

MEMORANDUM

To: Planning Commission

From: Kinsey O'Shea, AICP; Assistant Planning Director *KO*

Date: October 11, 2024

Subject: Rezone request for multifamily building (RZN-24-2); Conditional Use Permit request to use an alley to access townhomes (CUP-24-3); Request to vacate town-owned alley right-of-way (ROW-24-2) by Contract Purchaser LV Hokie GP, LLC.

The attached staff reports cover the request to rezone; and companion conditional use permit request; and companion right-of-way vacation request. The bulk of the staff analysis and background, including maps, will be found in the staff report for the rezoning request, while the companion memos will cover the nuances of the conditional use permit request, and right-of-way vacation request.

The requests require three separate actions at the public hearing, but can be presented and heard as a combination of the three requests.

MEMORANDUM

To: Planning Commission

From: Kinsey O’Shea, AICP; Assistant Planning Director *KO*

Date: October 11, 2024

Subject: Rezone request for mixed-use/multifamily building (RZN-24-2); Conditional Use Permit request to use an alley to access townhomes (CUP-24-3); Request to vacate town-owned alley right-of-way (ROW-24-2) by Contract Purchaser LV Hokie GP, LLC.

SUMMARY OF REQUEST

<i>Property Details</i>	
Property Location	801 North Main Street; 800-block of Kabrich Street; 100-block of Winston Avenue; 900-block of Progress Street
Tax Parcel Numbers	226-23SEC 3 1A; 226-23SEC 3 16; 226-21SEC 5 1; 226-23SEC 3 4A; 226-23SEC 3 7A; 226-21SEC 5 9; 226-22 2; 226-23SEC 3 3A; 226-23SEC 3 7,8; 226-22 1; 226-23SEC 3 16A
Parcel Size	Approximately 2.8 acres (including ROW requested to be vacated)
Present Zoning District	GC General Commercial and R-5 Transitional Residential
Current Use	Mixed commercial uses and residential uses
Adjacent Zoning Districts	North: R-5 Transitional Residential East: GC General Commercial and PR Planned Residential South: GC General Commercial West: GC General Commercial and R-5 Transitional Residential
Adjacent Uses	North: Single-family dwellings; two-family dwellings East: Commercial; multifamily dwellings South: Commercial West: Commercial; single-family dwellings
Adopted (2021) FLU	Commercial and Medium Density Residential
<i>Proposed District Standards</i>	
Proposed Use	Mixed Commercial/Multifamily Residential and Townhomes
Proposed Maximum Density	270 bedrooms/acre (up to 759 bedrooms total)
Total Proposed Open Space	20% proposed; 20% required
Proposed Perimeter Setbacks	0’ setback on all frontages
Proposed Overall Lot Coverage	None given
Proposed Overall Floor-to-Area Ratio	None given
Proposed Maximum Building Height	82’-2” from sidewalk at Main Street to highest point on building
Proposed Minimum Tree Canopy	None given
Proposed Parking Ratio	0.5 spaces per bedroom multifamily; 0.65 spaces per bedroom townhome
Proposed Bicycle Parking	0.5 spaces per bedroom multifamily; 0.25 spaces per bedroom townhome

Overview of Staff Report

This staff report covers the rezoning request for the 801 North Main Street Planned Residential Development. The development includes several proffers, including a contribution to the Town’s affordable housing trust fund.

This staff report includes the analysis of the application in consideration of the Comprehensive Plan, and the Zoning Ordinance, and the impacts of the development on the surrounding neighborhood as well as public utilities and infrastructure. Below is a listing of the attachments and the relationship to the staff report. Please see the accompanying memos for analysis of the companion Conditional Use Permit request, and Right-of-Way Vacation request.

A. Staff Appendix

The Staff Appendix contains pertinent text sections from the Comprehensive Plan and Zoning Ordinance applicable to the evaluation of the rezoning request in order to reduce overall length of the staff report to include only analysis.

B. GIS Maps

Staff GIS maps are included as attachments to this staff report and contain graphical information such as zoning, future land use, aerial imagery, and transportation networks.

C. Engineering Memos

Technical memos from the Engineering staff cover the technical engineering analysis of the application against the Zoning Ordinance, and public utility standards and specifications. The impact to public infrastructure such as roads, water, sewer, and stormwater are discussed.

D. Affordable Housing Analysis

The Housing and Community Connections staff is currently evaluating the proffer.

E. Neighborhood Meeting Notes and Sign-in Sheets

The Town held a neighborhood meeting on September 25, 2024 for this request and the associated conditional use permit and right-of-way vacation request. The notes and sign-in sheets are attached.

F. Public Correspondence

Public correspondence received has been included as an attachment to this staff report.

Existing Conditions

The rezoning area is approximately 2.8 acres and consists of 11 parcels, and is generally bounded by North Main Street, Kabrich Street, and Progress Street. The site includes parcels on both sides of Winston Avenue. Please see the GIS maps attached to this staff report. The existing site consists of several mixed commercial buildings on the south side of Winston Avenue, and several residential buildings on the north side of Winston Avenue. The site is located approximately one block from the Edge apartments, and is adjacent to two-family residential uses.

Overall Development Request

The application under review is a request to rezone approximately 2.8 acres from the GC General Commercial zoning district and the R-5 Transitional Residential zoning district to the PR Planned Residential zoning district. The development will consist of an 8-story mixed-use building and three townhome-style buildings. The mixed-

use building will have commercial uses along the ground floor frontage of North Main Street, with structured parking, and residential uses above and behind the commercial use. The townhome buildings will front on Kabrich Street, Winston Avenue, and Progress Street, and will have surface parking behind the buildings.

There are three entrances to the structured parking garage in the mixed use building. Two of the garage entrances access the resident parking, while one entrance and parking area is strictly for the commercial uses. There are two entrances to the surface parking for the townhomes, including the alley subject to the CUP request.

The applicant proposes to dedicate approximately 20% of the parent parcel as open space. The open space consists of resident amenity areas including pool and lounge area, fitness center, and outdoor terraces and plaza spaces.

Key Elements

- Proposed density above Future Land Use designation density
- Mixed-use/Multifamily building height
- Mixed-use/Multifamily building scale and mass
- Contribution to affordable housing trust fund
- No proffered sustainability
- Located in an area designated for mixed use and student housing

Evaluation of Application

Criteria for Evaluation

There are a number of analysis points for evaluation of a request to rezone a property within Town. The policies and maps in the Comprehensive Plan lend guidance to the Town's vision of growth in the future, while specific codes and requirements in the Zoning Ordinance, Subdivision Ordinance, and the Town Code ensure that the development meets all applicable regulations. Specifically, the Zoning Ordinance calls out the criteria for evaluation of a rezoning request, as found below:

Section 1151 of the Zoning Ordinance requires the Planning Commission to study all rezoning requests to determine:

- 1) *Whether the proposed amendment conforms to the general guidelines and policies contained in the Comprehensive Plan.*
- 2) *The relationship of the proposed amendment to the purposes of the general planning program of the Town, with appropriate consideration as to whether the change will further the purposes of [the Zoning Ordinance] and the general welfare of the entire community.*
- 3) *The need and justification for the change.*
- 4) *When pertaining to a change in the district classification of the property, the effect of the change, if any, on the property, surrounding property, and on public services and facilities. In addition, the Commission shall consider the appropriateness of the property for the proposed change as related to the purposes set forth at the beginning of each district classification.*

Comprehensive Plan

The Land Use Map Series designations and text are discussed below. Relevant Comprehensive Plan text sections applicable to this request are included as an attachment to the staff report in the appendix.

Map Series

Map A: Future Land Use Designation

In evaluating whether the proposed planned residential development conforms to the general guidelines and policies contained in the Comprehensive Plan, the Future Land Use (FLU) designation of the subject property is one consideration for evaluation. The Future Land Use designation of the subject parcel is split between Commercial and Medium Density Residential along Winston Avenue.

Commercial Designation:

Commercial is defined as:

Small or large-scale commercial developments. Uses with higher impacts including but not limited to factors such as lighting, noise, parking, traffic, and hours of operation are appropriate along arterial roadways. Examples include larger scale retail, restaurants, and offices, hotels/motels, and auto-service related uses. Uses that are smaller in scale with more limited impacts are appropriate adjacent to residential neighborhoods. Examples include smaller scale professional offices, retail establishments, and restaurants. While complementary residential uses may occur in these areas, the primary use of this designation is commercial. Typical implementing zoning districts: General Commercial (GC), Planned Commercial (PC), Office (O), Research and Development District (R&D), and Mixed Use (MXD).

All of the land in the rezoning area south of Winston Avenue is designated Commercial. It is approximately 2.1 acres of the 2.8 acre site.

Loss of Commercial Land

There is a limited amount of commercially-designated and zoned land within the Town of Blacksburg. These locations are generally along the arterial roadway corridors within Town, offering public utilities, robust transportation networks, and Blacksburg Transit bus service, in an effort to ensure that the future commercial needs of the Town can be accommodated. The Future Land Use designation of Commercial does not contemplate residential density, though each of the implementing districts do allow residential uses to provide for vertical mixed-use development.

There have been a number of rezoning requests in recent years seeking to change commercial areas to residential areas, which results in the permanent loss of commercial capacity. The trend to use commercial land for residential uses is primarily driven by the current pressures of the student housing market. Examples of residential rezonings that have included rezoning land from commercial to residential include the adjacent Preston Row development, Cedar Run Overlook development, and Uptown Phase III development. They are all planned residential developments that are located within Commercial designated areas.

Planning Commission and Town Council should evaluate the loss of commercial land on a case-by-case basis. With a growing student and non-student population, the need for retail and commercial services will also continue to grow. Commercial and service uses for the population should occur in areas that are in a convenient location with infrastructure to support these uses, which is reflected in the Future Land Use designation. The Town's commercial land use policy has specifically been to stimulate redevelopment of older commercial areas with new commercial development. This policy has been successful and addresses the fact that there are not many suitable areas for new greenfield commercial developments. The potential loss of this land to residential

zoning will limit the available land for further commercial development. The Town’s Comprehensive Plan is designed to look at community needs in the long term.

Commercial Uses in the Planned Residential District

Section 3113 (c) of the Zoning Ordinance provides additional regulation within the Planned Residential District regarding commercial and/or office uses. The maximum area for commercial and/or office uses is 10% of the gross area of the PR district. The application proposes just under 5,000 square feet of commercial area which is approximately 4% of the gross land area of the PR district. Approximately half of the ground floor Main Street frontage is devoted to commercial uses, while the other half is devoted to the residential lobby and leasing area. Except for The Hub, no other PR has proposed any commercial as a part of its development. The Hub commercial space, to date, has been vacant.

Residential Designation:

Medium Density Residential is defined as:

Up to and including ten dwelling units per acre; or up to 20 bedrooms per acre, whichever is less. Bedrooms per acre is the primary measurement for multi-family residential uses. Typical implementing zoning districts: Transitional Residential (R-5); Old Town Residential (OTR); Planned Residential (PR); and Planned Manufactured Home (PMH).

The proposed overall density of 270 bedrooms per acre is significantly greater than the bedroom density envisioned in the future land use designation. The Commercial designation does not contemplate residential density, though residential uses are permitted in the implementing zoning districts. In calculating just the density of the townhomes, which are on the parcels designated as medium density residential, there are 59 townhome bedrooms proposed on 0.77 acres. This equates to 77 bedrooms per acre, which is still greater than the density envisioned in the Medium Density residential FLU.

Map B: Urban Development Areas

The proposed development is located within an Urban Development Area. Urban Development Areas were designated to indicate areas where future higher density residential and non-residential uses could be accommodated. A site’s designation within an Urban Development Area does not obligate approval of a rezoning request, nor does the lack of such designation preclude the approval of a rezoning in these locations.

Map C: Neighborhood, Employment, and Service Areas Map

This map is intended to categorize areas of Town based on similar characteristics of use, rather than particular geographical areas. These designations provide key issues to consider for the future for each of the neighborhood types. The subject parcel lies within the Commercial Area designation which is consistent with its current commercial use and the Future Land Use designation. The Commercial Area designation does cross Winston Avenue, even though the current use is residential.

Map D: Preferred Locations for High Density Student Housing and Mixed Use with Student Housing

Map D identifies locations where student housing may be appropriate. Similar to mixed use areas, the designation of a preferred location for student housing does not obligate the approval of a student housing development, nor does the lack of designation preclude student housing in other locations. A portion of the site is designated for as Mixed Use with Student Housing, which calls for meaningful commercial and retail uses with residential above. These areas on the map were designated in studies conducted by Development Strategies for the Town. See the North Main Street Study section further below.

Text Sections

While most people are familiar with the Land Use Map Series in the Comprehensive Plan, it is important to remember that the plan consists of both the map series and the text. The text contains goals for the Town that are broad in scope, including economic development, sustainability, transportation, and housing and are covered by topic in the Plan with goals and policies in each chapter. These goals are in many cases competing. In applying the Comprehensive Plan to a development request, the proposal may further one goal, while not addressing or meeting another. Staff has included housing text below from the Comprehensive Plan. Planning Commission and Town Council must weigh the different goals and priorities to determine the best outcome when evaluating these requests.

Housing Goals

As part of a 2021 Comprehensive Plan update survey, the community identified Housing as the top challenge facing the Town, including approximately 41% of respondents desiring more affordable housing options in the Town over the next ten years. Rising housing costs have made affordable housing unattainable to more people, where housing affordability is defined as spending no more than 30% of income on housing costs. The overarching goal of the Housing chapter of the Town’s recently updated Comprehensive Plan is to provide a diverse housing market to meet a “full range of life situations”, but the Plan recognizes that the Town cannot meet this need alone. Coordination with other entities providing affordable housing assistance is necessary to meet these goals. Recent examples of the Town partnering with other organizations for affordable housing include: Church Street townhouses, Stroubles Ridge, Legacy, and Glade Spring Crossing.

In this development, the applicant has offered a cash proffer to provide a financial commitment to the Town’s affordable housing trust fund.

Student Housing Policy

In response to market demand and growth of University enrollment, the Town has approved a number of new multifamily residential projects. The majority of these units are student-oriented housing. For a number of years, the Town had an informal policy encouraging the redevelopment of older existing student housing developments with new development at greater density in areas where the community is accustomed to student housing. The goal was to have additional student housing capacity in areas that were already student oriented and with infrastructure to support the development. The Town Council has adopted a formal policy regarding new student housing proposals with resolution #2-F-19. The policy indicates that Town Council will specifically evaluate the following with respect to student-oriented housing proposals:

- a. Council will consider limited opportunities for some additional student-oriented housing for high quality projects in appropriate locations in the Town; and
- b. Council will encourage redevelopment of older housing units in student-oriented areas of Town where supporting infrastructure is already available and fewer lifestyle conflicts with adjacent neighborhoods are likely to occur.

It also includes the following guidance with regard to future student housing development:

- a. Student housing proposals in commercial districts should include significant square footage dedicated to commercial and office uses. In downtown, student housing proposals should be limited to areas specified in the recently completed Downtown Strategic Plan.
- b. Applications for student-oriented housing should be thoughtfully designed and geared specifically to the Blacksburg community while being sensitive to the context of the site and using quality building material to fit in the surrounding areas

North Main Street Study

In January 2020, Development Strategies provided a white paper for the Town to use in evaluating development and redevelopment requests in the North Main Street corridor. The white paper identified different development and redevelopment opportunities in the corridor, noting places where commercial uses are best, but also areas where high density student housing may be appropriate. The area for the proposed development is located in an area identified as appropriate for mixed use with student housing, known in the study as The Fork. Considerations for redevelopment include its high visibility, and its natural role as a gateway to downtown from the North Main Street corridor. Other notable aspects of this region are its proximity to campus which makes it ideal for higher density student housing, and its proximity to Main Street which makes it viable for commercial uses as well.

Comprehensive Plan 2232 Review

Virginia Code § 15.2-2232 and 15.2-2224 require that the comprehensive plan designate the general or approximate location, character, and extent of infrastructure such as road connections, parks, public buildings or utilities. The relevant part of Virginia Code Section 15.2-2232 (A) is provided below:

“... unless a feature is already shown on the adopted master plan or part thereof or is deemed so under subsection D, no street or connection to an existing street, park or other public area, public building or public structure, public utility facility or public service corporation facility other than a railroad facility or an underground natural gas or underground electric distribution facility of a public utility as defined in subdivision (b) of § 56-265.1 within its certificated service territory, whether publicly or privately owned, shall be constructed, established or authorized, unless and until the general location or approximate location, character, and extent thereof has been submitted to and approved by the commission as being substantially in accord with the adopted comprehensive plan or part thereof.”

Where new public facilities are proposed, they should be evaluated by the Planning Commission to determine whether they are substantially in accord with the adopted Comprehensive Plan. In this case, there are no public facilities proposed, and the intent of a 2232 review is met.

Zoning Ordinance

Intent of District

There is a statement of purpose for each district in the Zoning Ordinance. For PR, the intent is as follows:

Planned Residential §3110

The purpose of this district is to provide for the development of planned residential communities that incorporate a variety of housing options as well as certain limited commercial and office uses designed to serve the inhabitants of the district. This district is intended to allow greater flexibility than is generally possible under conventional zoning district regulations by encouraging ingenuity, imagination, and high quality design to create a superior living environment for the residents of the planned community. The PR district is particularly appropriate for parcels that contain a number of constraints to conventional development. In addition to an improved quality of design, the PR district creates an opportunity to reflect changes in the technology of land development, provide opportunities for new approaches to home ownership, and provide for an efficient use of land that can result in reduced development costs.

It is the burden of the applicant to prove that the design submitted meets the intent of the Planned Residential District. In some cases, a development application for a PR district provides the Town with a housing model or type that is not found elsewhere in town, such as the Shadowlake Village Co-Housing Community PR district. In

other instances, the PR district allows an applicant to put forward housing for an underserved population and proffer limitations to ensure the need is met, as with the Grissom Lane Senior Housing development. Other applicants have included proffers that provide green building certification, or have provided for additional bicycle and pedestrian infrastructure to mitigate impacts of the development on the Town's transportation network. In all cases, these applications are reviewed by the Planning Commission and Town Council for their merits on a case-by-case basis.

The application provides a narrative that points out characteristics from the Comprehensive Plan that support the proposed development and its layout.

Zoning Ordinance Standards

The characteristics of physical site development on private property are regulated by the Zoning Ordinance Standards. In general, there are three types of zoning standards that apply to development in the Town: **District Standards**; **Use & Design Standards**; and **Development Standards**. Explanations and examples of each of these types of regulations is found below. This section of the staff report includes the analysis of the proposed standards for the development, as related to the surrounding area and existing zoning and land development patterns, as well as the appropriateness of the standard, and the overall effect of the standards, when combined, on the nature of the development.

- **District Standards** include regulations for the physical development of any use on a parcel in a particular zoning district. Common district standards include building height; setbacks; lot coverage; FAR; residential density; and minimum lot size. District standards (for non-planned districts) cannot be varied except through the Board of Zoning Appeals. District standards for planned districts are proposed by the applicant, and can be varied or amended through the rezone process.
- **Use & Design Standards** provide regulations for the physical development of a parcel based on the use, such as residential or commercial, in any zoning district. These standards vary and include architectural standards for some uses such as building orientation; site layout standards such as provision of sidewalks or a minimum parcel size; and operational standards such as outdoor display and storage, lighting, or vehicle circulation. There may be additional standards for uses based on zoning districts and the intent to mitigate adverse impacts. An example of this may be additional buffer yard requirements for a particular use where it abuts a lesser intensity zoning district.
- **Development Standards** provide regulations for improvements that may be required, such as parking or landscaping. The Planned Residential District allows some of these standards to be proposed by the applicant such as parking and landscaping or buffering. These standards vary based on both use and district, such as one standard for commercial uses and a different standard for residential uses, or one standard for one zoning district but not another.

Proposed Planned Residential District Standards

In determining whether the proposed district standards are appropriate for the development and compatible with the neighboring area, consideration should be given to the proposed standards in relation to the surrounding development. The parcels are surrounded by GC and R-5 zoning.

As the chart indicates, the overall development is more intense than the surrounding developed area.

	GC GENERAL COMMERCIAL	R-5 TRANSITIONAL RESIDENTIAL	PROPOSED PRD STANDARDS
MAXIMUM DENSITY	48 bedrooms/acre	20 bedrooms/acre	270 bedrooms/acre
MINIMUM SETBACKS	Front 10	Front 35'	Front 0'
	Side 0'	Side 10'	Side 0'
	Corner Side 10'	Corner Side 20'	Corner Side 0'
	Rear 0'	Rear 25'	Rear 0'
MAXIMUM HEIGHT	60' or 70' with additional setback	35' or 45' with additional setback	82'-2" measured from Main Street sidewalk
MAXIMUM LOT COVERAGE	85%	55%	None given
MAXIMUM FAR	N/A	0.35	None given
MINIMUM CANOPY COVERAGE	10%	20%	None given
MINIMUM OPEN SPACE	20% for more than 20 bedrooms	10% for single-family; 20% for 20 or more bedrooms	20%

Density and Occupancy

The applicant proposes an overall gross density of 270 bedrooms per acre (759 bedrooms). This is significantly greater than the density of the surrounding developed neighborhood, and denser than the bedrooms/acre density envisioned in the Comprehensive Plan future land use designation, and under the current zoning.

The overall development pattern in the neighborhood mixed commercial and residential. Winston Avenue generally separates the commercial uses from the residential uses on the block. There is a variety of housing types in the neighborhood including single family, duplex, and multifamily, though the overall density is fairly low.

Occupancy restricts the number of individuals living in a single unit. The proposed occupancy is as follows, from the proffer statement: “The maximum dwelling unit occupancy shall be one person per bedroom for the apartment units and a family plus two (2) unrelated persons for the townhomes. Specific occupancy requirements for unrelated persons shall be no more than one (1) unrelated person per bedroom in any area of the property.”

Setbacks, Height, Lot Coverage, Floor to Area Ratio (FAR)

Zoning Ordinance §3113(d)(5) provides guidance for the perimeter setbacks, and states that the “yards located at the perimeter of a PR district, not fronting a street, shall conform to the setback requirements of the adjoining zoning district, or to the setback requirements deemed appropriate during the review and approval of the master plan for the PR district.”

The application states that the perimeter setbacks are 0' on all sides. Dimensions are not provided on the master plan, but the building is set back from the back of the sidewalk. The townhomes are also set back from the sidewalk, and side and rear property lines.

The proposed building will be 8 stories, for a total of 82'-2" as measured from the Main Street sidewalk to the tallest point on the building. Due to the grade change, the height of the building will vary from approximately 82'-2" to 94'-2". The building does feature architectural detailing and a small setback at the ceiling height of the second or third floor. This provides a visual relief for pedestrians so the full height of the building is less imposing at the sidewalk level. The townhomes are approximately 34'-8", and three stories tall. They provide a

physical height step-down between the taller multifamily building, and the smaller existing homes in the 900-blocks of Kabrich Street and Progress Street.

There is a combination of factors that affects the pedestrian experience, including building height and setback. The proposed building height is significantly taller than any of the existing buildings in the surrounding area, and will be highly visible. According to the applicant's justification for sidewalk variance to not include 5' grass strip, in most cases the building is set back approximately 7.5' – 15' from the back of the curb, depending on the width of the grass strip between the building and the sidewalk. The combination of a very tall building with relatively narrow setbacks will likely negatively impact the pedestrian experience. One way to mitigate this would be additional building step-backs at higher levels, and wider sidewalks.

The applicant has not provided information regarding Lot Coverage or Floor to Area Ratio.

Building Massing and Scale

The proposed building is more massive in size and scale than other buildings in the immediate area. Consideration should be given to compatibility with the neighborhood. While there is a mix of commercial and residential uses in the area, none are as large in scale and mass as the proposed building. The building does feature architectural articulation at the pedestrian level, as well as a mix of materials and colors on upper floors. The bottom three stories of the building are designed to mimic the feel of the townhomes and be at a more pedestrian scale. The townhomes are more in keeping with the neighborhood in terms of size and scale.

Open Space

The Planned Residential District standards, as well as Use & Design Standards for five (5) or more townhomes, or 20 or more multifamily bedrooms require applicants to dedicate a minimum 20% open space for the development. There are Use & Design Standards for Open Space that generally require applicants to designate large blocks of contiguous land, ecologically or environmentally sensitive areas on the site, streams, and recreational areas as open spaces. The standards are intended to result in meaningful open space for residents in the development and the Town.

The application states that a minimum of 20% Open Space will be provided in residential amenity areas including an outdoor pool and lounge area, fitness center, and plaza space. While the open space total includes indoor space, it can still be counted toward the total, and may be more appropriate in an urban-form development.

Use & Design Standards:

Use & Design Standards provide regulations that generally govern the overall appearance and function of a development. Use and Design Standards can go a long way to establishing the look and feel of a development, including its compatibility with the surrounding neighborhood. There are a number of Use & Design Standards applicable to this development.

Multifamily §4216

The Multifamily Use & Design Standards are intended to provide for an attractive, street-oriented development with appropriate sidewalk connections and open space. Outlined below are several excerpted standards that contribute to the overall feel of the proposed development and its compatibility with the neighborhood.

Street orientation of units

Zoning Ordinance §4216(a)(3) states that the street elevation of buildings shall have at least one street oriented entrance and contain the principal windows of the front unit.

The building elevations show that the ground floor elevation contains both doors and windows.

Floor Plans

Zoning Ordinance §4216(a)(7) states that the application shall contain floor plans of the units.

The applicant will need to include floor plans of the unit types showing number of bedrooms, etc.

Townhouse §4231

The Townhome Use & Design Standards are intended to encourage site and building design that is more in keeping with attached and detached single-family housing than apartment buildings. Standards for façade articulation, single-family appearance, front and rear entries to each unit, and others provide for a more individual-unit experience rather than apartment living. Outlined below are several excerpted standards that contribute to the overall feel of a proposed development and its compatibility with the neighborhood.

Technically, the proposed townhome buildings meet the definition of multifamily, and not townhouse, but for the sake of this development, they are being considered townhomes as that is what they are intended to resemble aesthetically. Townhomes are not to be stacked vertically, and the proposed buildings call for vertical stacking of units, with a single-level unit on the ground floor, with a two-story unit above. Each unit will feature a door to the outside, which is different from most multifamily construction. The townhome use and design standards are provided below and are used to consider the townhome-style buildings.

Parking Behind the Front Building Line

Zoning Ordinance §4231(b)(6) requires all parking for townhomes to be located behind the front building line, or an exception to this standard may be granted by Council.

The application shows that all the parking is located behind the front building line. The parking is largely shielded from view by the orientation of the townhome units.

Floor Plans

Zoning Ordinance §4231(b)(12) states that the application shall contain floor plans of the units.

The applicant will need to include floor plans of the unit types showing number of bedrooms, etc.

Building Articulation

Townhome Use & Design Standard §4231(b)(14) requires that the building façade contains varying setbacks of 3'-8'. This is to ensure that individual townhome units are not flush with one another, and instead vary front-to-back along the face.

The master plan and elevations appear to show that there is articulation between townhome units to satisfy this standard. However, the applicant should submit floor plans that satisfy this requirement, and that of §4231(b)(12).

Development Standards

In Planned Residential Districts, all applicable development standards found in the Zoning Ordinance apply, unless specific modifications are requested.

Some individual development regulations have methods or criteria for determining alternate standards, or specifically refer to PR standards mimicking other standards. As an example, parking space dimensions may be altered by exception due to "shallow depth of a parcel, location of existing trees, or similar circumstances"

(§5202). Conversely, the tree canopy coverage requirements for PR refer an applicant to provide canopy coverage “per [similar] uses” (§5426). Development standards applicable to this request are provided below with analysis.

Vehicular Parking §5200

Off-street parking is required to be provided for every new development, including residential uses. The Zoning Ordinance sets the standards for the location of parking spaces and driveways; how shared parking and driveways may be utilized; requirements for entrances and maneuvering; and minimum parking ratios based on proposed use. The Planned Residential Zoning District allows applicants to propose a parking ratio different from what is otherwise dictated in the ordinance (§3113(f)).

Multifamily uses and townhomes are required to provide 1.1 parking spaces per bedroom. This standard is in keeping with typical multifamily development in town, which is often occupied by unrelated individuals who may all have personal vehicles and a greater need for visitor parking.

The development is located in an area with access to transit, bicycle, and pedestrian facilities, and is walkable to the university, as well as employment and service areas. These factors can result in residents having fewer vehicles, or no vehicles, and thus, less parking may be needed.

The applicant is proposing a parking ratio of 0.5 spaces per bedroom for the multifamily use, and 0.65 spaces per bedroom for the townhome use. This is significantly reduced from the standard of 1.1 spaces per bedroom. There is parallel parking proposed on Winston Avenue in the public right-of-way, but otherwise there is no guest parking indicated. The parallel parking cannot be counted in the total because it is in the Town right-of-way. The reduced parking ratio proposed will work only if residents do not bring their vehicles to town, let alone use them. In many cases, students may not use a vehicle in their daily lives, and instead opting to use bus or other transportation modes; but many students arrive from other places and bring their cars with them for occasional use. The parking areas become more like long term car storage, rather than a parking lot to serve daily use.

It should be noted that some of the parking for the townhome units is proposed as “tandem parking” where one vehicle will be blocked in by another vehicle. The plan notes that the tandem spots would be assigned to the same unit to allow for cars to be jockeyed in and out of spaces.

The development does provide separate parking for the residential and commercial uses. The two do not overlap, and do not have access to one another.

Bicycle Parking §5213

Bicycle parking is required for multifamily uses at a rate of 0.25 spaces per bedroom. This development would require 190 spaces. The application floor plans show a bike room with capacity for 358 bikes adjacent to the Kabrich Street lobby. No information is given regarding bike parking in the townhome units, other than to say in the application that “a minimum of 0.25 spaces per bedroom for the townhome section will be provided on the townhome side of Winston Avenue.” The application states that the bike parking ratio for the multifamily will be 0.5 spaces per bedroom. No bike parking is shown for the retail component. *The applicant should revise the application to show how bike parking is provided for the townhomes and for the retail component. The applicant should include details regarding what kind of racks will be installed in the bike room to ensure that they are adequate and functional.*

Buffer Yards & Screening §5300 et seq.

Buffer yards are required to mitigate impacts between uses or zoning districts of differing intensities. The code specifies that the buffer yard must be installed on the parcel of higher intensity. The chart in the ordinance indicates that no buffer is required to be installed on a PR parcel abutting R-5 because buffering is to be evaluated on a case-by-case basis with each PR application. There is no buffer requirement on a PR parcel adjacent to GC. The applicant should propose a buffering plan that is appropriate for the development and the surrounding area. The evaluation of a PR request should take into consideration the necessity and appropriateness of any buffer yards, with regards to adjacent zoning and uses, and the potential to mitigate impacts. The Use & Design standards for multifamily and townhomes do require buffer yards in some instances, but the standard is not applicable, as it is not written for these uses when located in PR districts.

The application does not propose any formal buffers. There are trees shown adjacent to the nearest existing two-family units on Progress Street abutting the proposed townhomes. However, there are not trees shown adjacent to the existing two-family units on Kabrich Street. There appears to be enough space for landscaping. While not a formal buffer, the proposed landscaping in this area may help to soften the transition between the townhomes, the proposed multifamily building, and the existing dwellings on Kabrich Street and Progress Street. *The applicant should revise the plan to include landscaping or buffering installed adjacent to the existing residence on Kabrich Street.*

Landscaping §5400

Landscaping is evaluated as a part of the overall review of the Planned Residential district request. The Zoning Ordinance provides minimum requirements for some applications, but overall, the proposed landscape plan for the PR district should be evaluated for its appropriateness to the proposed development and existing neighborhood. Apart from buffering, there are three standards that are applicable to this development: overall canopy coverage, parking lot landscaping, and street trees.

Tree canopy coverage refers to the square footage of land a tree's canopy would cover on the ground at full maturity, generally considered 20 years. There are a number of different factors that affect canopy coverage including tree selection, microclimates, adequacy of growing area, and appropriateness of the species selection for the application. Tree canopy provides shade and ground cover that helps prevent erosion by both holding the soil with roots and reducing the amount of rainfall that reaches the ground. Trees also help to define the character of a neighborhood and soften areas of intense development. The Zoning Ordinance specifies that canopy coverage for Planned Districts should be "per [similar] uses". In this instance, the multifamily use is most similar to developments in the RM-48 zoning district, which requires 10% canopy coverage.

No overall canopy coverage has been provided by the applicant. The applicant should propose a canopy coverage for the proposed development. Conversely, the applicant may opt to not have a canopy coverage requirement, and apply other landscaping requirements such as street trees instead.

Street trees are required in developments at a rate of at least one tree per every 30' of road frontage. The ordinance allows the Administrator to lessen the requirement due to factors such as size, street frontage, existing vegetation, and specific conditions for the site. The plan indicates that there is approximately 1,060 linear feet of street frontage, which would require 35 street trees. A total of 39 trees are proposed along the Main Street, Progress Street, and Winston Avenue frontages. No street trees are proposed along Kabrich Street.

Parking lot landscaping is required for all surface parking lots. The master plan shows some landscape islands and perimeter plantings around one portion of the lot, but there is no landscaping for the other portion of the

lot. *The applicant should revise the plan to show appropriate perimeter landscaping for the entire townhome parking area.*

Signage \$5500

The application includes proposed signage showing size, material, and location of signs. Applicants for planned residential districts can propose their own signage standards. They should be evaluated for their appropriateness to the development and surrounding area. The proposed signage varies in size from 15 square feet to 280 square feet. The GC district would allow up to 8% of each façade, up to 120 square feet per façade, for signage. Please see the signage application for different sizes on each façade.

Trash & Recycling

The floor plans show that a trash room is provided in the lower level of the parking garage. No information on townhome service has been provided, but Town Solid Waste Specialist staff stated that due to the proposed parallel parking on Winston Avenue, curbside service would not be available. *The applicant should provide information on how trash and recycling is provided to the townhome residents.*

Impact on Public Infrastructure

Town engineering staff review requests for rezoning for impacts to public utilities to determine if the existing infrastructure has capacity to support the additional development. In some instances, there are not adequate facilities to provide services to the development, or the development would result in a negative impact to existing infrastructure. Typically, infrastructure improvements to accommodate development are provided by the developer.

Water and Sewer

The applicant has provided data on projected water and sanitary usage in order to determine the impact on these utilities. The engineering staff has reviewed the application with respect to water services and has indicated that there is adequate pressure at the water meter to serve the development. Additional considerations for meeting minimum Town Standards and Specifications, Building Code, and Fire Code with regards to sprinkler lines, hydrants, and other infrastructure will be reviewed at the time of the site plan when full construction documents are prepared.

The engineering staff has reviewed the application with respect to sanitary sewer service and has indicated that there are no capacity limitations in the Town sewers, and that the downstream interceptors and treatment plant owned and operated by the Blacksburg-VPI Sanitation Authority are adequate to support the proposed development. Additional detail will be required at the site plan stage to confirm all Town standards and specifications can be met. Please see the attached Engineering Sewer memo for full comments.

Transportation

The Town engineering staff reviews requests with regards to impacts to the overall transportation network, including intersection analyses, turn lane and signal warrant analyses, and projected traffic volumes. The applicant submitted trip generation information for the development, as well as a traffic impact analysis. The attached memo provides considerations for the usage of the alley for townhome access as well. Please see the attached Engineering Transportation memo for full comments.

In reviewing the sidewalk connections proposed as a part of the development, staff notes that sidewalks are proposed on all public street frontages. The proposed sidewalks will be a minimum of 5' wide with no 4' vegetative strip next to the curb. The sidewalk along Main Street varies from 15' to 20' or more. It should be

noted that the sidewalk should be constructed to Town standard, which is a 4' vegetative strip at the back of the curb and a 5' concrete sidewalk. However, in a more urban environment, it is less typical to have the 4' vegetative strip, and for the sidewalk to be constructed at the back of the curb. The applicant is showing that there is no vegetative strip provided. A variance to this standard has been requested. The following justification is provided by the applicant:

Due to the overall layout/design of the project and the distinctly urban environment where the project is to be constructed on Main Street and on the one block off Main Street between Kabrich Street and Progress Street; we would request an exception be granted to the requirement for a 4' grass planting strip adjacent to the street curbing. Two of the needs noted for the planting strip in the subdivision ordinance are for mailbox placement and utility service placement. Neither of these items are needed with this development. Below is a description of the proposed sidewalk along each of the street frontages.

N. Main Street – The proposed sidewalk along N. Main Street varies from 15' in width to over 20' in width and is enhanced through several planting strips/islands directly adjacent to N. Main Street. These areas will allow for the planting of street trees, as well as provide a pedestrian separation from the highest volume and speed traffic adjacent to the project.

Kabrich Street – The proposed sidewalk along Kabrich Street is non-existent in the current conditions on the project side of the street from N. Main Street to Winston Avenue. The project will install a 5' wide sidewalk adjacent to the Kabrich Street curb for the length of the project corridor along Kabrich Street. A variable width grass/landscaped strip, approximately 2.5' to 4' wide, will be provided between the building and the proposed sidewalk. This buffer of landscaped area at the building interface provides for the substantial grade changes along Kabrich Street.

Winston Avenue – Winston Avenue has very limited existing sidewalk only existing near Progress Street on the proposed townhouse side of Winston. The project proposes to install a new 5' wide concrete sidewalk along both sides of Winston for its entire length. The townhouse side of the street has an approximately 6' to 8' wide grass/landscaped strip where street trees will be planted. The mixed-use building side of the street has a similarly wide grass/landscaped strip.

Progress Street – Progress Street currently has sidewalk along its length without a 4' grass strip. The proposed project will re-build some of this sidewalk at 5' wide and proposes an approximately 10' wide grass/landscaped strip adjacent to the mixed-use building. A small portion of sidewalk will be re-constructed along the townhouse portion of the project and will match the sidewalk across the townhouse entrance on Progress Street.

The evaluation of the sidewalk variance request should take into consideration the pedestrian environment. As proposed, the building setback varies from approximately 7.5' to 15' from the back of the curb. Within this space is the landscaping strip adjacent to the building, and the 5' sidewalk adjacent to the back of the curb. As mentioned before, the overall building height is greater than 80' at the sidewalk for all frontages except the Main Street frontage. Combined with the relatively small setbacks, the building will feel very tall, and may have a negative effect on the pedestrian environment. Considering that the proposed design is more urban in nature, it may not be appropriate to feature landscaping between the curb and the sidewalk, but the sidewalk should be adequate to make the pedestrian environment feel comfortable.

The Corridor Committee reviewed the request and had several comments:

- The Paths to the Future Map shows proposed trail, sidewalk, bike lane, and/or sharrows on and/or adjacent to the subject parcels. A portion of a proposed trail is located on the property and is a High Priority on the Trail Matrix. The Committee recommends that instead of providing public street parking and sidewalk along Winston Avenue, the applicant build a multi-use trail along Winston Avenue. This would be an extension of existing trail along Winston Avenue, across Kabrich Street, and would meet the intent of the proposed trail shown on the property. *In response, on September 25, the applicant submitted a second option for Winston Avenue that includes trail instead of sidewalk, and no parallel parking on Winston Avenue. This option has not been evaluated by Town staff as it was submitted too late in the review process to be able to include it for analysis.*
- The Committee recommends that the bicycle parking for the proposed retail and Townhomes be covered.
- The Committee requests that the applicant consider a sliding door entrance to the bicycle parking room in the parking garage, for ease of access for bicycles. It is difficult to unlock and pull/push a door open while wheeling a bike in and out. The Committee also suggests that a bike repair stand be installed in the bicycle storage room.
- The Committee recommends that the applicant consider the future road diet on North Main Street in designing the bus stop.
- The Committee noted that if this development is constructed, this would be a good time to consider eliminating the street parking on Progress Street NW, between Winston Avenue and Watson Avenue, as it would improve the line of sight and safety for turning off of Winston Avenue.
 - The Committee suggested removing the entrance/exit onto Progress Street for the Townhome parking as it is very close to the Winston Avenue and Progress Street intersection. The proximity of these two entrances onto Progress Street creates many conflicts between people driving and people walking and biking.
- The Committee suggests that scooter, e-bike, etc. charging be added to the bicycle room in the future, as many wheeled devices are becoming electrified. The wiring for future e-charging should be provided at the time of construction.

Stormwater Management

All requests for rezoning are required to provide a stormwater concept plan that shows that the minimum Town stormwater standards for water quality and water quantity can be met. Town engineering staff has reviewed the stormwater concept plan and the plan is **approved** at this time. Please also see the attached engineering stormwater memo.

Blacksburg Transit

It should be noted that this development is served by neighborhood transit along North Main Street. There is a stop immediately adjacent to the development on North Main Street. There is also a stop nearby on Progress Street north of the development. Both stops are within 500' of the development and can be seen on the attached GIS maps (*the marker location of the stop on Main Street is shown in the incorrect location on the aerial GIS map due to old data. The actual location of the stop is adjacent to the subject property*).

The applicant is proposing a bus shelter at the onsite stop on North Main Street. *The applicant should coordinate with Blacksburg Transit to ensure the appropriate size shelter is utilized.*

Summary

The Planning Commission is asked to consider and make a recommendation of approval or denial of the proposed Rezoning request. If the request is approved, the property will be rezoned Planned Residential with any proffers offered by the applicant and accepted by Town Council. Any changes to the master plan would be required to be reviewed through the public hearing process to amend this PR district. If denied, the property will continue to be zoned GC and R-5 and any such subsequent development application will have to adhere to all the minimum standards found therein. The decision to grant or deny the rezoning request is a discretionary decision, and should be made according to the criteria outlined in §1151, and with the analysis provided. The rezoning master plan is binding, and should not presume the approval of any variances that may be needed from the subdivision ordinance standards, unless specifically addressed in the rezone and approved through the ordinance language.

Modifications Requested

§4231(b)(6): to allow more than one (1) yard of a townhome to be improved with driveway and/or parking

§5120(d)(1): to allow construction of sidewalk without a 4' vegetative strip

Proffer Statement

1. The property shall be developed in substantial conformance with the submitted rezoning package entitled “Planned Residential District Rezoning for 801 N. Main Street” rezoning package dated September 3, 2024, prepared by Foresight Design Services. This includes the site development plan and architectural schematics and renderings.
2. The maximum building height for the mixed-use building shall be as shown on the Master Plan. Building height shall be defined as the distance from the threshold of the front door of the structure to the highest point of the structure on each street frontage.
3. The owner shall develop a parking policy and shall (i) issue parking permits/stickers to residents and (ii) implement parking enforcement measures such as signage and towing as necessary for the proposed townhomes. The mixed-use building garage shall be gated and residents shall be issued key fob RFID devices to access the garage. The number of permits/stickers/fobs shall be limited to the number of parking spaces as shown on the plan and architectural drawings.
4. The proposed Planned Residential District shall have a maximum occupancy requirement for the apartment units and townhomes. The maximum dwelling unit occupancy shall be one person per bedroom for the apartment units, and a family plus two (2) unrelated persons for the townhomes. Specific occupancy requirements for unrelated persons shall be no more than one (1) unrelated person per bedroom in any area of the property.
5. Signage will be in accordance with the standards established within the PRD narrative.
6. A contribution of \$4,000 per bedroom for 15% of the total number of bedrooms in the mixed-use building will be provided to the Town of Blacksburg’s Affordable Housing Trust Fund at the time of issuance of the Certificate of Occupancy for the Mixed-Use Building.

Attachments

- A. Staff Appendix
- B. GIS Maps
- C. Engineering Memos
- D. Neighborhood Meeting Notes & Sign-in Sheets

18 – RZN-24-2 801 North Main Street PRD
801 North Main Street
11 OCT 2024 KJO

- E. Public Correspondence
- F. ROW Vacation Staff Memo
- G. CUP Staff Memo

MEMORANDUM

DATE: October 4, 2024
TO: Andrew Warren
FROM: Shawn Veltman
SUBJECT: Plan Review – 801 North Main (Kabrich Street LV Collective)
CC: Carolyn Howard

The Town has received an application requesting the rezoning of 11 parcels of land containing 2.75 acres in an area bounded to the north by both Winston and Progress Street, to the east by North Main Street, and to the west by Kabrich Street. If approved, the rezoning would allow the applicant to construct a proposed 7- story residential/commercial complex with 700 bedrooms and 4,700 square feet of leasable retail space, and 27 1-3 bedroom townhomes with a total of 59 bedrooms (the Kabrich Street LV Collective). Town staff have estimated the average daily wastewater flow that might be generated from this development as follows:

759 bedrooms @ 100 gpd/bedroom = 75,900 gpd

Retail Space @ 10 gpd/SF = 4,700 gpd

Total = 80,600 gpd

The addition of this flow to the sewer system was modeled in the Town's sanitary sewer system model based on the following assumptions and standards:

- Preliminary utility plans indicate that the flow would enter the Town sewers in the 24" diameter sewer lines that bound the site and discharge to a 36" BVPISA Interceptor on the south side of Prices Fork Road (see attached map).
- Capacity is assumed to be adequate if no sewers are at greater than 90% capacity during a 2-year storm event and no overflows result during a 10-year storm event.
- The modeling was done with a base flow addition of 80,600 gpd for the proposed Kabrich Street LV Collective development, a possible 50 unit development on Giles Road, and the Wyatt Farms pump station operating at 520 gpm capacity (the increased value that would result from implementation of a proposed 2026-2030 CIP).
- The base flows were adjusted using the diurnal flow patterns developed for the sewershed based on past flow monitoring which generated peak flows at approximately 2.5 times the base flow.

- The initial model evaluation did not include the proposed relocation of the Northside Pump Station forcemain into the North Main sewers.
- The results of this evaluation are presented in the attached conduit summaries which indicate that no sewers were surcharged by the added flow and no sewer exceeded more than 44.4% of its capacity during the 2-year storm and not more than 54.6% of its capacity during the 10-year storm.
- An addition of 500 gpm was added to the North Main sewers at Patrick Henry Drive to assess the impact of the expansion of the Northside Pump Station and relocation of its discharge to North Main (model results not shown). The result was no capacity failures in the sewers associated with the proposed development, but a number of upstream sewers along North Main become limiting.
- The BVPISA was also contacted to assess available capacity in the downstream interceptors and treatment plant operated by the BVPISA, and no capacity issues were identified by their modeling (see attached e-mail correspondence with Michael Vaught and referenced telephone conversation with Stephen Steele at CHA on 10/3/2024).

In summary, there are no sewer capacity issues associated with the proposed development. Furthermore, the proposed sewer utility plan appears to be acceptable based on the Town Sanitary Sewer Standards & Specifications.

From: [Shawn Veltman](#)
To: ["Steele, Stephen"](#)
Subject: FW: Kabrich Street LV Collective
Date: Friday, October 4, 2024 9:21:00 AM
Attachments: [2024-09-03 Rezoning Narrative 2 of 3\(Appendices\) 9.pdf](#)

Good morning Stevie,

This e-mail is to confirm our telephone conversation of yesterday afternoon during which you indicated that modeling by your staff has indicated that the BVPISA has adequate downstream capacity to accept the proposed Kabrich Street LV Collective development. If this is not case please advise at your earliest possible convenience.

Best regards,

Shawn

From: Shawn Veltman
Sent: Wednesday, September 18, 2024 2:05 PM
To: vaughtbvpisa (vaughtbvpisa@aol.com) <vaughtbvpisa@aol.com>
Subject: Kabrich Street LV Collective

Good afternoon Michael,

We have a rezoning application for a student housing project at 801 North Main Street. If approved it would redevelop a number of lots fronting North Main, Progress, Winston and Kabrich as shown on the attached drawing. It would include 705 leasable bedrooms in the main multistory building, 81 bedrooms in the adjoining townhomes, and 4,700 SF of retail space. The projected base sewer flow project for the project is 80,600 gpd (assume the peak flow to be 2.5 times this value) and it would enter the 24" Town sewers on Kabrich and Winston as shown on the attached drawing. It would enter your 36" Interceptor on the south side of Prices Fork Road across from Webb Street.

I am writing to inquire if you have the downstream capacity required to accommodate this proposed development. Our modeling shows that there are no issues in the 24" diameter Town sewers upstream of your connection

Thank you in advance for your consideration of this request.

Best regards,

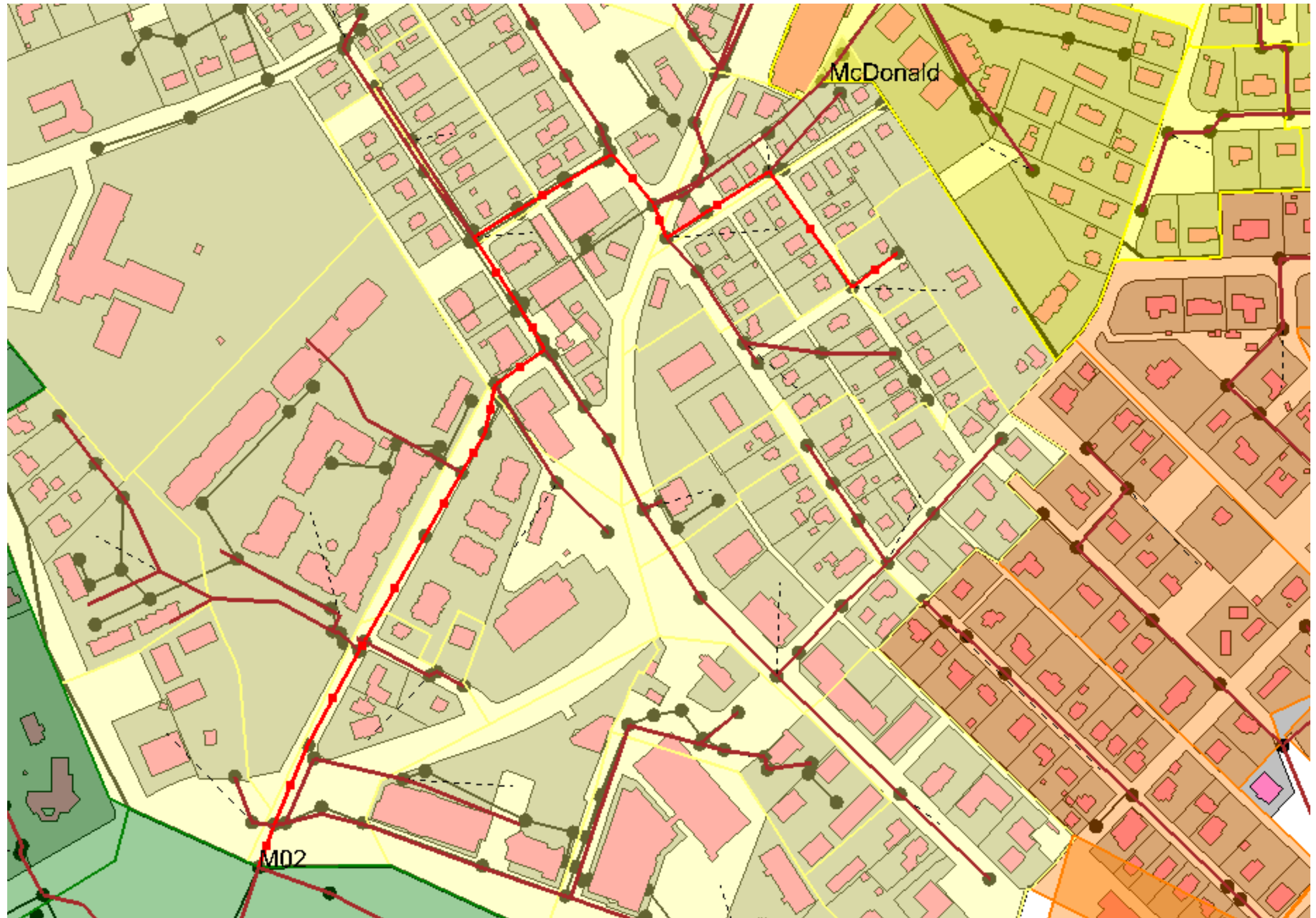
Shawn

Shawn H. Veltman, PhD, PE

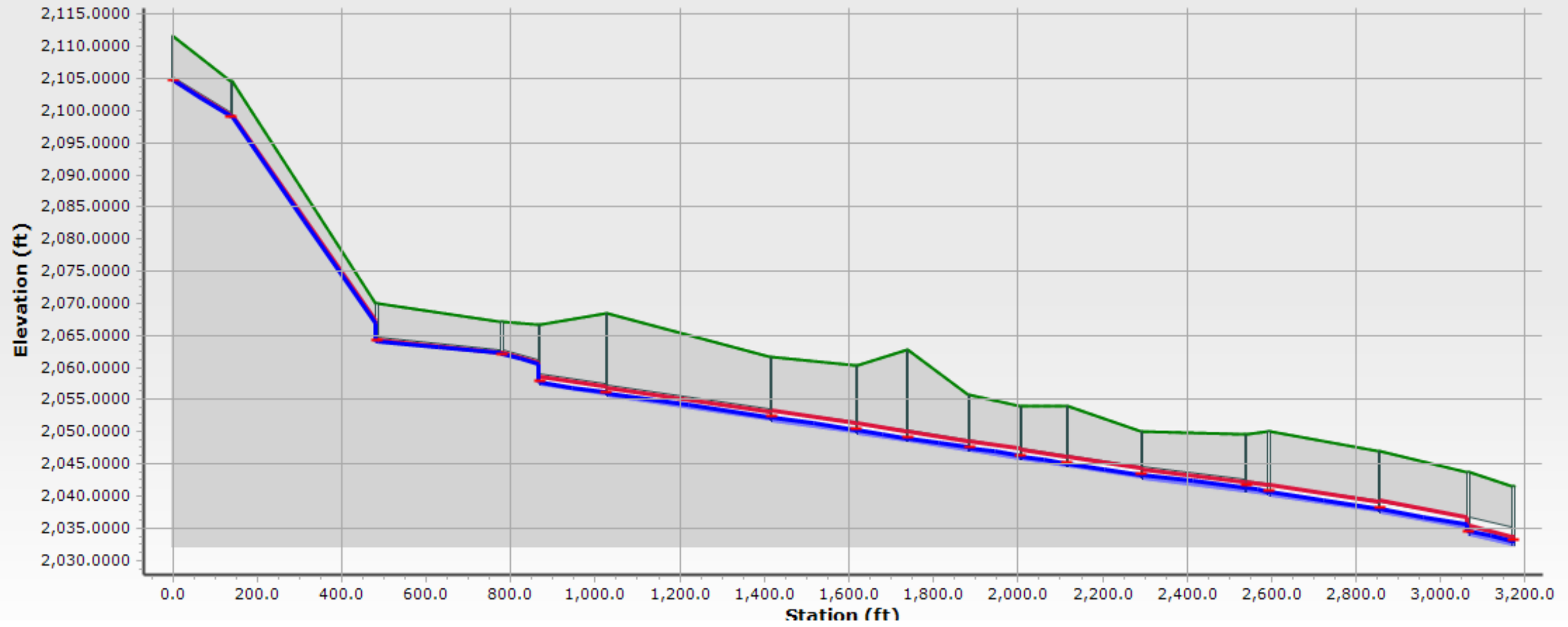
Town Engineer

Office: 540-443-1352 | Cell: 540-239-0054

sveltman@blacksburg.gov



Giles Road Development - 10-Year Storm - Time: 16.50



FlexTable: Conduit Table (Current Time: 0.250 hours) (TOB Model July 2023 with adjusted RTK_Harding Phase 1 relief sewer.stsw)

ID	Label	Start Node	Stop Node	Invert (Stop) (ft)	Length (User Defined) (ft)	Length (Scaled) (ft)	Slope (Calculated) (%)	Diameter (in)	Manning's n	Velocity (ft/s)	Capacity (Full Flow) (gpd)	Flow / Capacity (Design) (%)	Depth/Rise (%)	Notes	Depth (Maximum) / Rise (%)	Flow (Maximum) (gpd)
2359: C08987	2359	C08987	C08987	C08208	2,037.3100		261.3	1.0	24.0	0.010	5.72	18,527,184....	9.3	20.6	42.1	6,862,950.067
2361: C08302	2361	C08302	C08302	C08987	2,039.8900	54.0	26.3	1.0	24.0	0.010	5.84	19,006,573....	9.3	20.7	44.3	6,647,691.297
2364: C08237	2364	C08237	C08237	C08302	2,040.5300	248.0	295.5	0.8	24.0	0.010	5.41	16,896,861....	10.6	22.0	43.4	6,603,137.805
2365: C08238	2365	C08238	C08238	C08237	2,042.5900		176.5	1.0	24.0	0.010	5.90	18,898,273....	9.8	21.1	40.8	6,606,085.930
2392: C08271	2392	C08271	C08271	C08252	2,049.5800		201.8	0.9	24.0	0.010	5.72	18,336,104....	9.7	21.0	40.5	6,314,447.104
2396: P-1226	2396	P-1226	C08269	C08271	2,051.5600		390.2	1.0	24.0	0.010	5.48	18,785,987....	7.7	18.8	35.1	4,896,168.542
2397: P-1228	2397	P-1228	C08169	C08269	2,055.4700		157.6	1.0	24.0	0.010	5.28	19,006,573....	6.5	17.3	33.8	4,695,744.705
2404: C08168	2404	C08168	C08168	C08169	2,060.3800		88.6	1.8	10.0	0.010	2.15	2,491,185.071	0.8	6.5	18.1	178,069.428
2501: C08169B	2501	C08169B	C08169B	C08168	2,062.1100		296.3	0.7	8.0	0.010	1.34	819,810.151	1.6	8.7	19.5	68,180.640
2503: C08161	2503	C08161	C08161	C08169B	2,066.8400		345.2	9.3	6.0	0.010	3.37	1,438,206.123	0.8	6.3	11.7	41,700.563
2504: C08162	2504	C08162	C08162	C08161	2,099.2000		137.8	4.0	6.0	0.010	2.37	939,423.163	1.0	7.0	10.0	19,697.306
3760: P-1323-S	3760	P-1323-SA M02	MH-1216-SA	MH-1215-SA	2,032.1100		108.5	1.5	36.0	0.013	4.61	52,466,886....	3.6	14.6	28.9	7,317,950.055
14239: P-1215	14239	P-1215	C08252	C08355A	2,048.3100		120.3	1.0	24.0	0.010	5.83	18,767,487....	9.5	20.9	40.0	6,314,961.777
14991: P-1224	14991	P-1224	C08355A	C08244	2,046.8000		147.3	1.0	24.0	0.010	5.83	18,614,643....	9.8	21.2	40.9	6,521,943.853
16639:	16639		C08244	MH-1442	2,045.5300		120.6	1.0	24.0	0.010	5.88	18,689,775....	9.9	21.2	41.0	6,607,800.072
16640:	16640		MH-1442	C08238	2,044.3300		110.5	1.0	24.0	0.010	5.94	19,006,573....	9.8	21.1	40.8	6,607,821.028
16641:	16641		C08208	MH-1216-SA	2,034.8000		210.2	1.1	24.0	0.010	6.05	20,361,169....	8.2	19.3	40.0	6,862,140.149

FlexTable: Conduit Table (Current Time: 0.250 hours) (TOB Model July 2023 with adjusted RTK_Harding Phase 1 relief sewer.stsw)

ID	Label	Start Node	Stop Node	Invert (Stop) (ft)	Length (User Defined) (ft)	Length (Scaled) (ft)	Slope (Calculated) (%)	Diameter (in)	Manning's n	Velocity (ft/s)	Capacity (Full Flow) (gpd)	Flow / Capacity (Design) (%)	Depth/Rise (%)	Notes	Depth (Maximum) / Rise (%)	Flow (Maximum) (gpd)
2359: C08987	2359	C08987	C08987	C08208	2,037.3100		261.3	1.0	24.0	0.010	5.72	18,527,184....	9.3	20.6	50.5	9,409,637.978
2361: C08302	2361	C08302	C08302	C08987	2,039.8900	54.0	26.3	1.0	24.0	0.010	5.84	19,006,573....	9.3	20.7	54.6	9,113,281.411
2364: C08237	2364	C08237	C08237	C08302	2,040.5300	248.0	295.5	0.8	24.0	0.010	5.41	16,896,861....	10.6	22.0	53.7	9,049,477.270
2365: C08238	2365	C08238	C08238	C08237	2,042.5900		176.5	1.0	24.0	0.010	5.90	18,898,273....	9.8	21.1	48.8	9,049,609.175
2392: C08271	2392	C08271	C08271	C08252	2,049.5800		201.8	0.9	24.0	0.010	5.72	18,336,104....	9.7	21.0	48.3	8,641,209.047
2396: P-1226	2396	P-1226	C08269	C08271	2,051.5600		390.2	1.0	24.0	0.010	5.48	18,785,987....	7.7	18.8	42.3	6,703,346.334
2397: P-1228	2397	P-1228	C08169	C08269	2,055.4700		157.6	1.0	24.0	0.010	5.28	19,006,573....	6.5	17.3	40.2	6,460,939.908
2404: C08168	2404	C08168	C08168	C08169	2,060.3800		88.6	1.8	10.0	0.010	2.15	2,491,185.071	0.8	6.5	21.4	250,346.907
2501: C08169B	2501	C08169B	C08169B	C08168	2,062.1100		296.3	0.7	8.0	0.010	1.34	819,810.151	1.6	8.7	22.8	93,556.158
2503: C08161	2503	C08161	C08161	C08169B	2,066.8400		345.2	9.3	6.0	0.010	3.37	1,438,206.123	0.8	6.3	13.4	55,474.145
2504: C08162	2504	C08162	C08162	C08161	2,099.2000		137.8	4.0	6.0	0.010	2.37	939,423.163	1.0	7.0	10.0	19,697.306
3760: P-1323-S	3760	P-1323-SA M02	MH-1216-SA	MH-1215-SA	2,032.1100		108.5	1.5	36.0	0.013	4.61	52,466,886....	3.6	14.6	34.1	9,956,826.829
14239: P-1215	14239	P-1215	C08252	C08355A	2,048.3100		120.3	1.0	24.0	0.010	5.83	18,767,487....	9.5	20.9	47.7	8,641,254.659
14991: P-1224	14991	P-1224	C08355A	C08244	2,046.8000		147.3	1.0	24.0	0.010	5.83	18,614,643....	9.8	21.2	48.8	8,932,442.299
16639:	16639		C08244	MH-1442	2,045.5300		120.6	1.0	24.0	0.010	5.88	18,689,775....	9.9	21.2	49.0	9,049,936.470
16640:	16640		MH-1442	C08238	2,044.3300		110.5	1.0	24.0	0.010	5.94	19,006,573....	9.8	21.1	48.7	9,049,935.237
16641:	16641		C08208	MH-1216-SA	2,034.8000		210.2	1.1	24.0	0.010	6.05	20,361,169....	8.2	19.3	47.8	9,409,584.354

MEMORANDUM

DATE: 07 October 2024
TO: Kinsey O'Shea / Kafi Howard
VIA: email
FROM: Kevin Wills
TITLE: 801 N. Main Comments

The request to use an alley as a driveway (enter/exit) onto Progress Street in this location may present some problems that must be considered. Blacksburg Code Division 7 Miscellaneous Standards Sec. 5719 (a) states that alley use for ingress and egress are intended for single unit residential use.

In addition – we need to consider where the alley is located, and its proximity to Winston Avenue, Lunch Pail Lane, and the National Bank drive-through exit. All of these are within the same approximately 115' length of Progress Street and all have left turns/right turns as options to exit. Please see the attached pdf. Progress Street frequently develops a queue and vehicles exiting the alley (proposed driveway), Lunch Pail Lane, NB, or Winston Avenue may have difficulty seeing bicycles/pedestrians or another vehicles turning onto Progress, especially if happening at multiple locations simultaneously. My suggestion is to make the alley driveway a right turn in (from Southbound Progress Street) only. This would be much more suitable for a 12' wide alley proposed as a driveway for multiple residences.

Lastly, on the Conditional Use Permit application, Winston Avenue is shown with parking on both sides of the street and a 12' wide travel lane. The Rezoning Permit application has parking on west bound Winston Avenue only. This needs to be corrected so the message is consistent. Regardless a 12' lane with parking on both sides is not adequate space for fire/rescue vehicles. My recommendation is to eliminate all parking on Winston Avenue.

Kevin

October 11, 2024

Foresight Design Services
Attn: John Neel
1260 Radford Street
Christiansburg, VA 24073

RE: RZN-24-2 801 N Main Rezoning - Stormwater Concept Plan and Floodplain Mitigation

Dear John:

The Engineering Department has completed the review of The 801 N Main Rezoning to Planned Residential stormwater concept plan and preliminary flood study. The Stormwater Concept Plan is **approved** at this time. This current site is owned by an assortment of property owners, it covers 11 parcels and totals 3.5 acres in size. The main portion of the site is located on the block bounded by Kabrich Street, Winston Avenue, Progress Street and N Main Street. Additional units are proposed on the NW side of Winston Avenue. This site is also situated directly over a tributary of Stroubles Creek just upstream of Webb Street. Due to the re-development proposed being situated in the same location as an existing commercial corridor the site is only slightly increasing in impervious coverage. Only a net area of 0.4 acres of existing grass will be converted to impervious surface in the proposed condition.

Water Quantity (Volume) Requirements:

Because this site's acreage (3.5 acres) is less than 1% of the total acreage of the entire drainage area to this site (366.3 acres), per section 18-613(b) of the Town's stormwater ordinance, no stormwater mitigate is required by current regulations. Stormwater quantity requirements are to be addressed from the point of discharge to the limits of analysis as defined by DEQ. The situation of the site being on the creek establishes the condition where there are no areas between the discharge and the limits of analysis, therefore stormwater quantity requirements cannot be applied under this regulation.

Water Quality (Nutrients) Requirements:

This concept plan shows the intention of this site to meet water quality requirement entirely through the use of off-site nutrient credits. The Town **recommends** that this development provide some on-site stormwater quality treatment instead of only off-site methods. An on-site facility will provide lasting beneficial water quality value to the Stroubles Creek watershed, whereas the current layout may contribute to the degradation of our local water quality.

Flooding Concerns:

This project is proposing to place a new multi-story residential structure across an existing tributary of Stroubles Creek. This is an area that the Town is aware is currently impacted by flooding. Areas just upstream of this site, at the intersection of Progress Street and N Main, has seen flooding that blocks N Main Street, inundating the existing hardware buildings and is quite disruptive of the use of this area for evacuation, and by emergency responders. This flooding is due to a lack of capacity in the existing stormwater conveyance system under the 801 N Main Street site.

In addition, just downstream of this project site, there is an area that also is impacted by flooding along Webb Street where water overwhelms the existing channel and culverts and flood waters regularly inundates nearby apartment units because of the spread of flood waters.

The Town has begun working with this developer to provide a larger stream conveyance through the proposed building, with the knowledge that once a structure is constructed bridging the existing stream, there is little likelihood of future improvements. The Town continues to work with this developer to understand the system and to provide some measurable relief to the flooding that occurs at the Progress Street and N. Main Street end of the corridor. In addition, the Town also recognizes that relieving flooding at N. Main Street will have a relationship with the flows that are observed on Webb Street, just downstream. This modeling of the system and coordination of potential solutions has not yet been completed at this time. The goal is to have a plan for the improvements proposed by this developer and a plan for the Town Engineering Department to make such improvements to both reduce flooding upstream and downstream of this project. This is a complex process and is underway, but is not yet complete.

General Notes on Remaining Requirements:




1. Prior to completion of the rezoning process, a clear plan of action will be agreed upon between the Town and 801 N Main Street Developer regarding the overall plan and accountability for mitigation of the existing flooding issues as discussed above.
2. A Virginia Stormwater Management Permit (VSMP) coverage will be required for this site.
3. All requirements of the Floodplain Overlay District will be met for this site.
4. Construction of stormwater conveyances or modifications to channels shall comply with all applicable laws and regulations. Evidence of approval of all necessary permits, such as US Army Corps of Engineers and VA DEQ Wetland Permits, VA DEQ VPDES Permits, etc., shall be presented prior to approval.
5. The Town of Blacksburg Town has implemented a stormwater utility fee based on total impervious lot coverage. The rezoned area of this parcel would generate a stormwater fee of **\$227.27 dollars per month** for this site. For more information on the details of the Stormwater Utility fee, please go to: <http://www.blacksburg.gov/stormwaterfund>.

Please contact Kafi Howard with the Engineering Department at (540) 443-1354 or via email khoward@blacksburg.gov, if you have questions or concern regarding this review.

Sincerely,

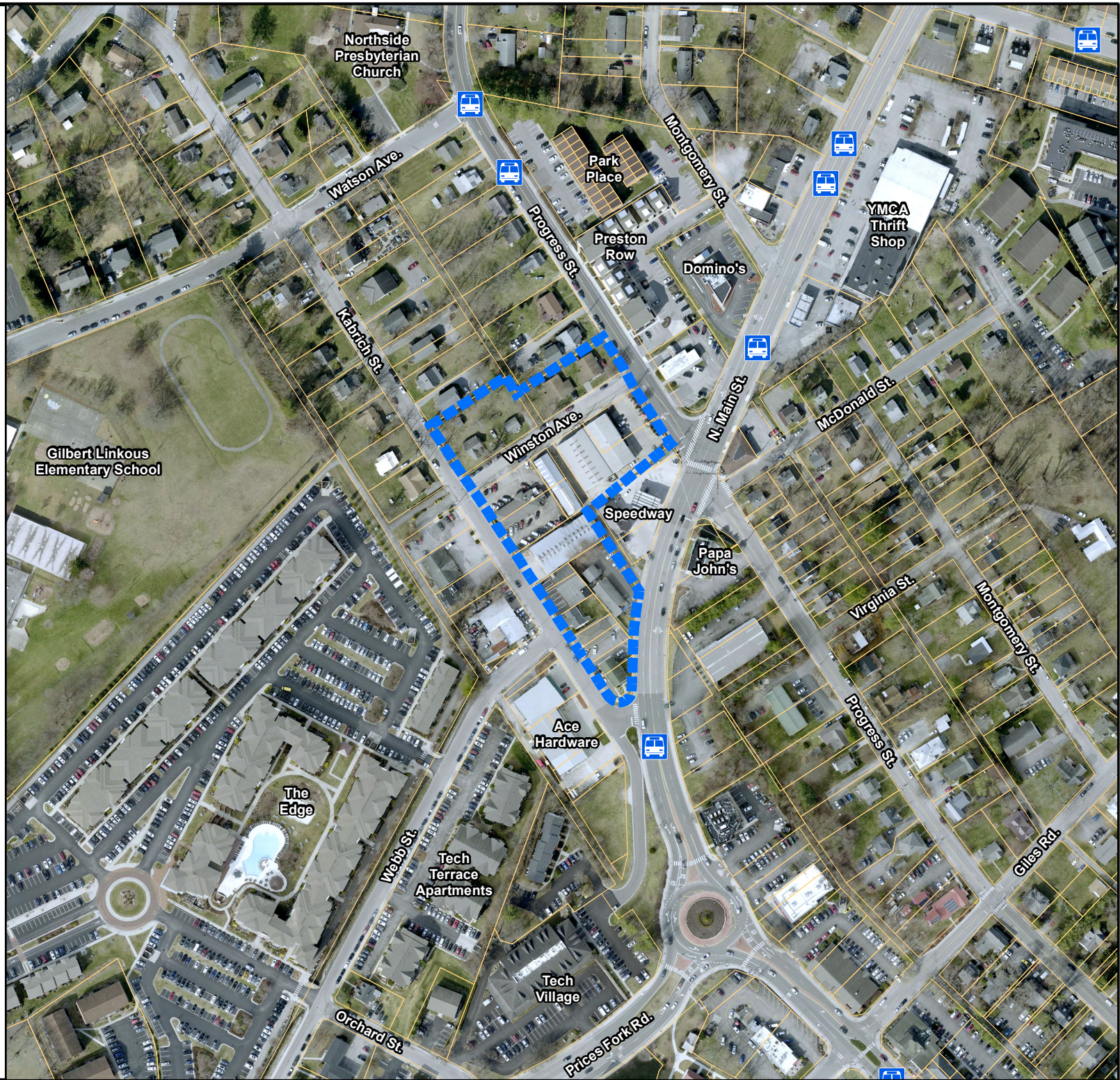
Kafi Howard, Town Engineer
400 S. Main Street
Blacksburg, VA 24060
khoward@blacksburg.gov
(540) 443-1354

801 N. Main St.
RZN-24-2

-  Bus Stops
-  Subject Area
-  Parcels












TOWN OF
Blacksburg
VIRGINIA



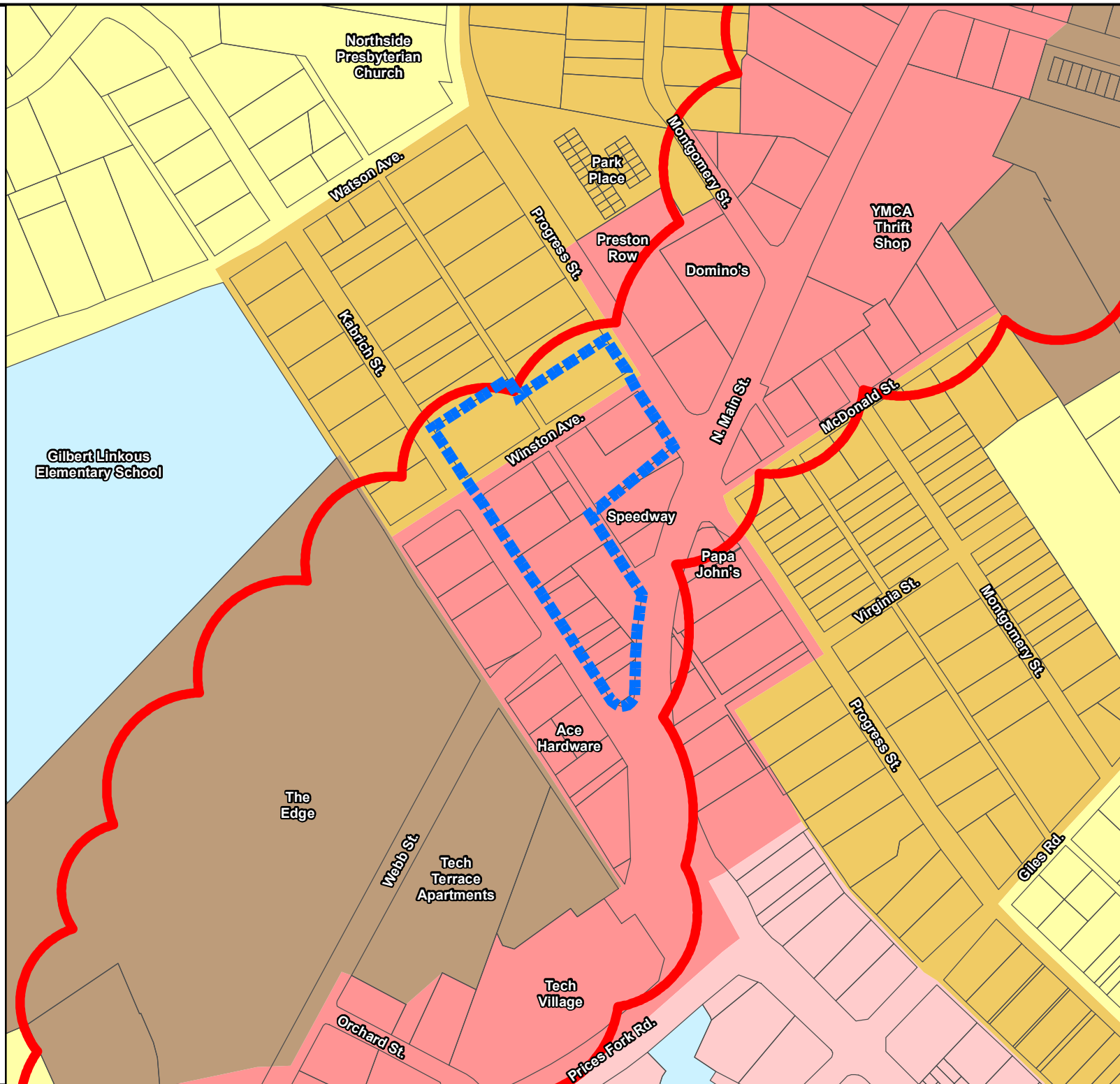
801 N. Main St.
RZN-24-2

Future Land Use

-  Subject Area
-  Mixed Use
-  Parcels
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Civic
-  Commercial
-  Downtown Commercial



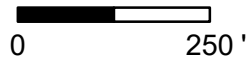
TOWN OF
Blacksburg
VIRGINIA



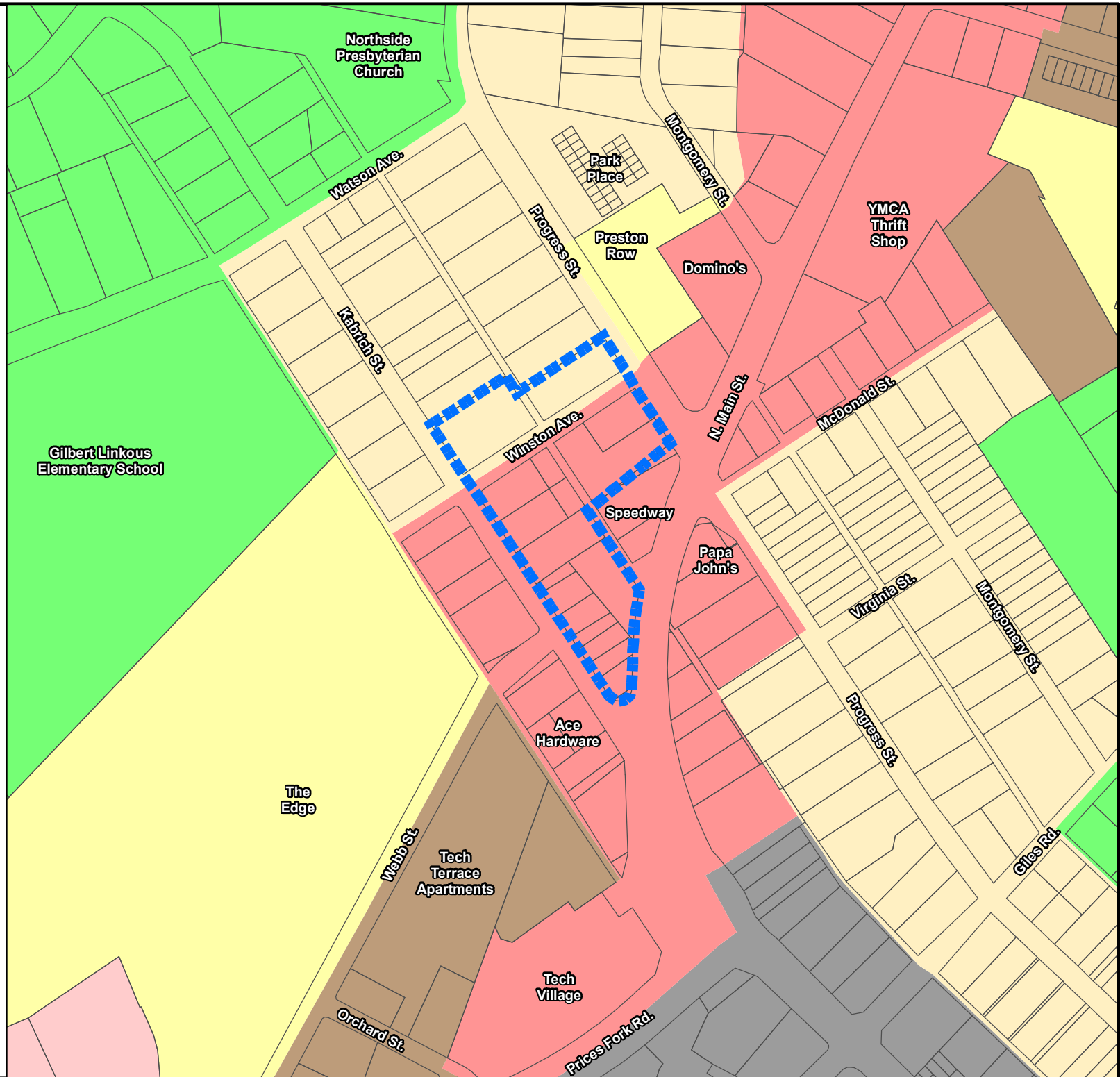
801 N. Main St.
RZN-24-2

Current Zoning

- Subject Area
- ▭ Parcels
- R-4 Low Density Residential
- R-5 Transitional Residential
- RM-48 Medium Density Multiunit Residential
- Office
- Downtown Commercial
- GC General Commercial
- PR Planned Residential



TOWN OF
Blacksburg
VIRGINIA



**RZN-24-2 801 North Main Street PRD
Neighborhood Meeting**

Wednesday, September 25, 2024

6:00 pm

Town of Blacksburg staff in attendance: Carolyn Howard, Kafi Howard, Kinsey O’Shea, Kasey Thomsen, Andrew Warren.

The meeting was opened with discussing the schedule of meetings yet to come, the purpose of the neighborhood meeting and overview of the parcel in question, as well as where to get additional information on the request from the Town’s website.

The applicant gave a presentation regarding the building layout of the development and described the architecture, the unit mix, open space, and amenities for residents, as well as the commercial uses. Following the presentation, the floor was opened for questions.

- An attendee asked if the Town has a ladder (fire) truck that will accommodate this building.
- An attendee asked what the percentage of potential loss of commercial land was.
- An attendee asked how many jobs would be created, and noted that there were several employees in the businesses in the subject area.
- An attendee noted that the plan calls for two courtyards enclosed in the building. They noted that they’ll only face interior, and that did not seem safe from a first responder perspective. They asked what kind of ADA facilities there are in emergency situations.
- An attendee supported putting students close to campus but noted that although they may use bikes during the daytime, they’ll use cars at night and on weekends. They also noted that the improvement of stormwater capacity seemed a bit exaggerated, though they were supportive of the improvements. They noted that brick materials tend to hold onto heat more than concrete, and thus contributes to urban heat island. They suggested that the applicant use less brick in the exterior materials. They wanted to place an emphasis on traffic, noting that it would be a problem unless the applicant “had a magic wand for students not to bring cars”. They noted that their car is being vandalized in the alley behind Progress Street, and that the new development would mean that more people would be using the alley in an ill-intended manner.
- An attendee was concerned that students would walk to the roundabout instead of down Webb Street, noting that pedestrians in the roundabout are unsafe.
- An attendee asked where the students would be coming from who would be living here. They noted that if you bring people from the edge of town to the center, that it would just bring congestion. They noted that there wasn’t a lot of commercial for the number of people living there and asked if the Town was making any provisions to attract or sustain small businesses in the area.
- An attendee asked if there would be more restaurants to support the students living there.
- An attendee stated that businesses had been vacating the area in advance of this project coming.
- An attendee said that the town is busting at the seams. They said that 8 stories was too urban for the town, and that it was unacceptable for “quaint little Blacksburg.”
- An attendee noted that the biggest problem would be drunk students walking down Main Street to go downtown to the bars. They will be problematic when they go through the roundabout especially since the area is not lit.
- An attendee asked how much parking was available at the development and the current occupancy standards.

- A resident of Kabrich Street noted that the street is problematic with parking on both sides—that two cars can't get past one another on Kabrich Street. They worried that Kabrich Street would be a cut-through to Toms Creek Road.
- An attendee noted that the problem was becoming worse because bars are being more lenient with drinking age and carding students.
- An attendee asked if the applicants would be the property managers down the road. They asked if pets would be allowed, and noted that people tend not to clean up after their pets.
- An attendee asked if they would hire their own people to work here, or use local applicants, or if there would be contract workers.
- Another attendee had concerns with traffic on Kabrich Street and wondered if there were plans for sidewalk on Kabrich Street.
- An attendee asked how many retail parking spaces were provided.
- An attendee noted that the infrastructure to carry waste upstream of this development was inadequate. They noted that Toms Creek Road would be inadequate for the increase in traffic as well.
- An attendee asked if the bus would stop in traffic or if it would pull off.
- An attendee noted that they liked the looks of it, and wondered if there were elevators.
- An attendee asked what the forecasted rental rates would be.
- An attendee asked if townhomes would be available for purchase, or just for rent.
- An attendee noted that they were concerned about all the vacant retail around, and wondered what kind of retail the applicant was targeting. They wondered if there would be incentives for local businesses.
- An attendee disagreed that the applicant's analysis of the parking at The Edge came to 0.5 spaces per bedroom. They noted that many of the other new developments have much higher parking ratios, and that the proposed ratio of 0.5 spaces per bedroom is not enough. They also noted that there is some sensitivity in the Town with regard to height. They wondered how the elevation of the building compared to the highest elevation of the buildings at The Edge.
- An attendee asked if the Town would still own the alley used to access the townhomes.
- An attendee stated that the sidewalk network needed to be more carefully thought-out.
- An attendee suggested that the applicant build a bar instead of a coffee shop so that students wouldn't have to go downtown.
- An attendee wondered what the point of living in a neighborhood full of students was. They noted that Kabrich Street is really dangerous with parking on both sides. They noted that "size does matter" and that 8 stories was really big over a 1-story neighborhood. They suggested the applicant reapply with 2-3 stories. They noted that there is a lot of traffic that they face trying to get onto North Main Street, and that this would exacerbate it. They stated that the students weren't going to use the 350 bike spaces that are being provided for them. They noted that fulltime residents' needs should be taken into consideration as much as people coming to study. They noted that this development wouldn't make any of the nearby housing more affordable.
- An attendee wanted to know how the applicant came up with the formula for contribution to the Affordable Housing Trust Fund. They also wanted to know how the applicant contributes to the local economy.
- An attendee asked how many bedrooms were at the Edge.
- An attendee noted that if this gets approved, the remaining block between this development and the Edge would only become more apartments. They noted that a lot of the businesses including the mechanic would go away. They noted that by bringing their own brand of coffee shop, they're taking business from two local businesses nearby.

- An attendee stated that they were concerned that the internal hallways and courtyards will become places where crimes will be committed since they can't be seen or policed.
- An attendee stated that two entrances on Progress Street would be difficult and suggested an entrance on Winston instead. The attendee stated that green space is being lost with the increase of impervious area and also asked what the annual growth rate was that was used for the traffic impact analysis.
- An attendee noted the changes with the University president and BOV and their changing ideas about growth vs. no growth. They wondered what would happen in each scenario—if there were more growth, or if the growth were stopped. They stated that the applicant should have an active conversation with the university.
- An attendee asked why the body shop wasn't depicted in some of the imagery.
- An attendee asked if there was going to be lighting on the side of the building. They noted that too much lighting was a problem.
- Several attendees noted that the lighting around Blacksburg is a problem, including at The Union.
- An attendee noted that there is only 30% owner-occupancy in Town, and that we need more developments that encourage owner-occupancy.
- An attendee stated that the open space wasn't enough for the density proposed. They noted that in an emergency, all of the people in the building should be able to stand on the property without spilling over into the streets. They noted that there aren't a lot of opportunities for outdoor enjoyment with this development. They suggested to keep the height at 60' and to have more open space to feel less like a "residential factory". They noted it would be a shame for residents to not have enough open space.
- An attendee noted that the residents would use the nearby elementary school for their outdoor use.
- An attendee noted that it is frustrating to have so much student rental investment and very little investment in real housing.
- An attendee stated that the bike lanes on Toms Creek Road aren't adequate for the volume of traffic they receive.
- An attendee asked what the project would look like if they took the affordable housing investment money and instead put solar on the roof.
- An attendee asked if the applicants had considered commercial-scale solar for the development.
- An attendee stated that 3 stories should be the maximum height in Blacksburg.
- An attendee asked if it was ok to have an apartment building on top of parking, noting that people commit suicide by jumping off tall buildings.
- An attendee stated that they wished all parking was under buildings rather than surface parking.
- An attendee wanted to know where the exhaust would go in the garage.
- An attendee asked where the HVAC systems would be.

Meeting was adjourned at 8:08 pm.

Wednesday, September 25, 2024 6:00 pm

801 North Main Street

Name	Address	Email
Jan Friend	3169 Commerce St	ifriend@sasbuilders.com
Scott Moonkester	203 Wilcox	noonyreals@state@hotmail
Michelle Rossmoney	615 McCorkley	smj2002@gmail.com
Debbie Dancy	Stones gate	
KAFI HOWARD	Town of Blacksburg	khoward@blacksburg.gov
Carolyn Howard	" "	cahoward@blacksburg.gov
Anne Lawrence	609 Montgomery St, Blacksburg	anneslawrence@hotmail.com
Pete Macedo	471 Kabrich st	Pete.macedo@gmail.com
Renee Kuhlman	500 Stonegate Dr	RKuhlman@icloud.com
Shawn Bromeman	427 Stonegate	sbromeman@gmail.com
Sheridan Bell	609 MONTGOMERY ST,	sheridanbell@hotmail.com
Jill Maher	3604 walkfield	jmmaher@blacksburg.gov
Lee Ann Walton	1111 Golfview Dr	leeanbwalton@gmail.com
Erin Olson	1002 Kabrich St	erwolford@gmail.com
DAWN GIETZEN	708 AIRPORT PARKG	dgietze1@peoplepc.com

Please Print Legibly

Name	Address	Email
John T. Neel	1260 PARSONS ST. CLYDE	SNEEL@CAYANDNEEL.COM
Chris Johnson	20262 LaPorte Meadow	Chris@LVCollective.com
MOHAMMED A. MOHSEN	3060 PEACHTREE DR NW SUITE 600 ATLANTA GA	mmohsen@nilesbolton.com
MAURICIO VISAR	4467 BANYMEDEI DE ANTON TX	MAURICIO@LVCOLLECTIVE.COM
MIKE Robinson	1030 Arroyo Rd Vicks Ms	507Highroads@aol.com
PHILIP SANTINI	607 Progress St. NE	SANTINIPHILIP@GMAIL.COM
Nick Bahken	4000 Kraft Drive	Nbahken@earthlink.net
Margaret Stahl	202 Watson Av. B-burg	Margaretstahl@cox.net
JOHN STARK	202 WATSON AV Bburg	JACKSTARK@GMAIL.COM
WANDA BRILLHART	109 LUCAS DR.	WANDA BRILLHART@GMAIL.COM
Alex W. Miller	109 LUCAS DR.	TwoCan@vt.edu
Chuck Heavener	1310 Bishop Rd.	Chuck@heavener.com
Don SARKER	4221 Preston Forest Bburg	barksdon@rocketmail.com
Jayrah Totabinejad		JTotabinejad@Yahoo.com
Bonnie Gilbert	703 BARRINGER DR. Bburg	bgilbert@vt.edu
Thomas Moore	401 Lurch Rd	Thomas m@livedw.com
Andrew Sassup	↓	Andrew S@livedw.com
SAM HAINES	4120 STONEGATE DR., BBURG	FAULTGOUGE GUY@GMAIL.COM
MIKE CZAR	204 WATSON AVE BBURG	MIKHAZ.CZAR@GMAIL.COM
John Skelton	502 Wildflower Lane	john@johnskelton.com

Please Print Legibly

Thelma Pierce
Tessie Albert

505 Stonegate Dr.
408 Stonegate Dr.

Thelma@Yahoo.com
tessiealbert284@gmail.com

From: [Mark Cherbaka](#)
To: [Kinsey O'Shea](#)
Subject: 801 North Main Street rezoning request
Date: Wednesday, September 25, 2024 9:43:16 AM

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

Hi Kinsey,

I am unable to make the neighborhood meeting for the rezoning request for 810 N. Main St. but I wanted to give you some input on behalf of me and my family and neighbors.

I'd like to log my opposition to this project as being comically too large and dense, and high. Here are some areas where I think this project is off:

- The density is comically high and it is an abuse of the Planned Residential zoning.
- 8 stories would make this building higher than anything in downtown and rival all but the highest buildings... and in an area where there are NO such buildings AND between 2 residential neighborhoods.
- Speaking of height, there should be plans to avoid the "canyoning" of Main St. in this corridor.
- There is a complete lack of parking. While I look forward to a time when there are less cars per student in Blacksburg, we are not there yet and will likely not be there for decades to come. We need to be realistic about traffic and parking. This development does not do that. Those 800+ cars are going to end up on Kabrich street, progress, and other neighborhoods around the development, not to mention the traffic impact on Kabrich and Webb Streets.
- The commercial aspects of this are comically low. The point of allowing residential on top of commercial should be to develop good mixed use developments that give builders incentive to provide more retail and commercial spaces. This development provides a bare minimum of token space for retail and no effective commercial or office, while removing those types of spaces from what's already there.

I am not against the property being developed eventually... I'm not even against it having student housing as a major facet, but it's simply too high and way too dense without providing parking in an area that demands it.

If the town council wants this kind of development in this area, they need to instruct staff to develop standards for height and density, as well as what mix of commercial, retail, and office we want... not allow developers to do thru the continued abuse of the planned residential code. Allowing things like this to happen will also encourage other developers to come in and do the same thing. I'd hate to think about losing commercial space where Ace Hardware currently is and where Spicity and other restaurants are.

As a BHP neighborhood rep, I've talked to at least 6 other neighbors and there seems to be wide agreement on this project that it is far too large/high/dense.

Please make sure this feedback is given to the planning commission as part of their packet,

and let me know if/when they will meet on this project.

Thanks,
Mark

801 North Main Street Rezoning Request
Neighborhood Meeting 25 September 2024

Subjects of concern and questions

Occupancy

"There shall be a maximum of 705 leaseable bedrooms in the mixed-use building and 81 bedrooms in the Townhomes" which totals 786 occupants.

My understanding is that PR allows up to 4 unrelated persons per apartment unit, regardless of number of bedrooms per unit. The Proffer Statement lists 1 person per bedroom. Would the 5-bedroom units be restricted to 4 unrelated persons? Would an unmarried couple be required to rent a 2-bedroom apartment?

How will the occupancy requirements in the Proffer be enforced?

Will the Town have any power to investigate occupancy complaints (at the level of the Proffer)?

It appears that the 3-story townhome buildings on Winston St. contain a unit on level 1 with another unit above on levels 2 and 3. How is this considered a townhome?

Is the contribution to the Town of Blacksburg's Affordable Housing Trust Fund reasonable?

Fire safety

Would the Blacksburg Fire Department be able to handle a fire in a large ~100 foot residential building?

Would it be able to handle the courtyard, internally facing units?

Is it reasonable to expect volunteers to risk defending a 100' commercial apartment building?

What are the egress requirements for an apartment building?

Is there adequate egress?

Do all the bedrooms have windows?

Are 4 elevators and 3 stairwells enough?

Is this ADA compliant?

Police protection and personal safety

Most student rentals in town are townhomes or homes with exterior entrances per unit. Would the Blacksburg Police Department be able to ensure the same safety of occupants in a large high-rise building? (Challenges: Interior halls and gathering spaces, parking garage out of external view)

How would overoccupancy situations such as a mass gathering in a courtyard be prevented and/or noticed and handled?

How would personal safety, especially for women be insured in elevators, parking deck, and halls?

How would routine noise nuisance calls, alcohol and drug violations, theft, etc. be handled?

Are the windows operable? A fall would be fatal from the top stories. An occupant would be much more likely to survive a fall from a building restricted to the Town's general 60-foot height restriction. (Two of my classmates in High School committed suicide by jumping from apartment buildings while in college in New York City.)

Likewise objects that are thrown or fall from that height could cause serious injury. For example, a beer keg was thrown from a tall apartment building during a spontaneous mass gathering in State College, Penn. Can this be avoided with an 5-story apartment on top of a 3-story parking garage?

In comparison to a dormitory, there will not be Residential Advisors to maintain order and enforce the university's rules. Residents will only be subject to the property management and Blacksburg Police. Is this a good situation for 786 19-22 year olds?

Parking

All the residential zoning classifications except PR call for 1.1 parking spaces per bedroom. This ratio per bedroom is what I observe for student-occupied homes in our neighborhood, equally close to campus (600 block of Montgomery St.). Most students here walk to class but do own a car. Given Blacksburg's location in the state, most

students are coming from afar and a car is often the most practical option. Why would students in this apartment building need less than half this amount of parking and townhomes, .65?

The residential zoning classifications allow for a reduction in parking for an Alternative Transportation Plan but do require that the additional parking space be held in reserve. Why is that not required for this project?

Where will students who live there park if they don't have a parking permit for their garage? There is little street parking nearby. Will they use up municipal parking garages?

What separates the public parking area from the residents parking?

What parking is ADA?

How will move-in and move-out parking be handled?

Will the apartments be furnished? If not, much furniture will be brought in and out each year, burdening parking, elevators, etc..

Traffic impact

Additional pedestrian crossings at the traffic circle (not the safest for pedestrians) would back up traffic there.

Open space and occupant well being

Open Space: The development provides a diverse makeup of open space PRD zoning requirements. The Open Space consists of a pool and pool deck, pedestrian plaza and outdoor seating, athletic and fitness training space, yoga room, and other unique amenity spaces."

"Setbacks in a PDR, Planned Development Residential, district adopted prior to this ordinance shall be as specified in the master plan or, if not specified, a twenty-seven (27) foot front yard, seven (7) foot side yard (except on corner lots, where a side yard facing the street shall be twenty (20) feet) and eighteen (18) foot rear yard. " Why does this plan have 0 setbacks?

The Open space requirement for PR is based on lot size (in this case 2.5 acres~100,000 sq.ft.). 20% of that is ~20,000 sq.ft..I propose that the open space zoning requirement also include an amount of space per allowed occupant or bedroom. With 786 potential occupants there would need to be ~50,000 sq. ft of open space, allowing 64 sq. feet per person (based on 2' diameter persons spaced 6' apart for COVID safety). In the event of an evacuation, etc., residents would be able to stand on the property without crowding the surrounding streets and interfering with emergency vehicles and responders.

I think it is important for occupants to have some space outside to "hang out." Many students in our neighborhood enjoy their yard and decks. The open spaces proposed seem small compared to the potential occupancy: 2 interiors courtyard, a pool with patio and a dining patio. Some women may be hesitant to use a pool, with the prevalence of video cameras on every phone. And the pool room may have limited hours. A room full of chlorine is not an ideal "open space" for many.

Is the pool terrace only available during pool hours? Would it be available to all, or only those using the pool? Would the dining patio be claimed by the coffee shop and businesses in the building or would it totally be open to all residents?

Many of the units face a courtyard rather than the exterior of the building. I would imagine these occupants would be inclined to keep their curtains drawn. Is this a healthy experience to not see the sky and feeling like they are in a fishbowl with little natural light? Is that how we want these residents to remember their home in Blacksburg?

Do all the bedrooms have windows?

Parking garage and bicycle room safety

Many bicycles are e-bikes which have charging requirements and pose some battery fire risks. How will this be handled at this scale? If charging is not provided in the storage room, then occupants may charge their e-bikes in their units, which moves the risk to sleeping rooms, etc.

Zoning request approval process (reduce effort by citizens)

Request that the the Town reviews the project for building code, fire and public safety issues before holding a public hearing

Comment

The renderings make the 8-story apartment building appear just a bit taller than the townhomes. This deceptive and

dishonest.

I find most disturbing the 30 units that face inward. I think those should be eliminated for the safety and well-being of the occupants.

From: [Scott Noonkester](#)
To: [Kinsey O'Shea](#)
Subject: Kabrich Notes
Date: Thursday, September 26, 2024 10:22:48 AM

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

Morning Kinsey,

I did not get a chance to speak at the public hearing last night. I would like to comment on this project.

1. I give the developers credit for putting together all these different property owners to make this possible.
2. FIRE was talked about. Since the parking is directly below the living spaces, does the fire plan take into account the several thousands of gallons of gasoline in the cars?
3. Those presenters tried every trick in the book to diminish the scale of this project.
4. The location is perfect for this type of high density project. VERY close to campus.
5. IT IS TOO BIG. I am sure we have both noticed that just about every developer comes in with an initial plan that asks for way more than they believe will be approved. Then the developer can "compromise" and reduce the scale of his project without really compromising anything.
6. Very similar to The Standard project just up the street at N Main and Montgomery and Broce. This project was rejected. Are the developers still working on this?
7. I do hope the Town will approve some reduced version of this project.
8. Foot traffic. Across Prices Fork will be an issue. Remember The Edge and that pedestrian crossing that backed up traffic and had to be blocked off? We need a beautiful pedestrian bridge across PFR with Hokie Stone accents.

Thanks and good luck,
Scott Noonkester
Wilson Avenue and N Main Street

Sent from [Mail](#) for Windows

From: [Amy Pierce](#)
To: [Kinsey O'Shea](#)
Subject: Kabrich Street PRD
Date: Thursday, September 26, 2024 12:16:26 PM

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Kinsey-

I was unable to attend the Neighborhood Meeting last night but wanted to provide you with my input as a resident of the neighborhood. I live at 509 Stonegate Dr.

I am generally in favor of redevelopment of this area. However, the proposed almost 800 bedrooms would vastly change the area and negatively impact the surrounding neighborhood. At almost twice the size of The Edge, the number of bedrooms is way too high and way too dense. It has the potential to negatively affect the property value of my house and the values of the other single-family houses in the neighborhood and to create all kinds of traffic headaches. I can't even conceptualize how the surrounding streets could accommodate another 800 vehicles. I know the developer will say that everyone will walk or take the bus, but that quite simply isn't the truth. I believe that is what they said about The Edge, which is underparked causing spillover on-street parking, making both Kabrich St and Watson Ave difficult to navigate at times. The college kids will bring their cars and drive them regularly and will need to park them somewhere. Additionally, the project is likely to cause severe traffic problems. The intersection of Kabrich at Main St already backs up when drivers try to turn left to go North on Main St. A light can't be added there as it would only back up traffic to the roundabout. And closing it would push an enormous volume of traffic onto either Winston Ave or Watson Ave, neither of which are compatible with high volumes of traffic.

In addition to the foregoing, I would be shocked if there is even demand for an additional 700 bedrooms for college students after the recent completion of The Union, The Hub, Park 37, and The Edge. I suspect the Town is already overbuilt with student housing, and another 800 bedrooms will leave other, older rental housing vacant.

I hope that the Town will consider how this development will negatively affect all of us who purposefully chose to live in this neighborhood and require the developer to greatly reduce the scope of this project.

Best regards,
Amy Pierce
509 Stonegate Dr.

From: [Mike Rosenzweig](#)
To: [Kinsey O'Shea](#)
Cc: [Town Council](#)
Subject: 801 N. Main St. project
Date: Thursday, September 26, 2024 2:39:06 PM

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

Dear Kinsey,

Please relay to the LV Hokie GP, LLC folks that I thought we had a productive neighborhood meeting regarding the project. I feel bad that some of the grown-ups in the room did not behave like adults. I didn't appreciate the few off-hand disparaging remarks that were hurled out-loud at the Hokie GP, LLC folks. I thought they all were very patient even if we were all caught off guard.

Most of my concerns are not with the project, but with town not anticipating this development, so we need to work fast to deal with it and future development along the N. Main corridor. We will have a large number of people living across the traffic circle. We cannot expect people not to be coming and going from downtown around the traffic circle. They will be. When the traffic circle was planned, some of us recommended the size to accommodate crosswalk lights, but here we are years later without lighted crosswalks and a massive development planned a block away.

As per town requirements, the developers plan improved sidewalks on their frontage, but that would leave the Kabrich Street otherwise untouched. With a school close by I think that needs the town to address sidewalk improvement along with the project, not afterwards.

LV Hokie GP, LLC has offered \$450,000 to our LMI housing efforts. As a member of the town's Housing and Community Development Advisory board I appreciate that generous offer. I for one would like to see the funds pass through to Kabrich St. curb and sidewalk improvement and/or lighted crosswalks at the traffic circle.

What I would like to see discussed and required by planning commission are:

- 1) The issue of traffic on Kabrich St. and safety on both Kabrich and Watson Streets with regard to pedestrians and bikers, especially given the close proximity of Gilbert Linkous Elementary School. Sidewalks need to be installed along Kabrich St. with pedestrian crossings at Watson.
- 2) The issue of moving pedestrians safely across the traffic circle.

3) I believe a rezoning is necessary, not a CUP. I'm not typically in favor of CUP's unless there is a special use within a zone that typically would not be allowed there. We are now mid-21st century. The town will certainly see more redevelopment up N. Main Street during the next 50 years. I strongly believe we need to prepare for that now and not piecemeal as we go along.

It sounds like LV Hokie GP, LLC has done a good job working with town departments regarding infrastructure and I appreciate the detailed plans that were presented at the neighborhood meeting.

Sincerely,

Mike Rosenzweig
615 McConkey St.

From: [Laura Purcell](#)
To: [Kevin M. Wills](#)
Cc: [Kinsey O'Shea](#)
Subject: Re: planning commission and North Main Rezoning questions
Date: Wednesday, October 9, 2024 4:42:48 PM

<p style="border:2px; border-style:solid; border-color:#000000; padding: .7em; background-color:#FFFF00 ">CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.</p>

Hi Kevin,

I have a few questions about the traffic study that was done by the "LV Hokie" group in advance of their proposal for a 750 bed apartment complex that would include ~350 parking spaces.

The result of their self-study was that an additional 350 parking spaces would not contribute to traffic on North Main Street, Kabrich, Progress, or Winston.

- 1) Has your department or the town ever had a previous study where adding 350 parking spaces had zero effect on traffic in the surrounding area?
- 2) On what date did the study occur?
- 3) Was that date recommended by your office, or selected by the group from a range of dates your office provided?
- 4) The developer stated that typically residents in their apartment complexes get their groceries delivered so often that the complex will provide a cold storage room to hold groceries. Was additional traffic for deliveries from the two closest grocery stores--Food Lion on North Main Street and Kroger on University City Boulevard--taken into account in these studies?

Thanks,
Laura Purcell

On Wed, Oct 9, 2024 at 9:26 AM Kevin M. Wills <KMWills@blacksburg.gov> wrote:

>
> Good Morning Ms. Purcell,
> Please feel free to reach out to me regarding any traffic study questions.
>
> Thanks,
>
> Kevin M. Wills, CCM, CM-Lean, LEED AP
> Senior Project Manager
> Engineering & GIS
> (540) 443-1353
> KMWills@Blacksburg.gov
>
>
> -----Original Message-----
> From: Kinsey O'Shea <KOShea@blacksburg.gov>
> Sent: Wednesday, 9 October 2024 08:21
> To: Laura Purcell <lmpurcell@gmail.com>
> Cc: Kevin M. Wills <KMWills@blacksburg.gov>
> Subject: RE: planning commission and North Main Rezoning questions
>
> Good morning,
> Kevin Wills, Town Engineer is copied on this email. He is the best person to answer any questions about their traffic study.
>
> The link below is the current roster of the Planning Commission. Joel Herbein let his term expire, and Blaine Keesee was appointed to fill his spot. Jerry Ford is still the Town Council liaison for the Planning Commission, despite the term expiration date.
>
> <https://linkprotect.cudasvc.com/url?>
> a=https%3a%2f%2fwww.blacksburg.gov%2fhome%2fshowpublisheddocument%2f11914%2f638245799586470000&c=E,1,vdOLPmoWK_87JlWogVyuJul8GP_mcNQ8-bqfZYxqFbVsR3vUqpJwW5h8X-EMjxqgFUzsyHowSrfliWkbgU0B5U2HIYnEwSLysgTQNGVa0VBk7itl34g-COw.,&typo=1
>
>
> Kinsey O'Shea, AICP
> Assistant Planning Director
>
> Town of Blacksburg Planning & Building Department
> 400 South Main Street
> 540.443.1300
> <https://linkprotect.cudasvc.com/url?>
> a=https%3a%2f%2fwww.blacksburg.gov&c=E,1_oKZN0BgjmtfSesi8VWZwJalhlWhgKUXKcyAyvC0wen8BOay9OzVH850CJowJRBEBJ4q-7NU8kwjrihGFWaV2eAlg8RBOp3mjm12W8w302870k8bHgA.,&typo=1
> Apply through our online development application portal at <https://linkprotect.cudasvc.com/url?>

[a=https://www.blacksburg.gov/fopengov&c=F.1.3wKNLym6LADVt2xb_am3ypGUEd2pbBuS9svTxEddVAkd701ziv1R7b3waq85TDChHoihAsudw7-ABaqNvkbwV_okyJq_mSdcHISTEQ5T7q0k110A55TPUbc.&typo=1](https://www.blacksburg.gov/fopengov&c=F.1.3wKNLym6LADVt2xb_am3ypGUEd2pbBuS9svTxEddVAkd701ziv1R7b3waq85TDChHoihAsudw7-ABaqNvkbwV_okyJq_mSdcHISTEQ5T7q0k110A55TPUbc.&typo=1)

>

> -----Original Message-----

> From: Laura Purcell <lmspurcell@gmail.com>

> Sent: Tuesday, October 8, 2024 9:10 PM

> To: Kinsey O'Shea <KOShea@blacksburg.gov>

> Subject: planning commission and North Main Rezoning questions

>

> <p style="border:2px; border-style:solid; border-color:#000000; padding: .7em; background-color:#FFFF00 ">CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.</p>

>

> Hello Ms. O'Shea,

>

> I noticed that the list of planning commission members is out of date.

> Several members on the list have 6/30/2024 as the end of their terms, and Jerry Ford's term is listed as ending in 2023. Can you please share with me current members, and update the information on the website?

>

> I have several questions about the application for rezoning the parcel at 801 North Main Street. What is the best way to communicate those questions?

> Specifically, I have questions about their traffic study.

>

> Thank you,

> Laura Purcell

> 826 Toms Creek Rd, Blacksburg, VA 24060

MEMORANDUM

To: Planning Commission

From: Kinsey O'Shea, AICP; Assistant Planning Director *KO*

Date: October 11, 2024

Subject: Right-of-way Vacation Request to vacate 2,000 square feet of Town-owned right-of-way by Contract Purchaser LV Hokie GP, LLC.

The following memo covers the Right-of-Way Vacation request to vacate approximately 2,000 square feet of Town-owned right-of-way. The right-of-way is a paved alley between two warehouse buildings. The development proposal includes the vacation of the alley in order to construct the building over the alley area. The right-of-way vacation request is a companion request to the Kabrich Street Planned Residential Development (RZN-24-2). If the rezoning request is denied, the applicant would withdraw the request to vacate the right-of-way.

EVALUATION CRITERIA

The Planning Commission is asked to evaluate the application based on the "Alley and Right-of-Way Vacation Process" in the Administrative Manual accompanying the Comprehensive Plan (attached), particularly steps #2-5 listed below.

2. Vacate alleys and unbuilt rights-of-way only when the following three conditions are met:

- The alley or unbuilt right-of-way is judged as not important to the Town's neighborhoods in terms of providing rear access for residents, space for utilities, and a means to provide Town services; **and**
- The alley or unbuilt right-of-way is not important to the Town's present or future transportation network in terms of automobile, bicycle, or pedestrian traffic; **and**
- The alley or unbuilt right-of-way does not serve as the primary access to parcels.

3. Vacate built right-of-way only when all three conditions of Paragraph 2 are met, with the presumption that the built right-of-way is important to the Town's neighborhoods and the Town's present and future transportation network.

4. Assess whether or not the alley or right-of-way could be used for another public function such as park land or public open space.

5. If there is no other public function to which the property could be used, and the Town is able to claim an interest in the alley or right-of-way, and the applicant is willing to remit to the Town the value of the alley as computed in 1) above, consider disposition of the alley or right-of way.

FINDINGS

Staff has provided the following findings to assist in the evaluation of the application:

By filling out and signing the application, the owners have certified that they comply with Section 21-114 of the Town Code: “Purchase by applicant as condition to vacation of street or other public way.” The application can proceed through the public hearing process and will require Town Council approval.

When land is vacated, the applicant is responsible for paying for the purchase of the land. This requires a formal appraisal of the property to be vacated.

The right-of-way is currently a paved alley that is open to travel.

With respect to criteria #2-5, the following is provided:

2. The alley does not function as access for residential uses; the alley does not contain public utilities; the alley is not used to provide Town services.

The alley currently provides access to the rear of commercial properties along Kabrich Street, Winston Avenue, and Progress Street (there are no residential uses with access to the alley). However, these properties are subject to the rezoning request, and will no longer be in commercial use if the rezoning request is approved.

The alley does not serve as primary access to any parcels.

3. If the rezoning request is approved, all three conditions in Paragraph 2 are met.

4. The alley does provide access between Winston Avenue and North Main Street and serves as access for the commercial uses. However, as previously mentioned, the commercial uses will no longer exist if the rezoning request is approved. If approved, the remaining alley would dead-end approximately 165’ from its entrance on North Main Street. The alley does not provide access to any other parcels.

5. The applicant, by virtue of signing the application, has consented to purchase the right-of-way if vacated by the Town.

ATTACHMENTS:

Right-of-way and alley vacation evaluation criteria from Comprehensive Plan Administrative Manual

Alley and Right-of-Way Vacation Process

- 1) When requests for a vacation of an alley or unbuilt right-of-way are received by the Town,
 - ensure requirements for application contained in Town Code § 21-114 have been complied with.
 - make an assessment of the monetary value of the alley or unbuilt rights-of-way according to the general guidelines:
 - residential property value may be estimated according to current assessed values of adjacent property and square footage to be vacated; or
 - when the vacation allows for an additional buildable lot or when the property is non-residential, property value may be established by a formal appraisal; or
 - a formal appraisal may be required by Town Council; **and**
 - the applicant shall provide a statement of title concerning the alley or right-of-way (before and after the vacation), satisfactory to the Town Attorney; **and**
 - provide notification to all neighborhood representatives about the vacation request and associated public meetings; **and**
 - provide all adjacent property owners an opportunity to apply for an equal right-of-way; **and**
 - The cost of any formal appraisal or title research, as may be required, shall be the burden of the applicant.
- 2) Vacate alleys and unbuilt rights-of-way only when the following three conditions are met:
 - The alley or unbuilt right-of-way is judged as not important to the Town's neighborhoods in terms of providing rear access for residents, space for utilities, and a means to provide Town services; **and**
 - The alley or unbuilt right-of-way is not important to the Town's present or future transportation network in terms of automobile, bicycle, or pedestrian traffic; **and**
 - The alley or unbuilt right-of-way does not serve as the primary access to parcels.
- 3) Vacate built right-of-way only when all three conditions of Paragraph 2 are met, with the presumption that the built right-of-way is important to the Town's neighborhoods and the Town's present and future transportation network.
- 4) Assess whether or not the alley or right-of-way could be used for another public function such as park land or public open space
- 5) If there is no other public function to which the property could be used, and the Town is able to claim an interest in the alley or right-of-way, and the applicant is willing to remit to the Town the value of the alley as computed in 1) above, consider disposition of the alley or right-of way.
- 6) The disposition of an alley or right-of-way shall not be acted upon without public hearings before the Planning Commission and the Town Council, duly advertised, in accordance with the Virginia Code.
- 7) The disposition of an alley or right-of-way shall not be acted upon without public hearings before the Planning Commission and the Town Council, duly advertised, in accordance with the Virginia Code.

MEMORANDUM

To: Planning Commission

From: Kinsey O'Shea, AICP; Assistant Planning Director *KO*

Date: October 11, 2024

Subject: Conditional Use Permit request to use an alley to access townhomes (CUP-24-3) by Contract Purchaser LV Hokie GP, LLC.

The following memo covers the Conditional Use Permit request to use a town-owned alley to access townhomes. Typically, alleys are allowed only for access to single-unit residential uses, and not multifamily or commercial uses. Zoning ordinance §5719(a) states: *"Use of alleys for ingress and egress to other than single unit residential use shall require a conditional use permit in all zoning districts..."*

The proposal is to improve a portion of an unbuilt alley to allow access to 22 townhomes. The alley access would be one of two access points to the parking area. The alley would not provide access to any other properties.

There are a number of criteria in §5719(b) by which the decision to grant, deny, or condition the permit shall be made:

- 1) The function of the alley in the neighborhood or other area;
- 2) Length and width of the alley;
- 3) Level of improvement of the alley;
- 4) Level of existing traffic on the alley;
- 5) Function of the alley in the overall transportation network;
- 6) New traffic anticipated to be generated by the proposed use;
- 7) Whether or not additional traffic will have a negative impact on the surrounding neighborhood or area;
- 8) Safety of using the alley for the proposed use; or
- 9) Any additional improvements needed for the proposed use, as determined by the Administrator, based on the impact of the proposed use of the alley and the standard needed to support the existing and proposed uses of the alley.

The following analysis is provided:

- 1) Currently, the alley is unbuilt and not open for travel. It functions as rear yard space for the surrounding homes.
- 2) The unbuilt "paper" alley runs the length of the block between Winston Avenue and Watson Avenue, which is approximately 550' long. It continues north for approximately half a block beyond Watson Avenue. The alley is approximately 14' wide.
- 3) Currently, the alley is unimproved. The alley is proposed to be paved as part of the access to the townhome parking area.
- 4) Because it is not currently in use, there is no existing traffic on the alley.
- 5) The alley does not function in the overall transportation network because it is not open for travel.

- 6) The alley is proposed to be one of two means of access to the parking area for the 22 townhomes. The trip generation for these units is expected to be around 115 vehicles per day according to the applicant's Traffic Impact Analysis.
- 7) The alley does not continue toward the neighborhood. Most traffic exiting the alley will continue south toward Main Street rather than north through the neighborhood.
- 8) As proposed, the alley is designed to handle two-way traffic. While the right-of-way width of the alley is only 14', the driveway will be a minimum of 20' wide to accommodate two-way traffic. As proposed, the alley exits midblock on Winston Avenue, though it does not align with the entrance to the parking garage across the street.
- 9) No additional improvements are required. The alley will be improved with the development of the townhomes and parking area. As proposed, the configuration of the alley and parking area allow for the future use and connectivity of the remainder of the alley, if improved in the future. As proposed, the improvements to the alley would end at the property line and not be continued further.