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April 1, 2024

Kali Casper, AICP, ENV SP
Assistant Planning Director
Town of Blacksburg
400 S. Main Street
Blacksburg, VA 24060

RE: Old Blacksburg High School – Planned Residential Amendment

Dear Kali,

As you are aware, we are submitting an application to amend the previous Planned Residential rezoning for the Old Blacksburg High School property -Ordinance #1895. Per our conversations during our pre-submittal meeting on February 22, 2024, we have mimicked the previous application material to our best ability so staff will only need to refer to this new application going forward should the amendment be approved by Town Council. This includes much of the text from the original narrative as well as the types of site exhibits that were included. The sections of the narrative that have changed are the ones that needed to be updated based on the new overall density and layout. These sections would include the zoning regulations, utility flows, building types, stormwater management plan, open space percentage, traffic, etc. We also updated the references included in the Comprehensive Plan justification since that Plan has been revised by the Town since the approval of Ordinance #1895.

We hope the information presented is clear and acceptable for your review. Thank you for your assistance and please let me know if you have any questions as you begin reviewing these documents.

Sincerely,
BALZER AND ASSOCIATES, INC.

Steven M. Semones
Executive Vice President

**PROFFER STATEMENT FOR THE APPLICATION OF
HS DEVELOPMENT LLC
Dated: April 1, 2024**

Pursuant to Virginia Code § 15.2-2298 and Blacksburg Zoning Ordinance § 1160, HS Development LLC, the owner(s) of the property, that is the subject of this Application (Tax Parcel #227-A 4), state that this property will be developed in accordance with the following voluntarily proffered conditions.

1. The property shall be developed in substantial conformance, as determined by the Zoning Administrator, with the submitted rezoning application entitled Old Blacksburg High School Planned Residential District (the "Application") dated April 1, 2024.
2. No purpose-built student housing design with four-bedroom, four bath parity is allowed. Four-bedroom or three-bedroom units with three and a half (3.5) or fewer baths may be constructed notwithstanding what is depicted and stated in the Application.
3. No more than 73 dwelling units shall be constructed within Area 2.
4. Exposed exterior walls (above finished grade) for residential dwellings shall consist of brick, stone, cultured stone, cementitious siding (e.g., Hardiplank or equivalent), engineered siding (e.g., LP Smartside or equivalent), high-grade vinyl siding (a minimum of .042" nominal thickness as evidenced by manufacturer's printed literature), shake siding or PVC in gables, or a combination of the foregoing; provided, however, a minimum of 25% masonry materials. Vinyl windows, trim and molding may be used. Alternate materials may be allowed if requested by Owner and specifically approved by the Director of Planning upon a demonstration by Owner that such materials are of equivalent quality, function or manufacturer to those specifically enumerated above.
5. Prior to or concurrent with the final approval of the initial site plan and/or subdivision for Area 2, a document setting forth covenants (the "Covenants") shall be recorded in the Clerk's Office of the Circuit Court of Montgomery County, Virginia (the "County") setting forth controls on the development and maintenance of Area 2 and establishing an owners' association (the "Association"). The Association shall establish uniform rules related to the standards for approval by the Association of improvements within Area 2, including, but not limited to, construction of any dwelling units.
6. The "Association" shall not adopt any covenants or bylaws prohibiting Owners from installing rooftop solar collection devices.

The undersigned hereby warrants that all of the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these

conditions, that the proffers contained in this statement are not "unreasonable" as that term is defined by Virginia Code § 15.2-2303.4, and that the proffers are entered into voluntarily.

Should any provision of this proffer statement be determined to be invalid by a court of competent jurisdiction, that determination shall not affect the validity of the remainder of the provisions in this document.

HS DEVELOPMENT LLC

By: _____

Printed Name: David L. Hagan

Title: Managing Member

STATE OF _____
COUNTY OF _____

Acknowledged before me this _____ day of _____, 20__.

Notary Public

My Commission Expires:

Registration No.:

By: _____

Printed Name: Jeanne H. Stosser

Title: Partner

STATE OF _____
COUNTY OF _____

Acknowledged before me this _____ day of _____, 20__.

Notary Public

My Commission Expires:

Registration No.:

By: _____

Printed Name: Town of Blacksburg – Marc Verniel

Title: Town Manager

STATE OF _____

COUNTY OF _____

Acknowledged before me this _____ day of _____, 20__.

Notary Public

My Commission Expires:

Registration No.:

**PROFFER STATEMENT FOR THE APPLICATION OF
HS DEVELOPMENT LLC**

Dated: April 1, 2024

EXHIBIT A

Proffer #1: The masterplan and accompanying rezoning documents contain the details of the application. This proffer provides assurance to the Applicant and the Town that the project will be developed in accordance with these documents.

Proffer #2: Prohibiting four-bedroom, four-bath parity in units encourages long-term occupancy.

Proffer #3: The residential development density is limited in order to maintain that existing utility and infrastructure is adequate for the development.

Proffer #4: Providing a diversity of materials enables the development to provide aesthetic variety and variety in price points to ensure a successful quality development.

Proffer #5: The establishment of a Homeowners Association will maintain and govern an acceptable appearance of the neighborhood and common spaces, provide means of refuse and recycling collection, and reduce homeowner maintenance.

Proffer #6: Allows for application of current VA Code §67-701 in perpetuity and provides opportunity for energy conservation.

**REZONING APPLICATION
FOR**

**OLD BLACKSBURG HIGH SCHOOL
PLANNED RESIDENTIAL DEVELOPMENT
Blacksburg, Virginia**

**TAX PARCEL
227-A 4**

APRIL 1, 2024

**PREPARED FOR:
HS DEVELOPMENT LLC
3169 COMMERCE STREET
Blacksburg, VA 24060**

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

Table of Contents

I.	Land Use Plan.....	3
II.	Preliminary Layout.....	4
III.	Site Development Regulations.....	7
IV.	Public Utilities.....	12
V.	Traffic Circulation Pattern.....	15
VI.	Design Principles and Concepts.....	17
VII.	Adjoining Landowners.....	27
	Appendix.....	28

I. Land Use Plan

Proposed Development and Project Justification

This application requests rezoning of Tax Map numbers [227- A 4], [TM 227-A 4C], and [TM 227- A 4D] from R-4 Low Density Residential to a Planned Residential District as amended by Ordinance 1863 adopted by the Town of Blacksburg on April 25, 2018.

The Planned Residential Development (PRD) for 520 Patrick Henry Drive, the site of the old Blacksburg High School, is proposed as a PRD to increase the allowable density for residential development while also provisioning for future civic developments on the property planned by the Town of Blacksburg, with the interest of also preserving existing civic uses and mature forest within the property.

Approximately 23.25-acres of the property will be sold to the Town of Blacksburg contingent on the "Agreement of Purchase and Sale" between HS Development LLC and the Town of Blacksburg, effective March 27, 2019. The PRD provisions for Civic uses and supporting public infrastructure, and conservation of approximately 6.87 acres of existing mature growth forest included within the property to be sold. The areas associated with the purchase agreement are defined as Areas 1 and 3 in Section 2.3 of this application. No developments are currently planned for Area 1 with the initial application. The Town of Blacksburg will be required to amend the PRD for any future land- use plans within Areas 1 or 3, subject to the review and public hearing process.

Situated between existing suburban neighborhoods and in close proximity of the Municipal Park Complex, the property is in an ideal location for a suburban townhome neighborhood that will contribute to the vibrancy of the surrounding community, fully supported by the existing recreational and community facilities. While a by-right development option was considered for the property, the benefits to the workforce and general population housing markets will be further realized with a higher density development as provided by a planned residential development, by allowing valuable civic facilities to continue to serve the community, preserving natural resources, and reducing homeowner maintenance. A by-right R-4 subdivision of the property would conceptually yield approximately 90 to 100 residential lots over the entire property, however, reduced lot sizes and building setbacks as permitted in a PRD provides opportunity for a similar quantity of townhomes while maintaining the existing recreational and forested areas. Overall, the proposed project will generate a suburban quality and atmosphere desirable to families that is able to blend in with the surrounding neighborhoods.

No adverse effects on public services or facilities in the Town of Blacksburg are anticipated as a result of this proposed rezoning and development. There will be an expected increase in the use of existing public transit and public utilities, however, all infrastructure will be designed and constructed to meet Town standards.

II. Preliminary Layout

Site Description

The site is comprised of three land parcels totaling 36.501-acres, with 2.630-acres of Parcel 2 divided by the Blacksburg and Montgomery County corporate limits which is not subject to the rezoning. The Town parcels are currently zoned R-4 Low Density Residential, and designated as Civic use on the Future Land Use Plan. The Montgomery County tax map is currently zoned R2 Residential. The site remains occupied by the old Blacksburg High School buildings, track and field area, softball field, baseball field, and basketball courts. The High School building was opened in 1974 and has been condemned since the gymnasium collapse in 2010. Ownership of the property was transferred from Montgomery County to HS Development LLC in 2017.



Figure 2.1: Existing Parcels; parcels are numbered as described in the Zoning section.

A Boundary and Physical Improvements survey was completed in March 2019 to facilitate development of the property. See Appendix for the boundary and topographic survey, and Existing Parcels Exhibit in Appendix C.1. The legal description for the property is provided below.

Legal Description

Parcel 1: All that certain parcel of land lying in the Town of Blacksburg, Mt. Tabor Magisterial District of Montgomery County, Virginia located on the east side of Patrick Henry Drive and bounded and described as follows: BEGINNING at an iron rod in the east line of Patrick Henry Drive, a corner to the now or formerly owned land of Apperson, Inc.; thence with eastern line Patrick Henry Drive; N 27° 39' 00" W 40.80 feet to an iron rod; N 34° 53' 00" W 184.05 feet to an iron rod; N 26° 50' 10" W 806.94 feet to a post, a corner to

a parcel of land now or formerly owned by Town of Blacksburg; thence with a line of same N 26° 14' 30" E 170.15 feet to an iron rod in the South line of Grove Avenue; thence with the South line of Grove Avenue N 84° 31' 00" E 1396.40 feet to a stake; thence a new line with the now or formerly owned land of James M. Price, et als, S 26° 52' 00" E 622.83 feet to a stake in a line of the land of the now or formerly of Apperson, Inc.; thence with a line of same S 63° 07' 45" W 1410.58 feet to the BEGINNING, containing an area of 29.175 acres, more or less. LESS AND EXCEPT the strip conveyed to the Town of Blacksburg along Grove Avenue described as Parcel "A" on the plat of survey entitled "Plat Prepared for Exchange of Property Between County School Board of Montgomery County and Town of Blacksburg", dated May 10, 1974 recorded with a deed from the County School Board of Montgomery County, Virginia to the Town of Blacksburg, Virginia dated August 19, 1993 and recorded in the Clerk's Office of the Circuit Court of Montgomery County, Virginia in Deed Book 806, Page 668.

Parcel II: All that certain parcel of land, lying partially in the Town of Blacksburg in the Mt. Tabor Magisterial District of Montgomery County, Virginia, bounded and described as follows:

BEGINNING at an iron rod in the south line of Grove Avenue, a corner to the land of County School Board of Montgomery County (tract of 29.497 acres); thence with the south line of Grove Avenue, N. 84° 31' 00" E. 382.37 feet to a point; thence with the line of the eastern terminus of Grove Avenue, N. 05° 29' 00" W. 35.0 feet to a point in a line of the land now or formerly owned by Thomas M. Price; thence with the line of the land now or formerly owned by Thomas M. Price, N. 84° 31' 00" E. 385.44 feet to an iron rod in a line of the land now or formerly owned by Hassell Price; thence with the line of the land now or formerly owned by Hassell Price, S. 10° 21' 50" W. 471.59 feet to a post, a corner in the lines of the land, now or formerly, of Apperson, Inc.; thence with the line of same, S. 63° 07' 45" W. 442.38 feet to an iron rod, a corner to the aforesaid land of County School Board of Montgomery County; thence with the line of same, N. 26° 52' 00" W. 622.83 feet to the BEGINNING, containing an area of 7.023 acres, more or less, according to a survey made by Clements and Draper, Certified Land Surveyors, On August 18, 1967.

Parcel III: All that certain parcel of land, lying in the Town of Blacksburg in the Mt. Tabor Magisterial District of Montgomery County, Virginia, bounded and described as follows:

BEGINNING at a point of intersection of the northeast line of Patrick Henry Drive with the south line of Grove Avenue; thence with the south line of Grove Avenue, N 83° 46' E 188.63 feet to an iron rod, a corner to the land of County School Board of Montgomery County; thence with a line of the land of County School Board of Montgomery County and a line of the land, now or formerly, of Gilbert Price Heirs (Gilbert Price Estate), S 25° 29' W 192.35 feet to an iron rod in the northeast line of Patrick Henry Drive; thence with the northeast line of Patrick Henry Drive, N 34° 22' W 185.54 feet to the BEGINNING, containing an area of 0.303 acre, according to a plat of survey entitled "Plat of survey of property to be acquired by County School Board of Montgomery County, Blacksburg, Virginia" dated November 25, 1969, made by Clements and Draper, Certified Land Surveyors, a copy said plat is recorded in the Circuit Court Clerk's Office of Montgomery County, Virginia in Plat Book 5, page 127.

Zoning

The property located within the Town Corporate Limits, approximately 33.87-acres, is proposed to be rezoned to Planned Residential (PR). TM 041- A 2 located within Montgomery County jurisdiction, is excluded from the rezoning request. Parcel boundary line adjustments will be completed for TM 227- A 4, TM 227- A 4C, and TM 227-A 4D as conceptually illustrated in Figure 2.3 and Appendix C.2 after Rezoning to create three (3) new parcels. The dimensions and acreages shown are conceptual and are primarily provided to distinguish the proposed uses of the site for purposes of rezoning.

Area 1: The parcel adjacent Patrick Henry Drive will front Patrick Henry Drive and extend east to the proposed fifty-two (52) foot right-of-way between Price Street and Patrick Henry Drive, and encompasses the existing recreation facilities covering approximately 15.71-acres (including 1.75 acres of right-of-way). Area 1 will be for civic and recreational uses with supporting public facilities and infrastructure.

Area 2: The parcel east of the proposed right-of-way is proposed as a new residential subdivision comprised of a maximum of 73 townhomes with public streets and open space, and covers approximately 11.15-acres.

Area 3: The remaining parcel will be designated as Open Space and remain undeveloped, providing conservation of existing trees and otherwise undeveloped greenspace covering approximately 7.0-acres. 2.63 acres (Area 3 Future) will remain within the jurisdiction of Montgomery County but may be combined with the Town's Area 3 at a future date and designated as PR.



Figure 2.3: Proposed Zoning Districts; Acreages shown are approximate and subject to change during design development.

Master Plan

The Master Plan located in Appendix C includes the following exhibits:

- Existing Parcels
- Proposed Zoning and Uses
- Concept Architectural Elevations and Floor Plans
- Overall Concept Site Plan
- Subdivision & Road Concept
- Concept Utility Plan
- Open Space Exhibit
- Pedestrian Connectivity Exhibit
- Development Phasing Exhibit

The Master Plan shows the locations of proposed rights-of way, structures, driveways, pedestrian paths, utilities, and open space.

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 total number of dwelling units shall not exceed 73. The townhomes will feature two varying architectural styles (ie. Colonial, Craftsman, etc.) with a unit mix that includes primarily two- and three-stories, all with private driveways and two-car garages. A portion of the townhomes will also include full first-floor living to accommodate "aging in place" and retirees; zero-step entries will be provided for these units if the topography and final grades allow, which will be determined during design development.

The maximum number of residential units for the development will be 73 units over the 11.15 acres that make up Area #2 (approximately 6.6 units per acre). The bedroom count as proposed by the Master Plan is 284 bedrooms (approximately 25.5 bedrooms per acre).

III. Site Development regulations

Permitted Uses

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

Residential

Home Occupation
Townhouse

Civic

Public Parks and Recreational Areas
Public Recreation Assembly
Community Recreation
Day Care Center
Open Space

Miscellaneous
 Accessory Structures

Height, Lot Setback, Coverage Ratios & Residential Density

The following charts detail the site’s lot development requirements for the proposed uses. See Appendix C.2 for the Area boundaries. An exception to Use and Design Standard 4231(b)(1) is requested to allow more than two contiguous adjacent series of townhomes. An exception to Use and Design Standard 4231(b)(6) is requested to allow more than one yard to be improved with a driveway or parking space for Type III units. An exception to Use and Design Standards 4231(b)(14) is requested for Type III units, provided that there is a change in façade color and/or material where the exception applies and shall not apply to more than two- adjacent in a series of townhomes.

Area 1 (Civic)

Development requirements for Area 1 will be established during future Town land-use planning through a PRD amendment process.

Area 2 (Townhomes)

Minimum Building Setbacks	
¹ Front	8 feet
² Side (corner units only)	8 feet
¹ Rear	8 feet
Structure Height	
Maximum	35 feet
Maximum Lot Coverage	
Lot Coverage for Individual Townhome Lot	95%
Lot Coverage for Area 2	60%
³ Floor to Area Ratio (FAR)	0.40
Minimum Open Space; See Section 2.8	20% (Property)
Residential Density	
Maximum	26 bedrooms per acre

¹ Covered porches and overhangs may encroach 4-ft into setbacks.

² Townhouse contiguous series shall have minimum 20-ft separation.

³ Calculated as the gross floor area of all dwelling units relative to “Area 2”

Area 3 (Open Space) – No development will be permitted outside of public right-of-way.

Occupancy

This planned residential development shall have a maximum occupancy of a family plus two (2) persons unrelated to the family; or no more than three (3) unrelated persons for townhome units.

Open Space

As required by the PRD district, a minimum of twenty percent (20%) of the total site shall be designated as open space. A compact area of at least five thousand (5,000) square feet shall be provided for active or passive recreational activities. When a site is part of a public master plan adopted by town council, the required open space percentage may also include off-site open space and parcels under separate ownership (Town code 3113.b.1.f). Approximately sixty (69%) of total open space and approximately forty (45%) of active open space is anticipated within the entire PRD property. Area 2 will include active and passive open space.

The Area 2 open space was also evaluated independently, including public rights-of-way to be dedicated to the Town. Table 2.8 below summarizes the proposed open space. See also Appendix C.6.

Table 2.8 - Open Space Summary				
Description	Active / Passive	Area (within Area 2)	Area (within Areas 1 & 3)	Total Area
Perimeter Green Space	Passive	62,488 sf		62,488 sf
Miscellaneous Green Space	Passive	30,467 sf		30,467 sf
*Pedestrian Paths	Active	610 sf	23,474 sf	24,084 sf
Grove Park & Tot Lot	Active	8,442 sf	32,268 sf	40,710 sf
Unmodified Open Space	n/a		857,961 sf	857,961 sf
Cumulative Totals:		102,007 sf ^	913,703 sf	
GRAND TOTAL:				1,015,710 sf #

^ This area (102,007 sf is **21.0%** of Area 2.

This area (1,015,710 sf is **68.9%** of the total PRD zoned area.

Parking

PRD Zoning Area - Minimum Parking Required

No centralized or courtyard style off-street parking is proposed for the townhome lots. Each townhome unit shall include a two-car garage, and private driveways shall be provided for each townhome lot to allow space for two (2) vehicles. Garages will have adequate space to accommodate bicycle storage as well. On-street parallel parking shall be provided along at least one side of public streets. On-street parallel parking shall be provided along both sides of the proposed through road. A minimum of 1.1 spaces per bedroom shall be provided for parking dedicated to townhome units, which includes driveway and garage parking, but excludes on-street parking. Off-street parking requirements for all other proposed uses shall be per Town Code development

standards, section 5220, and parking facilities shall be located behind the front building line in relation to the public street.

Bicycle Parking

Bicycle parking is proposed in accordance with Town Code section 5213, which requires bicycle spaces equal to 25% of the total number of bedrooms. Three bicycle hooks shall be provided in the garage of each Townhome unit. Additional outdoor bike racks shall be placed around the site to allow for use by visitors and owners. The Master Plan proposes 100 outdoor bicycle spaces to be provided throughout the property, representing parking for 35% of the proposed 284 bedrooms.

Amenities

Numerous existing public amenities are provided by the Blacksburg Municipal Park which are within a reasonable walking distance from the development. The proposed development also includes a park area at the terminus of the Grove Avenue right-of-way, additional smaller pocket parks, and a 10-ft multi-use trail network. A minimum 625-sqft lot is proposed near the southern end of the townhomes, Refer to Appendix C.6.

USPS Mail Center

All new residential projects are required to provide centralized mail pickup areas rather than individual mailboxes. The project is proposing two mail center locations that will be convenient to all homeowners. However, the USPS has final determination of these locations and may require some modifications during the site plan process.

Project Phasing

The project is intended to be phased from a building construction perspective. The first phase is anticipated to be the 30 units along Road "A". Road construction required to serve these first 30 units, overall site mass grading, water & sanitary sewer, storm drains, and critical pedestrian infrastructure and open space will be constructed within this initial phase.

Subdividing & Parcels

The development site currently exists as one parcel. Upon redevelopment, new property lines will be platted as these units will be subdivided for-sale homes. Any subdivided lots, open space, and other applicable easements will be platted and dedicated on the final approved subdivision plat as required by the Town of Blacksburg Subdivision Ordinance or by this PRD zoning document. The new parcels would need to meet the Townhouse Dwelling Use and Design standards unless otherwise specified through this PRD application. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards and subdivision plats shall be required for all subdivisions within the Planned Residential District.

Landscaping & Screening

Proposed landscaping will be in conformance with Section 5400 of the Town Development Standards. Parcel 3 referenced in Section 2.2 provides an exceedance of the twenty (20) percent tree canopy required for the R-4 zoning district.

A minimum average of one (1) native street tree for every thirty (30) feet of public street frontage. Additional landscaping will be provided throughout the development along pedestrian paths and within pocket parks, including trees, shrubs, and ground covers.

Site Lighting

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance. This may include the installation of parking lot lighting to provide nighttime 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. There are five unit types proposed within three different building types. All units will have at least three (3) bedrooms with some having the option to add a fourth bedroom in the loft area.

Unit A: ±1,644 – 1,811 gross square feet

Unit B: ±1,968 gross square feet

Unit C: ±2,012 – 2,234 gross square feet

Unit D: ±1,846 gross square feet

Unit E: ±2,294 gross square feet

The attached architectural plans show the various floor plans for each unit and option. The exterior elevations will consist of materials such as Hardi siding, brick/stone veneer and varying rooflines. All units will have a covered front porch.

Signage

Two (2) freestanding monument entrance signs are proposed, with one located adjacent to the Grove Ave entrance, and one adjacent to the south intersection of the loop road and through road. The monument signs will not exceed 50 square-feet total, with neither exceeding 35 square-feet, and will be no taller than 8-feet (in accordance with Town Code 5532). All freestanding signs will include a base and meet Sections 5523(e) and 5525 of the Town of Blacksburg Zoning Ordinance. At the time of construction, the applicant reserves the right to not install the signage.

Trash Pick-up

Curb-side collection is proposed for the PRD refuse and recycling. Each townhome unit will be supplied with trash and recycling carts, with collection and fees managed by a Homeowners Association or serviced by Town provided refuse collection. Refuse and recycling will be collected from the alleys for alley-loaded units. A screened staging area for carts has been provided for the four townhome units that are on a short dead-end alley. Street-loaded units will be collected from the street.

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.

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

All water systems shall be installed according to Town standards. Fire hydrants shall be located at all intersections more than 400 feet apart, at the end of all dead-end streets more than 400 feet in length, and the maximum distance between any structure and the nearest fire hydrant shall not exceed 200 feet. New water mains shall be looped where possible, and dead-end line lengths shall be 400 feet maximum. Each townhome unit shall be individually metered. The Town's Engineering Department was contacted to ensure there is adequate pressure and flow in existing waterlines which will be confirmed by the Town Water Resources Department at the time of site plan development.

All sanitary sewer systems shall be installed according to Town standards. The Town's Engineering Department was contacted to verify adequate capacity in the existing downstream sanitary sewer. A portion of the receiving sanitary sewer system downstream of the proposed development is currently at or above capacity, thus infrastructure improvements will be required as part of or prior to development of the subject property. Specifics of these improvements and the timing shall be coordinated with the Town Engineering Department.

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 73 total units
Design Assumptions and Calculations:

1. Water and Sewer usage for residential use is 170 gal/day per unit = 12,410 gal/day
2. Length of new sewer pipe +/- 2,870' x 1.5 gpd/ft infiltration factor = 4,305 gal/day

TOTAL ESTIMATED WATER USAGE BY PROPOSED DEVELOPMENT = 12,410 gallons per day

TOTAL ESTIMATED SEWER USAGE BY PROPOSED DEVELOPMENT = 16,715 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 prior to initial redevelopment, the site contained a high school building with parking lots and other impervious areas. There were no existing stormwater management BMPs serving the high school site. Runoff from the site was collected by various storm sewer inlets which converged into storm drains running along the Patrick Henry Drive entrance to the site and ultimately was discharged through manmade and natural conveyance systems on the southwest side of Patrick Henry Drive. The Limit of Analysis has been set at the storm drain crossing to the southwest side of Patrick Henry Drive, encompassing a drainage area of approximately 62 acres to include the entire rezoned area.

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements. 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 site will be graded to capture site runoff via sheet flow, roof drains, curb inlets, and stormwater piping. Runoff will be collected in a storm drain system that will discharge to the same existing storm drains near the Patrick Henry Drive entrance. Since the proposed development accomplishes a significant reduction in impervious area, no stormwater management BMPs are required to achieve the minimum channel and flood protection requirements.

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 phosphorus reduction requirement of 1.69 pounds per year.

The existing site has an impervious land cover of 9.34 acres (60%). The post-development site will have an impervious land cover of 7.10 acres (46%) resulting in a runoff coefficient (Rv) of 0.57. The required pollutant removal rate is 1.69 lb/year, all of which will be handled with nutrient credits.

Downstream

Channel Protection

In accordance with Town Code §18-613(b), concentrated stormwater flows will be discharged directly to a stormwater conveyance system. Runoff is discharged into existing storm sewer which crosses Patrick Henry Drive and flows through a series of manmade and natural conveyance systems downstream. Since there are sections of natural channel downstream of the site, the applicable design criteria is §18-613(b)(3) (the energy balance) and the maximum post-development peak flow rate from the 1-year 24-hour storm shall be calculated per the equations below to prevent erosion of the natural conveyance systems.

TABLE 1: CHANNEL PROTECTION COMPLIANCE SUMMARY

	Pre-development Peak Flow	Energy Balance Max Q _{Developed}	Post-development Peak Flow	% Change (from Pre-Dev)
DA "A"	38.31 cfs	36.19 cfs	32.98 cfs	-13.9%

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.

TABLE 2: FLOOD PROTECTION COMPLIANCE SUMMARY

	Pre-development Peak Flow	Post-development Peak Flow	% Change
Limit of Analysis	204.10 cfs	198.87 cfs	-2.6%

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 not removed during the initial demolition work of the old high school. 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.

V. Traffic Circulation Pattern

Public Roads, Access Drives and Vehicular Traffic

All proposed streets will be designed per Town of Blacksburg Development Standards. Public Road "A" will be dedicated to the Town of Blacksburg as public right-of-way; Driveway "B" and Alley "C" will be private. A 52-foot right-of-way is proposed to connect the Price Street/Grove Ave intersection to Road Section 'B' at the existing high school entrance (Road Section 'A' as shown in Appendix C.4). Road Section 'A' will feature on-street parallel parking on both sides. A ten (10) foot multi-use trail is proposed along the recreation side of Section 'A' outside of the proposed right-of-way within Area 1 and extends to intersect with Patrick Henry Drive. Five (5) foot pedestrian sidewalks are proposed along at least one side of all proposed rights-of-way and roads. A loop road with fifty (50) foot private right-of-way with driveway aprons and a five (5) foot sidewalk along at least one side of the road is proposed (Road Section 'B' as shown in Appendix C.4). Alley Section 'C' will loop into the northern section of Road Section "B". The road will have a 20' paved width and a variable width cross access easement (Alley Section 'C' as shown in Appendix C.4). Sidewalks will be provided along the alley as needed to connect units to other sidewalk infrastructure. A ten (10) foot multi-use trail is proposed along the paper street right of way of Grove Avenue that will connect the existing neighborhood to the proposed Grove Park and other internal sidewalk infrastructure.

A traffic impact analysis was required and completed during the initial approval of the previous PRD rezoning request. The scope of that analysis and recommendations are noted below in italics. That report is on file with the Town of Blacksburg and is not included again with this amendment request.

At the request of the Town of Blacksburg, a traffic impact analysis (TIA) was completed for the project to analyze levels of service (LOS) for the North Main Street and Patrick Henry intersection, and the Patrick Henry and Harding Avenue intersection resulting from the Townhome development. Turn lane analyses were also completed for the proposed entrances and the Patrick Henry Drive and Harding Avenue intersection. Traffic impacts due to future public facilities and supporting infrastructure within "Area 1" were not included in the analysis, however, the peak hours for trips generated by these uses are anticipated to vary from the peak hours resulting from the Townhomes.

The study area developed through coordination with the Town consists of the following intersections:

- North Main Street and Patrick Henry Drive - Signalized
- Harding Avenue and Patrick Henry Drive – Unsignalized
- Patrick Henry Drive and Grove Avenue - Unsignalized
- Patrick Henry Drive and Full Access - Unsignalized

The study intersections were analyzed during the weekday AM and PM peak hours under the following traffic scenarios:

- Existing (2019) traffic conditions
- Future (2022) 'No-Build' traffic conditions
- Future (2022) 'Build' traffic conditions

Based on the results of the traffic impact analysis, no mitigation measures were identified as the traffic generated by the proposed development is not expected to have a significant impact on the study area. The full traffic impact analysis is attached to this application under separate cover.

A new traffic impact analysis is not provided with this amendment request based on the following justification:

- 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 original report analyzed the impacts of 112 total townhome units. During the course of that initial PR approval in 2019, the density dropped to 100 units. The current amendment request is for only 73 total townhome units. This is a 35% reduction from the report density and a 27% reduction from the approved density.
- With less overall units, overall trip generation has also decreased. Below is a chart showing the daily trip comparison.

2019 Use	10 th Ed. ITE	# of dwelling units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Weekday
Multi-Family Housing – low rise	220	112	12	41	53	41	24	65	806
2024 Use	11 th Ed. ITE	# of dwelling units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Weekday
Single Family Attached	215	73	11	24	35	24	18	42	526
Difference		-39	-1	-17	-18	-17	-6	-23	-280

- The conclusions from the original analysis showed that the existing entrances would accommodate the projected townhome traffic as is and no turn lanes or other road improvements were warranted. Thus, a reduction in units and a reduction in total daily, AM peak and PM peak trips will result in even less impact to the entrance intersections. As such, no improvements would be required.

- The original analysis provided data on two intersections – Grove Avenue & Patrick Henry Drive and Patrick Henry Drive & North Main Street. Grove and Patrick Henry showed that all AM and PM movements operated at a Level of Service (LOS) of A or B so a decrease in our site traffic will not negatively impact that intersection. In fact, it should improve the previous results. Patrick Henry and North Main showed all AM and PM movements operated with a LOS A, B or C with the exception of the EBT/R afternoon movement which was a LOS D but had an additional 15 seconds of allowed delay before it reached a LOS E. The reduced traffic coming to the project site is most likely traveling to the site via North Main Street or Harding Avenue so any impact on the EBT/R movement is very minimal.

Blacksburg Transit

A review of the Blacksburg Transit (BT) FY2019-2028 Development Plan did not indicate any plans to expand routes to include Patrick Henry Drive between North Main and Harding Ave, however, BT routes are within reasonable walking distance from the development. The Main Street North (MSN) route has a stop at the intersection of Giles Road and Patrick Henry Drive which is about a quarter mile from the site. The Harding (HDG) route has a stop at the intersection of Harding Ave and Patrick Henry Dr which is just over a quarter mile from the site.

Pedestrian Walks

The 2021 Town of Blacksburg Comprehensive Plan Land Use Map Series Map D: Paths to the Future April 27, 2021, currently shows an existing public route running along Patrick Henry Drive, and a future route through the Grove Avenue right-of-way with a connecting segment to the Patrick Henry Drive entrance. The Master Plan proposes a 10' multi-use trail along the northern property line along the paper street of Grove Avenue that connects from Grove Avenue to the public park proposed on the east side of the property. An additional 10' multi-use trail connects from the Patrick Henry Drive entrance along the new public street to Grove Avenue. A 5' natural soil walking trail is also proposed on the south side of the property that will meander through the existing treeline and connect into the Town park on the east. A network of interior walks is also proposed, connecting to the existing sidewalks on Patrick Henry Drive and Grove Avenue. These multiple trails and sidewalks create very well connected pedestrian/bike infrastructure for the project and all residents.

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 a Suburban Residential 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, and Civic.

The Comprehensive Plan lists several items that are important considerations for Suburban Residential Neighborhoods. This project will address several of these issues, including:

- *Parks are an integral part of these neighborhoods.*

There will be a new small Town park located at the eastern end of the property, the large town park on the western side of the property and the Town's recreational and aquatic centers across Patrick Henry Drive.

- *Neighborhoods in these areas should increase connectivity to other neighborhoods, Town parks, and commercial services.*

Both vehicular and pedestrian connectivity has been provided with this project to adjacent streets and neighborhoods.

- *These areas interface with higher density residential neighborhoods and commercial and employment areas.*

This development is higher density than a traditional single-family development but provides buffer areas and internal transportation networks to minimize impacts on adjacent neighborhoods.

- *All modes of transportation should be supported in these predominantly vehicular-oriented neighborhoods.*

This development supports vehicular traffic for residents and visitors as well as providing sidewalks, multi-use trails and nature trails for pedestrians and bike users. Transit service is also in walking distance to the project along Patrick Henry Drive.

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:

Best Practice #1: Respect neighborhood context and enhance community character.

The surrounding neighborhoods are predominantly loaded with ranch-style architecture popular in the 1960's and 1970's, with some homes also featuring hints of colonial architecture. The proposed townhomes serve to enhance the community character with contemporary colonial and craftsman style architecture that is cohesive with the surrounding neighborhoods.

Best Practice #2: Provide transitions.

To provide transitions of building scale and create visual diversity in the community, the architecture will provide two distinct architectural styles, contemporary colonial and craftsman. The buildings will be of different scale, massing, color, and materials.

Best Practice #3: Create pedestrian friendly streetscapes.

A network of pedestrian walks is proposed to provide internal connectivity throughout the development. The architecture of the homes is designed to create a pedestrian friendly streetscape that will include human scale elements, such as single-story porches that face the sidewalks and open spaces. The sidewalks will provide access from the

public streets to the front doors of all of the homes. The pedestrian ways will be landscaped to provide a pleasing pedestrian experience.

Best Practice #4: Minimize visual impacts of parking.

Townhomes units facing public road A are all alley loaded so no driveways or garages will face that street. Internal units on private streets will primarily have garages and driveways servicing the front of the units.

Best Practice #5: Create usable outdoor spaces.

The proposed development includes multiple outdoor spaces conveniently connected by a network of pedestrian paths, including small open space areas to immediately serve the surrounding townhome blocks and an area for a Town park. Each home will also have a private outdoor space either in the front or rear of the home.

• **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 road A. Homes facing the internal private streets have front doors and driveways. A sidewalk will be provided connecting each porch to the proposed sidewalks. 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 all internal property lines is 8'.

• **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 on public street facing units. It will also provide a sidewalk from the front porch of each unit.

• **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.*

Alleys are proposed for units facing public street section "A".

• **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 all streets. Landscaping will also be provided along the northern property line as a buffer to the one adjunct single-family house. The remaining boundary of the development site is heavily wooded and does not have other lots immediately adjacent to it.

• **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, open space areas are dispersed around the project and on the adjacent town parcels for recreation and relaxation.

• **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.*

New Street connections are provided from Patrick Henry to Grove Avenue. Pedestrian connections are also provided.

- **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 adjacent to the roads connecting each unit to the amenity areas, mail service, other new trails and the existing sidewalk infrastructure along Patrick Henry Drive.

- **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.*

Streetscaping will include street trees and sidewalks.

- **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.*

Sidewalks are provided along all streets and throughout the project to provide for safe pedestrian travel.

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

New street "A" will have larger sidewalks and public street sections for bikes. It is anticipated that the residents will store their bicycles inside their garages but outdoor bike racks are also provided.

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

New Street connections are provided from Patrick Henry to Grove Avenue. Pedestrian connections are also provided.

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.

The proposed development supports the comprehensive plan by providing uniformity with the following objectives and policies outlined in the Comprehensive Plan:

E.16: *Conserve, protect and manage networks and corridors of natural vegetation, forested areas, wildlife habitat, and undeveloped steep slopes.*

E.17: *As part of the development review process, seek opportunities to preserve and improve open spaces, outdoor recreational amenities, agricultural viability, biodiversity and native habitat for threatened and endangered species.*

E.34: *As part of the development review process, evaluate a proposed development's impact and proposed mitigation measures for the following: • Open space • Urban forest canopy*

The majority of existing old-growth and steep slopes on the property will be situated in the proposed designated conservation area.

E.30: *As part of the development review process, evaluate opportunities and incentives to expand greenways to provide a connected system and improve equitable access to priority destinations.*

Trail connections and new multi-use trails are proposed and will connect existing infrastructure to allow access to new and existing public outdoor opportunities.

PR.1: *Ensure Blacksburg's Park and Recreation legacy for future generations by providing a wide variety of high-quality parks, recreational services, and special events for residents of all ages. Do so by implementing the Parks and Recreation Master Plan utilizing best management practices to guide the acquisition and development of park facilities and recreational programs.*

PR.2: *Preserve, protect, enhance, and restore Blacksburg's natural resources, including its parks. Construct, design, operate and maintain parks, facilities and programs to the greatest and most economical extent possible in an environmentally friendly manner to help protect the dual purpose of the Blacksburg Parks. Protect the environment while providing recreational space.*

The proposed development provides a unique acquisition opportunity by allowance of a PRD for valuable recreational facilities to be returned to the Town.

PR.3: *Create an interconnected regional and local system of trails and walkways. Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.*

The proposed development includes an interior network of pedestrian pathways that will promote a vibrant and active local community that is also directly connected to the recreation facilities on the property and the Blacksburg Municipal Park.

U.2: *Extend waterlines and upgrade all properties to provide fire protection service, ensuring waterlines are extended and fire hydrants are installed as part of any new development projects that occur in areas of Town not currently served by public water. Ensure that fire hydrants are installed within all existing developments in accordance with Town Code.*

New water main is proposed to serve the development, including placement of fire hydrants in accordance with the NFPA and Town requirements.

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

All new water mains will be designed and constructed in accordance with the Town of Blacksburg Standards & Specifications for water distribution systems.

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

This project does support the redevelopment of the old high school property which is in a location adjacent to transit service and ample town parks and recreational facilities making it a perfect place for new residential development.

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

The project as planned has many unit types that provide for one level living thus supporting aging in place goals.

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 homes in a townhome community with access to many public amenities that appeal to a diverse buyer demographic.

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 and private sidewalks on all new roads.

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.19.1: As part of the development review process, determine how proposed trails will be incorporated into the development design and how trails will be connected to internal sidewalks and bike routes.

The development will construct a new section of trail shown on the paths to the future map.

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.

T.28: *Maximize the use of alleys and unbuilt right-of-ways by all modes of transportation that can safely be accommodated.*

The unbuilt right-of-way for Grove Avenue is being maintained and it is proposed to have the multi-use trail located within it.

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 Patrick Henry Drive in multiple nearby locations.

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

The proposed development provides substantial pedestrian sidewalks, and opportunities for future multi-use trail developments. A 10-ft multi-use sidewalk is included within Grove Avenue paper street adjacent to the residential development area.

CCP 2: *Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.*

The proposed development includes features that generally characterize non-student housing and provides an environment that favors full-time residents, such as private garage and driveway parking versus courtyard or other off-street centralized parking, main floor living with master suites, family amenities, and unit occupancy.

CCP 18: *Responsible site design and development practices will minimize environmental impacts within the Town.*

The proposed development will reduce the net impervious area from its existing condition which inherently provides immediate environmental benefits.

CCP 19: *Creation of public and private parks and recreation amenities, both for active and passive uses, is an important part of land use development decisions.*

The proposed development is creating a new town park at the eastern end of the property and will have open spaces within the development itself.

CCP 20: *The preservation of open spaces is highly valued by the community.*

The proposed development includes dedicating approximately 6.6-acres of existing old-growth vegetation as conservation area.

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 uplight, 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.

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.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.*

New road connection and sidewalks will be installed with the project and trails will be incorporated into the project to connect to the adjacent public park.

LU.17: *Encourage the creation of new parks and recreation amenities, both for active and passive uses, through the development review and land use decision-making process. As the Town grows, consider where additional parks may be needed.*

The proposed development is creating a new town park at the eastern end of the property and will have open spaces within the development itself.

LU.20: *Through the development review and decision-making process, encourage grouping open spaces together and creating interconnectivity in sensitive areas such as ridgelines, steep slopes, wetlands, flood-prone areas, and critical wildlife habitats.*

A large section of existing vegetation and forest is being preserved with the development proposal.

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

The development area is buffered well from adjacent neighborhoods thus 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.

Site Design & Parking:

All primary entrances will be faced towards the streets or open space areas and be clearly defined by architectural features. Townhomes that face Public Road "A" will have driveways that are rear alley loaded so there will be no driveways to intervene with the townhomes' relation to the streets. This provides more space for landscaping, uninterrupted pedestrian pathways, and prevents garages from dominating the street scene. It also allows for on-street parking on both sides of the street. In addition to the Grove Park, internal pocket parks will be provided to serve the townhomes which will all be connected by the internal pedestrian system. A fabric of sidewalks links all homes to streets and on-site amenities. Benches along the sidewalks as well as in small open spaces will encourage community gathering while streetlights, entry porch lights and lighting adjacent to each garage door will assure public safety.

End of building residences will enjoy a private outdoor yard. Vehicle traffic is relegated to neighborhood streets and alleys, with each residence enjoying an attached two car garage.

Architectural Design and Character:

A variety of design tools will be incorporated in the exterior architectural character of these townhouses in order to provide an appealing historic reference, an emphasis upon the individual identity of each dwelling and a comfortable contextual relationship between these attached homes and the surrounding existing detached suburban housing. The design elements described below and shown in the renderings are specific to Colonial and Craftsman architectural styles to illustrate how the differing styles will be used to generate individual identity and help define the character of the development.

Architectural style: To introduce visual variety and interest as well as to differentiate each building, two architectural styles are featured. These particular styles reference the character, forms, materials and colors typical of the historic American Colonial and Craftsman Revival styles. The buildings are not meant to duplicate authentic architecture, but rather to incorporate a reminiscent warmth of character and scale as well as a pleasant charm to the new neighborhood.

Roof forms: Roof forms can vary between different architectural styles. For example, Colonial uses authentic steep gable forms and horizontal eaves while the Craftsman incorporates lower gable pitches with knee braces on deeper eaves together with horizontal eaves. This articulates each individual townhouse. The central roof form of the Colonial is a series of gables, differentiating it from the central roof form of the Craftsman Revival which in form is a softer shallow hip roof.

Building massing: To soften the visual perception of building scale, the ends of the two-story building type II present two-story elevations while the three-story building type III typically end in two story elevations. Façade offsets, varying color and materials, and inset unit entry alcoves provide strong vertical articulation along the frontage and identify individual residences while maintaining a semblance of single-family scale for each building as a whole.

Identifying each town house unit with façade offset articulation is more in keeping with a single-family character desired by the Town and more appropriate to this suburban location. Offsets will not exclusively occur at the location of shared walls, rather, they may occur where needed to emphasize entries or other architectural features.

Exterior Materials: Exterior materials, textures and details will vary as appropriate to be reflective of the architectural styles to be used. For example, Colonial features brick masonry used full height on gable ends together with horizontal lap siding. The Craftsman incorporates stone masonry typically rising to windowsill height on the second floor.

Architectural details: Window grids will be appropriate in design to the respective architectural style and are used exclusively on each respective style. Entry doors are styled appropriately to the respective building style.

Color: In keeping with and further differentiating architectural styles, color is used to identify each residence and distinguish it from its neighbors. Each architectural style will use different color palettes appropriate to the style used. Appendix B.2 provides examples of authentic Colonial colors, similarly seen in Williamsburg, and warm earth tones typical of the Craftsman era. Similarly, roof colors will vary between styles. Door, window and eave trim will feature accent colors appropriate to each style.

Streetscape:

The proposed streetscape generally includes three different sections.

The primary through Road "A" is designed with sufficient but not excessive width to accommodate pedestrian sidewalks and parallel parking on both sides. The trail along the recreation side will be 10-feet wide to serve multiple uses and higher volume. The residential side will include a planting strip and 5-foot sidewalk. Rolltop curb will be considered along the residential side of the rights-of-way as a decorative alternative to standard curb and gutter to provide a more relaxed streetscape.

The private loop road "B" is designed as a two way 24' street with planting strip and sidewalks where adjacent to the townhomes. The private alley "C" will be two way 20' road and will have sidewalk where adjacent to the townhomes fronting the alley. Designated crosswalks will be provided at intersections, as well as one raised mid-block crossing across the main through road to connect the townhomes to the front recreational facilities.

NOTE: As this application is an amendment to a previously approved rezoning ordinance, much of the text included in this application is from the previously approved documents. Some text remains as previously written while other sections have been revised and updated to reference the new proposed design. Reference Town Council approved Ordinance #1895 for Old Blacksburg High School Planned Residential Development – Rezoning Application & Preliminary Masterplan dated April 30, 2019 and revised August 23, 2019 prepared by Parker Design Group and Communita Atelier.

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:

OLD BLACKSBURG HIGH SCHOOL PRD REZONING REQUEST		
Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
227-A 4D 227-A 4C 197-A 41 227-6 12	TOWN OF BLACKSBURG	PO BOX 90003 BLACKSBURG, VA 24062
197-18 3D	SANDRA C. & WILLIAM C. DAVIS	PO BOX 986 BLACKSBURG, VA 24063
197-10 28, 29, 30	BARRY KENT & JUDITH C. WITHERSPOON	514 COLLEGE VIEW DRIVE BLACKSBURG, VA 24060
227-15 5	ELENI JARRELL ETAL	840 PLANTATION ROAD APT 103 BLACKSBURG, VA 24060
227-15 4	ASHLEY JO & ELIZABETH ERICA SLAGEL-PERRY	903 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-15 3	BENJAMIN C & DEBORAH E. CLARK	901 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-15 2	MATTHEW C. & JENNIFER D. MARTIN	809 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-15 1	JAMES & CAITLIN JEWITT	805 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-13 8	ARTHUR L. & CAROLYN L. ELLER	500 PATRICK HENRY DRIVE BLACKSBURG, VA 24060

Appendix

SHEET C.1.....	Existing Parcel Map
SHEET C.2.....	Proposed PR Zoning District and Use Exhibit
SHEET C.3.....	Site Plan
SHEET C.4.....	Subdivision and Road Exhibit
SHEET C.5.....	Concept Utility Plan
SHEET C.6.....	Open Space Exhibit
SHEET C.7.....	Pedestrian Connectivity
SHEET C.8.....	Development Phasing Exhibit
Remaining Sheets.....	Architectural Plans

PROPERTY OWNER CONSENT AND AUTHORIZATION

This consent is required for all Planning, Building, and Engineering applications. A completed copy must be included with every application, if the applicant is not the property owner.

If the Property Owner is a corporation/other legal entity, then the corporation/other legal entity should be listed as the owner. In such cases, proof of signature authority must be attached as well. If the Property is owned by multiple entities (as in a family trust, or otherwise co-owners), a signed consent form is required to be completed by each individual.

The Property Owner may designate a representative for the application review process.

- The Owner or Representative is solely responsible for the accuracy of the application documentation (electronic and paper forms/drawings/exhibits/narratives, etc.).
- The Owner or Representative is solely responsible for the accuracy and coordination of the submitted application documentation (electronic and paper forms/drawings/exhibits/narratives, etc.) to the Town or other jurisdictions requiring permit approval.
- The Owner or Representative is solely responsible for scheduling any required inspections and approvals prior to the commencement of the use and/or the completion of improvements to the property.

AUTHORIZATION BY PROPERTY OWNER(S)

I, Marc A. Verniel, Town Manager Town of Blacksburg, or the authorized representative(s) listed below, are submitting this Application, and am solely responsible for its accuracy and completeness. I understand that incomplete or inaccurate applications can lead to a delay in review and processing. I further confirm that I am the owner of the property at Patrick Henry Drive, (Parcel IDs (227-A 4D & 247-A 4C)), that is/are the subject of this application. I further confirm that I am fully aware of the Town's application fee(s) and procedural requirements, and I hereby consent to this application.



4/1/2024

Property Owner Signature

Date

AUTHORIZED REPRESENTATIVE INFORMATION*

I, _____, confirm that I am the authorized representative for this Application and understand the requirements as noted above.

Authorized Representative Signature

Date

**Only used when someone other than the property owner is submitting the application.*

PROPERTY OWNER CONSENT AND AUTHORIZATION

This consent is required for all Planning, Building, and Engineering applications. A completed copy must be included with every application, if the applicant is not the property owner.

If the Property Owner is a corporation/other legal entity, then the corporation/other legal entity should be listed as the owner. In such cases, proof of signature authority must be attached as well. If the Property is owned by multiple entities (as in a family trust, or otherwise co-owners), a signed consent form is required to be completed by each individual.

The Property Owner may designate a representative for the application review process.

- The Owner or Representative is solely responsible for the accuracy of the application documentation (electronic and paper forms/drawings/exhibits/narratives, etc.).
- The Owner or Representative is solely responsible for the accuracy and coordination of the submitted application documentation (electronic and paper forms/drawings/exhibits/narratives, etc.) to the Town or other jurisdictions requiring permit approval.
- The Owner or Representative is solely responsible for scheduling any required inspections and approvals prior to the commencement of the use and/or the completion of improvements to the property.

AUTHORIZATION BY PROPERTY OWNER(S)

I, David Hagan, or the authorized representative(s) listed below, are submitting this Application, and am solely responsible for its accuracy and completeness. I understand that incomplete or inaccurate applications can lead to a delay in review and processing. I further confirm that I am the owner of the property at 520 Patrick Henry Drive, (Parcel IDs 070649), that is/are the subject of this application. I further confirm that I am fully aware of the Town's application fee(s) and procedural requirements, and *I hereby* consent to this application.

Property Owner Signature

03/11/24

Date

AUTHORIZED REPRESENTATIVE INFORMATION*

I, _____, confirm that I am the authorized representative for this Application and understand the requirements as noted above.

Authorized Representative Signature

Date

**Only used when someone other than the property owner is submitting the application.*

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:

OLD BLACKSBURG HIGH SCHOOL PRD REZONING REQUEST		
Adjacent Property Owners		
Tax Parcel(s)	Owner	Address
227-A 4D 227-A 4C 197-A 41 227-6 12	TOWN OF BLACKSBURG	PO BOX 90003 BLACKSBURG, VA 24062
197-18 3D	SANDRA C. & WILLIAM C. DAVIS	PO BOX 986 BLACKSBURG, VA 24063
197-10 28, 29, 30	BARRY KENT & JUDITH C. WITHERSPOON	514 COLLEGE VIEW DRIVE BLACKSBURG, VA 24060
227-15 5	ELENI JARRELL ETAL	840 PLANTATION ROAD APT 103 BLACKSBURG, VA 24060
227-15 4	ASHLEY JO & ELIZABETH ERICA SLAGEL-PERRY	903 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-15 3	BENJAMIN C & DEBORAH E. CLARK	901 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-15 2	MATTHEW C. & JENNIFER D. MARTIN	809 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-15 1	JAMES & CAITLIN JEWITT	805 ELLIOTT DRIVE BLACKSBURG, VA 24060
227-13 8	ARTHUR L. & CAROLYN L. ELLER	500 PATRICK HENRY DRIVE BLACKSBURG, VA 24060

NO SIGNAGE PLAN HAS BEEN PROVIDED AT THIS TIME.

January 1, 2012

OFFICE USE ONLY	
Date Received:	_____
RZN#	_____
CUP#	_____

**TOWN OF BLACKSBURG
VDOT TRAFFIC IMPACT ANALYSIS (TIA) SUPPLEMENTAL APPLICATION**

This application, appropriate fee, and accompanying documentation must be submitted in conjunction with the corresponding rezoning, conditional use permit, or comprehensive plan amendment before any application can be reviewed by staff. If you have any questions, please contact the Planning and Building Department.

Name of Development: Old Blacksburg High School
 Address/Location: PATRICK HENRY DRIVE
 Tax Map Parcel: 227-A 4, 227-A 4D, 227-A 4C
 Size of Site: ± 36.5 ACRES
 Proposed Use: TOWNHOMES / RECREATION & OPEN SPACE
 Current Zoning District: PLANNED RESIDENTIAL
 Existing Future Land Use Classification: MEDIUM DENS. RESIDENTIAL, CIVIC & PARKLAND

This application is submitted in conjunction with a

- Rezoning Application. Proposed Zoning District: AMENDMENT TO EXISTING PRD
- Conditional Use Permit Application. Proposed Conditional Use: _____
- Comprehensive Plan Amendment. Proposed Future Land Use: _____

This is the first, second, third or subsequent submission of the TIA for review by VDOT.

A traffic impact analysis is is not required for the proposed project:

1. Yes or No, the site is located 2000 feet along the vehicle path of traffic which is less than 3,000 feet from VDOT maintained roadways, or is within 3,000 feet of a non-limited access state controlled highway, or is within 3,000 feet of a connection to a state limited access highway.
2. *If the answer to question #1 is Yes, complete the following:*
 - a. Yes or No, the proposed development generates 526 vpd which is greater than the VDOT requirement of 5,000 vehicles per day.
3. Yes or No, the proposed comprehensive plan amendment results in substantial impact of 5,000 additional vehicle trips per day or results in substantial changes to the existing transportation network and infrastructure of state controlled highways.
4. No, a new TIA study is not required because a previously submitted TIA is still applicable for the project site. (Note: the appropriate documentation must be attached to this application)
5. Yes or No, a VDOT Scope of work meeting has been held.

If a TIA is required, please provide the following information:

Name of Property Owner(s): _____
 Address: _____
 Phone: _____ Fax: _____
 Email address: _____

Applicant to whom review comments will be sent: N/A
Address: _____
Phone: _____ Fax: _____
Email address: _____

Project Engineer who prepared TIA (if different from applicant): N/A
Address: _____
Phone: _____ Fax: _____
Email address: _____

Please check all applicable boxes of information submitted with this application:

1. **Review Fee Check made payable to VDOT for**
First, Second or Third review by VDOT
 - Rezoning or Conditional Use Permit request
 - Low volume road submission 24VAC30-155-40 A 3: \$250
 - All other submissions: \$1000
 - Comprehensive Plan Amendments: \$1000
2. **For the Town of Blacksburg, please provide a digital submission of the following:**
 - a. One signed copy of the Town's VDOT Supplemental TIA application.
 - b. One complete copy of the TIA submitted to VDOT including a completed checklist of information and signed scope of work meeting agreement.
 - c. One copy of the VDOT review fee check.
 - d. One copy of letter and supporting information documenting why a new or updated TIA is not required for this project.
3. For VDOT, three paper copies of the complete Traffic Impact Analysis. Forms and additional information can be found at <http://www.virginiadot.org/projects/chapter527/default.asp>

By signing below, I acknowledge that all information on this application and included in the supporting documentation is correct and accurate, and has been prepared by an appropriate licensed professional.

SIGNATURE OF APPLICANT:  Date: 3/7/24

For Staff Use Only:

First Submission Second Submission Third or Subsequent Submission

Reviewed and Accepted as complete by _____ Date _____

TIA forwarded to VDOT by _____ Date _____

Rejected by _____ Date _____

Reason for rejection: _____

Town of Blacksburg, Planning & Building Department
300 South Main Street • PO Box 90003, Blacksburg, VA 24060-9003
Phone: (540) 951-1126 • Fax: (540) 951-0672 • www.blacksburg.gov



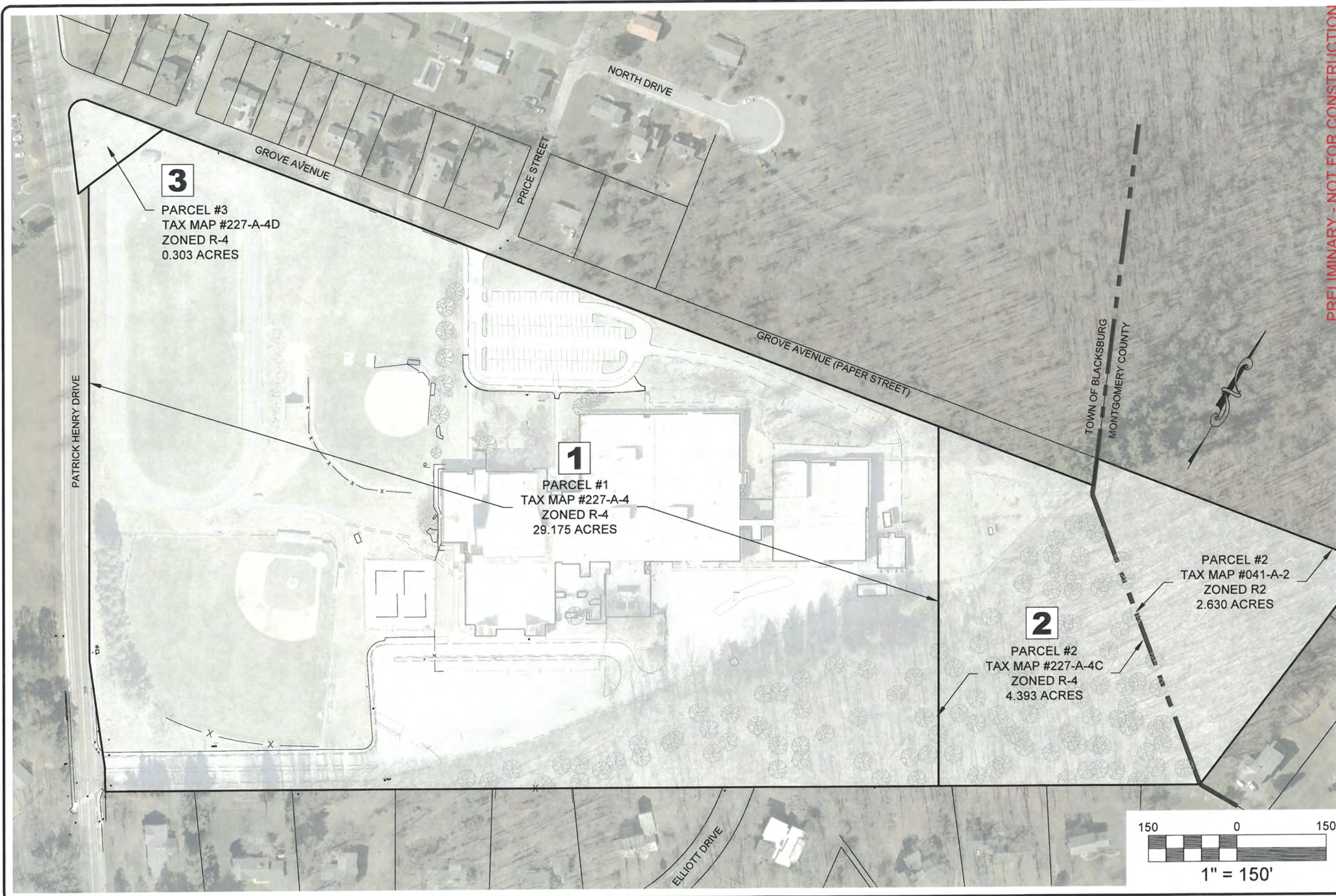
BALZER & ASSOCIATES
PLANNERS / ARCHITECTS
ENGINEERS / SURVEYORS

Roanoke / Richmond
New River Valley
Shenandoah Valley

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80 College Street
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540.381.4290

PRELIMINARY - NOT FOR CONSTRUCTION



3
PARCEL #3
TAX MAP #227-A-4D
ZONED R-4
0.303 ACRES

1
PARCEL #1
TAX MAP #227-A-4
ZONED R-4
29.175 ACRES

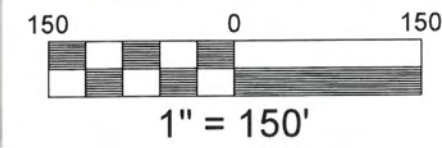
2
PARCEL #2
TAX MAP #227-A-4C
ZONED R-4
4.393 ACRES

PARCEL #2
TAX MAP #041-A-2
ZONED R2
2.630 ACRES

OLD BLACKSBURG HIGH SCHOOL
PRELIMINARY MASTER PLAN
EXISTING PARCELS (PER 2019 APPLICATION)

PATRICK HENRY DRIVE & GROVE AVENUE
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY JRT
CHECKED BY JRT
DATE 4/1/2024
SCALE 1" = 150'
REVISIONS



C.1

PROJECT NO 24220132.00



BALZER & ASSOCIATES
PLANNERS / ARCHITECTS
ENGINEERS / SURVEYORS

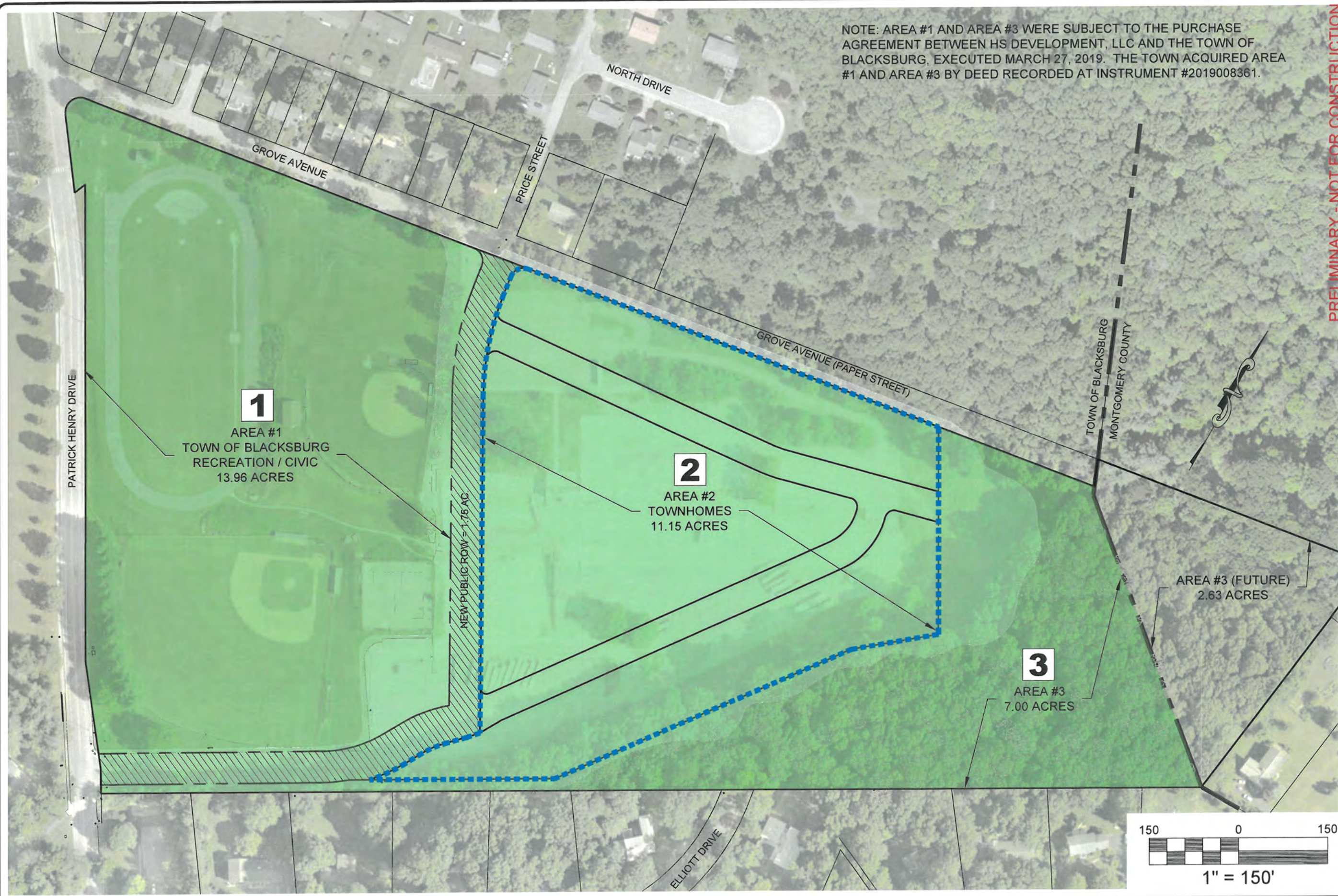
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NOTE: AREA #1 AND AREA #3 WERE SUBJECT TO THE PURCHASE AGREEMENT BETWEEN HS DEVELOPMENT, LLC AND THE TOWN OF BLACKSBURG, EXECUTED MARCH 27, 2019. THE TOWN ACQUIRED AREA #1 AND AREA #3 BY DEED RECORDED AT INSTRUMENT #2019008361.



1

AREA #1
TOWN OF BLACKSBURG
RECREATION / CIVIC
13.96 ACRES

NEW PUBLIC ROW ≈ 1.75 AC.

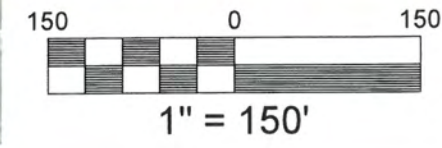
2

AREA #2
TOWNHOMES
11.15 ACRES

3

AREA #3
7.00 ACRES

AREA #3 (FUTURE)
2.63 ACRES



OLD BLACKSBURG HIGH SCHOOL
PRELIMINARY MASTER PLAN
PROPOSED PR ZONING DISTRICT AND USE EXHIBIT

PATRICK HENRY DRIVE & GROVE AVENUE
TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY JRT
CHECKED BY JRT
DATE 4/1/2024
SCALE 1" = 150'
REVISIONS

C.2

PROJECT NO 24220132.00



TYPE		QTY.	LEGEND
BLDG. TYPE I	UNIT A	17	
BLDG. TYPE II	UNIT B	24	
BLDG. TYPE II	UNIT C	16	
BLDG. TYPE III	UNIT D	8	
BLDG. TYPE III	UNIT E	8	
TOTAL UNITS:		73	

PRELIMINARY - NOT FOR CONSTRUCTION

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 PLANNERS / ARCHITECTS
 ENGINEERS / SURVEYORS

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 New River Valley
 Shenandoah Valley

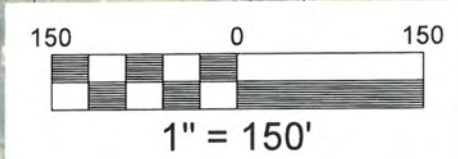
www.balzer.cc

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 Suite H
 Christiansburg, VA 24073
 540.381.4290

OLD BLACKSBURG HIGH SCHOOL
 PRELIMINARY MASTER PLAN
 SITE PLAN

PATRICK HENRY DRIVE & GROVE AVENUE
 TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY JRT
 CHECKED BY JRT
 DATE 4/1/2024
 SCALE 1" = 150'
 REVISIONS



C.3
 PROJECT NO 24220132.00



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 ENGINEERS / SURVEYORS

Roanoke / Richmond
 New River Valley
 Shenandoah Valley

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 540.381.4290

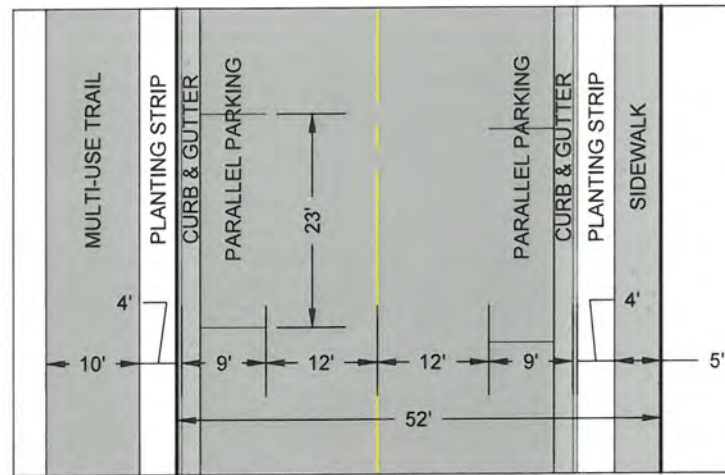
OLD BLACKSBURG HIGH SCHOOL
 PRELIMINARY MASTER PLAN
 SUBDIVISION & ROAD CONCEPT

PATRICK HENRY DRIVE & GROVE AVENUE
 TOWN OF BLACKSBURG, VIRGINIA

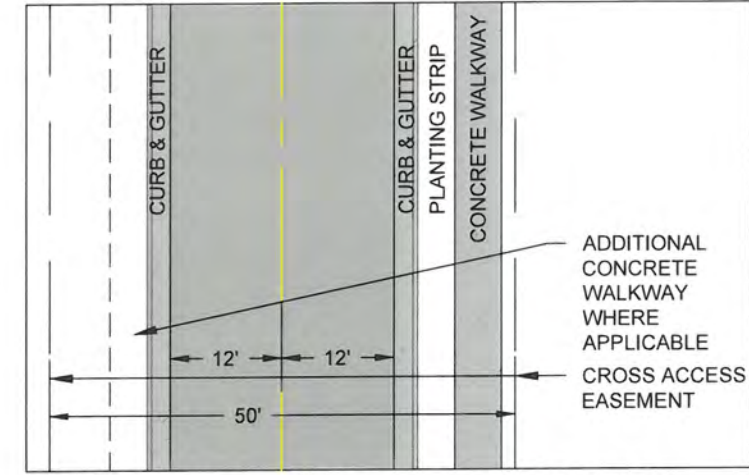
DRAWN BY JRT
 CHECKED BY JRT
 DATE 4/1/2024
 SCALE 1" = 150'
 REVISIONS

C.4

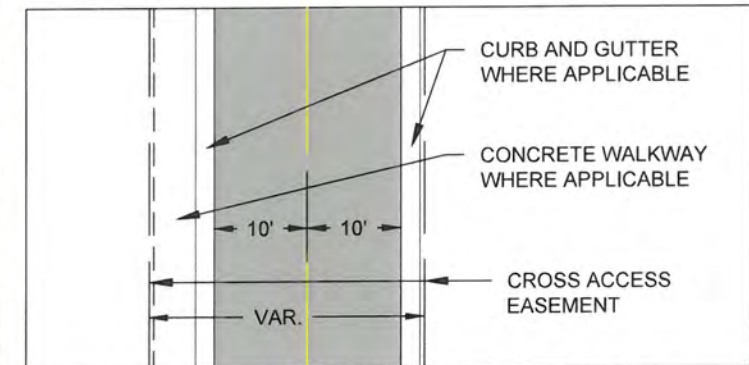
PROJECT NO 24220132.00



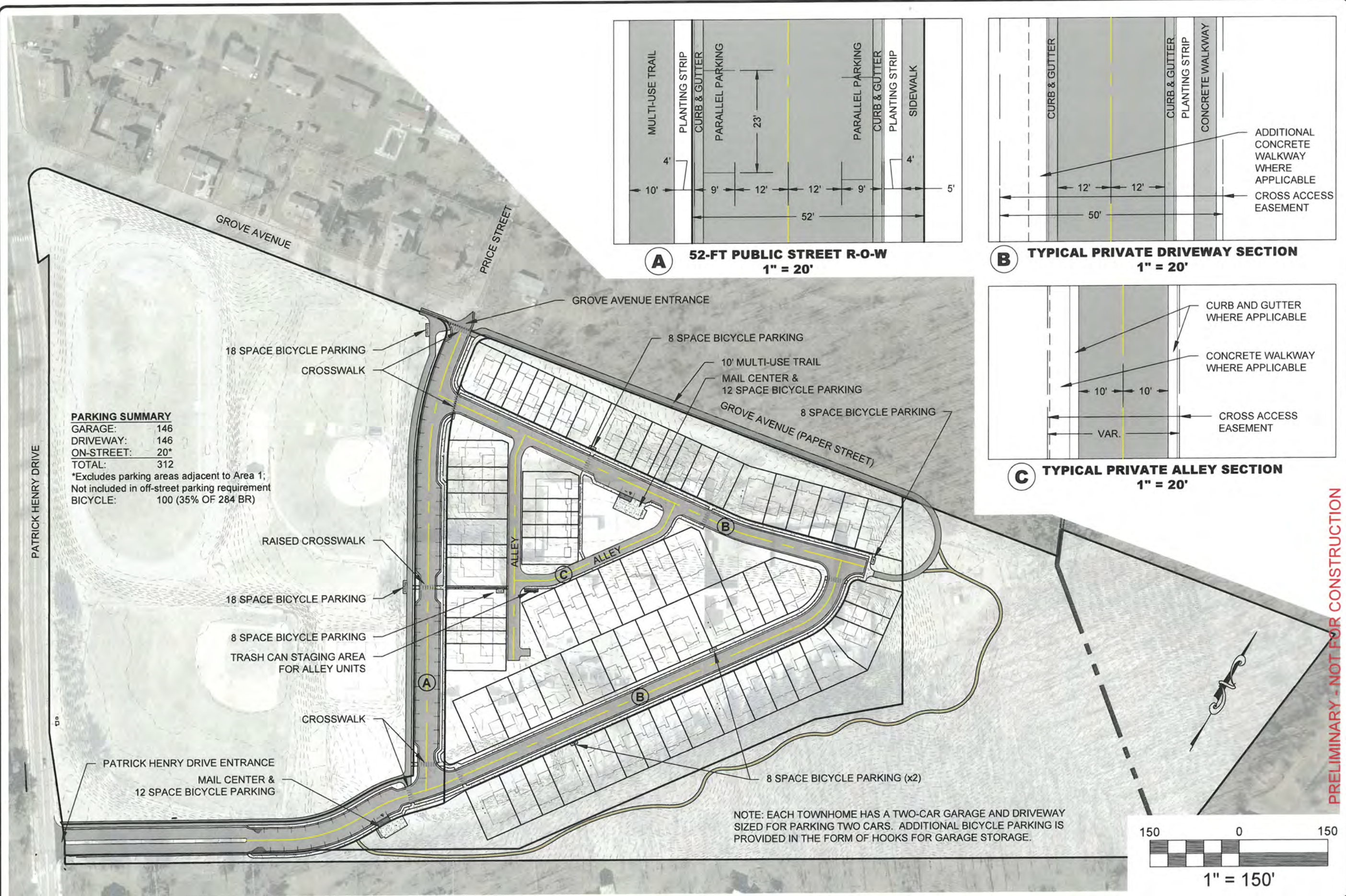
A 52-FT PUBLIC STREET R-O-W
 1" = 20'



B TYPICAL PRIVATE DRIVEWAY SECTION
 1" = 20'



C TYPICAL PRIVATE ALLEY SECTION
 1" = 20'

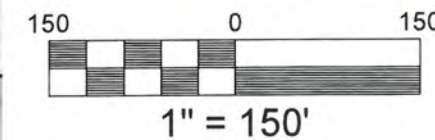


PARKING SUMMARY

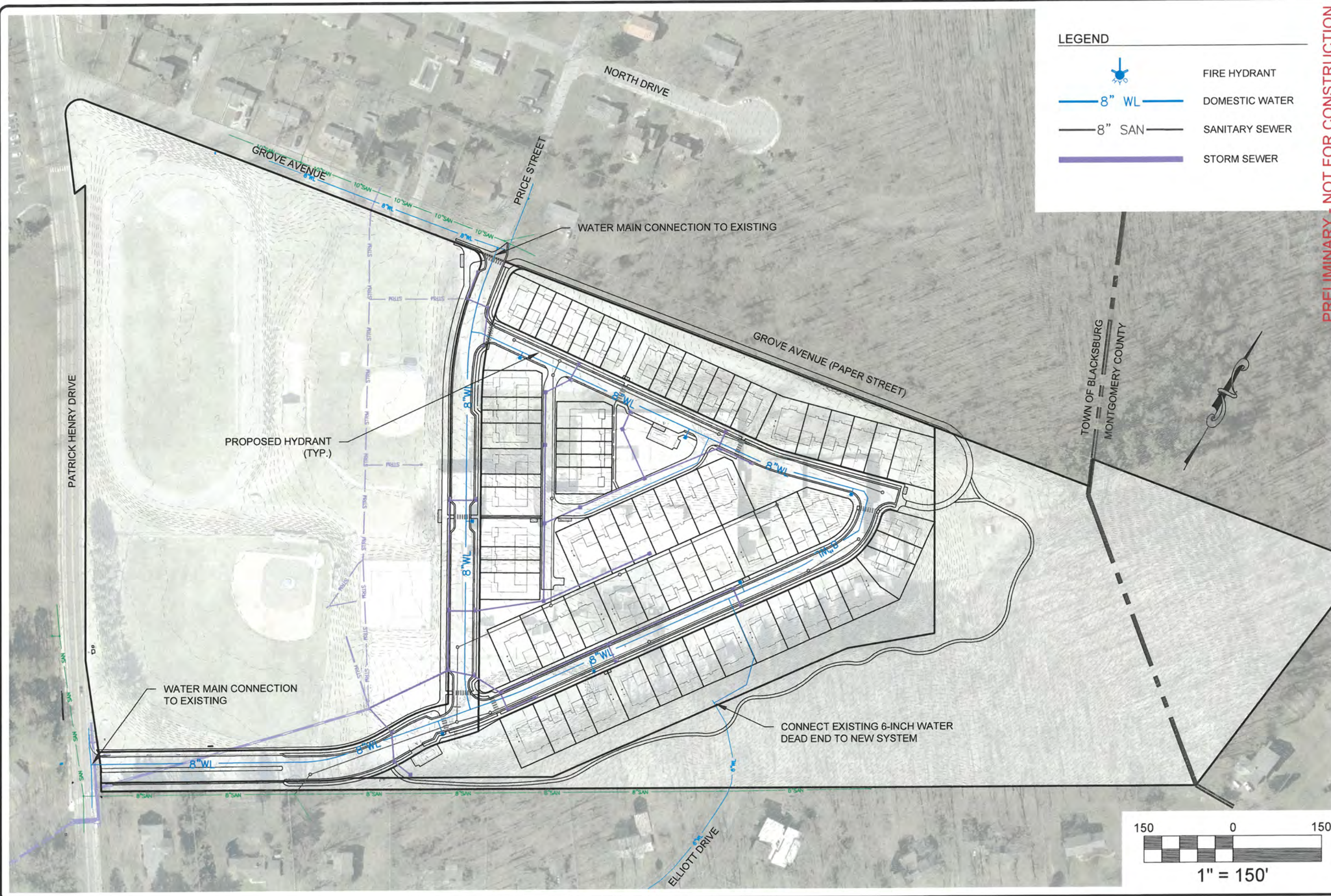
GARAGE:	146
DRIVEWAY:	146
ON-STREET:	20*
TOTAL:	312

*Excludes parking areas adjacent to Area 1;
 Not included in off-street parking requirement
 BICYCLE: 100 (35% OF 284 BR)


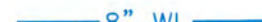
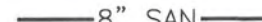

NOTE: EACH TOWNHOME HAS A TWO-CAR GARAGE AND DRIVEWAY SIZED FOR PARKING TWO CARS. ADDITIONAL BICYCLE PARKING IS PROVIDED IN THE FORM OF HOOKS FOR GARAGE STORAGE.



PRELIMINARY - NOT FOR CONSTRUCTION



LEGEND

	FIRE HYDRANT
	8" WL DOMESTIC WATER
	8" SAN SANITARY SEWER
	STORM SEWER

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 Shenandoah Valley

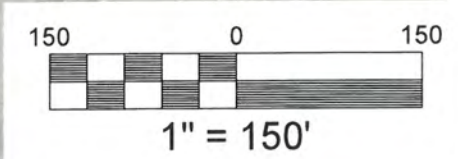
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 540.381.4290

OLD BLACKSBURG HIGH SCHOOL
 PRELIMINARY MASTER PLAN
 CONCEPT UTILITY PLAN

PATRICK HENRY DRIVE & GROVE AVENUE
 TOWN OF BLACKSBURG, VIRGINIA

DRAWN BY JRT
 CHECKED BY JRT
 DATE 4/1/2024
 SCALE 1" = 150'
 REVISIONS



C.5
 PROJECT NO 24220132.00



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Shenandoah Valley

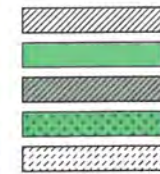
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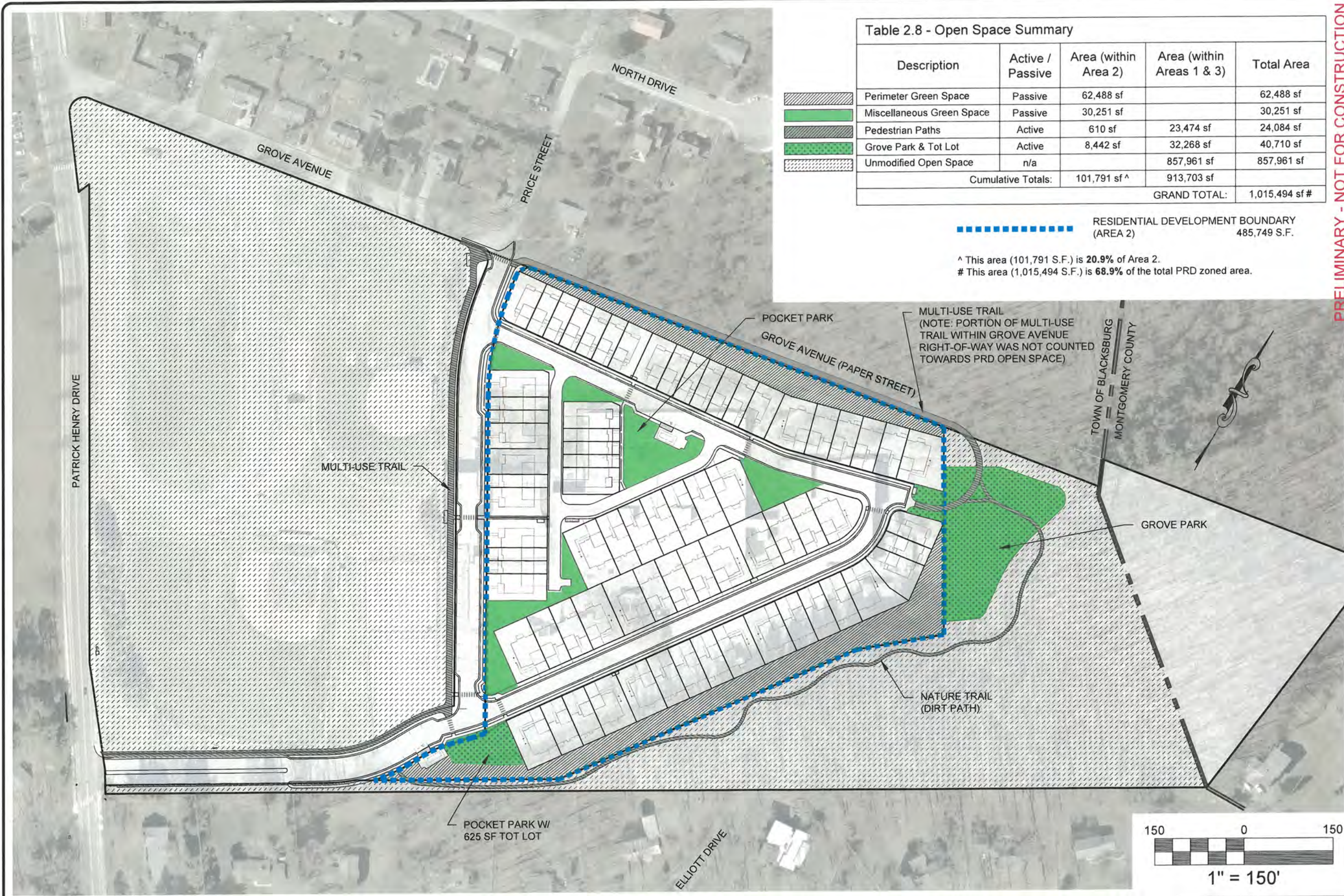
Table 2.8 - Open Space Summary

Description	Active / Passive	Area (within Area 2)	Area (within Areas 1 & 3)	Total Area
Perimeter Green Space	Passive	62,488 sf		62,488 sf
Miscellaneous Green Space	Passive	30,251 sf		30,251 sf
Pedestrian Paths	Active	610 sf	23,474 sf	24,084 sf
Grove Park & Tot Lot	Active	8,442 sf	32,268 sf	40,710 sf
Unmodified Open Space	n/a		857,961 sf	857,961 sf
Cumulative Totals:		101,791 sf ^	913,703 sf	
			GRAND TOTAL:	1,015,494 sf #



RESIDENTIAL DEVELOPMENT BOUNDARY (AREA 2) 485,749 S.F.

^ This area (101,791 S.F.) is 20.9% of Area 2.
This area (1,015,494 S.F.) is 68.9% of the total PRD zoned area.



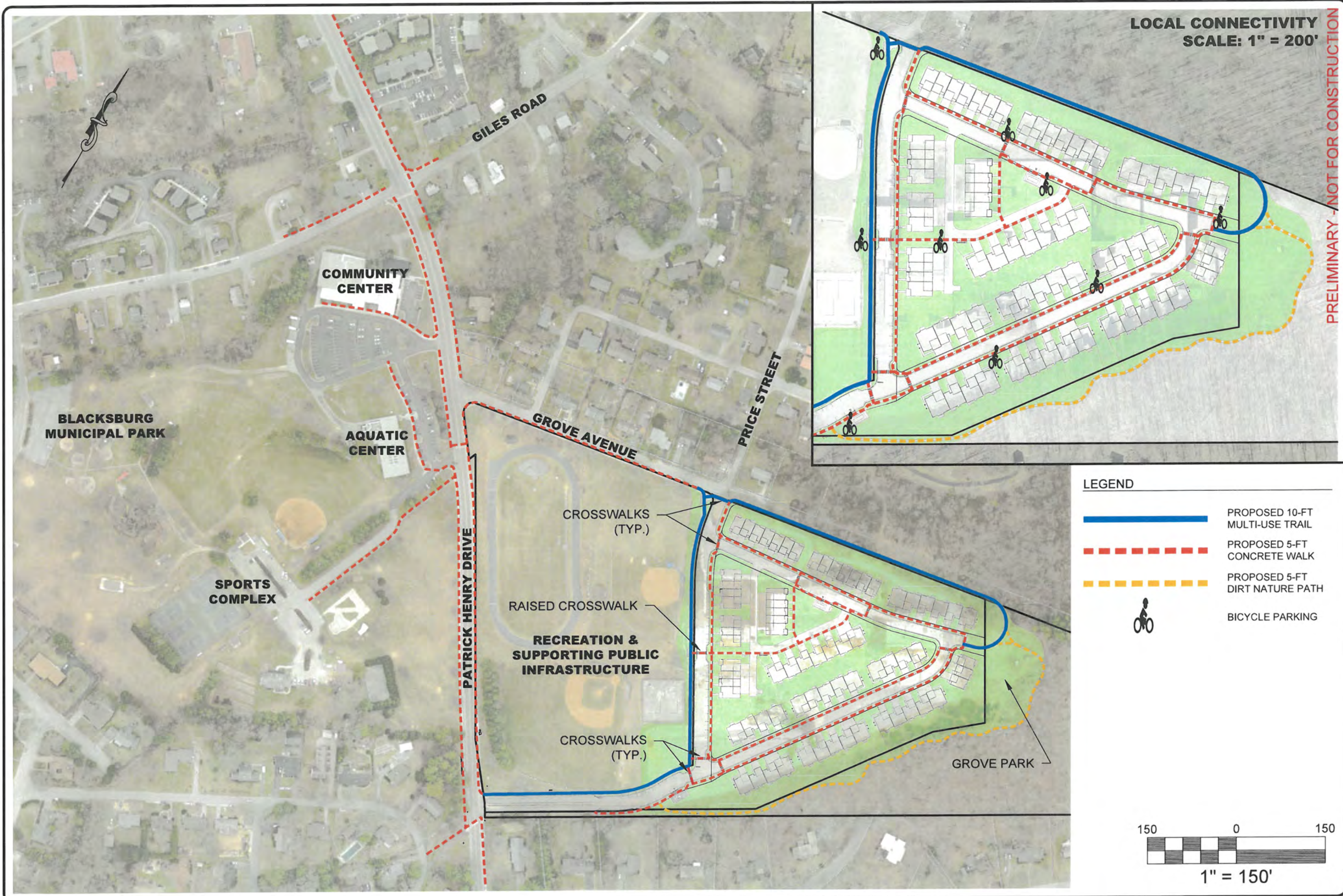
OLD BLACKSBURG HIGH SCHOOL
PRELIMINARY MASTER PLAN
OPEN SPACE EXHIBIT

PATRICK HENRY DRIVE & GROVE AVENUE
TOWN OF BLACKSBURG, VIRGINIA

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SCALE 1" = 150'
REVISIONS

C.6

PROJECT NO 24220132.00



LOCAL CONNECTIVITY
SCALE: 1" = 200'

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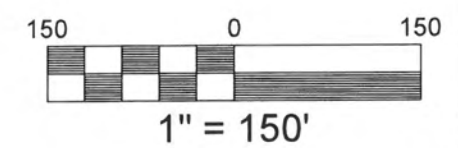
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OLD BLACKSBURG HIGH SCHOOL
PRELIMINARY MASTER PLAN
PEDESTRIAN CONNECTIVITY

PATRICK HENRY DRIVE & GROVE AVENUE
TOWN OF BLACKSBURG, VIRGINIA

LEGEND

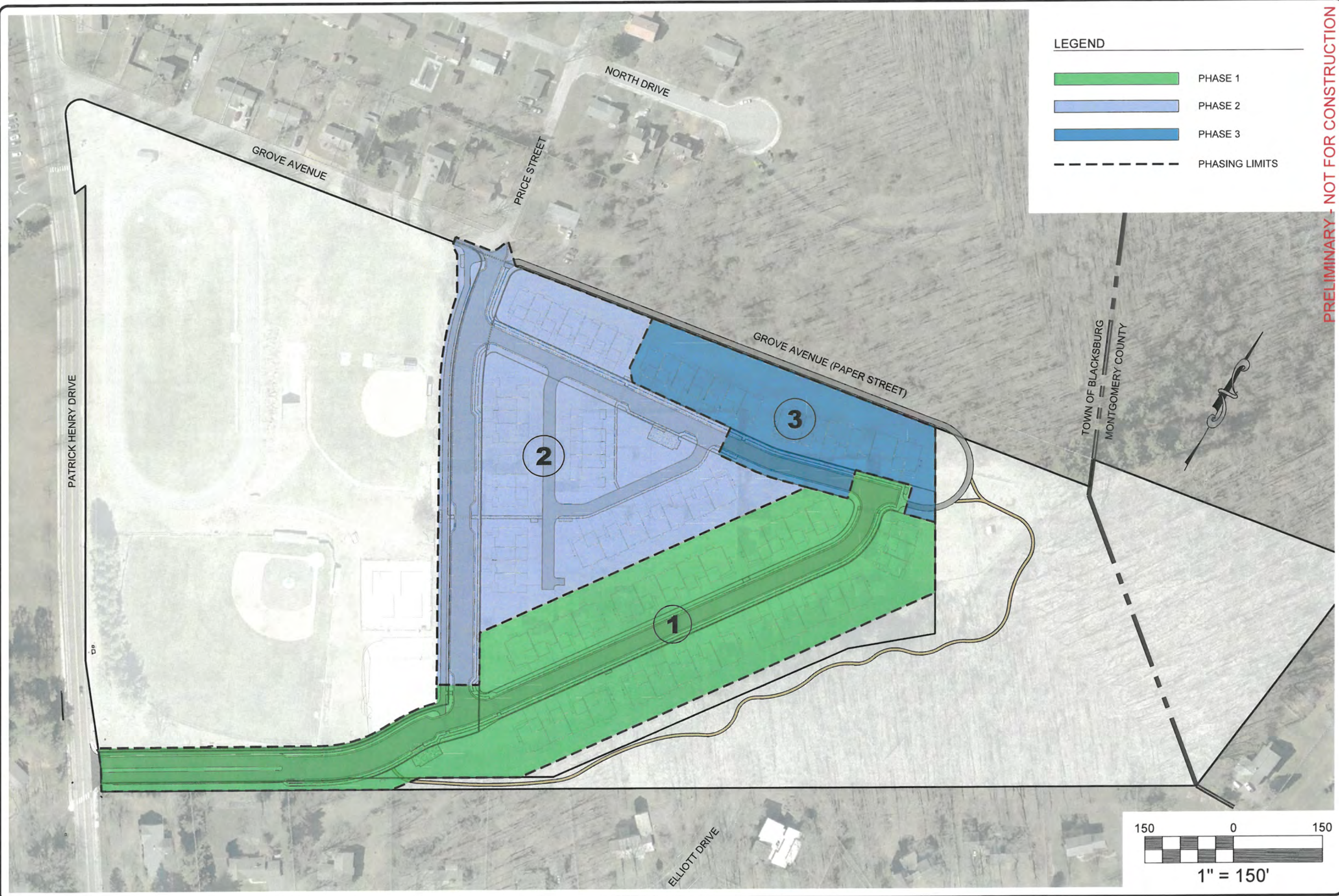
	PROPOSED 10-FT MULTI-USE TRAIL
	PROPOSED 5-FT CONCRETE WALK
	PROPOSED 5-FT DIRT NATURE PATH
	BICYCLE PARKING




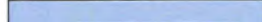
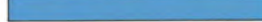

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DATE 4/1/2024
SCALE 1" = 150'
REVISIONS

C.7

PROJECT NO 24220132.00



LEGEND

	PHASE 1
	PHASE 2
	PHASE 3
	PHASING LIMITS

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 PLANNERS / ARCHITECTS
 ENGINEERS / SURVEYORS

Roanoke / Richmond
 New River Valley
 Shenandoah Valley

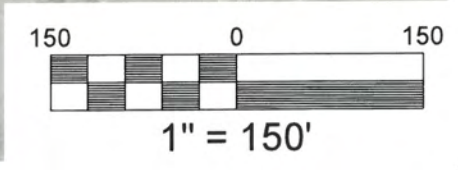
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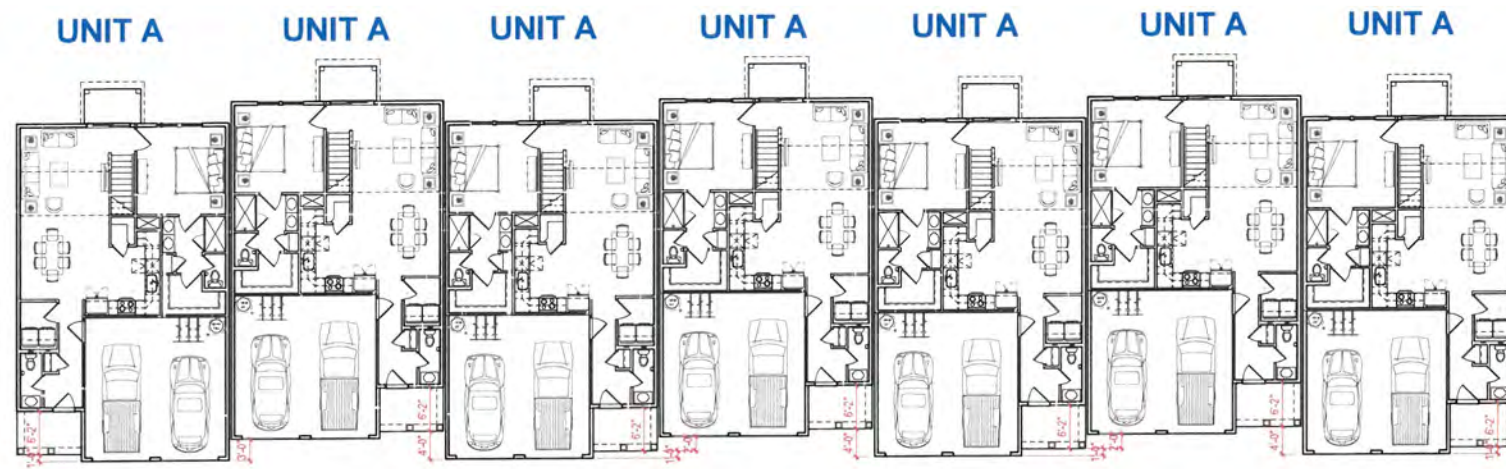
OLD BLACKSBURG HIGH SCHOOL
 PRELIMINARY MASTER PLAN
 DEVELOPMENT PHASING EXHIBIT

PATRICK HENRY DRIVE & GROVE AVENUE
 TOWN OF BLACKSBURG, VIRGINIA

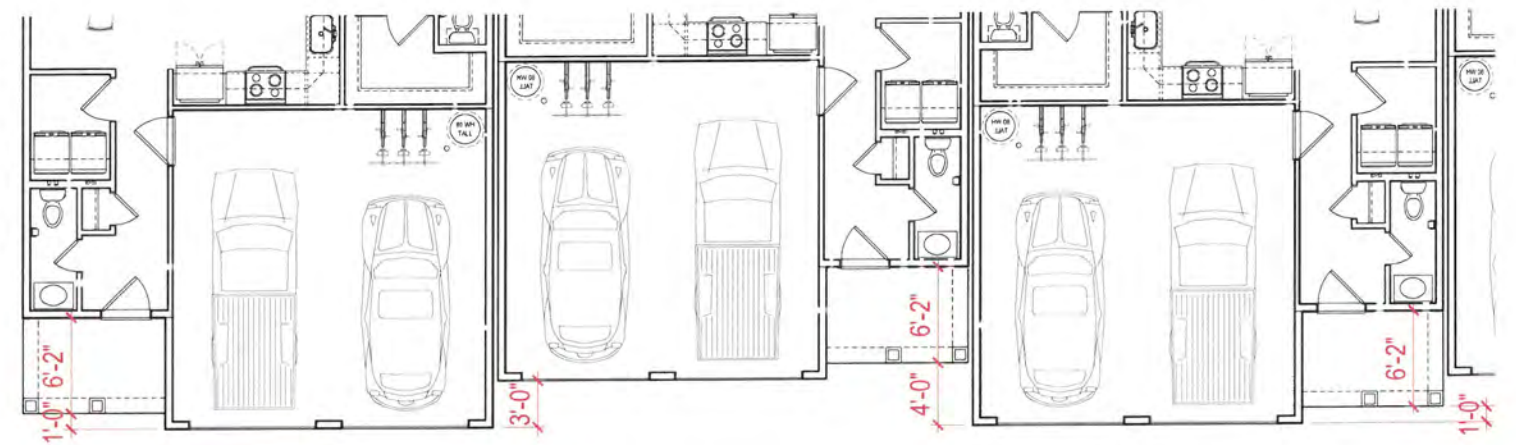
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 DATE 4/1/2024
 SCALE 1" = 150'
 REVISIONS



C.8
 PROJECT NO 24220132.00



Building Floor Plan



Building Setbacks



Project #VC-23006

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

**BUILDING TYPE #1 - 7 Plex
American Colonial**

VISIONARY CONSULTING PLLC
2803 Donegal Drive
Kannapolis, NC
(704) 953-6294

**Old Blacksburg High School
Planned Residential Development
Blacksburg, VA**

April 1, 2024
© 2024 Visionary Consulting PLLC



Front Elevation



Rear Elevation



Right Side Elevation



Left Side Elevation



Project #VC-23006

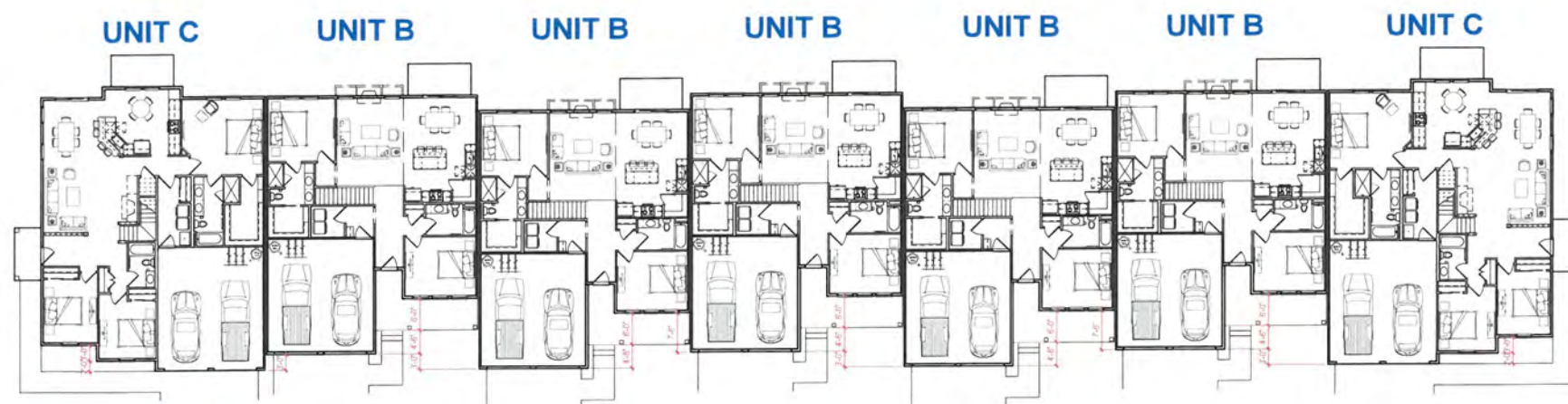
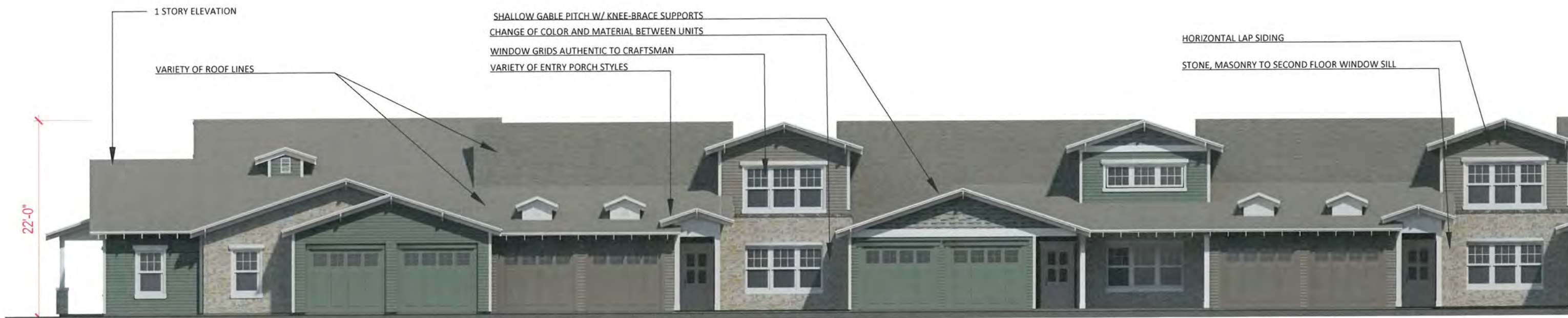
The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

**BUILDING TYPE #1 - 7 Plex
American Colonial**

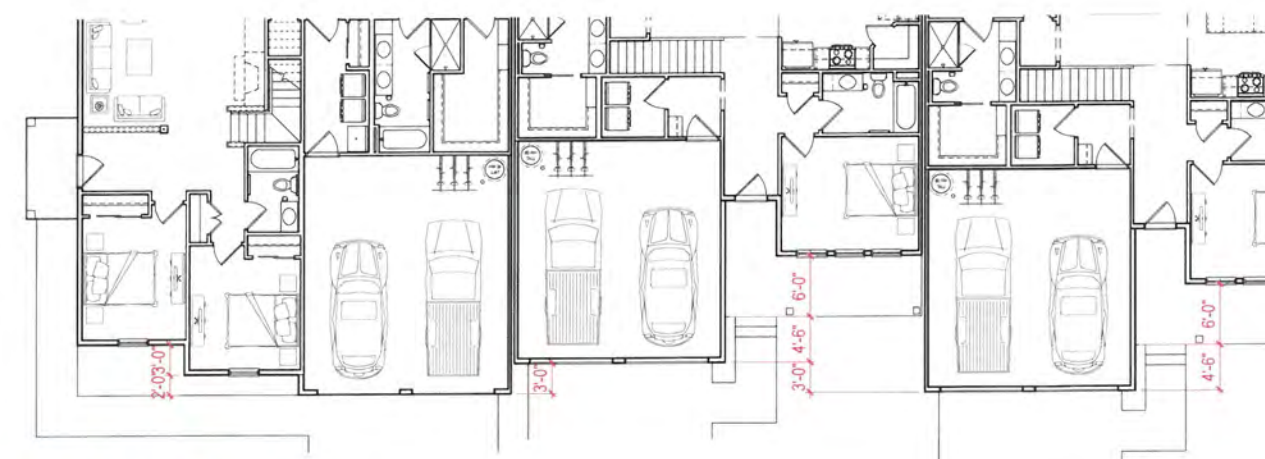
VISIONARY CONSULTING PLLC
2803 Donegal Drive
Kannapolis, NC
(704) 953-6294

**Old Blacksburg High School
Planned Residential Development
Blacksburg, VA**

April 1, 2024
© 2024 Visionary Consulting PLLC



Building Floor Plan



Building Setbacks



Project #VC-23006

BUILDING TYPE #2 - 7 Plex
Craftsman

VISIONARY CONSULTING PLLC
2803 Donegal Drive
Kannapolis, NC
(704) 953-6294

Old Blacksburg High School
Planned Residential Development
Blacksburg, VA

April 1, 2024
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The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)



Front Elevation



Rear Elevation

APPROPRIATE PORCH & COLUMN DETAIL
 WINDOW GRIDS AUTHENTIC TO CRAFTSMAN
 HORIZONTAL LAP SIDING



Right Side Elevation



Left Side Elevation



Project #VC-23006

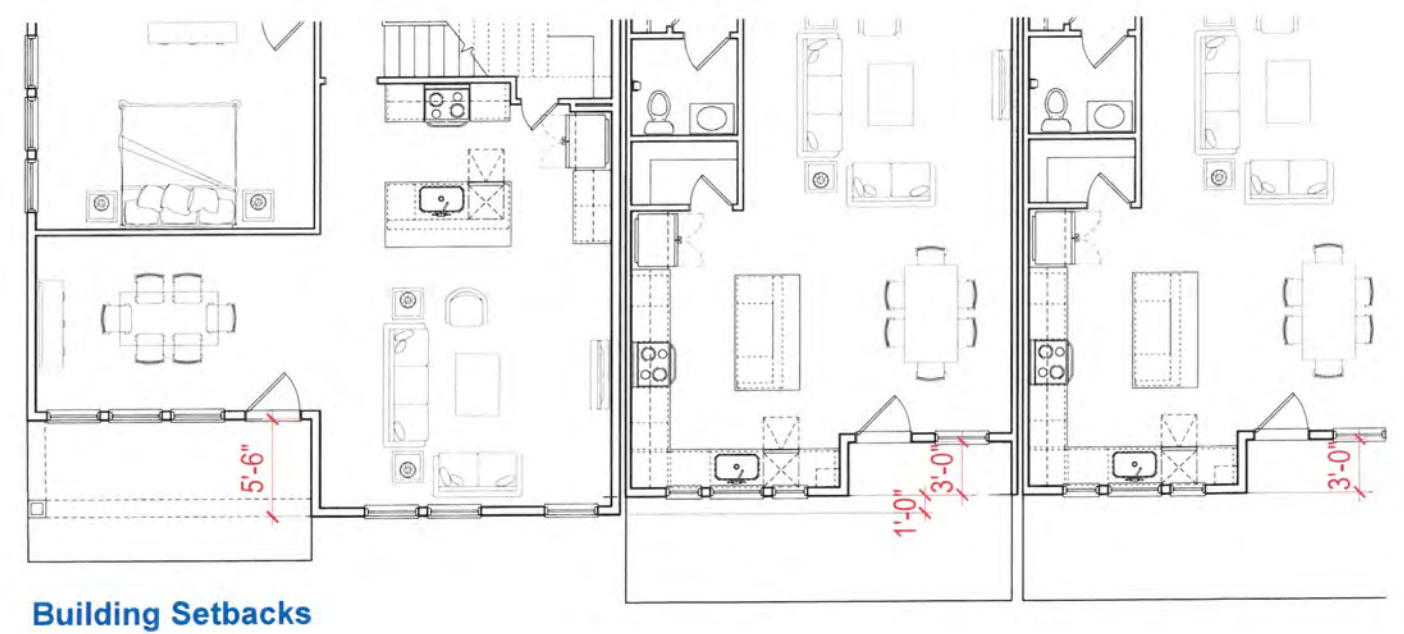
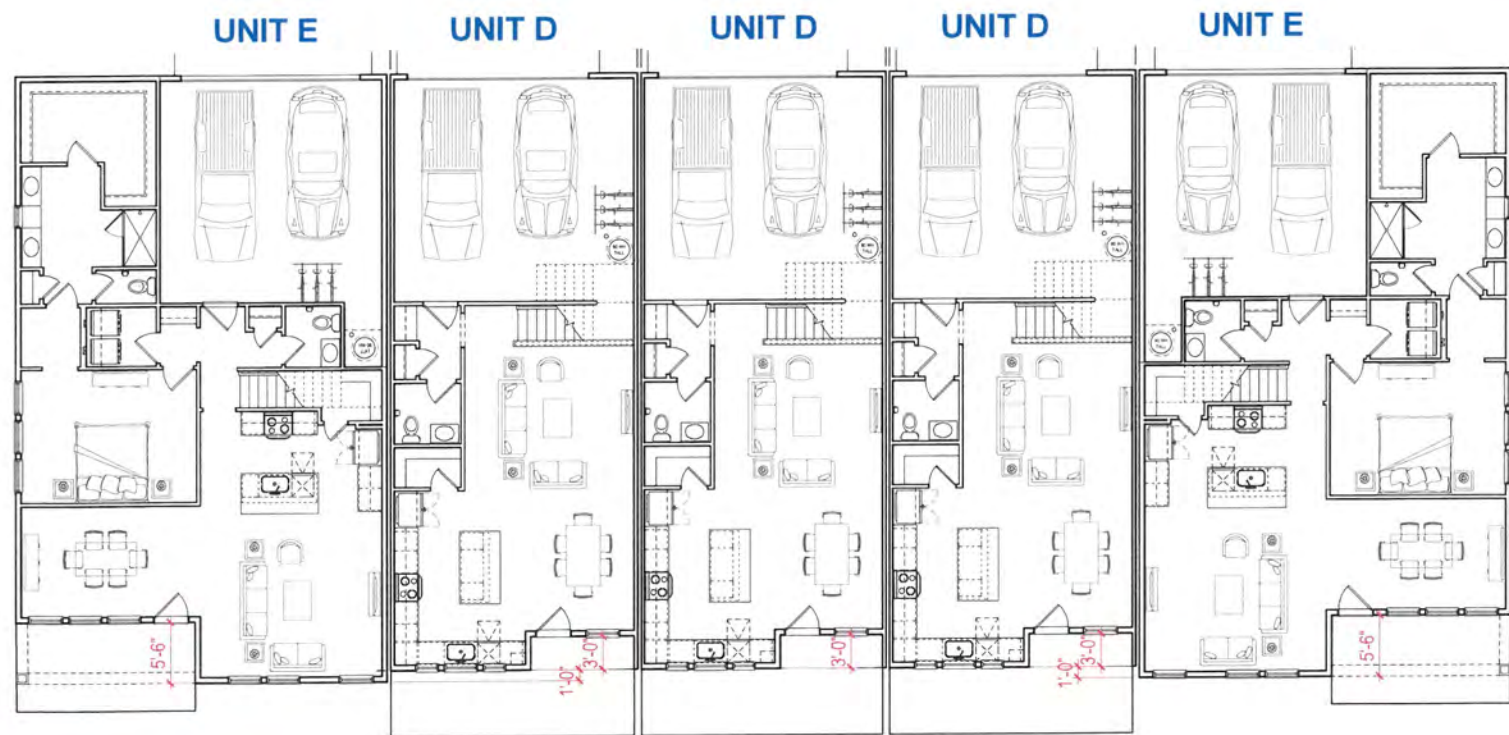
BUILDING TYPE #2 - 7 Plex
 Craftsman

Old Blacksburg High School
 Planned Residential Development
 Blacksburg, VA

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

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Building Floor Plan



Project #VC-23006

**BUILDING TYPE #3 - 5 Plex
American Colonial**

**Old Blacksburg High School
Planned Residential Development
Blacksburg, VA**

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Front Elevation



Rear Elevation



Right Side Elevation



Left Side Elevation



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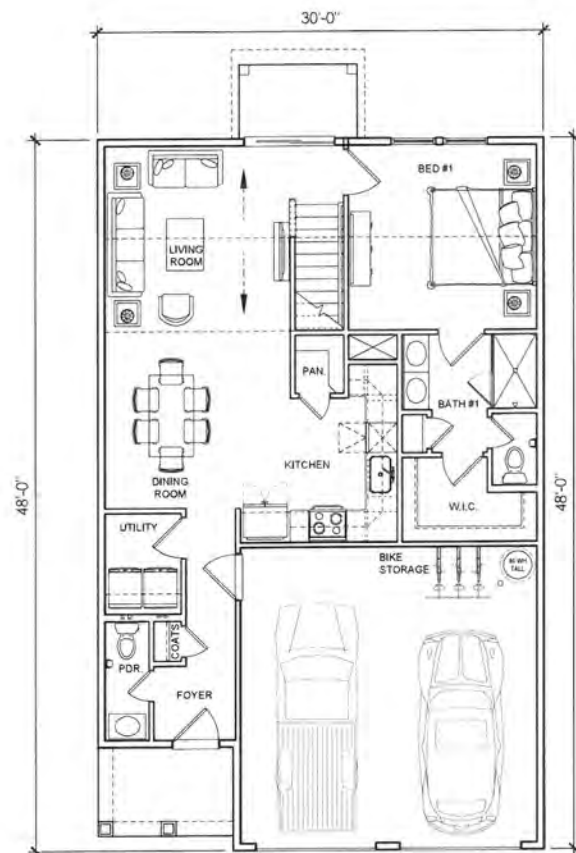
BUILDING TYPE #3 - 5 Plex
American Colonial

Old Blacksburg High School
Planned Residential Development
Blacksburg, VA

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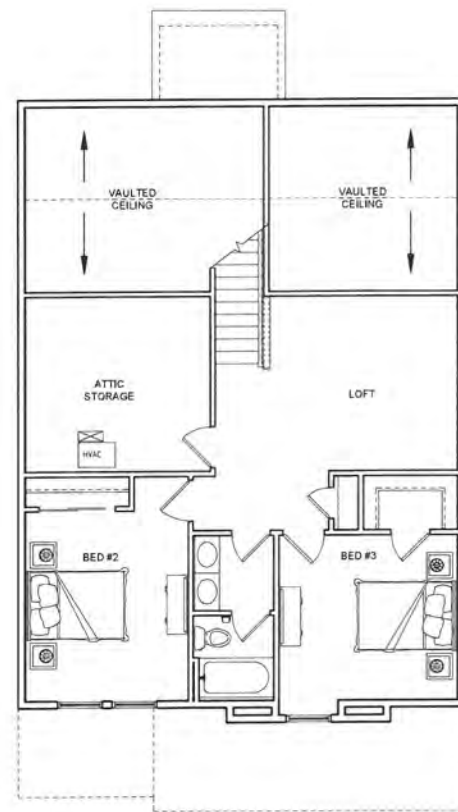
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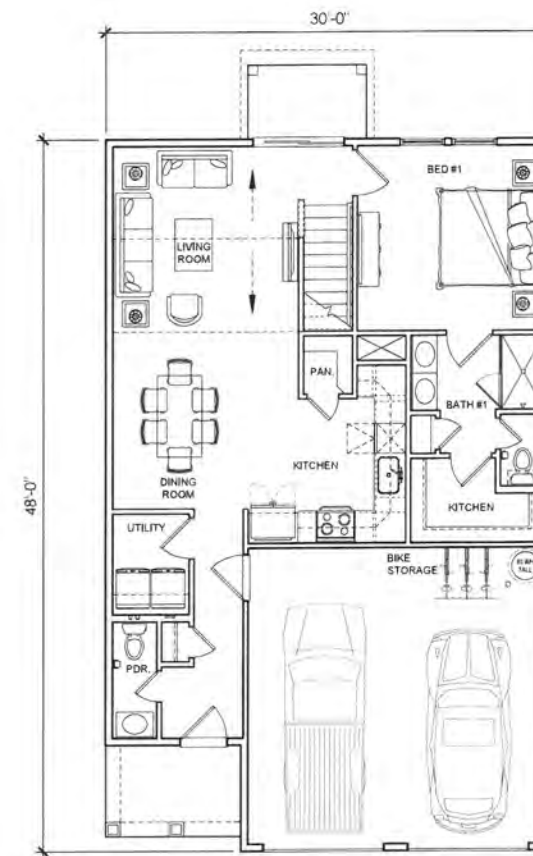
FIRST FLOOR

UNIT A



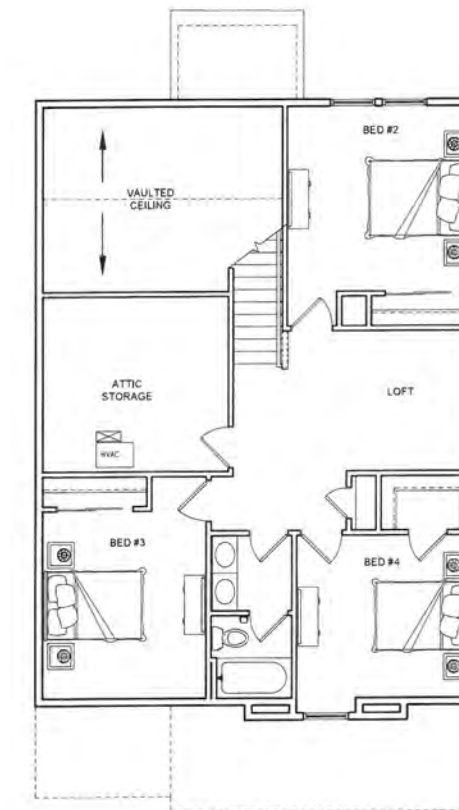
SECOND FLOOR

- 3 Bedroom
- 2.5 Bath
- Master Down
- 2-story
- 1,644 SF



FIRST FLOOR

UNIT A W/4TH BEDROOM



SECOND FLOOR

- 4 Bedroom
- 2.5 Bath
- Master Down
- 2-story
- 1,811 SF



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Floor Plans - Unit A BUILDING TYPE #1

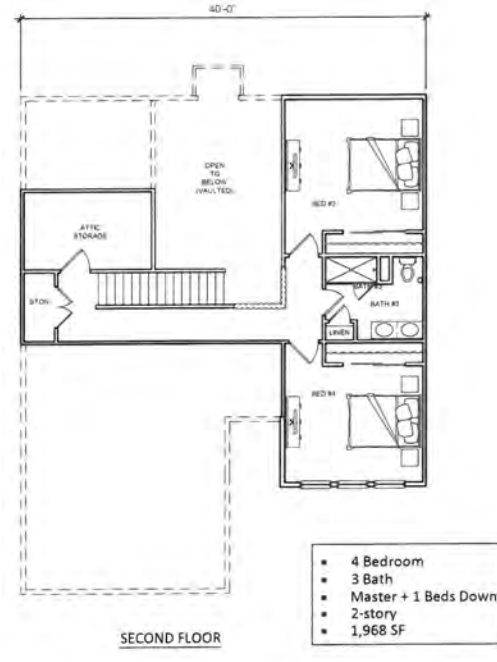
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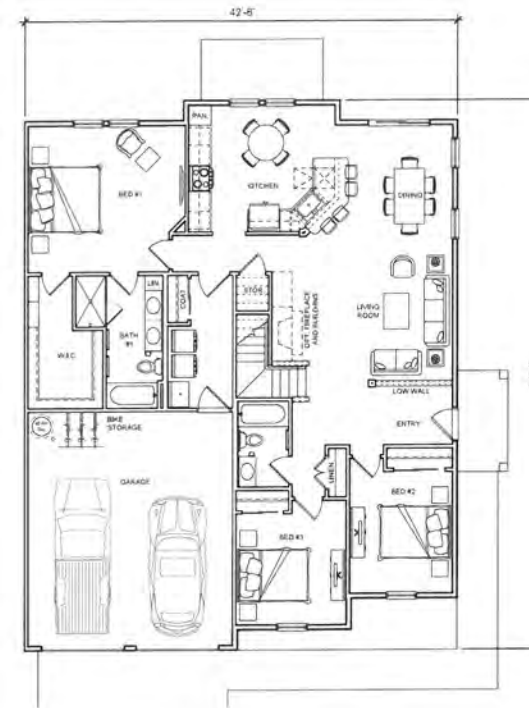


UNIT B



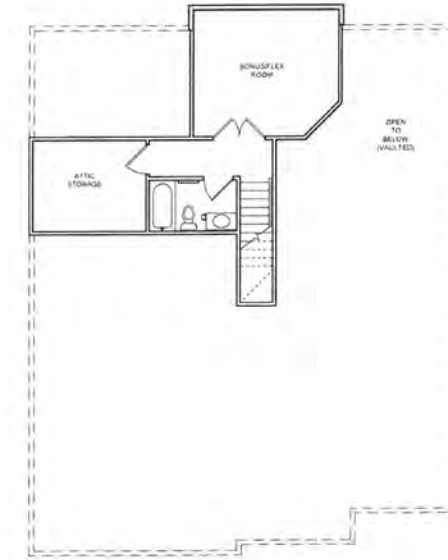
SECOND FLOOR

- 4 Bedroom
- 3 Bath
- Master + 1 Beds Down
- 2-story
- 1,968 SF



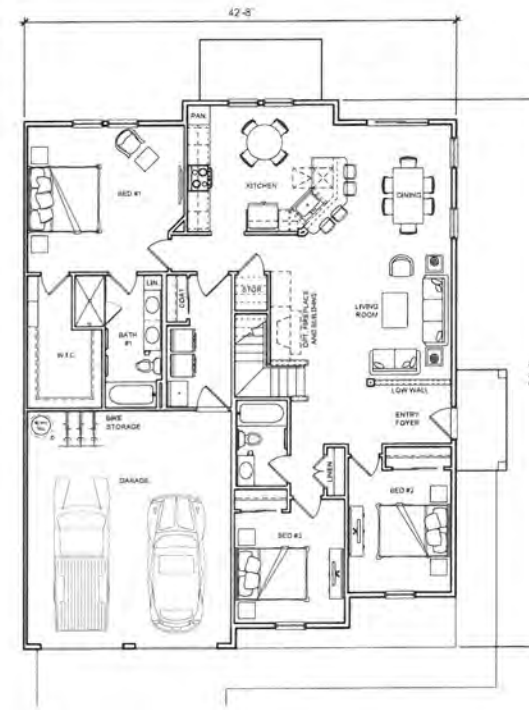
FIRST FLOOR

UNIT C W/BONUS ROOM



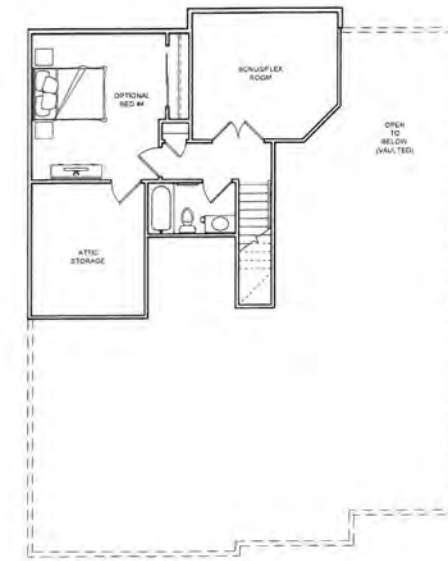
SECOND FLOOR

- 3 Bedroom
- 3 Bath
- Master + 2 Beds Down
- 2-story
- 2,012 SF



FIRST FLOOR

UNIT C W/4TH BEDROOM



SECOND FLOOR

- 4 Bedroom
- 3 Bath
- Master + 2 Beds Down
- 2-story
- 2,234 SF



Project #VC-23006

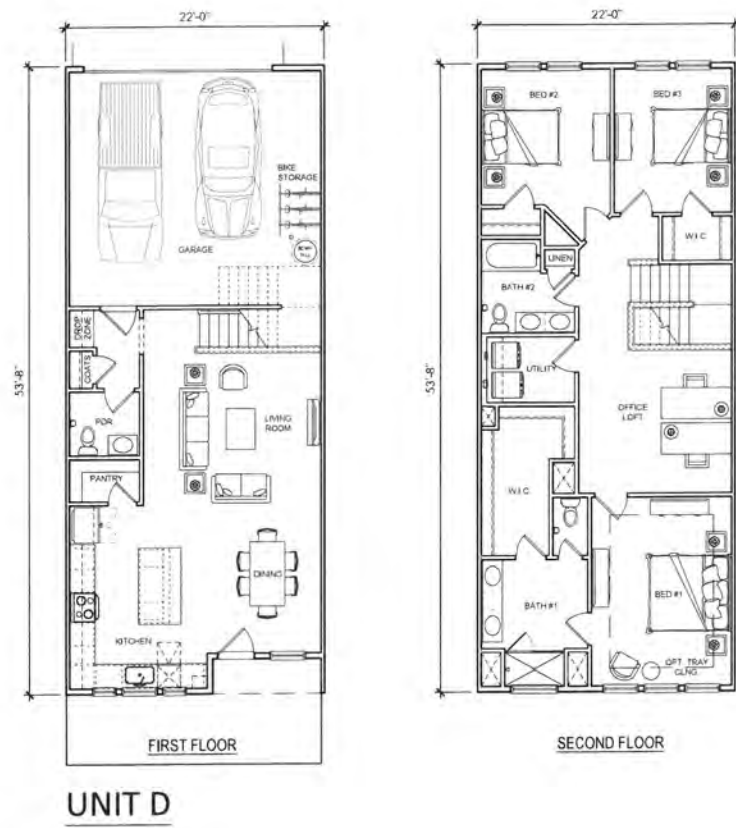
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**Floor Plans - Unit B and Unit C
BUILDING TYPE #2**

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- 3 Bedroom
- 2.5 Bath
- Master Up
- 2-story
- 1,846 SF



- 3 Bedroom
- 2.5 Bath
- Master Down
- 2-story
- 2,294 SF

- 4 Bedroom
- 2.5 Bath
- Master Down
- 2-story
- 2,294 SF



Project #VC-23006

Floor Plans - Unit D and E
BUILDING TYPE #3

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**Conceptual View of
Pocket Park**

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