7-23  
 Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
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Mike Laatz	1010 Village Way	Mikelantz6@gmail.com	
Lily Laatz	1010 Village Way N	lilylaatz@gmail.com	
Christine Laatz	1010 VWN	cjlaatz@gmail.com	
Shelly Poole	1000 VWN	shellypoole@gmail.com	
Blake Johnson	1005 VWN	blakejohnson40@gmail.com	
Ashley Johnson	1005 VWN	aj12d@gmail.com	
Brett Palmer	1002 VWN	brettpalmer7@gmail.com	
Kate Palmer	1002 VWN	kthurdle@gmail.com	
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Pam Ferrante Paul L. Ferrante	921 Village Way N	panferrante@gmail.com	
MODE JOHNSON	721 Village Way N	mode@vt.edu	
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Margaret Sharp	916 Village Way N	Margaret.blackburn@gmail.com	
ROSALIE Bushey	1222 Village Way S.	RcINTEXT@gmail.com	
Anne Kuykendall	1001 Village Way N Blacksburg		
John Kuykendall	1001 Village Way N Blacksburg, VA	kirk951@gmail.com	

Campaigner

4/7/23  
Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Caroline Jones	1224 Village Way S	carolinejonejones@gmail.com	
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CHRIS BYRN	1237 Redbud Rd	chbyrn08@gmail.com	
RANDAL FULLHART	1230 REDBUD RD	randyf79@aol.com	
Kathleen Fullhart	1230 REDBUD RD	KathyF79@aol.com	Kathleen Fullhart
Eric de Sturles	1249 Redbud Rd	edess40@gmail.com	
Alice de Sturles	1249 Redbud Rd	rguic4u@gmail.com	
Isabelle de Sturles	1249 Redbud Rd	isabelledesturles@gmail.com	
PAUL G. ALMES	1238 Redbud Rd	pgalmes@inorganicventures.com	
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Pam Vandevord	1226 Redbud Rd	Pam.vord@gmail.com	
Sharon Parker	1700 Honeycreek	vatech2083@yahoo.com	
STEVE PARKER	1700 Honeycreek	steveparker@vt.edu	
S. PHILLIPS TURNER	1241 Redbud Rd	srturmer207e@small.com	
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Ed Willis	1221 Redbud Rd		
Ryan Tauzell	1210 Redbud Rd	rtauzell@gmail.com	
CARLO TIBUNG	1282 REDBUD RD	ngwbills@yahoo.com	

Campaigner

4/7/23  
Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.




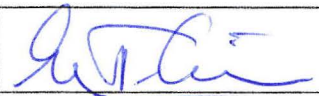

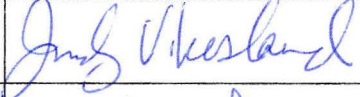




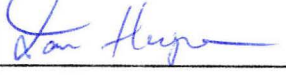

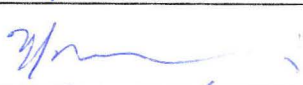
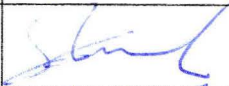

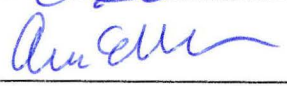

Print Name	Address	Email	Signature
MARY A. BOWLING	Blacksburg 1725 Trillium Ln.	bowlingmt77@gmail.com	Mary A. Bowling
Daniell Bowling	11	dbowl48@gmail.com	Daniell Bowling
John P. Byrne	1723 Trillium Lane		John P. Byrne
Stephanie Byrne	1723 Trillium Lane Blacksburg	stephanie_byrne@verizon.net	Stephanie Byrne
EDWARD B. HAIE JR	1728 TRILLIUM LN BLACKSBURG		Edward B. Haie Jr
Magg & Kelly	1734 TRILLIUM Blacksburg	ppollyea@gmail.com	M. Kelly
CINDY MARTIN	1720 TRILLIUM LANE BLACKSBURG	cindy.martin0526@gmail.com	Cindy Martin

Guy F. Acciai  
 \_\_\_\_\_  
 Campaigner

01/06/23  
 \_\_\_\_\_  
 Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
SAM STERLING	1211 VILLAGE WAY S	-	
Eli Sterling	1211 Village way S		
Traci Sterling	1211 VWS		
<del>Angie Acciai</del>	<del>1221 VWS</del>	<del>lisa@acciai.us</del>	
Guy F Acciai	1221 VWS	lisa@acciai.us	
Lisa Acciai	"		
JUDY VIKESLAND	1217 Village Way South		
SUSAN MARTIN	1699 Honeysuckle Dr		
Myung Chung	1701 Honeysuckle Dr		
Lauren Budhu	1703 Honeysuckle Dr	LDjames@me.com	
Jordan Budhu	1703 Honeysuckle Dr		
TAN HEYNS	1705 HONEYSUCKLE DR	twheyms@alacromme.com	
Cynthia Rosenbaum	1707 Honeysuckle Dr	cbruxenber@hotmail.com	
Matt Wisniewski	1707 Honeysuckle Dr	matt.wisniewski@gmail.com	
Eli Tusak	1715 Honeysuckle Dr		
Alex Dickow	1717 Honeysuckle Dr	ARD@VT.EDU	
Anne Staples	1717 Honeysuckle Dr	Staplsa@vt.edu	
John Walker	1718 Honeysuckle Dr		

Traci Sterling  
Campaigner

January 7<sup>th</sup> 2023  
Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Mary Ann Bonadeo	1712 Honeysuckle Drive	maryann.bonadeo@gmail.com	
Gary R. McCoy	1221 Lakewood Dr.		
Deborah McCoy	1221 Lakewood Dr	debmc28@yahoo.com	
Morise Quinones	1201 Lakewood	Bromo911@gmail.com	
Peter Vikesland	1217 Village Way South	pvikos@vt.edu	
Sophie Vikesland	1217 Village Way South	sophie.vikesland@gmail.com	
Alex Fritz	1702 Honeysuckle		
Celia Hardwick	1714 Honeysuckle	hardwickca@msa.com	
JAY HARDWICK	1714 Honeysuckle Dr.	JHARDWIC@VT.EDU	
Rick Stuy	1200 Village Way S		

Traci Sterling  
 Campaigner

Jan 7, 2023  
 Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.




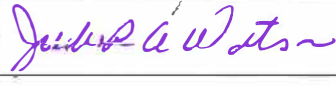

Print Name	Address	Email	Signature
Karen Arrivillaga	1307 Village Way S Blacksburg, VA 24060	karen.arrivillaga@gmail.com	
ROLANDO ARRIVILLAGA	1307 VILLAGE WAY S	texmex460@gmail.com	
Gary Kirk	1304 Village Way S	garykirk@ut.edu	
Carrie Kirk	1304 Village Way S	kirk.carrie@gmail.com	
Ginger Dakin	1312 Village Way S	gingerdakin@yahoo.com	
Rakhee Thakkar	1305 Village Way S	rakshathakkar@gmail.com	
Moneesh Thakkar	1305 Village Way S	mbthakkar@gmail.com	
Vikki Fix	1301 Village Way S	vikkifix@gmail.com	
Rob Jones	1224 Village Way S	robindavisjones@gmail.com	
Bette Mason	1212 Village Way S	540 552-2472	
Dean J Spade	1301 Village Way S	665-677-9043	

Campaigner  
 Karen Arrivillaga

1/9/2023  
 Date  
 1/9/23



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Yulique Mirkove	1705 Trillium Lane	yulimirkov@gmail.com	
VAIBHAV GARGI	1717 TRILLIUM LANE	vaibhav.gargi@hotmail.com	
Rana Ashkar	1717 Trillium Lane	rana.a.ashkar@gmail.com	
Judith Watson	1731 Trillium Lane	jwatson@vt.edu	
Layne Watson	1731 Trillium Lane	ltwatson@computer.org	

Dean Spader  
Campaigner

1/9/23  
Date



CHRIS 1219 VILLAGE WAY S.  
BUNDREN BLACKSBURG  
Lilia Bundren 1219 Village way S.

Carla Bundren 1219 VILLAGE WAY S.  
NICK Bundren 402 Webb St APT 12  
Blacksburg VA

Chris Bundren  
Lilia Bundren  
Carla Bundren  
Nick Bundren

Traci Sterling

1-8-23



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Theresa Thompson	1601 Honeysuckle	tmsgwl@gmail.com	<i>Th Thompson</i>
Swen Thompson	1601 Honeysuckle	swen.thompson@comcast.net	<i>Swen Thompson</i>
Scott England	1605 Honeysuckle	sengland@gmail.com	
Reel Rozum	1608 Honeysuckle	reel.rozum@gmail.com	<i>Reel Rozum</i>
Scotty Yang	1624 Honeysuckle	scottystheman33@gmail.com	<i>Scotty</i>
Sammi Chou	1624 Honeysuckle	bonitasharon@gmail.com	<i>Sammi</i>
Kathy Backus	1626 Honeysuckle	kbackus@comcast.net	<i>Kathy Backus</i>
Candace Willis	1602 Honeysuckle	CandaceWillis.cw@gmail.org	<i>Candace Willis</i>

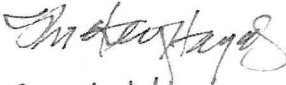

Becky Weaver Hightower  
 Campaigner

1-8-23  
 Date



To: ROBIN DAVIS JONES @ GMAIL.COM

We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
CHARLES J. (MICKEY) HAYES	1400 HONEYSUCKLE DRIVE BLACKSBURG	mickeyhayes64@ gmail.com	
SARAH F. HAYES	" "	sarahfranklin hayes@live.com	

Robin Jones  
Campaigner

08/08/2013  
Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Michael Weaver	912 Village Way N	msweaver@gmail.com	<i>[Signature]</i>
Suela Gjata	901 Village Way N	gjata@yahoo.com	<i>[Signature]</i>
Emro Gjata	901 Village Way N	gjata@yahoo.com	
Russell Hendershot	811 Village Way N	rh821@verizon.net	<i>[Signature]</i>
Jill Blum	811 Village Way N Blacksburg	jeb412@verizon.net	<i>[Signature]</i>
Michael Stein	1225 Village Way S	mike.stein2@yahoo.com	<i>[Signature]</i>
Sarah Stein	1225 Village Way S	sarah.stein2@gmail.com	<i>[Signature]</i>
Scott West	904 Village Way N.	saw764@yahoo.com	<i>[Signature]</i>
FRANK PERRINI	908 VILLAGE WAY N	FPERRINI@VERIZON.NET	<i>[Signature]</i>
Barbara Perrini	908 VILLAGE WAY N.	bbg67@msn.com	<i>[Signature]</i>

*[Signature]*  
(BINDU BERA)

*[Signature]*  
(SANJIB BERA)

1303 Village Way S.  
Blacksburg, VA


Mike Stein  
Campaigner

1/8/23  
Date



We, the residents of the Town of Blacksburg, oppose rezoning to accommodate the Glade Springs Crossing concept plan because of safety concerns due to increased traffic resulting from proposed connectivity AND the negative environmental impact to Toms Creek.

Print Name	Address	Email	Signature
Hailong Zhang	607 Village Way N.	realkankan@gmail.com	Hailong Zhang

Mark Herbert	709 Village way North	mrkdherbert@gmail.com	M Herbert
Kimberly Herbert	709 Village way North	Kimberlyherbert@gmail.com	Kimberly Herbert

BRIAN SHARP	916 Village Way N	basharp@vt.edu	B Sharp
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ALI BUTT	603 Village way N.	alirbutt@gmail.com	Ali Butt
MIRAM AFRIDI	1206 Redbud Rd Blacksburg, VA	miram.afridi@gmail.com	Miram Afridi
Madira Kausal	1206 Redbud Rd Blacksburg, VA 24060	madira.kausal@gmail.com	Madira Kausal

Saman Alplawp	601 Village Way N.	SamanAlplawp@gmail.com	Saman Alplawp
William Alplawp	601 Village way N	willalplawp@gmail.com	William Alplawp
Mark Mondry	704 Village way North	mmondry@comcast.net	Mark Mondry
Pamela Mondry	704 Village Way N	pmondry@comcast.net	P. Mondry


Priscilla  
Campaigner

1/5/23  
Date



## Kasey Thomsen

---

**From:** Anne McClung  
**Sent:** Wednesday, January 11, 2023 10:21 PM  
**To:** Kasey Thomsen  
**Subject:** Fw: Proposed Rezoning Request for the Glade Springs Crossing Development  
**Attachments:** Tom's Creek Sustainability Letter to TOB (3).pdf

---

**From:** Mickey Hayes <mickeyhayes64@gmail.com>  
**Sent:** Wednesday, January 11, 2023 5:35 PM  
**To:** Leslie Hager-Smith; Susan Anderson; John Bush; Lauren Colliver; Jerry Ford; Susan Mattingly; Michael Sutphin; Planning Commission  
**Cc:** Robin Jones; Grant, Alan; Meacham, Vernon; Jay and Shelly Poole; Nahum Arav  
**Subject:** Proposed Rezoning Request for the Glade Springs Crossing Development

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mayor Leslie Hager-Smith, Vice Mayor Susan Anderson and fellow Blacksburg Town Council Members; Members of the Blacksburg Planning Commission:

I am Charles J.(Mickey) Hayes, Jr. of 1408 Honeysuckle Drive, Blacksburg, a resident since April of 2009. I am a 1964 graduate of Virginia Tech and a retired Landscape Architect and resort real estate developer.

I am aware of the January 9, 2023 letter and its attachment from the Tom's Creek Sustainability Coalition delivered to the town offices addressed to all of you regarding the Coalition's opposition to the proposal for rezoning of property in the 1000 block of Glade Road to make possible the development advertised as Glade Spring(s) Crossing. My wife Sarah F. Hayes and I are both members of the Coalition and signatories to that letter. I attach a copy of the letter and attachment for your convenience.

Sarah and I are both vigorously opposed to the rezoning proposal for each and every one of the reasons cited in the Coalition's letter to you. Were I to create a letter on my own to voice our opposition, I could not make the salient negative points any more clearly and convincingly. I salute our fellow members who created the documents. The manifest negative impacts to the Toms Creek Watershed should be enough alone to immediately derail this concept, not to mention the disruption and day-to-day danger to the residents of a long established and settled-in village atmosphere neighborhood that will be created by the anticipated huge potential vehicular traffic increase.

It is no less than bizarre to think that the connection to Village Way South of the through road in the proposed development should be at the little crossover as depicted on the plan and given that the street there is two, quiet, one-way, very narrow lanes fully populated on both sides with closely nestled homes. Bizarre.



As we will be traveling at the time of the February 7th Planning Commission Public Hearing, we will be unable to attend and voice our opposition in person; thus our letter today. We will attend the Work Session on January 17 in order to experience that.

We ask that you all use your good judgement to see that this environmental, residential density and vehicular traffic threat and overreach not be allowed to occur in our town for all the good and valid reasons.

Thank you very much.

Mickey Hayes  
American Society of Landscape Architects  
The Nature Conservancy Honorary Life Member  
540-808-0199



## Kasey Thomsen

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**From:** Anne McClung  
**Sent:** Wednesday, January 11, 2023 10:28 AM  
**To:** Kasey Thomsen  
**Subject:** FW: Raising concerns over rezoning for Glade Springs Crossing

**From:** Amanda Nelson <amandaj1@vt.edu>  
**Sent:** Wednesday, January 11, 2023 9:27 AM  
**To:** Leslie Hager-Smith <LHager-Smith@blacksburg.gov>; Susan Anderson <SAnderson@blacksburg.gov>; John Bush <jbush@blacksburg.gov>; Lauren Colliver <lcolliver@blacksburg.gov>; Jerry Ford <jford@blacksburg.gov>; Susan Mattingly <smattingly@blacksburg.gov>; msuthpin@blacksburg.gov; Planning Commission <PlanningCommission@blacksburg.gov>  
**Subject:** Raising concerns over rezoning for Glade Springs Crossing

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning.

I am a new home owner in the Village at Tom's Creek. I've been reading about the proposed rezoning from RR1 to Planned Residential for the proposed Glade Springs Crossing development. I am writing with concerns about the town moving forward with this project.

The increased density will have a direct impact on our community, including significant car traffic on area roads and negative impacts on the watershed.

I appreciate the Town Council and Planning Commission's careful review of the proposed rezoning.

Thank you.

Amanda Nelson, Ph.D. (she/her/hers)  
Associate Professor, Theatre & Primary Advisor, MFA Arts Leadership  
195 Alumni Mall (0141)  
344 Henderson Hall  
Blacksburg, Virginia 24061  
[https://sopa.vt.edu/faculty\\_staff/theatre-faculty/amanda-nelson.html](https://sopa.vt.edu/faculty_staff/theatre-faculty/amanda-nelson.html)  
<https://performinghistory.com/womenandthevote/>



## Kasey Thomsen

---

**From:** Anne McClung  
**Sent:** Tuesday, January 10, 2023 1:31 PM  
**To:** Kasey Thomsen  
**Subject:** FW: Glade Springs Crossing

**From:** Scott Metz <scottmetz62@gmail.com>  
**Sent:** Saturday, January 7, 2023 6:33 PM  
**To:** Planning Commission <PlanningCommission@blacksburg.gov>; Leslie Hager-Smith <LHager-Smith@blacksburg.gov>; Susan Anderson <SAnderson@blacksburg.gov>; John Bush <jbush@blacksburg.gov>; Lauren Colliver <lcolliver@blacksburg.gov>; Jerry Ford <jford@blacksburg.gov>; Susan Mattingly <smattingly@blacksburg.gov>; Michael Sutphin <msutphin@blacksburg.gov>  
**Subject:** Glade Springs Crossing

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Ladies and Gentlemen

After reviewing the proposal for Glade Springs Crossing I must protest this planned development for several reasons. First, due to the nature of the university town, Blacksburg already has a tremendous amount of high density housing. This proposed development simply adds to that and the well known associated problems. If for no other reason, this should be sufficient reason to stop this proposal.

Second, this development will severely impact the traffic flow through the Village at Tom's Creek which has narrow roads and significant pedestrian traffic. This is especially true on Honeysuckle Drive which has no sidewalks and poor sightlines exiting the neighborhood. This is a safety hazard for existing residents.

Thank you for your consideration.

Scott Metz  
317-514-5436

"Woe to those who call evil good, and good evil" -Is 5:20



## Kasey Thomsen

---

**From:** Anne McClung  
**Sent:** Tuesday, January 10, 2023 1:32 PM  
**To:** Kasey Thomsen  
**Subject:** FW: IMPORTANT - block the Glade Springs Crossing proposal - keep my neighborhood safe

---

**From:** Jerry Ford <jford@blacksburg.gov>  
**Sent:** Sunday, January 8, 2023 4:50 PM  
**To:** Mike Mannebach <mikemannebach@gmail.com>  
**Subject:** Re: IMPORTANT - block the Glade Springs Crossing proposal - keep my neighborhood safe

Dear Mr. Mannebach:

Thanks for taking the time to contact me regarding the proposed rezoning for the Glade Springs Crossing project.

I serve on the Planning Commission as well as Town Council and will be seeing the proposal at our January 17th work session which includes a staff report that analyzes the proposal related to various requirements, traffic impacts included.

I just retired from the VADEQ after 31 years of service; what DEQ report are your referencing specifically?

In regards to public notice, I believe the only thing that has occurred is the applicants neighborhood meeting to introduce their proposal to the local neighbors. For the rezoning processes, everything is listed on the Town's website, here and there are still opportunities (beyond this email) to provide public comment:

<https://www.blacksburg.gov/town-council/meetings/public-hearings>

In addition, if you sign up for the Citizen Alerts, you will receive emails about everything going on in the future.

<https://www.blacksburg.gov/departments/departments-a-k/community-relations/citizens-alert>

I am aware that postcards/notices are sent to adjacent property owners when a rezoning is proposed. I'm not certain of the specific requirements but maybe your address didn't fall into those requirements and that's why you weren't notified. I'm only speculating from my limited knowledge of this process.

I'll keep your concerns in mind when considering the proposal.

Best regards,

Jerry R Ford Jr., MSc. EnvMgt.



Town Council Member

---

**From:** Mike Mannebach <[mikemannebach@gmail.com](mailto:mikemannebach@gmail.com)>

**Sent:** Sunday, January 8, 2023 2:49 PM

**To:** Leslie Hager-Smith; Susan Anderson; John Bush; Lauren Colliver; Jerry Ford; Susan Mattingly; Michael Sutphin; Planning Commission

**Subject:** IMPORTANT - block the Glade Springs Crossing proposal - keep my neighborhood safe

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mayors, Council Members, and Planning Commission:

I am a resident of the Village at Tom's Creek, and I am frustrated that this proposal (Glade Springs Crossing) would negatively affect the safety of my neighborhood, but information about it was deliberately obfuscated. Even though this proposal would cause an estimated 300% increase in traffic on my street, increase the traffic danger to my family, and have a significant negative impact on the environment of my neighborhood, I was given no official notification of it at all. Fortunately, a neighbor brought it to my attention. The attempt to slip this proposal past the people affected by it, makes me suspect the real-world negative impacts will be even worse than estimated. If a project provides benefit to the community, you don't try to sneak it past the community with minimal notice!

Traffic Impact Analyses and VA Dept of Environmental Quality studies have shown the major negative impacts this will have on our neighborhood. I would like to give voice to this in person at the upcoming committee meetings - however as a medical professional, my work hours make it impossible for me to be at a town meeting in the late afternoon / early evening.

Please do your duty as my government representatives, and support my interests and safety when I am unable to do so: please block this invasive and destructive proposal. Thank you.

Mike Mannebach

Villages of Tom's Creek resident

Personal phone: 703-389-9838 (leave voicemail for return call - I do not answer unknown numbers)



## Kasey Thomsen

---

**From:** Gloria Schoenholtz <ghschoenholtz@gmail.com>  
**Sent:** Tuesday, January 3, 2023 9:14 PM  
**To:** Kinsey O'Shea  
**Subject:** Glade Spring Crossing Question

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Kinsey,

Happy New Year, and we hope you had a good holiday break.

In anticipation of the next two meetings regarding the Glade Spring Crossing development proposal, we have been reading all the available information on the Town website. We have some specific questions regarding the stormwater plans, and wonder if it would be possible to meet with a knowledgeable Town representative to get our questions answered. Ideally, we would meet on the actual Glade Spring property and walk around it while reviewing the plans.

As you know, stormwater is a primary concern for us due to our location directly below the proposed development. Being on site will help us visualize what is being proposed and help us understand the merits of the proposed regional stormwater facility. The Glade Spring property is currently enclosed in an electric fence, so easy public access is not possible at this time.

Thank you for considering this request and I look forward to hearing from you.

Gloria and Stephen Schoenholtz  
1201 Glen Cove Ln, Blacksburg



**From:** [Stephen Schoenholtz](#)  
**To:** [Kinsey O'Shea](#); [Planning Commission](#); [Town Council](#)  
**Cc:** [Gloria Schoenholtz](#)  
**Subject:** Comments on rezoning request for Glade Springs Crossing  
**Date:** Friday, January 13, 2023 8:14:25 PM  
**Attachments:** [SchoenholtzGladeSpringCrossingLetter01.13.2023.pdf](#)

---

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Ms O'Shea, Blacksburg Planning Commission, and Blacksburg Town Council,

Attached please find a letter with our comments in response to the rezoning request for Glade Springs Crossing. Thank you in advance for considering our comments.

Sincerely,  
Stephen and Gloria Schoenholtz



January 13, 2023

Dear Ms. O'Shea, Blacksburg Planning Commission, and Town Council,

We were out of town for the December 7, 2022 Neighborhood Meeting for the proposed Glade Spring Crossing development, but we have reviewed the application and plans that were presented on the Town's website.

As you know, from previous letters that we have written to the Town (2017-Sturbridge Square and 2020-The Farm), we are a family living directly downstream from the Glade Springs Crossing (GSC) property that is currently proposed for rezoning from RR-1 to PRD. We have long suffered from uncontrolled stormwater flooding on our property coming from the University City Boulevard side of town, resulting in excessive cutting and erosion of our stream banks from heavy and dangerous flows of polluted water during big rain events. The damage to our property has been documented in video and photos (see [videos](#)) and is fully acknowledged in the GSC proposal as a "known problem" that affects the potential development at Glade Springs.

In between storm events, we enjoy a perennial stream cutting through our seven-acre property. The stream is spring-fed and originates from a bubbling source at the very bottom of the proposed GSC development. Around the spring are several small wetland areas, which can be seen on the maps provided by the developer as located within the Riparian Area. This spring, and the various seeps associated with it, form one of the headwater tributaries of Tom's Creek. The water therein has historically been used by local farmers and area residents as a source of drinking water and is a precious natural resource that belongs to everyone.

During heavy storms, stormwater from University City Boulevard flows under the US460 bypass and mixes with this freshwater spring because of its low spot in the terrain. The stormwater, which is burdened by brown sediment, petroleum products from streets and parking lots, fertilizer from lawns, trash, etc., soon fills and overwhelms the natural stream channel. The "clean" water and the "dirty" water mix, and head downhill toward Tom's Creek. Along the way, the stormwater flows through several properties and private culverts, including ours.

Because of this decades-old problem, we objected to the recent redevelopment and expansion of the nearby Sturbridge Square apartment complex (now called HUB) and The Farm development, because both ultimately drain downhill toward the GSC spring and eventually to our property. At the time, we were rightly concerned about the potential increase in runoff from the roofs and driveways of these developments, given the slope of the land and the direction of the drainage toward our home. Our objections were ultimately overruled and those high-density developments were built anyway, albeit with some stormwater detention tanks built underground. In both cases, their brand-new stormwater facilities have not had time to be tested. Occupancy in those apartments and townhomes started in August of 2022, which means they have only



been operational for five months. This is simply not long enough to determine if their new underground stormwater detention facilities will truly make a difference in addressing the stormwater problems associated with high-intensity or prolonged storms.

With less than a year of time to test the efficacy of those projects as they relate to stormwater, we have in front of us yet another proposed mega-development directly upstream from our property. The GSC proposal is at least the third iteration of a development plan for 40 acres of land that has been in agricultural use for decades. This time, the GSC proposal/rezoning request is “sweetened” with several features that propose to address some of the Town’s long-term objectives, seemingly making it more palatable to Town staff, Planning Commission, and Town Council. In addition to proposing a small portion of affordable homes (24 town-subsidized units out of 176 planned), GSC also offers to create a “regional stormwater facility” on the property. As noted above, this is a much-needed solution to a problem that has gone unresolved for decades.

The stormwater portion of the plan boils down to increasing the size of a non-functional dry pond currently on the site, and the construction of one additional dry pond and one wet pond. While laudable at first glance, we can’t help but point out that in order to get this stormwater facility built, we are also asked to agree to a high-density housing development surrounding the facility. The new roofs, driveways and roads associated with the finished 176-unit project **will shed yet more stormwater into our drainage**. While we note from the plans provided that some of the new stormwater will be directed by pipes to the new ponds (which were intended to fix an *off-site* stormwater issue!) we also note that several streets **bypass the ponds entirely**, shedding stormwater directly downhill to the creek overlay.

Given the density of houses and the environmental destruction that will be necessary to build them, we anticipate that the current GSC proposal is a big threat to our property and to the Tom’s Creek Basin. We fully expect it will exacerbate the stormwater problem that we already experience today. We also would like to point out that IF the GSC stormwater plan fails to meet its objectives, either because the models were wrong or because climate change continues to produce bigger storms than anyone expected, then we “downstream neighbors” will have no legal recourse to correct further flood damage. If the Town doesn’t get this right, those of us downstream (not to mention the Tom’s Creek ecosystem) will become an “unfortunate externality”, while the developers walk away with millions in profits. This is not environmental justice.

That said, we’d like to go on record as supporting the idea of a regional stormwater facility on the Glade Spring property. If it is done right, it could be a welcome addition to the neighborhood, given that there has long been a need for a regional stormwater facility on this side of the 460 Bypass. Again, if the Town were simply proposing a state-of-the-art stormwater facility alone, we’d be all for it, and immensely grateful for a solution to our problem! We also recognize that this will probably not be possible unless there is **some additional development** on the 40 acres.



So, we propose the obvious: allow the developers to build what they currently can build *by right*, given existing RR1 zoning status. Build a scaled-back, very low-density, single-family neighborhood with 40 or so houses (some of which could be designated as subsidized affordable housing), leaving the steepest slope alone as community greenspace and the wettest low-lying areas as protected natural land. Instead of sewer pipes and a pump station, use a STEP-STEAG system, as was originally planned for the parcel behind the Village at Tom's Creek. This would be a much-better use of this steep and highly erodible parcel of land that serves as one of the headwater areas for Tom's Creek. As part of the project, build appropriate stormwater facilities that will serve both existing and newly created developments.

We anticipate hearing that the scope of our project proposal is not *economically feasible* for this site. We expect to hear that higher density *is needed* to offset infrastructure costs and allow for 24 *needed* affordable housing units. If that's the case, then simply close the books on this development and deny the rezoning. No one owes the developers a profit on their investment...just because they keep trying and trying to develop this challenging piece of land. All investments have known risks. The fact is, **all land is limited in its capacity to support sustainable development**. This particular parcel is particularly fragile and vulnerable because of its slope, soils, Karst topography and natural springs. If the Town, who represents all the people of Blacksburg, abides by its own commitment to preserving our natural heritage and encouraging sustainable growth, then denying the GSC project is a no-brainer. The project does not preserve the environment, it does not protect water, it does not promote social justice. It is an effort to force a square peg into a round hole by maxing-out the site's development potential while destroying all of its ecosystem services.

Finally, we acknowledge the detailed stormwater plans that were submitted with the application for Glade Spring Crossing. We've read them and gleaned what we could from these complicated and dense documents. We also know that the plans are prefaced on **models**, with a high degree of inherent variability and uncertainty. Furthermore, these models are based on historic weather patterns and do not consider effects of climate change on future weather patterns (i.e., predicted increase in frequency and severity of storms). While the stormwater plan is likely written to reassure everyone that there will be little to no effect of this development on its downstream neighbors, each one of us knows to be suspicious of that claim. We are particularly concerned that the proposed stormwater management plan:

- 1) is preliminary and based on a housing proposal that the developers have stated is definitely *subject to change*;
- 2) presents pre-development and post-development estimates of stormwater control effectiveness, but does not address the peak impact on stormwater quantity and quality that occurs **during** major site disturbance while infrastructure is established (e.g., grading, roads, utilities, sewer lines and building a pump station);



- 3) actually decreases the size of the existing creek valley overlay designed to protect the springs, wetlands, and perennial stream on the property; and
- 4) ***adds major disturbance within the creek valley overlay by establishing sewer infrastructure, including a deep pump station and numerous underground sewer connections.*** What environmental impact will the pump station alone have on water quality in the short- and long term? Are there noise and odor issues to consider? Will it be subject to future flooding, and if so, subject to failure and future “sewage spills”? Has the sewage component of this proposal been fully vetted, and if not, why be in such a hurry to rezone the property?

Town Council and Planning Commission members, as well as the developers and engineers behind this new project, all know that water runs downhill, and runoff is worse each time we replace pervious land with impervious surfaces such as roofs, streets and driveways. We also all know that climate change has made local weather more difficult to predict. In general, we are experiencing bigger storms and more flooding than in the past. All of us should ANTICIPATE that there will be more stormwater flowing away from existing development in Town in the future. That’s why we DO need a regional stormwater facility just like the one that is proposed—but we need it WITHOUT an impractical and environmentally destructive new development that will negate the Town of Blacksburg’s efforts to sustainably manage land use in the Tom’s Creek Basin.

While our proposal for one-house-per acre and a state-of-the-art stormwater facility is in line with the Town’s commitment to sustainability, the GSC proposal is a full reversal of the Town’s environmental values and will result in significant downstream impacts. Stormwater management and sewer infrastructure are our primary concerns. We have additional concerns with the proposed rezoning that we will address in a future letter to you.

Thank you,  
Stephen and Gloria Schoenholtz  
1201 Glen Cove Lane  
Blacksburg, VA 24060

Stormwater videos:

[https://drive.google.com/drive/folders/0BwKbGI5RJO65VzVaQ3I1bXBEY2c?resourcekey=0-qQZr5clcAfVqG5-C7CpE0A&usp=share\\_link](https://drive.google.com/drive/folders/0BwKbGI5RJO65VzVaQ3I1bXBEY2c?resourcekey=0-qQZr5clcAfVqG5-C7CpE0A&usp=share_link)