

**REZONING APPLICATION
FOR**



**AIRPORT ROAD TOWNHOMES
PLANNED RESIDENTIAL DEVELOPMENT
Blacksburg, Virginia**

**TAX PARCELS
317-2 31, 32, 34A & 317-2 32A, 33, 34**

**July 3, 2023
Revised August 21, 2023**

**PREPARED FOR:
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&
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Table of Contents

I. Land Use Plan..... 3
II. Preliminary Layout 4
III. Site Development Regulations..... 7
IV. Public Utilities 11
V. Traffic Circulation Pattern..... 15
VI. Design Principles and Concepts 16
VII. Adjoining Landowners..... 26
Appendix 27

I. Land Use Plan

Proposed Development and Project Justification

This application is for the approval of a master plan for six parcels and two vacated right of ways located on the western side of Airport Road just north of the Town's Fire Station. The master plan proposes two rows of townhomes totaling 11 units within a Planned Residential District as amended by Ordinance 1724 adopted by the Town of Blacksburg on June 10, 2014. The development is designed to be a Habitat for Humanity community that provides an attractive and affordable residential project. The site layout and the architectural style of the units represent a responsible and sustainable design approach in keeping with principles laid out in the Comprehensive Plan, the Residential Infill Guidelines and the proposed Future Land Use designation for this property.

Blacksburg has been touted as a great place to raise kids and a great place to retire, among many other accolades. Unfortunately, housing prices and interest rates are rising faster than incomes making Blacksburg a less affordable place to live. This is especially true for our teachers, librarians, mail carriers, staff at Virginia Tech, bus drivers, retail managers, and many small business owners. As of 2022, the median household income for ages 25-44 was approximately \$61,000 in Blacksburg. The HUD standard for reasonable housing costs is 30% of a household's gross income. This means that if a household earns \$61,000 they can comfortably afford a home between \$170,000 and \$189,000, depending on interest rates. However, the median sales price of a home in Blacksburg in 2022 was approximately \$295,000. 45% of Blacksburg households must currently spend 50% or more of their income on housing to live in Town. The majority of residents in Floyd and Giles Counties commute outside their counties for work, with many of those commuters coming into Blacksburg daily. The need for affordable workforce housing in Montgomery County, especially Blacksburg, will only grow as it is the fastest growing county in Southwest Virginia.

Habitat for Humanity of the New River Valley (HFHNRV) works to fill this gap, offering affordable home ownership opportunities near public transportation, schools, work, and shopping. HFHNRV has been in operation for 35 years, has been audited annually by a third party CPA since 2012, and is in "Good Standing" with Habitat for Humanity International. HFHNRV is a Community Housing Development Organization, or CHDO, which allows us to utilize federal funds from the US Department of Housing and Urban Development (HUD). We have also recently been awarded grants from Virginia Housing Development Authority (VHDA), Department of Social Services (NAP tax credits), Community Foundation of the New River Valley, Wells Fargo, Home Depot, and Partners for Places of the Founders Network.

These 11 homes will provide affordable homeownership opportunities to households earning less than 80% of Area Median Income and below. Based on HUD's most recent 2023 adjusted HOME income limits, this means Habitat could serve a household of one earning \$51,100 or less, a household of two earning \$58,400 or less, a household of 3 earning \$65,700 or less, and a household of 4

earning \$73,000 or less. Habitat homebuyers will be provided with homebuyer counseling and will not pay more than 30% of their income on their mortgage costs.

These 11 Affordable Homes will be subject to provisions and restrictions administered by the New River Home Trust, LLC ("NRHT") to protect the future, permanent, and continuing affordability for homebuyers meeting applicable income qualifications. The NRHT operates as a program under the nonprofit organization Community Housing Partners. NRHT's goal is to increase access to affordable housing through its stewardship of community assets and shared equity homeownership opportunities.

Habitat will work with a family or individual to purchase the home that sits on land that will eventually be owned by the New River Home Trust. Habitat will then transfer the ownership of the lots underneath the 11 Affordable Homes at the time of sale of each home, unless together with the NRHT, Habitat determines, in writing, that the timing should be adjusted.

By removing the cost of the land from the purchase price, the home is made more affordable to low-and-moderate income buyers. The homeowner will enter a long-term ground lease (99-years, renewable) with the NRHT, giving the homeowner exclusive rights to the land use during the lease period. In exchange for purchasing the home at a reduced price, the homeowner will agree to sell the home to another low-or-moderate income buyer in the future. The seller of a the NRHT home will keep a predetermined amount of the increased value of the home, however the restricted sale price will keep it affordable in perpetuity for future generations.

Habitat for Humanity builds strength, stability and self-reliance through shelter. We believe that providing the opportunity to live and work in the same community builds stronger, more stable communities. We ask the Town of Blacksburg and the community to support our effort to provide this opportunity for hard-working families to obtain affordable housing and become a part of the Blacksburg community.

II. Preliminary Layout

Boundary Map

The property included in the rezoning request is shown on Sheets Z1 and Z2. The boundary map and the parcel description and the right of way descriptions below are based on metes and bounds found by a current field survey of the property by Balzer and Associates, Inc.

Legal Description

Tax Map ID: 317-2 32A, 33, 34 and Tax Map ID: 317-2 31, 32, 34A

Beginning at a capped iron rod found at the intersection of the Western side of Airport Road and Northeastern corner of Virginia Street (unimproved), capped iron rod being N06°47'03"E 22.87' from a bent pipe found in the intersection of the Western side of Airport Road and Southeastern corner of Virginia Street

(unimproved); thence with the Northern side of Virginia Street (unimproved) S67°45'37"W 193.18' to an iron rod found; thence with the Eastern line of Tax Map ID: 317-2 35 N21°14'00"W 82.87' to an iron rod found, said iron rod found being the Northwestern corner of Tax Map ID: 317-2 34 and Southwestern corner of Tax Map ID: 317-2 34A; thence continuing with the Eastern Line of Tax Map ID: 317-2 35 N21°14'00"W 82.88' to a fence post found in the southern side of Airport Drive (unimproved); thence with the Southern side of Airport Drive (unimproved) N68°22'37"E 271.76' to a point at the intersection of the Western side of Airport Road and the Southeastern corner of Airport Drive (unimproved); thence with the Western side of Airport Road S03°08'03"W 91.07' to a capped iron rod found, said capped iron rod found being the Northeastern corner of Tax Map ID: 317-2 32A and Southeastern corner of Tax Map ID: 317-2 32; thence with the Western side of Airport Road S03°08'03"W 30.58' to a capped iron rod found; thence continuing with the Western side of Airport Road S06°47'03"W 60.48' to the Point of Beginning.

The above described parcels have an area of 0.883 acres and are identified as Tax Map ID Numbers: 317-2 32A, 33, 34 (Parcel ID 001703) and Tax Map ID Numbers: 317-2 31, 32, 34A (Parcel ID 001702) according to Montgomery County Treasurers records.

Portion of Virginia Street (unimproved)

Beginning at a capped iron rod found at the intersection of the Western side of Airport Road and Northeastern corner of Virginia Street (unimproved), capped iron rod being S06°47'03"W 60.48' from a capped iron rod found in the Western side of Airport Road; thence with the Western side of Airport Road S06°47'03"W 22.87' to a bent pipe found at the intersection of the Western side of Airport Road and the Southeastern corner of Virginia Street (unimproved), thence with the Southern line of Virginia Street (unimproved) S67°45'37"W 182.44' to a fence post found; thence with a new line crossing Virginia Street (unimproved) N21°14'00"W 20.00' to an iron rod found the Northern line of Virginia Street (unimproved); thence with the Northern line of Virginia Street (unimproved) N67°45'37"E 193.18' to the point of beginning.

The above described new parcel has an area of 0.086 acres and is identified as a portion of "Virginia Street" as shown on a map titled Airport Terrace, dated May 19, 1938 and being recorded in the Clerk's office of the circuit court of Montgomery County, Virginia, in Deed Book 113, Page 214.

Portion of Airport Drive (unimproved)

Beginning at an iron rod found at the intersection of the Western side of Airport Road and Northeastern corner of Airport Drive (unimproved), said iron rod being S00°05'47"E 21.50' from a pipe found in the Western side of Airport Road; thence with the Western side of Airport Road S00°05'47"E 21.72' to a point at the intersection of the Western side of Airport Road and the Southeastern corner of Airport Drive (unimproved) crossing an iron rod found at 16.63'; thence with the Southern line of Airport Drive (unimproved) S68°22'37"W 270.76' to a fence post found at the intersection of the Southern line of Airport Drive and Northeastern corner of Tax Map ID: 317-2 35; thence with a new line crossing Airport Drive (unimproved) N21°14'00"W 20.00' to a new point in the middle of Airport Drive

(unimproved); thence N68°17'35"E 99.12' to an iron rod found at the Southwestern corner of "New Parcel 27" as shown on a plat recorded in Plat Book 23, Page 444; thence with the Southern line of the said "New Parcel 27" N68°21'25"E 58.49' to an iron rod found, being the Southeastern corner of the said "New Parcel 27" and the Southwestern corner of "New Parcel 30" of the same aforementioned plat; thence with the Southern line of the said "New Parcel 30" N68°21'25"E 120.99' to the point of beginning.

The above described new parcel has an area of 0.127 acres and is identified as a portion of "Airport Drive" as shown on a map titled Airport Terrace, dated May 19, 1938 and being recorded in the Clerk's office of the circuit court of Montgomery County, Virginia, in Deed Book 113, Page 214.

Zoning

The proposed rezoning request is for approximately 1.10 acres located at the southern terminus of Airport Road near the Blacksburg Fire Station. The property is currently zoned R-4. This application proposes a Planned Residential District that will allow for 11 affordable townhomes.

Neighborhood Engagement

Prior to the submittal of this rezoning request Habitat and the Town's Housing Department hosted two neighborhood engagement meetings. The first meeting was held the evening of September 29, 2022 and had 26 people attend. That first meeting introduced the general idea of the project and asked neighbors to provide their thoughts. Discussion topics included traffic, stormwater, architecture and design controls, access to Dehart Park, development pressure in the area, and end users. The second meeting was held the afternoon of April 26, 2023 and had 4 people attend. This meeting concentrated on conceptual site plan and architectural ideas for the project. Attendees were asked to provide input on which options they preferred and any other design perspective they had on the project. The general overall tone of the meetings were positive and supportive of providing housing for Habitat owners.

Master Plan

The Master Plan of the proposed development can be found in the Appendix on Sheet Z3. The Master Plan graphically designates the location for buildings, parking lot layout, and access point into the site. It also shows proposed locations for sidewalks, bike racks, utilities and stormwater management areas. Specific design elements of the project are discussed in more detail in the following portions of this application. The project's direct correlation to guiding principles of the Town of Blacksburg Comprehensive Plan is discussed in Section VI entitled Design Principles and Concepts.

Structures

The project is proposed to be a townhouse development with two rows of townhomes made up of 6 units on the northside of the project and 5 units on the southside of the project. This development will serve as a residential infill project in

an area which includes primarily single homes. These units will be built by Habitat for Humanity and offered as homes for sale. The buildings will offer the following:

- The townhomes will be two-story residential units on a crawl space and designed with a craftsman style architecture. Each unit will have three bedrooms. Architectural plans are included with this submittal to show the preliminary floor plan layout for each unit type.
- Townhome units #1, #6, #7 and #11 shall be designed and constructed as Federal Fair Housing adaptable on the first floor and will be considered Type B units and will accommodate "Aging in Place". Townhome units #2-5 and 8-10 shall be designed and constructed as Visitable Type Units. Visitability is a growing trend nationwide. The term refers to single-family or owner-occupied housing designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers. A house is visitable when it meets three basic requirements:
 - one zero-step entrance.
 - doors with 32 inches of clear passage space.
 - one bathroom on the main floor you can get into in a wheelchair.
- As Type B units, units #1, #6, #7 and #11 shall have a master bedroom and full bath on the main floor.

The maximum number of residential units for the development will be 11 units (10 per acre). The maximum bedroom count shall be 33 bedrooms (30 per acre).

III. Site Development regulations

Permitted Uses

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

Residential

Townhouse

Home Occupation

Miscellaneous

Accessory Structure

Community Maintenance Facility

Height, Lot Setback, Coverage Ratios & Residential Density

PRD Zoning Requirements

Lot Size: Minimum subdivided lot size shall be 900 s.f.

Height: The maximum height of building structures in this PRD zoning district shall be thirty-five (35) feet.

Parent Parcel Setbacks: The front yard setback along Airport Road shall be ten (10) feet, the north side yard setback shall be fifteen (15) feet, the south side yard setback shall be seven and one half (7.5) feet and the rear yard setback shall be fifteen (15) feet.

Individual Townhome Lot Setbacks: All setbacks for the individual townhome lots shall be zero (0) feet.

Floor Area Ratio: The overall maximum floor area ratio (FAR) will be determined based on the entire project and shall be forty-five (45) percent.

Lot Coverage: The overall maximum lot coverage (impervious area) will be determined based on the entire project and shall be sixty (60) percent.

Residential Density: The maximum residential density shall be thirty (30) bedrooms per acre and ten (10) units per acre based on the overall development parcel acreage.

Occupancy

The proposed Planned Residential District shall have a maximum occupancy requirement for the townhome units. For the units proposed, the maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family, or no more than three (3) unrelated persons.

Open Space

Per the Town of Blacksburg code, a PRD requires a minimum 20% of open space. Of that 20%, a minimum of five thousand (5,000) square feet shall be provided for active or passive recreational activities. As currently shown on the Master Plan, there is approximately 20% open space provided. All of the open space shown is passive recreational. The proposed open space is shown on Sheets Z4. The main openspace area is the common green in the center of the site which can be used by all residents for kids play, community gatherings, etc. There will also be open space in the backyards of each unit. The Town has a Town Park (Dehart Street Tot Lot Park) directly adjacent to this property and the project is proposing a walking trail to access the park. This park has an open play field as well as several structured play structures such as swing sets and jungle gym.

Parking

General

Parking will be provided in a common parking lot area located at the rear of the units and shall be accessed from Airport Road. All parking spaces located within the parking lot shall be standard 9'x18' spaces. There is also on-street parking proposed on Airport Road directly in front of the property. These two on-street parking spaces would be designated as handicap/ADA spaces for the benefit of units 6 and 11 as they will be designed as Type B units. Units 1 and 7 will have better access to the handicap parking spaces provided in the parking lot. The proposed location of these spaces is shown on the masterplan.

PRD Zoning Area - Minimum Parking Required

The town requirement for townhouse parking is a minimum of 1.1 spaces per bedroom, however we are proposing a reduced ratio of 2.18 spaces per unit, or 0.73 spaces per bedroom. Historically, residents of Habitat for Humanity communities are one-car families. While there may be some tenants with two cars, it is very

and subdivision plats shall be required for all subdivisions within the Planned Residential District.

Landscaping & Screening

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include any required street tree plantings, parking lot landscaping, and the overall site greenspace and landscaping requirements. There are no required buffer yard plantings between a planned residential district and R-4 zoning. There are areas of existing vegetation on the western end of the property and on the adjacent lot owned by VPI which is not and will not be developed. There are other perimeters that have existing vegetation that will be maintained if grading activities allow. Installation of native plant materials will be encouraged with the project where plantings are required. One specific requirement in this area is that any vegetation/trees planted may not exceed 50' in height due to the proximity of the Virginia Tech Airport.

Site Lighting

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include the installation of parking lot lighting to provide night time visibility for residents as well as any other site specific and/or exterior building lighting. Other site specific lighting features could include but be limited to sidewalk lighting and landscaping/accent lighting. Any exterior lighting fixtures located on the proposed buildings will also be designed in the overall photometric plan to ensure compliance and to maintain the Town's dark sky initiative.

Maintenance

The maintenance and upkeep of the grounds and buildings will be the responsibility of the developer/owner. Once the parcels are subdivided for sale, the establishment of a Homeowners Association (HOA) will be required to maintain the grounds and other onsite common areas such as the stormwater management facility. At that time, the HOA will contract with a private company to provide ground and/or unit maintenance. All common space elements including exterior elements such as sidewalks, parking lots, and stormwater management areas will be under the development's ownership or Homeowners Association and will be maintained at no cost to the general taxpayer.

Building Construction

As stated above, the project will be townhouse development. The units will have features that will appeal to a number of potential residents including young professionals, young families and senior citizens. Each unit will be two stories and have three (3) bedrooms. The four end units will have first floor bedrooms, are Federal Fair Housing adaptable on the first floor and will be considered Type B units. The remaining units are planned to be visitable by individuals with disabilities as long as grading will permit at grade entries. The proposed size of each time of unit is shown below.

Units 1 & 7: \pm 1,522 gross square feet

Units 6 & 11: \pm 1,490 gross square feet

Unit 2-5 & 8-10: ±1,496 gross square feet

There will be three different floorplans. Units 1 and 7, adaptable Type B end units, will feature a great room, kitchen, full bathroom, master bedroom, and laundry on the main floor. The upper level will have two (2) additional bedrooms, a bathroom, and a loft area. Units 6 and 11, are also adaptable Type B end units and will feature a great room, kitchen, full bathroom, master bedroom, and laundry on the main floor. The upper level will have two (2) additional bedrooms, a bathroom, and a loft area. Units 2-5 and 8-10, the interior units, will each have a great room, large kitchen, half bathroom, and laundry on the main level. The upper level will have the master bedroom, two (2) additional bedrooms, and two full bathrooms. The front porch for all units will have access to the internal sidewalk system that leads to the public sidewalk along Airport Road and also leads to the rear parking area. Units 6 and 11 will have a front porch and front door that faces Airport Road while the front doors on all other units will face the common green. Interior units will each have a rear porch in order to access their backyard space.

The exterior elevations will consist of materials such as Hardi siding, brick/stone veneer and gable rooflines. All units will have a covered front porch.

IV. Public Utilities

All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public utility easements will be dedicated along water distribution and sewer collection lines outside of the road right-of-way. According to Town staff, there is adequate water capacity for this project. A sewer flow estimate has been provided within this section for Town staff to determine the available capacity for the proposed sewer flows.

Water and Sanitary Sewer

The proposed rezoning area is on the western side of Airport Road near the Town's Fire Station. According to the Town water maps and an actual field survey, there is an existing 6" waterline in Airport Road in front of the project site. The proposed development will tap into the existing line on Airport Road to provide water service to each unit. Discussions with the Town's engineering department indicated that there should be adequate pressure and flow in the existing waterlines to serve the proposed development. This will be confirmed by the Town Water Resources department at the time of site plan development. Any required fire hydrants will be located within the project as required by Town Code. The proposed waterline sizes may change based on final design criteria.

According to Town sewer maps and an actual field survey, there is currently a gravity sanitary sewer line running along the northern property line towards Airport Road and the south on Airport Road and then into the VT Airport property. This line is an older section of main line that serves a large upstream development area and is deep in some places. As such, the development is planning to run a new sewer main from Airport Road into the middle of the site and service all units off the new line rather than tapping the existing line multiple times for service laterals. All new buildings proposed with the project will have gravity sewer provided to their

lowest finished floor elevation. All main lines will be located within easements and will be constructed per Town Code. Discussions with the Town's engineering department indicated that there is adequate capacity in the existing downstream sanitary sewer lines to serve the proposed development. This will be confirmed by the Town Wastewater engineer at the time of site plan development.

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

RESIDENTIAL USE

Residential Housing: Maximum of 11 total units

Design Assumptions and Calculations:

1. Water and Sewer usage for residential use is 170 gal/day per unit = 1,870 gal/day
2. Length of new sewer pipe +/- 151' x 1.5 gpd/ft infiltration factor = 226 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 1,870 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 2,096 gallons per day

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

Water Quality & Stormwater Management Standards

Pre-Development Summary

In the pre-development condition, the site contains two houses and a parking area with the rear of the site consisting of grassed and wooded areas. A 25.14 acre area drains through the site and into the Virginia Tech Airport property. The off-site areas have been separated from the drainage that will be managed on-site. A large area northwest of the site consisting of mostly single-family lots is collected in the Dehart Street Park pond and is discharged into the site. A ditch along Airport Road collects drainage from the road and residential lots before flowing into the site. There is also an inlet on the other side of the Airport Road that collects drainage from single-family lots and discharges into the site. All of this off-site drainage

converges in the rear of the site and flows southeast through the site. The point of analysis has been set at an existing drop inlet just south of the of site in the airport property, where all site and off-site drainage converges.

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements. There are no existing BMPs on the site or upstream of the development. See HydroCAD report for time of concentration calculations. All flows in this model have been analyzed using the SCS/TR-55 method. At a minimum, the 1-Year, 2-Year and 10 Year post-development runoff rates will be less than or equal to the 1-Year, 2-Year and 10-Year pre-development runoff rates.

Post-Development Summary

In the post-development condition, the off-site runoff will be captured via storm sewer pipes to bypass the site. The site will be graded to capture site runoff via sheet flow, roof drains, curb inlets, and stormwater piping. Runoff will be collected in an underground detention facility and outflow from this system will be managed by multiple flow control devices. As shown in the enclosed HydroCAD calculations, the underground system has been designed to manage peak flows and meet water quantity requirements. The underground facility will outflow into the storm sewer and converge with the off-site runoff to be discharged at the southern corner of the site. A small area of the site behind units 7-11 will not be captured by on-site methods and will flow directly to the point of analysis, but no impervious improvements will drain directly to the point of analysis.

Outflow from the storm sewer at the point of discharge will flow into the existing drop inlet on the airport property, which is the point of analysis. The following pages and the HydroCAD report demonstrate that the site will be contributing less flow to the point of analysis than in the pre-development condition.

Water Quality

Water quality compliance will be achieved through the purchase of nutrient credits in accordance with the criteria set forth in the Code of Virginia. Per §62.1-44.15:35(C)(2), the VSMP shall allow the use of nutrient credits when the area of disturbance is less than 5 acres or the water quality reduction requirement is less than 10 pounds per year. This site qualifies for nutrient credit purchase with a total disturbed area of approximately 1.20 acres and a reduction requirement of 0.94 pounds per year.

The existing site¹ (has an impervious land cover of 0.27 acres (23%). The post-development site will have an impervious land cover of .71 acres (59%) resulting in a runoff coefficient (R_v) of 0.65. The required pollutant removal rate is 0.94 lb/year, all of which will be handled with nutrient credits.

¹ In the context of water quality and channel and flood protection, “site” shall be defined as the area where work is being performed, including any offsite disturbance (approximately 1.20 acres). See Concept Plan Sheets SW3-SW5.

Downstream

Channel Protection

Runoff from the site¹ will be discharged to the existing drop inlet located just beyond the southern site boundary on the airport property. From there, runoff is conveyed by a manmade conveyance system (storm sewer) across the airport before ultimately discharging out of an 8' x 5' concrete box culvert south of Research Center Drive. As shown on Sheet SW4, a watershed containing approximately 238 acres forms at the beginning of the 8' x 5' box culvert. In accordance with Town Code §18-613(b)(4)(i), this point forms the Limits of Analysis for channel protection since the site's contributing drainage area (1.20 acres) is less than 1% of the total watershed area. The entire conveyance system from the site to this point is a manmade conveyance system made up of concrete storm sewer and manhole structures. Because the flow at the point of analysis will be reduced in the post-development condition, no erosion of the manmade system should be expected as a result of this development.

Flood Protection

In accordance with Town Code §18-613(c), concentrated stormwater flows have been discharged to a stormwater conveyance system. The downstream conveyance system is a manmade storm sewer. As shown on the attached HydroCAD calculations, the point of discharge releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development peak flow rate from the 10-year 24-hour storm event, satisfying subsection 2(ii) of the Code. Per subsection (3) of the Code, when subdivision 2(ii) is utilized, the discharge point constitutes the Limits of Analysis and no further analysis of the downstream stormwater conveyance system is required.

Environmental Impacts & Concerns

There are currently no known specific environmental issues or concerns on the subject property. However, industry standard due diligence must be performed prior to the start of construction to determine if there were any previous environmental concerns such as underground storage tanks. The property will also be investigated to determine if there are any jurisdictional waters on the property such as streams or wetlands. If any evidence is found and prior to any development, the property would have to be delineated, confirmed by the US Army Corps of Engineers, and all appropriate permits filed and mitigation provided as necessary. During construction it will also be necessary to provide all required erosion and sediment control measures along the stream to avoid any sediment and silt from reaching adjacent properties and the storm sewer system.

Trash Pick-up

The project will be providing one centralized dumpster and recycling collection area for resident's use. These will be serviced by a private refuse collector. Recycling shall be provided as required by Town code.

Other Utilities

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. Coordination with Virginia Tech Electric Service and the other private utility companies will be necessary to limit or avoid impacts to the adjacent residential areas.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

The master plan shows a proposed driveway off Airport Road to serve the site. The access point is located at the northern end of the project and is approximately 250 feet south of Dehart Street. Two locations were initially looked at for the entry and exit location but sight distance at the southern end of the site is impacted by the sharp curve of Airport Road which limits visibility to northbound traffic. The proposed entrance location has been checked and can provide the required amount of site distance (280') with the removal of some existing vegetation located in the right of way on the west side of Airport Road. As the project access directly off of Airport Road, no other residential side streets will be impacted by the project or see an increase in traffic on their roads. All drive aisles and parking spaces within the project shall be designed and constructed to Town standards.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a TIA is not warranted with this project. The trip generation numbers for the proposed uses are shown below for the AM Peak, PM Peak and Weekday totals. Since the density proposed with the project meets the guidelines in the Comprehensive Plan, no road improvements for Airport Road are proposed with this project.

<i>Use</i>	<i>ITE</i>	<i># of dwelling units</i>	<i>Sq.Ft.</i>	<i>AM In</i>	<i>AM Out</i>	<i>AM Total</i>	<i>PM In</i>	<i>PM Out</i>	<i>PM Total</i>	<i>Weekday</i>
Multifamily Housing (Low-Rise)	220	11	n/a	1	3	4	4	2	6	74

Blacksburg Transit

Blacksburg Transit does have service along Airport Road and there are two existing stops that would provide pickup/drop off points for residents of this project. There is an existing bus stop at the intersection of Airport Road and Fairview Avenue approximately 0.2 miles north of the project. There is also a bus stop at the intersection of Airport Road and Kennedy Avenue approximately 0.2 miles east of the project site.

Pedestrian Walks

An existing sidewalk is located on the eastern side of Airport Road that extends from the north end intersection of Airport Road & South Main Street to the south end

intersection of Hubbard Street and South Main Street. There are sections of sidewalk along the eastern side of Airport but are sporadic in location. The project will install a new public sidewalk along its frontage of Airport Road to allow for future sidewalk connectivity. Each unit will have a sidewalk connecting it to the public sidewalk along the common open green in the middle of the project. The unit sidewalks and other internal sidewalks will be 3'-5' in width and may be constructed with varying materials based on the final hardscape plans. The public sidewalk will be 5' in width. Any sidewalks that will serve as accessible routes will meet ADA requirements.

VI. Design Principles and Concepts

Zoning, Existing Land Use and Comprehensive Plan Vision

The property is currently zoned R-4. The property is located in an area classified as an Urban/Walkable Neighborhood as shown on Map C in the 2022 Comprehensive Plan. The subject parcel has been designated as Medium Density Residential on the most current Future Land Use Map. This designation allows for densities of up to 10 units or 20 bedrooms per acre. The surrounding parcels are shown as Park Land, Low Density Residential, Civil and Airport. Currently the property has two rental duplex homes on it but both homes are vacant. The property is currently owned by the Blacksburg Fire Safety Foundation. The Town's Fire Station is just south of this property.

The Comprehensive Plan lists multiple future issues that Urban/Walkable Neighborhoods are expected to face. This project will address several of these issues, including:

- *Single-family residential character and neighborhood identity should be preserved in these areas.*

Because this will be a small development intended for families rather than students, a single-family character will be preserved, and the architecture will contribute to the neighborhood identity.

- *More connections in sidewalks and trails benefit children and adults who wish to travel to nearby schools and work from their home without relying on a car or bus.*

This project is proposing new sidewalks along Airport Road. There are also sidewalks on the other side of Airport Road which will provide a connection to Main Street, therefore increasing the walkability of the neighborhood.

- *There is a limited inventory of homes within walking distance of the University and Downtown. In addition, these homes are often beyond the financial reach of many young families, young professionals, or employees of the University or Downtown businesses who would like to live in this area. Creative strategies are needed to encourage more home ownership in these neighborhoods.*

This development will provide eleven homes suitable for young families or young professionals within walking distance of campus, shopping and downtown, at an affordable price range.

- *Construction of new homes and the redevelopment and refurbishing of the existing housing stock in this area should be done utilizing the Residential Infill Guidelines and, where applicable, the Blacksburg Historic Overlay guidelines.*

As detailed in the following section, the Residential Infill Guidelines have been considered and a large number of them apply to this project.

- *Limited parking is an issue in these neighborhoods. Any opportunities to reduce the number of vehicles being parked in this area should be explored and encouraged.*

This development will provide off-street parking for two vehicles at each unit, which reduces the standard zoning requirement of 1 space per bedroom. This will reduce the overall vehicles associated with the project.

The proposed project shows a maximum of 11 residential units and 33 bedrooms. This would, on average, have the potential of increasing the local public school enrollment by 7 total students. This is a national average based on a dwelling unit adding 0.6 students to the school system. This development will be built in order to provide affordable workforce housing (see “Jobs and Housing” section of this document for more detail), therefore the residents are expected to be primarily young families or working individuals and it is reasonable to assume there may be school age children living in this community.

The Town has also developed the set of Residential Infill Development Guidelines. These guidelines help provide direction to new development or redevelopment projects located on potential urban infill parcels. Building architecture and style as well as site planning issues are discussed throughout the document. These Guidelines were reviewed during this design process and many of the issues and goals addressed in these guidelines have been incorporated into the final design of the new neighborhood. Some of these are:

- ***Building Orientation:*** *Orienting buildings toward the street contributes to a pedestrian-friendly street environment, provides a visually rich street edge, and contributes to resident safety by placing “eyes-on-the-street.”*

The project proposes a street friendly elevation with front doors and front porches that address the street on the end units that face the street. A sidewalk will be provided connecting each porch to the proposed public sidewalk along Airport Road. The roofline, elevation changes, building materials and landscaping along the street and internal to the site will create and provide an attractive streetscape.

- ***Setback:*** *Consistent front building setbacks create a uniform appearance along the street.*

The proposed setback for the townhomes from Airport Road is 10'. The closest residential structure on the project side of Airport Road also has a shorter setback and appears to be approximately 15'.

- ***Building Frontage/Entries:*** *Landscaping in front of buildings and entry features, such as porches or steps, create visual interest and give the neighborhood an identifiable character.*

The project proposes varying building faces that will create visual interest as well as covered front porches. It will also provide a sidewalk from the front porch of each unit to the central green and connects to the sidewalk along Airport Road.

- ***Off-street Parking:*** *Parking for residential areas that plays down the visual impact of cars and parking garages respects the character of an existing neighborhood and creates pedestrian-friendly streets.*

All off-street parking is located behind the buildings. Due to the depth of the lot and the landscaping proposed, cars will not be easily visible from Airport Road. All parking will be behind the building line on Airport Road.

- **Planning for Parking:** *Shared structured parking can accommodate more parking than surface parking lots and can be designed so that the structures do not dominate street frontage of a building.*

No structured parking is proposed for this project.

- **Alleys:** *Alleys are a part of the Town's historic street structure, and they are a way to provide off-street parking without impacting the pedestrian friendliness of a residential street.*

No alleys are proposed for this project.

- **Screening/Landscaping:** *Hedges, trees, shrubs, and fences can provide privacy, a transition between spaces, and can help buffer pedestrians from vehicle traffic.*

Landscaping will be provided along Airport Road which should provide effective transitions and provide some privacy. As there are no direct residential adjacent neighbors to the rear of the property, no other buffering is proposed beyond the existing vegetation that will remain on the adjacent vacant properties.

- **Open Space:** *Comfortable outdoor places in multifamily developments can provide a place for people to sit, rest, and interact, fostering a sense of community.*

As discussed above, a large common green area is provided internal to the site and each home has direct access to this green. This fosters connectivity and interaction with neighbors. Units will also have small, individual backyards. Dehart Street Park is also adjacent to the property and a trail connection will be provided for residents to access the park.

- **Connectivity:** *An interconnected street network and compact blocks provide the framework for a greater diversity of building types close to one another and promote pedestrian and bicycle activity by making connections between destinations accessible and convenient.*

No new public streets are proposed with this project.

- **Walkways:** *Internal walkways within larger residential developments promote pedestrian movement by connecting users from the public sidewalk network and parking areas to ultimate destinations within a site.*

The project is providing an internal sidewalk system connecting each unit to the parking area as well as connecting to the new sidewalk along Airport Road.

- **Scale and Massing:** *Buildings designed to fit within the context of the surrounding structures help reinforce neighborhood character and create visual interest for pedestrians.*

The existing homes on the property are duplexes and the property is surrounded by 1- and 2-story single family homes and the Town Fire Department building. The project proposes 2-story townhomes which will blend in with the existing homes. Front stoops, varying rooflines and careful window placement will contribute to the character of the neighborhood.

- **Architectural Features:** *Structures that are designed with architectural features similar to existing homes contribute to a sense of place and add to the character of the neighborhood.*

Covered porches and building materials such as Hardi siding, brick/stone veneer, and gable roof lines fit the character of the surrounding neighborhood.

- **Character and Context:** *Infill designs that are sensitive to the vernacular and traditional architecture found in Blacksburg and Southwest Virginia help to preserve community character.*

As the architectural show, the designs of the homes are very compatible with the traditional architecture found in Blacksburg and SW Virginia. It is compatible in size, scale and features such as front porches, roof styles and window placement.

- **Streetscape:** *Streetscape designs that include trees, pedestrian-scaled lighting, benches, drinking fountains, newspaper boxes, or other pedestrian-oriented amenities help encourage pedestrian activity and promote safety and security.*

Landscaping provided along Airport Road will create an attractive streetscape and pedestrian-friendly environment.

- **Sidewalks:** *Well-connected and maintained sidewalks contribute to the character of neighborhoods by providing safe places for people to travel and interact with one another.*

There are currently public sidewalks on the east side of Airport Road but not on the west side. The project is proposing to install new sidewalk on the west side of Airport Road along the project's frontage. This sidewalk can be extended through Town projects in the future. However, the existing sidewalk across the street can provide safe pedestrian access to South Main Street.

- **Bicycle Facilities:** *Streets that have been optimized for bicycle travel and bicycle parking facilities can help support bicycle activity in a community.*

No new streets are proposed with this development. It is anticipated that the residents will store their bicycles inside their units or at the proposed bike racks.

- **Complete Streets:** *Complete Streets provide an efficient and interconnected network for bicyclists, pedestrians, autos, and transit users of all ages and abilities.*

Due to the size and location of the subject parcel, no new streets are proposed with this project.

The elements that directly conform to the issues and principles stated in the **Town of Blacksburg Comprehensive Plan** are listed below and reference the Policy Chapter as adopted April 27, 2021 and amended December 13, 2022. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

Community Character Principles

CCP 1. *Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable community.*

There is currently sidewalk on the east side of Airport Road. This will allow residents to walk to the nearby bus stop without having to walk in the street. This project will install sidewalk along the property frontage on the west side of Airport Road.

CCP 2. *Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students. Students moving into established neighborhoods may have different expectations than neighbors with regard to noise,*

upkeep, parking, and occupancy. Property management, education and code enforcement can mitigate some of these conflicts.

The proposed townhomes will be built by Habitat for Humanity and will not be used for student housing. Because they will be occupied by professionals and families, it is reasonable to assume a certain level of upkeep will be maintained.

CCP 3. *Schools are anchors within the community. The Town values high quality education at all levels. Public and private schools foster a family-friendly community. Public schools also serve as recreational areas and community gathering places. Neighborhood schools in particular are valued for their walkability. The Town is fortunate to have a number of schools integrated into neighborhoods – these should remain.*

This project is within 0.3 miles from Margaret Beeks Elementary School and is certainly within walking distance for parents and children.

CCP 5. *Equity and inclusion are important values in the community. Opportunities for social interactions and community engagement as well as programs and events that welcome everyone can foster a sense of belonging and an individual's commitment to the community. The Town should support community connection by providing gathering spaces, working to increase the affordability of living in Town, and eliminating barriers to equity. The Town should work to increase housing and transportation options for historically marginalized populations through the development decision-making process.*

The proposed townhomes will be built by Habitat for Humanity as an affordable housing project. This will provide an opportunity for home ownership for those that may have been historically marginalized.

CCP 17. *Blacksburg is a responsible headwaters community for Southwest Virginia. Developments within the Town should minimize short and long term impacts on surface waters (streams and ponds), groundwater, karst features, and wetlands.*

The redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality.

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

The redevelopment of this property will require all stormwater management areas to be designed to meet all current state and local ordinances with regard to stormwater quantity and quality. Techniques such as low impact development would also be prudent in this area due to existing downstream stormwater concerns.

CCP 21. *The Town is committed to minimizing light pollution by adhering to International Dark Sky Association standards. The design and placement of new lighting for buildings, parking areas, and streets should minimize upright, light*

intrusion into adjacent areas, and glare. Special attention should be given to lighting when transitioning from higher intensity to lower intensity uses.

As a residential project, lighting will be provided for the safety of residents but will be at a residential scale and will promote Dark Sky standards.

CCP 22. *For safety, appearance, and maintenance reasons, new developments are required to place utilities underground. Where feasible and financially possible through developer contribution, Town subsidization, or other financial sources, existing above-ground utilities should be relocated underground.*

All proposed utilities will be placed underground.

LAND USE – Objectives and Policies

LU.4. *Continue amendments to update the Town’s Zoning Ordinance based on Town Council priorities. Determine the Zoning Ordinance amendments necessary to:*

- *Implement the Residential Infill Design Guidelines*

This property’s location, shape and neighborhood facilitate the introduction of the Residential Infill Design Guidelines as shown in the layout and building design. Design and building techniques such as building orientation, residential building scale, pedestrian connectivity, and an inviting residential architectural design help reinforce these guidelines and define the community.

LU.5. *Consider the compatibility of development with surrounding uses. Utilize strategies such as landscaping or other buffering techniques along with modification of site design to minimize impacts and facilitate compatibility.*

The scale and size of the proposed development is compatible with the existing neighborhood. Buffering will be provided to minimize impacts and provide privacy for the residents.

LU.6. *Through the development review and decision-making process, ensure that new development and redevelopment enhances the transportation network with improvements to the street grid, addition of pedestrian and bicycle infrastructure, and incorporation of transit stops and amenities.*

Sidewalks will be installed adjacent to the property and trails will be incorporated into the project to connect to the adjacent public park.

LU.8. *Adopt programs to incentivize construction that meets sustainability standards such as EarthCraft and U.S. Green Building Council’s LEED.*

Habitat for Humanity understands the benefits of green building and is supportive of these initiatives. The owner intends to construct these units to EarthCraft standards or ICC 700-2020: National Green Building Standard (NGBS). However, to keep costs to a minimum and as in other affordable Habitat for Humanity projects, an official EarthCraft certification may not be applied for.

LU.9. *Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.* Two neighborhood meetings were held to get public input prior to the submission of the rezoning request.

LU.23. Regulate the amount of noise and/or light produced by land uses to minimize impacts on nearby properties.

As a small owner-occupied development, a large amount of noise or light is not expected.

LU.25. Protect the integrity and quality of water resources in the Town.

The development will provide the state and local requirements for stormwater quality and quantity as well as provide all necessary measures for erosion and sediment control.

HOUSING - Objectives and Policies

According to the Comprehensive Plan, economic sustainability and social sustainability are two of the three major principles in the Town's sustainability vision. This is defined as providing job opportunities and access to housing for all citizens and the town is committed to supporting housing choices that will meet the demands of all income levels. In the past, Blacksburg's housing market has been dominated by rental properties leased to undergraduate students. Generally, it has been difficult for a young professional or a young family to find an affordable home outside of areas dominated by students. As a result, many of these people, who work in Blacksburg, are forced to find a home outside of town and commute every day.

There are multiple groups that would benefit in an increase in the amount of affordable housing in Blacksburg, including:

- **Graduate/Professional Students:** Virginia Tech has been increasing its graduate student body and research staff. This brings residents to the town that may have spouses searching for work in the community and children attending the public schools. Many of them choose to live in Christiansburg or other surrounding areas due to the low cost of housing and fairly short commute, which does not support Blacksburg's sustainability goals.
- **Young Professionals:** There is an increasing number of Virginia Tech alumni choosing to remain in the area after graduation. This population generally searches for an affordable starter home or a lower rent option due to living on starting salaries. They may be interested in living near downtown for socializing, but they generally don't want to live in housing intended for undergraduates.
- **Affordable Workforce Housing:** Affordable workforce housing is for residents that earn 80% or less of the area median income. This population qualifies for federal assistance from the US Department of Housing and Urban Development. There is a shortage of this type of housing in Blacksburg.
- **Workforce Housing to Mid-Range:** This refers to residents making 80-120% of the area median income. They generally cannot afford to live in Blacksburg but do not qualify for assistance.

Blacksburg has been designated by the U.S. Department of Housing and Urban Development (HUD) as an entitlement community, making it eligible to receive federal funding on an annual basis for LMI (Low to Moderate Income) programs and

services. LMI individuals and families are those that live in households making less than 80% of the area median income. The original focus for these programs were neighborhoods in close proximity to downtown and campus, but the focus has since expanded to be town-wide. The town's goal is to provide affording housing opportunities integrated into neighborhoods throughout the entire community.

According to the 2017-2021 Draft Consolidated Plan, prepared as a requirement in order to receive federal funding from HUD, 27% of all households in the New River Valley have a housing cost burden that is over 30% of their income. This includes owner and renter households. There are long waiting lists for Section 8 housing and federal HOME funding has been reduced over the past several years, making the need for affordable housing even greater.

The proposed project will provide a housing option for those earning between 30% and 80% of the average median income. Families in that income range will be qualified to buy or rent these homes. It will give these families an opportunity to live near downtown and campus, rather than being forced to live outside of town. This allows them to be a part of the community in which they work every day, which can improve their quality of life as well as contributing to the sustainability of the town.

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

H.2.4. Review and revise the Zoning Ordinance and Subdivision Ordinance standards, such as minimum lot size, maximum density, and lot configuration, to allow for a wider range of housing options, discourage game-day residences, and increase affordability.

The additional density proposed with the project allows development costs to be spread over more homes thus increasing the affordability of the homes.

H.3. Provide a range of affordable, energy efficient, and appropriate housing options based on the income levels of the people that live and work in the Town.

As a Habitat for Humanity project, these homes will be affordable and constructed to more energy efficient levels.

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

H.6.1. Promote the benefits of small homes and innovative planned residential communities.

This planned residential project provides affordable homes in a small townhome community.

H.8. Incentivize “beyond the code” sustainable design and building standards to address household affordability, energy, and resource conservation.

H.8.1. Investigate and offer economically persuasive incentives to homebuilders and multifamily housing developers to build an EarthCraft or LEED third-party certified standard for sustainable design standards and high energy-efficiency.

The project will be built to EarthCraft or ICC 700-2020: National Green Building Standard (NGBS).

SUSTAINABILITY - Objectives and Policies

S.15. Expand efforts to offer programs and development incentives that improve affordability of housing, energy, and transportation for underserved and lower-income residents.

The project is being constructed by Habitat for Humanity as an affordable housing project and will be built to EarthCraft or ICC 700-2020: National Green Building Standard (NGBS).

S.25. Encourage developers to pursue lower impact site development such as LEED certification for Neighborhood Development.

The project will be built to EarthCraft or ICC 700-2020: National Green Building Standard (NGBS), part of which requires some effort to design towards low impact site development.

S.33. Recommend residents and private businesses be more energy efficient and meet EarthCraft or LEED building rating system standards, when constructing or renovating homes and buildings

The project will be built to EarthCraft or ICC 700-2020: National Green Building Standard (NGBS).

S.37. Provide incentives for homebuilders and developers to adopt energy-efficient and other green building practices (EarthCraft, LEED, Energy Star, etc.).

The project will be built to EarthCraft or ICC 700-2020: National Green Building Standard (NGBS).

TRANSPORTATION – Objectives and Policies

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

- *Include sidewalks on both sides of the road in all publicly-funded, new road construction projects*
- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions*
- *Consider requiring sidewalks on both sides of the street in infill areas with high pedestrian traffic*
- *Minimize curb cuts*
- *Pursue new sources of funding for sidewalks*
- *Ensure the sidewalk system is ADA accessible*

The development will construct a public sidewalk on the same side of the street, increasing the length of sidewalk in this area. Only one curb cut is proposed.

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

Street trees will be planted upon redevelopment per Town standards.

T.25. Retain existing alleys and unbuilt right-of-ways, and do not approve vacations without a clear demonstration of why elimination of the alley or unbuilt right-of-way serves a greater public purpose than its retention. All vacations will be in compliance with the criteria contained in the Alley and unbuilt right-of-way vacation process.

By vacating the portions of the unbuilt right-of-ways requested will provide an opportunity for the development of 11 new affordable homes for home ownership which is a critical goal for the Town.

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

BT service is already provided along Airport Road in multiple nearby locations, the closest being less than 0.2 miles from the site.

VII. Adjoining Landowners

Owners of land adjoining the site are shown in the chart on the following page, listed by tax map parcel numbers with the name and mailing addresses as provided on the Town of Blacksburg public GIS site:

HABITAT FOR HUMANITY REZONING REQUEST Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
256-A 1	VPI BUILDINGS & LAND	615 SOUTHGATE DRIVE BLACKSBURG, VA 24060
317-2 35	VPI	NONE LISTED
317-2 25, 26	TOWN OF BLACKSBURG	300 SOUTH MAIN STREET BLACKSBURG, VA 24060
317-2 27, 317-2 28A, & 317-2 30	TROY K. BROWN	2520 RANGER ISLAND ROAD DENVER, NC 28037
317-A 4	ALLISON GARST	1103 AIRPORT ROAD BLACKSBURG, VA 24060
317-5 2	SALLY JO FRANTZ	1105 AIRPORT ROAD BLACKSBURG, VA 24060
317-5 1	BRIAN SCOTT & SUSSI BO WALTERS	1107 AIRPORT ROAD BLACKSBURG, VA 24060

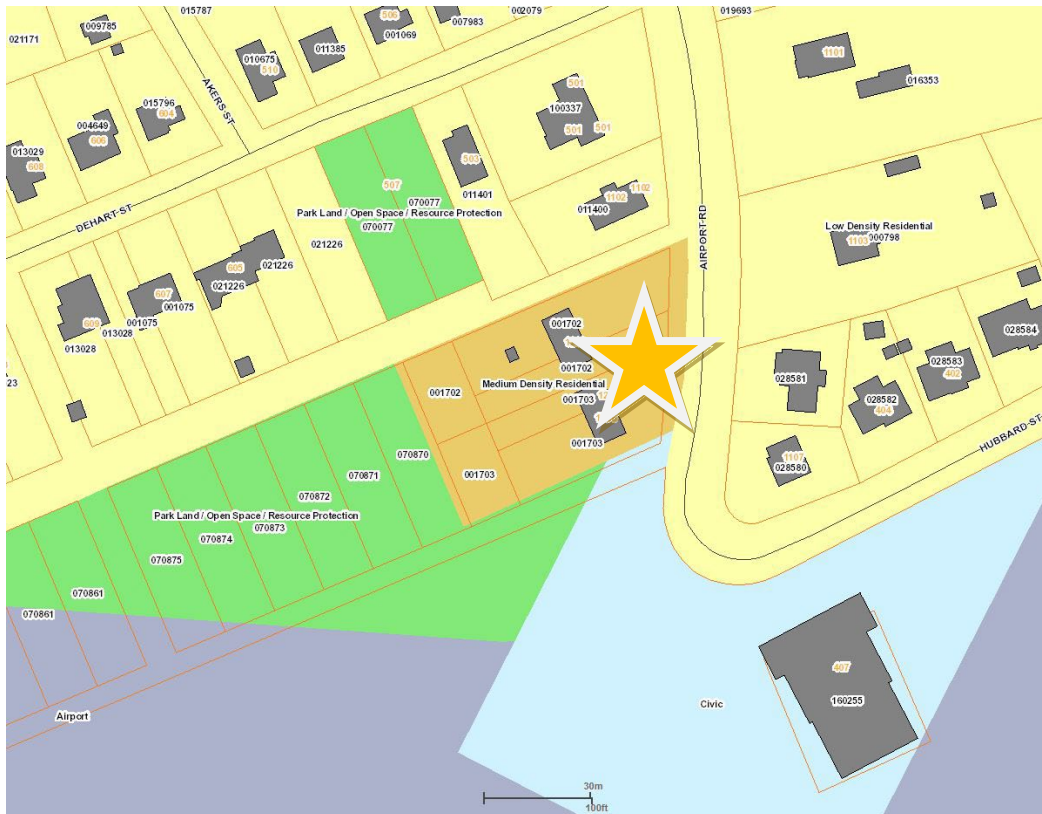
Appendix

PAGES 28-29	Zoning and Transit Maps
SHEET Z1.....	Existing Parcel Map
SHEET Z2.....	Existing Conditions
SHEET Z3.....	Master Plan
SHEET Z4.....	Open Space & Landscape Plan
SHEET Z5.....	Sight Distance Plan
Remaining Sheets.....	Architectural Plans

EXISTING ZONING MAP



FUTURE LAND USE MAP



BLACKSBURG TRANSIT BUS STOP LOCATIONS

