

## ATTACHMENT D

### RZN20-0002 Midtown Development Rezoning Amendment Request Staff Appendix

This appendix is provided to give additional supporting information from the Comprehensive Plan, the Residential Infill Guidelines, and the Zoning Ordinance in order to allow the staff report to focus on the analysis of the application. This appendix is grouped topically, with supporting text from the Comprehensive Plan, Residential Infill Guidelines, and Zoning Ordinance to illustrate the topical concepts.

#### PHYSICAL SITE DEVELOPMENT

##### Building Orientation, Scale, Massing, Height

- **Comprehensive Plan Land Use Policy LU.6** Consider the compatibility of development with surrounding uses. Utilize strategies such as landscaping or other buffering techniques along with modification of site design to minimize impacts and facilitate compatibility
- **Residential Infill Guidelines Best Practice #1** Respect neighborhood context and enhance community character.
- **Residential Infill Guidelines Best Practice #2** Provide...transitions...of building scale, building design, form and color...Complementary architectural design, materials, scale, massing and the use of landscape, screening, and open space are strategies to achieve compatibility within the neighborhood and the Town.
- **Residential Infill Guidelines Site Design & Parking**
  - Buildings oriented toward streets are a key characteristic of Blacksburg's residential neighborhoods.
  - Locate the primary entrance towards the street
  - Clearly define the primary entrance of the structure by using a front porch or stoop, and other architectural details.
  - Retain space in front of the structure to relate to the street or sidewalk without intervening elements such as parking.
  - Entry porches and porticoes in two-story homes should be one story to minimize the appearance of bulk.
  - The scale and style of porch and portico elements should be consistent with the scale and style of the home, and should strive to respect the scale and style of porch and portico elements in the other homes on the block.
  - Buildings should be designed to fit within the context of the surrounding structures and provide visual interest to pedestrians.
- **Residential Infill Guidelines Building Design**
  - The mass and scale of new infill residential buildings should appear to be similar to the building seen traditionally in the neighborhood.
  - The width of a building face of an infill project should not exceed the width of a typical residential structure on adjacent lots.
  - Building roof forms that are similar to those seen traditionally in the neighborhood, such as gabled and hip roofs, should be used.
  - Buildings should be designed to fit within the context of the surrounding structures and provide visual interest to pedestrians.
- **Downtown Commercial District Site development standards. §3142**
  - Each lot must abut a public street.

- Maximum residential density: Forty-eight (48) bedrooms per acre.
- Maximum structure height: Sixty (60) feet.
- Building facades shall maintain a consistent street edge, with the exception of building articulation variation, passages for pedestrian access and drives to parking areas. The street elevation of principal structures shall have at least one (1) street-oriented entrance, and contain the principal windows of the structure.
- All roof-top equipment shall be enclosed in building materials that match the structure or which are visually compatible with the structure.
- Sidewalk width from back of curb to the building at ground level shall be at least ten (10) feet for Main Street frontage and eight (8) feet for all other street frontage in the district. Transitioning to existing sidewalks of narrower widths shall be allowed when existing structures preclude such sidewalks from meeting minimum widths; provided, however, that no structure shall be placed within a transition area that would preclude extension of the sidewalk in the future to the widths required by this section.
- Automobile entrances to the site shall be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on the surrounding area. A maximum of two (2) curb cuts shall be allowed per street frontage. Factors including the number of existing curb cuts in the area, the potential for increased traffic hazards and congestion, and the number of travel lanes of the street that serves the site shall be used to determine the number of curb cuts permitted.
- Sidewalk displays of retail merchandise are permitted, provided that: (1) at least five (5) feet of clearance is maintained at the store front entrance for adequate and uncluttered pedestrian access; (2) the display is located against the building wall and does not extend more than three (3) feet into the sidewalk; and (3) the display area does not exceed seventy-five (75) percent of the length of the storefront
- All utility lines, electric, telephone, cable television lines, etc., shall be placed underground.
- **Downtown Commercial District Site development standards. §3143**
  - This section applies to all new structures and to additions of four hundred (400) square feet or more to existing structures.
  - The use of contemporary interpretations of earlier design styles of surrounding structures in the Downtown Commercial District is encouraged; including characteristics such as scale, massing, roof shape, window size, shape and spacing, and exterior materials. The Historic District Advisory Guidelines should also be used as reference materials.
  - The street elevation of principal structures shall have at least one (1) street-oriented entrance, and contain the principal windows of the structure.
  - Illustrations submitted for review shall include drawings, renderings, or perspectives of a professional quality which illustrate the scale, massing, roof shape, window size, shape and spacing, and exterior materials of the structure and the context of the structure(s) on the site. Floor plans and samples of building materials shall also be included.
  - The Historic or Design Review Board shall review the rezoning, conditional use permit, special exception, site plan or other types of development applications when exterior building changes are proposed and make recommendations to the applicant for amendments to achieve consistency with this section. These recommendations are generally advisory only. It is not mandatory that the applicant comply with the recommendations of this Board except (i) in accordance with Zoning Ordinance §§ 3284 and 3287 regarding demolition or relocation of Contributing Structures in the Blacksburg Historic Overlay District or (ii) to obtain the density bonus permitted by Zoning Ordinance § 3142.

- **Multifamily Dwelling Use & Design Standard for building orientation §4216 (a)(3)**
  - The street elevation of the residential buildings shall have at least one (1) street-oriented entrance and contain the principal windows of the front unit.
- **Townhouse Use & Design Standard for building orientation §4231 (b)(5)**
  - The principal orientation of all townhouses shall be the street or parking area on which the lot has frontage. There shall be at least one entrance facing the street and the principal windows of the townhouse shall also face this street.
- **Two-family dwelling Use & Design Standard for building orientation §4241 (a)(1)**
  - Except in the MXD District, the principal orientation of each residential unit shall be parallel to the street it faces. The street elevation of each residential unit shall have at least one street oriented entrance and contain the principal windows of the unit.
- **General Office Use & Design Standards §4420**
  - Exterior lighting shall be compatible with the surrounding neighborhood.
  - Entrances to the site should be minimized and placed in such a way as to maximize safety, maximize efficient traffic circulation, and minimize the impact on any surrounding residential neighborhood.
  - The street elevation of the principal structure shall have at least one (1) street-oriented entrance, and contain the principal windows of the office.
  - Loading areas shall be sited in such a way so as to minimize the impact on any surrounding neighborhood. Sufficient screening meeting the standards of Article V, Division 3 of [the Zoning] Ordinance shall be provided to screen and diffuse noise impacts on adjacent residences. A type D buffer yard shall be required when a loading area is located adjacent to a residential use.
  - The use of alternative paving material, such as brick pavers or porous pavement is permitted.
  - Additional standards in the...DC...zoning district: parking shall be located behind the front line of the principal building. Town Council may grant a special exception to this requirement as authorized by Section 1112.
- **Hotel Use & Design Standards §4528.2**
  - Additional standards in the...DC...zoning district: parking shall be located behind the front line of the principal building. Town Council may grant a special exception to this requirement as authorized by Section 1112.

#### Setbacks, Lot Coverage, Buffer Yards & Landscaping

- **Comprehensive Plan Community Character Principle CCP.16** Responsible site design and development practices will minimize environmental impacts within the town
- **Comprehensive Plan Environment Objective E.17** As a part of the development review process, the Town will evaluate a proposed development's impact and proposed mitigation measures for the following:
  - Open Space
  - Urban forest canopy
  - Watershed
- **Residential Infill Guidelines Best Practice #2** Provide...transitions...of building scale, building design, form and color...Complementary architectural design, materials, scale, massing and the use of landscape, screening, and open space are strategies to achieve compatibility within the neighborhood and the Town.
- **Residential Infill Guidelines Site Design and Parking**
  - Streets [that] feature consistent front building setbacks...help define neighborhood character.

- Provide a front yard consistent with those found on the block facing the street.
- Front porches are encouraged and may extend into the required front yard setback.
- In residential neighborhoods, multi-family housing should adopt the predominant setback, but should also vary the building façade to relieve the appearance of mass.
- Setbacks should be proportional to the height and mass of a building
- The “green edge [landscaped setbacks between the...buildings and sidewalks]” provides residential streets with a clearly identifiable character; [landscaping] and fences are often used for transition between public and private space; provision of open space is critical for multifamily developments...
- Natural features and existing trees should be retained
- Parking lots should be generously landscaped to provide shade, reduce glare, and provide visual interest
- All site areas not covered by structures, walkways, driveways, or parking spaces should be landscaped
- Street trees and planting strips also help buffer pedestrians from vehicle traffic.
- **Comprehensive Plan Sustainability Objectives & Policy S.6** Promote, protect and enhance the Town’s urban forests through Town initiatives and in the development review process. Minimize site disturbance to protect existing tree canopy, native vegetation, and pervious surfaces to encourage open space.

## **STREETSCAPE, BICYCLE, AND PEDESTRIAN IMPROVEMENTS**

- **Comprehensive Plan CCP.1** Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town’s identity as a walkable and bikeable community.
- **CCP.14** Transit connections and bus stop facilities are important components to support transit as a viable transportation option in town. These elements should be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.
- **Comprehensive Plan Transportation Objective & Policy T.10** Complete the construction of a connected sidewalk system.
- **T.12** Maintain and improve the aesthetic quality of the pedestrian environment by planting street trees and other landscaping, and installing street furniture where appropriate.
- **T.28** During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.
- **Residential Infill Guidelines Best Practice #3** Create a pedestrian friendly streetscape
- **Residential Infill Guidelines Site Design & Parking**
  - The design of the space between the edge of the curb and the front of a building is essential for encouraging pedestrian activity and promoting safety and security.
  - [Sidewalks] contribute to the character of the neighborhoods by providing safe places for people to travel and interact with one another.
  - Walkways should connect public sidewalks and parking areas to all main entrances on the site. For townhouses...fronting on the street, the sidewalk may be used to meet this standard
- **Residential Infill Guidelines Streetscape**
  - Neighborhood streets should include an interconnected system of sidewalks.
  - Neighborhood streets should include a sidewalk design that reflects the existing pattern in the neighborhood
  - Primary streets should have planting strips and streetscape to separate sidewalks from the street’s edge

- While Blacksburg has an extensive sidewalk system on many neighborhood streets, gaps remain in some locations. Infill projects can help to fill these gaps.
- **Multifamily Use & Design Standard for sidewalks §4216 (a)(2)**
  - Sidewalks shall connect each unit to the parking area serving that unit, to other units onsite, and to other buildings or uses on adjacent lots.
- **Townhouse Use & Design Standard for sidewalks §4231 (b)(4)**
  - Sidewalks shall connect each townhouse to the parking area serving that townhouse, to other buildings within the site, and to other buildings or uses on adjacent lots.
- **Two-family dwelling Use & Design Standard for sidewalks §4241 (a)(4)**
  - Sidewalks shall connect each unit to the parking area serving that unit, to other units on-site, and to other buildings or uses on adjacent lots.
- **Site Development Plans Minimum Standards and Improvements Required §5120(d)(1)**
  - Sidewalks meeting the design standards of the Subdivision Ordinance shall be provide on public or private land along all parts of a site abutting a developed public street where such sidewalks do not exist as of the date of the application for site plan approval. The provision of these sidewalks will advance the goal of the Blacksburg comprehensive plan of development of “a network of walkways in the Town to increase the safety and convenience of pedestrian travel.” The Town Council finds that the need for such sidewalks in this Town is substantially generated by the development

#### **PARKING, TRAFFIC, AND CIRCULATION**

- **Residential Infill Guidelines Best Practice #4** Minimize visual impacts of parking
- **Residential Infill Guidelines Site Design & Parking**
  - Parking should not obstruct the building frontage; rather, it should be located behind, to the rear or side of the principle structure
  - Deep front setbacks can compromise the ability to provide backyard space and/or rear parking, particularly at higher densities.
  - Parking spaces should not dominate the street scene. Instead, parking should be located to the rear of the lot or building or screened from the public way with landscaping, low fencing, or garage orientation.
  - Parking should not disrupt the quality of common spaces or pedestrian environments of multi-family development
  - Reduced or no onsite parking can greatly simplify the design of infill development with no need to find space to fit vehicle areas onto small infill sites, and entirely avoids the problem of how to minimize the visual and environmental impacts of parking.
- **Multifamily Dwelling Use & Design Standards §4216(a)(4)**
  - All parking spaces shall be located behind the front building line
- **Townhouse Use & Design Standards for parking §4231(b)(6)**
  - Only one yard, either the front or the rear yard, or in the case of an end unit, the side yard, shall be improved with a driveway or parking spaces. All parking spaces shall be located behind the front building line.
- **Two-family dwelling Use & Design Standards for parking §4246(a)(2)**
  - All parking spaces shall be located behind the front building line. Town Council may grant a special exception to this requirement as authorized by Section 1112. Shared driveways are permitted, with the recordation of perpetual easements to provide for the use and

maintenance of the shared driveway. Courtyard style parking is permitted, as is the use of alternative pavements, such as brick pavers or porous pavement.

- **Comprehensive Plan CCP.13** Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network. For commercial developments: minimize curb cuts and driveways, add internal connections between adjacent properties, and optimize signal timing. For residential developments: design an internal connected street grid system as well as connections to the external street system, along with traffic calming measures.

#### **DENSITY, OCCUPANCY, LIFESTYLE CONFLICTS, & AFFORDABILITY**

- **Comprehensive Plan CCP.2.** Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.
- **CCP.18** Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night. The design and placement of new lighting for buildings, parking areas, or streets should have minimum impact of light spillover and glare on surrounding uses with special attention given to lighting when transitioning from higher intensity to lower intensity uses. Lighting should be the minimum necessary to have a safe environment.
- **Comprehensive Plan LU.7** Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.
- **Comprehensive Plan Jobs & Housing Objective & Policy J&H. 48** Plan for the housing demands of a changing and diversifying population
- **J&H.49** Continue to provide affordable workforce housing in Blacksburg in accordance with the adopted Consolidated Plan.
- **J&H.50** Work with regional partners to promote affordable and sustainable housing in the New River Valley
- **J&H.51** Promote varying types of housing types needed, including:
  - Rental or starter homes for purchase by graduate students and young families
  - Young professional housing and services in the Downtown area
  - Workforce housing for those making 80% - 120% of AMI
  - Affordable workforce housing options for LMI families making less than 80% of AMI
  - Housing with universal design features to allow aging-in-place
- **J&H.52** As the active adult, retiree, and senior citizen population increases, promote varying types of housing needed. For example, provide smaller homes that retirees can downsize to such as townhomes or condos, as well as retirement communities and nursing home facilities.
- **Comprehensive Plan Sustainability Objectives & Policy S.8** Support the New River Valley Livability Initiative coordinated by the NRV Planning District Commission and other regional efforts.

#### **OPEN SPACE**

- **Comprehensive Plan CCP.6** Creation of public and private parks and recreation amenities is an important part of land use development decisions. A variety of gathering spaces should be available to citizens throughout the Town. Recreation areas should be thoughtfully designed to meet the needs of the development, neighborhood, or broader community.
- **CCP.17** The preservation of open spaces is an important part of community identity. Provision of private and public open spaces on both a small scale and large scale can be achieved by protecting environmentally sensitive areas and scenic vistas, and promoting agricultural and forestal lands.

Dedicated open space, passive recreational open space and community gardens within developments are ways to preserve open space.

- **Residential Infill Guidelines Best Practice #5** Create usable outdoor spaces
- **Residential Infill Guidelines Site Design and Parking**
  - New developments should use open space and community facilities to provide social and design focal points.
  - Multi-family development must provide...common open space for each unit
  - Common spaces and amenities should enhance the sense of community in multi-family projects
  - Play spaces for children are strongly encouraged and should be both secure and observable.
  - Provision of open space is critical for multi-family developments.
- **Multifamily Use & Design Standard for open space, recreation, and trails §4216(a)(6)**
  - Except in the Downtown Commercial (DC) district and the Mixed Use (MXD) district, for any development of twenty (20) or more bedrooms, a minimum of twenty (20) percent of the gross land area shall be reserved as open space. A specific recreational activity area or areas shall be developed and maintained for the residents of the development as a part of this open space
- **Townhome Use & Design Standard for open space, recreation, and trails §4231(b)(11)**
  - Except in the MXD and DC Districts, for any development of 5 or more townhouses a minimum of 20% of the gross land area shall be reserved as open space for community recreation use. A specific recreational activity area or areas shall be developed and maintained for the residents of the development as part of this open space, as follows:
    - The size, location, shape, slope, and condition of the land shall be suitable for a specific recreational activity
    - The amount of land devoted to recreation shall be a function of the population to be served. Consideration shall be given to the size of the development, number, and characteristics of expected residents, proximity to other available recreational facilities, topography, and natural features on the site.
    - Safety buffers shall be provided for users of recreational facilities and equipment using recognized engineering and recreation standards.
    - Indoor recreational areas may be used as a specific recreational activity area. The indoor recreational area shall count as a part of lot coverage, as regulated by the district standards.
- **Two-family dwelling Use & Design Standard for open space, recreation and trails §4241(a)(3)**
  - Except in the MXD District, for any development of five or more two-family attached dwellings, a minimum of 20% of the gross land area shall be reserved as open space for community recreation use.

## COMMERCIAL DEVELOPMENT

- **Comprehensive Plan CCP.7** Commercial development should be street-oriented. Pedestrians, bicyclists, and transit riders are better served by buildings that meet the street with meaningful street-oriented entrances and vehicular parking located to the side or rear. Parking should not be a dominant feature of the development. There should be clearly defined safe pedestrian routes to buildings and to the public sidewalk system across vehicle travel ways.
- **CCP.8** To ensure economic viability over time, commercial structures should be constructed with quality building materials and maintained. Quality construction and materials should be used so that new buildings withstand the test of time and are not designed for obsolescence. Architectural style should be sensitive to the character of surrounding properties. The conversion of existing residential property

to small scale commercial or office uses should use the existing residential structure on-site or construct the new building in a scale and design that does not detract from the character of the neighborhood.

- **CCP.9** With limited availability of commercial land, efficient use of the land is critical to provide services to a growing population. Redevelopment of aging commercial centers is the most significant opportunity to meet this need. Residential development should not encroach in these areas unless incorporated as part of a well-designed mixed use project.
- **CCP.10** Offices are part of the desired mix of uses in the Downtown but should contribute to the vibrancy and vitality of Downtown throughout the day and night.
- **CCP.12** To serve the needs of the community, support opportunities for commercial development and redevelopment in appropriate locations.

### **MIXED USE AREAS**

As outlined on Land Use Map A: Mixed Use Areas are designated within the Town where a mix of residential and non-residential development and redevelopment is encouraged. These areas are located on major roads, served by public utilities and transit. The Mixed Use Area boundaries are intended as a general guide of where mixed use developments are desired.

Regardless of zoning classification, all properties within a Mixed Use Area should complement adjacent properties with vehicular connections, coordinating pedestrian amenities, and complementary architecture and site design features. The desired ratio of residential and nonresidential uses is detailed in the specific Mixed Use Area descriptions. Key features of any Mixed Use Area include the following:

- Vertically mixed use buildings and, where feasible, a mix of uses horizontally throughout the entire site.
- Access to mass transit stops with shelters located on the perimeter of the development and, where feasible, internal to the development to serve the area.
- Internal pedestrian amenities and greenways that connect to mass transit stops and connect externally to the Blacksburg Greenway system. Pedestrian features such as a loop trail around the perimeter of the development are strongly encouraged.
- Limited entrances to major arterial roads to help prevent additional traffic congestion and to help prevent the appearance of strip commercial shopping centers. On-site vehicular parking should be accommodated without dominating the streetscape or landscape.
- Site design and site layouts that are coordinated with and complemented by other mixed use developments within the Mixed Use Area and to other properties adjacent to the Mixed Use Area. While mixed-use developments may be designed independently of each other, they must function with surrounding developments.
- Arrangement and configuration of buildings, building setbacks and streets that create a sense of spatial enclosure or “outdoor rooms” along key portions of street corridors. The result should be an inviting and attractive built environment that encourages and accommodates people living, working, shopping, and visiting these mixed use areas.
- A mix of uses, residential and non-residential, within each building and within the development is encouraged. Outdoor activities such as patio dining are encouraged to promote commercial and pedestrian vitality. Complementary uses, such as daycare and preschool facilities, are supported within the Mixed Use Areas.
- Low Impact Development (LID) techniques and the preservation of existing mature trees and the provision of landscaped buffers within each development.
- Historical and environmentally sensitive sites within a Mixed Use Area that are adequately protected and, where appropriate, incorporated into the site design.



- Design styles and features that accommodate and prepare for the Town's changing population, such as aging in place.

**Specifically, Mixed Use Area D** includes the Old Blacksburg Middle School property located at the 500 Block of South Main Street, extending to include the Old Annie Kay's property in the 300 Block of South Main Street. In 2011, Montgomery County and the Town of Blacksburg adopted the Old Blacksburg Middle School Master Plan to guide redevelopment of the site. Redevelopment of remaining property in Mixed Use Area D should have uses that stimulate pedestrian activity on Main Street and have sensitive transitions to established neighborhoods within the Blacksburg Historic District.

## **NEIGHBORHOODS, EMPLOYMENT, & SERVICE AREAS**

### **Commercial Areas**

Businesses located in the Historic Downtown area tend to be locally owned, while most national chains are located in the other employment and commercial areas. Commercial and employment areas contain a variety of building styles, age and quality. New development in these areas should be designed to fit the character of the area in which they are located; designs should create a community gathering place as well as a commercial center, and should provide convenient pedestrian and bicycle access. In both new construction and in the refurbishment of older structures, quality building materials should be used and maintained to ensure economic viability over time. Offices are part of the desired mix of uses in the Downtown and can contribute to the vibrancy and vitality of Downtown throughout the day and night. Office uses complement retail, restaurant and other commercial uses in the Downtown, and employees of those businesses become patrons of other Downtown businesses. The development of properties, such as the Old Blacksburg Middle School (OBMS) site in accordance with the OBMS Master Plan, provides an opportunity to create office, commercial, and residential uses in a mixed-use development that is street-oriented, pedestrian and bicycle friendly, has easy access to public transportation and is an asset to the vibrant Downtown area.

- The activity in these areas generates traffic and congestion. Mass transit, alternative transportation and other creative options, such as staggered working hours and telecommuting, can mitigate some of these negative impacts.
- Connectivity between the non-residential uses in these areas provides options for employees and customers alike to move between the uses without having to go out into the main road network. Connections should be safe for pedestrians, bicyclists and vehicles.
- There is an opportunity to upgrade technology infrastructure in these areas so they can become more economically competitive.
- With a variety of commercial and employment areas throughout the Town, strengthening and expanding that economic vitality while adding to a high quality of life for residents is a primary focus.
- Creating a master plan for site redevelopment in these areas helps to assure that appropriate site design is achieved and fosters successful collaboration.
- Site design elements such as street orientation, preservation of historic landmarks, adequate open space, and effective and efficient use of land are important to these areas and can address the Town's goal of economic, environmental and social sustainability.
- Implement the pending 2012 Economic Development Strategies once adopted (*Refer to the Jobs & Housing Chapter*).

### **Urban/Walkable Neighborhoods**

Urban/walkable neighborhoods are typically higher density residential neighborhoods located within walking distance of employment and commercial centers. These areas typically have access to all modes of

transportation, including mass transit, bikeways, and pedestrian trails. Streets are typically organized in a grid pattern, which allows for easy pedestrian travel. Pedestrians can travel from these areas to commercial centers, the University, and neighborhood schools. The urban/walkable neighborhoods in Blacksburg are centered around Downtown and the original "Sixteen Squares." Residential neighborhoods developed over time beginning at Main Street and the Sixteen Squares and eventually moved outward. These are some of the oldest neighborhoods in the Town, and they contain a number of historic homes. There is a strong community sentiment for preserving these structures, and the Blacksburg Historic Overlay District attempts to do this. In addition, two of the neighborhoods in this area, McBryde Village and Miller-Southside, have developed their own neighborhood master plans. The majority of these neighborhoods have a high percentage of rental properties when compared to owner-occupied homes. The urban/walkable neighborhoods contain open space and greenway connections to better connect them to Downtown. These areas also provide visual and physical resting points, enhance the aesthetic experience, and make the area more desirable in general. Pedestrian trails, such as the Huckleberry Trail, play a significant role in the aesthetic charm and pedestrian orientation of these areas. Places of worship and neighborhood schools are an important anchor to these areas. They function as gathering places and are recreational and cultural centers for their neighborhoods, providing definition and identity.

- Single-family residential character and neighborhood identity should be preserved in these areas.
- Through education of residents, owners and property managers, as well as the Town's zoning enforcement property maintenance programs, seek to minimize lifestyle conflicts that may occur in these neighborhoods, especially with undergraduate students renting property in these areas.
- More connections in sidewalks and trails benefit children and adults who wish to travel to nearby schools and work from their home without relying on a car or bus. To remedy deficiencies, improve connectivity and ensure property maintenance, utilize programs such as the Safe Routes to School along with other grants or Town funding.
- There is a limited inventory of homes within walking distance of the University and Downtown. In addition, these homes are often beyond the financial reach of many young families, young professionals, or employees of the University or Downtown businesses who would like to live in this area. Creative strategies are needed to encourage more home ownership in these neighborhoods (Refer to Jobs & Housing Chapter).
- With the access to Downtown services and amenities, there is an opportunity to provide more opportunities to allow aging in place in these neighborhoods.
- The speed and inattention of drivers using some of these neighborhood streets can be a safety issue. Education and other strategies are needed to combat this ongoing issue (Refer to Transportation Chapter).
- Construction of new homes and the redevelopment and refurbishing of the existing housing stock in this area should be done utilizing the Residential Infill Guidelines and, where applicable, the Blacksburg Historic Overlay guidelines.
- The housing stock in these areas is aging and lack of property maintenance is a critical issue for neighborhood identity and character in the future.
- Limited parking is an issue in these neighborhoods. Any opportunities to reduce the number of vehicles being parked in this area should be explored and encouraged.
- Development in this area should be sensitive to balancing the minimization of light pollution with the need for sufficient lighting to create safe pedestrian and vehicular experiences at night.
- Where there are undeveloped tracts of land that are on ridgelines or that contain significant wooded areas, such as the area between Clay Street and Roanoke Street near the eastern continental divide, thoughtful care should be given to design in order to retain natural areas and features as part of the

new development. Creative design can be used to balance residential infill with protection of important natural systems and viewsheds. The Town's Residential Infill Development Guidelines provide examples and directions on how to design infill development in the Clay and Roanoke Street area, or any other area that can accommodate density but is also sensitive to the surrounding residential context.