

**REZONING APPLICATION
FOR**

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

**TAX PARCEL
227-A 4**

**APRIL 1, 2024
Revised May 28, 2024**

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

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Table of Contents

I.	Land Use Plan.....	3
II.	Preliminary Layout	3
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 an amendment to the approved 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 by Ordinance 1895 adopted by the Town of Blacksburg on September 24, 2019 with a proffer statement dated September 19, 2019.

The Planned Residential Development (PRD) for 520 Patrick Henry Drive, the site of the old Blacksburg High School, was 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 were sold to the Town of Blacksburg in 2019. The areas associated with the purchase agreement are defined as Areas 1 and 3 in the Zoning Section of this application. No development is currently planned for Area 1. The Town of Blacksburg may rezone 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. All parcels are currently zoned PR Planned Residential and designated as Civic use on the Future Land Use Plan. The Montgomery County tax map

parcel is currently zoned R2 Residential. Portions of the site remain occupied by the old Blacksburg High School track and field area, softball field, baseball field, and basketball courts. The High School building was opened in 1974 and was condemned after the gymnasium collapsed in 2010. Ownership of the property was transferred from Montgomery County to HS Development LLC in 2017. The school buildings have since been demolished.

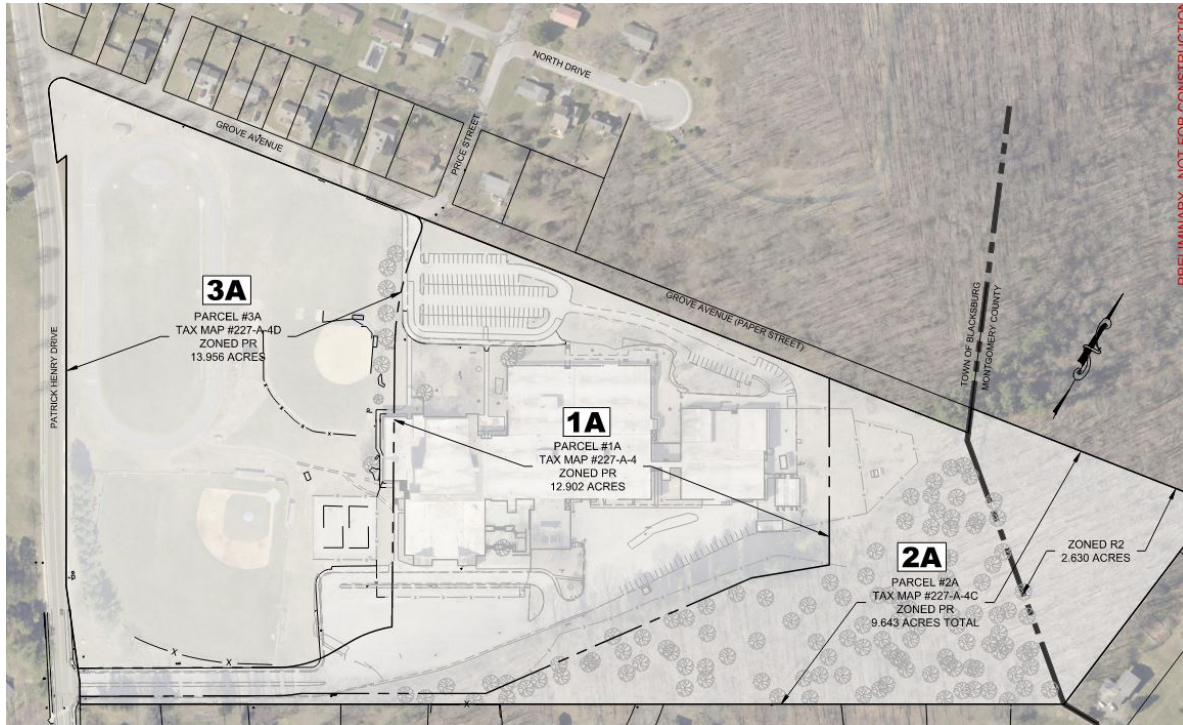


Figure 2.1: Existing parcel map as platted in 2019

A Boundary and Physical Improvements survey was completed in March 2019 to facilitate development of the property. In October 2019, a lot line adjustment plat was recorded to revise the lot lines per the approved rezoning masterplan. See Appendix for the boundary and topographic survey, and Existing Parcels Exhibit in Appendix C.1. The legal description for the property after the lot line adjustment is provided below.

Legal Description

Parcel 3A:

BEGINNING AT A POINT IN THE NORTHEASTERN LINE OF PATRICK HENRY DRIVE ; THENCE ALONG THE SAID LINE OF PATRICK HENRY DRIVE N37°24'24"W 157.05' TO A POINT; THENCE N29°21'34"W 806.94' TO A POINT; THENCE S23°43'06"W 22.20' TO A POINT; THENCE N36°07'54"W 132.50' TO A POINT; THENCE LEAVING THE SAID LINE OF PATRICK HENRY DRIVE AND WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00', AN ARC LENGTH OF 51.53', A CHORD BEARING OF N22°56'06"E, AND A CHORD LENGTH OF 42.88' TO A POINT; THENCE N82°00'06"E 135.37' TO A POINT; THENCE N81°59'36"E 567.22' TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 23.00', AN ARC LENGTH OF 36.28', A CHORD BEARING OF S52°45'07"E, A CHORD LENGTH OF 32.63' TO A POINT; THENCE S07°34'05"E 33.08' TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 521.50', AN ARC LENGTH OF 193.52', A CHORD BEARING OF S18°11'55"E, AND A CHORD LENGTH OF 192.41' TO A POINT; THENCE S28°49'46"E 523.56' TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 230.50', AN ARC LENGTH OF 86.56', A CHORD BEARING OF S40°33'52"W,

AND A CHORD LENGTH OF 86.05' TO A POINT; THENCE S29°48'22"W 33.86' TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 209.50', AN ARC LENGTH OF 111.86', A CHORD BEARING OF S45°06'09"W, AND A CHORD LENGTH OF 110.54' TO A POINT; THENCE S60°23'56"W 375.13' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL HAS AN AREA OF 13.956 ACRES AS SHOWN ON A PLAT BY PARKER DESIGN GROUP ENTITLED "LOT LINE ADJUSTMENT PLAT FOR HS DEVELOPMENT, LLC ADJUSTING PARCELS 1,2, AND 3", RECORDED AT INSTRUMENT NUMBER 2019008189 IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF MONTGOMERY COUNTY, VIRGINIA.

Parcel 1A:

BEGINNING AT A POINT IN THE NORTHEASTERN LINE OF PATRICK HENRY DRIVE; THENCE N60°23'56"E 375.13' TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 209.50', AN ARC LENGTH OF 111.86', A CHORD BEARING OF N45°06'09"E, AND A CHORD LENGTH OF 110.54' TO A POINT; THENCE N29°48'22"E 33.86' TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 230.50', AN ARC LENGTH OF 86.56', A CHORD BEARING OF N40°33'52"E, AND A CHORD LENGTH OF 86.05' TO A POINT; THENCE N28°49'46"W 523.56' TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 521.50', AN ARC LENGTH OF 193.52', A CHORD BEARING OF N18°11'55"W, AND A CHORD LENGTH OF 192.41' TO A POINT; THENCE N07°34'05"W 33.08' TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 23.00', AN ARC LENGTH OF 36.28', A CHORD BEARING OF N52°45'07"W, AND A CHORD LENGTH OF 32.63' TO A POINT; THENCE N81°59'36"E 839.27' TO A POINT; THENCE S29°23'24"E 350.75' TO A POINT; THENCE S51°05'50"W 149.27' TO A POINT; THENCE S37°09'52"W 544.68' TO A POINT; THENCE S60°36'21"W 346.95' TO A POINT; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 262.50', AN ARC LENGTH OF 45.96', A CHORD BEARING OF S55°23'21"W, AND A CHORD LENGTH OF 45.90' TO A POINT; THENCE S60°23'56"W 371.17' TO A POINT IN THE NORTHEASTERN LINE OF PATRICK HENRY DRIVE; THENCE WITH THE SAID LINE OF PATRICK HENRY DRIVE N30°10'08"W 26.25' TO A POINT; THENCE N37°24'24"W 27.00' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL HAS AN AREA OF 12.902 ACRES AS SHOWN ON A PLAT BY PARKER DESIGN GROUP ENTITLED "LOT LINE ADJUSTMENT PLAT FOR HS DEVELOPMENT, LLC ADJUSTING PARCELS 1, 2, AND 3", RECORDED AT INSTRUMENT NUMBER 2019008189 IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF MONTGOMERY COUNTY, VIRGINIA.

Parcel 2A:

BEGINNING AT A POINT IN THE NORTHEASTERN LINE OF PATRICK HENRY DRIVE; THENCE LEAVING THE SAID LINE OF PATRICK HENRY DRIVE N60°23'56"E 371.17' TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 262.50', AN ARC LENGTH OF 45.96', A CHORD BEARING OF N55°23'21"E, AND A CHORD LENGTH OF 45.90' TO A POINT; THENCE N60°36'21"E 346.95' TO A POINT; THENCE N37°09'52"E 544.68' TO A POINT; THENCE N51°05'50"E 149.27' TO A POINT; THENCE N29°23'24"W 350.75' TO A POINT; THENCE N81°59'36"E 378.43' TO A POINT; THENCE N08°00'23"W 45.04' TO A POINT; THENCE N81°59'36"E 385.44' TO A POINT; THENCE S07°50'26"W 471.59' TO A POINT; THENCE S60°36'21"W 442.38' TO A POINT; THENCE S60°36'21"W 1,260.57' TO A POINT; THENCE S60°34'58"W 149.99' TO A POINT IN THE NORTHEASTERN LINE OF PATRICK HENRY DRIVE; THENCE N30°10'52"W 14.55' TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL HAS AN AREA OF 9.643 ACRES AS SHOWN ON A PLAT BY PARKER DESIGN GROUP ENTITLED "LOT LINE ADJUSTMENT PLAT FOR HS DEVELOPMENT, LLC ADJUSTING PARCELS 1,2, AND 3", RECORDED AT INSTRUMENT NUMBER 2019008189 IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF MONTGOMERY COUNTY, VIRGINIA.

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 2.2 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 to Patrick Henry Drive fronts Patrick Henry Drive and extends 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). At this time, the Town intends for Area 1 to be used 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 boundary adjusted into the Town in the future.

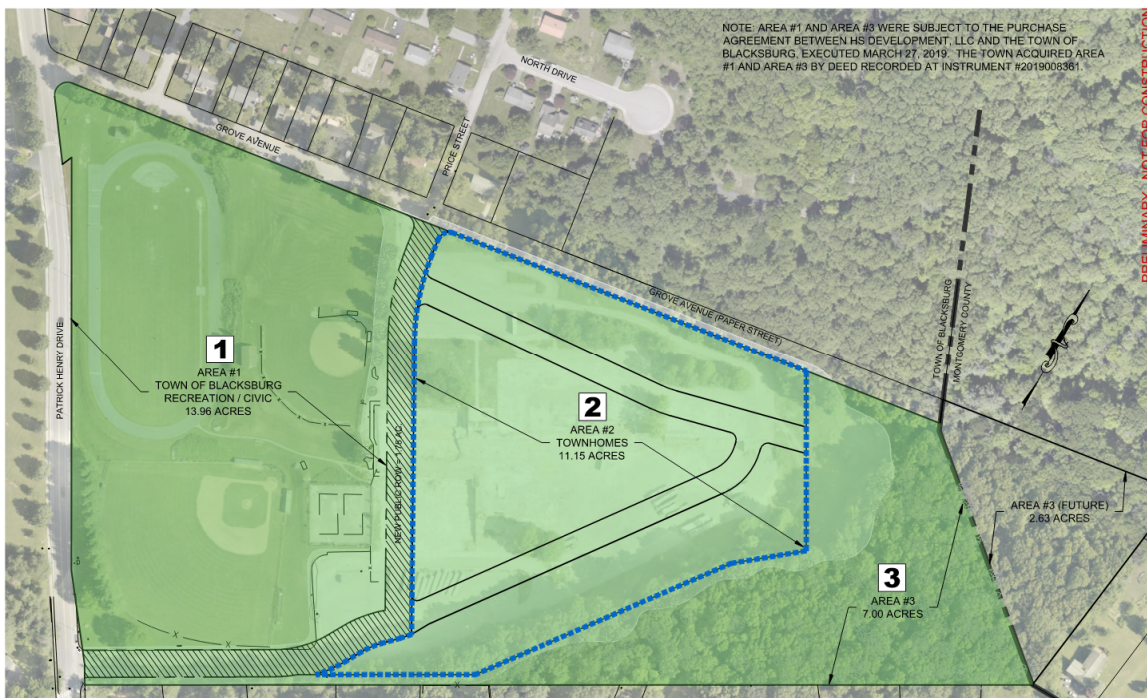


Figure 2.2: Proposed Zoning Districts; Acreages shown are approximate and subject to change during design development.

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 219 bedrooms (approximately 19.6 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)

Area 1 will be established during future Town land-use planning through future zoning actions.

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	20 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 one (1) person unrelated to the family; or no more than two (2) 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.

However, because Area 1 is under separate ownership and may be rezoned, 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 45% of the proposed 219 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 tot-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; however, this area is under separate ownership and may be rezoned.

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 on-site 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 three (3) bedrooms.

- Unit A: ±1,644 gross square feet
- Unit B: ±1,974 gross square feet
- Unit C: ±2,012 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. 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 and a back patio.

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 June 26, 2019 and as subsequently revised and 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