



Town of Christiansburg Planning Commission Monday, April 17, 2017 Agenda

Planning Commission

Chairperson

Craig Moore

Vice-Chairperson

Jennifer D. Sowers

Non-Voting Secretary/

Planning Director

Andrew Warren

Other Members

Matthew J. Beasley

Ann H. Carter

Harry Collins

Mark Curtis

David Franusich

Catherine Garner

Hil Johnson

Jeananne Knies

Ann Sandbrook

Interim Town Manager

Randy Wingfield

Town Attorney

Guyann &

Waddell, P.C.

***Planning
Commission's
Next Meeting:***

*Monday, May 1, 2017
at 7:00 p.m.*

SITE VISIT

Planning Commission will meet at the location of the proposed Rezoning/Conditional Use Permit of Tax Parcel No. 435-A-40 off of Quin W. Stuart Boulevard NW on **Monday, April 17, 2017 at 5:30 p.m.** to tour the subject property. The Planning Commission will then adjourn and reconvene at Town Hall for its regular meeting at 7:00 p.m.

REGULAR MEETING

Planning Commission will meet in the Christiansburg Town Hall located at 100 E. Main Street on **Monday, April 17, 2017 at 7:00 p.m.** for the purpose of allowing the full Commission to review the following:

PLEDGE OF ALLEGIANCE

- 1) Public comments – 5 minute limit per citizen
- 2) Approval of Planning Commission Minutes for April 3, 2017 meeting
- 3) Public Hearing for a Condition Use Permit by ETR Investments for a Game Room at 77 Scattergood Drive NW [Tax No. 496-20 4] in the B-3 General Business District
- 4) Discussion/Action for a Rezoning request by Snyder-Hunt Company LLP for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW from R-1, Single Family Residential to R-3, Multi-Family Residential
- 5) Discussion/Action for a Conditional Use Permit by Snyder-Hunt Company LLP request--contingent upon the above rezoning request-- for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW for a Planned Housing Development in the R-3 Multi-Family Residential District
- 6) Other business

For a description of the preceding items or to view the Town's Zoning Map, Zoning Ordinance, and Future Land Use Map, please contact the Planning Department in the Christiansburg Town Hall, 100 East Main Street during normal office hours of 8:00 a.m. - 5:00 p.m. Monday through Friday. Written comments may be sent to the address below; please allow adequate mailing time. For any further assistance, please contact Andrew Warren, Planning Director at (540) 382-6120 ext. 1130 or awarren@christiansburg.org.

**Christiansburg Planning Commission
Minutes of April 3, 2017**

Present: Harry Collins
Mark Curtis
David Franusich
Catherine Garner
Hil Johnson
Jeananne Knies
Craig Moore, Chairperson
Ann Sandbrook
Jennifer D. Sowers, Vice-Chairperson
Andrew Warren, Secretary Non-Voting

Absent: Matthew Beasley
Ann Carter

Staff/Visitors: Will Drake, staff
Steve Semones, Balzer and Associates
Todd Robertson, Stateson Homes
Lee Garrison, Garrison Development
Bonnie Boatwright, 480 Revolution Circle NW
Joe Chase, 100 Revolution Circle NW
Lynn Klappich and Jim Overton, 1255 Stafford Drive NW
Kathryn Dowling, 200 Revolution Circle NW
Thomas and Karen Irish, 90 Revolution Circle NW
Danny Janov, Washington Avenue NW
Bob Magee, Revolution Circle NW
Kyle Morgan, Heather Drive NW
Reid Nicholson, 230 Meadow Drive NW
Charlie Saks, 310 Revolution Circle NW
Ann and Spencer Taylor, Revolution Circle NW
Betsy Wegman, 15 Washington Avenue NW
Patrick Withem, Sturgill Estates

Chairperson Moore called the meeting to order at 7:00 p.m. in the Christiansburg Town Hall at 100 E. Main Street, Christiansburg, Virginia.

Commissioner Collins made a motion to amend the agenda to combine both public hearings scheduled for tonight's meeting. Commissioner Johnson seconded the motion, which passed 9-0. Chairperson Moore stated the public hearings were combined to allow the applicant and citizens to provide comment on both items concurrently.

Public Comment

Chairperson Moore opened the floor for public comment. With no comments, Chairperson Moore closed the floor for public comment.

Approval of Planning Commission Minutes for March 20, 2017 meeting.

Chairperson Moore introduced the discussion. Commissioner Collins made a motion to approve the March 20, 2017 Planning Commission meeting minutes. Vice-Chairperson Sowers seconded the motion, which passed 8-0. Commissioner Franusich abstained, as he was not present for the previous meeting.

Public Hearing for a Rezoning request by Snyder-Hunt Company LLP for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW from R-1, Single Family Residential to R-3, Multi-Family Residential and Public Hearing for a Conditional Use Permit by Snyder-Hunt Company LLP request--contingent upon the above rezoning request -- for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW for a Planned Housing Development in the R-3 Multi-Family Residential District.

Chairperson Moore opened the public hearing. The agent, Steve Semones, and applicant, Todd Robertson, presented their requests. Mr. Semones stated the subject property was rezoned in 2014 from A Agriculture to R-1 Single Family Residential and granted a conditional use permit for a planned housing development to consist of 76 single-family homes. Mr. Semones noted the parcel south of the subject property was rezoned from A Agriculture to R-3 Multi-Family Residential in 2015 and construction will soon commence on an apartment complex. Mr. Semones stated they are now requesting to rezone approximately 8 acres to R-3 upon a portion of the property that was rezoned to R-1 in 2014 in order to construct townhomes.

Mr. Semones presented the revised master plan and noted the application document submitted in 2014 has been amended with the proposed changes provided in red text. Mr. Semones stated the principal road layout remains unchanged. Mr. Semones presented the layout of the three proposed townhome lot-types and noted all the units will have garages and the smaller townhome lots will feature driveway entrances on the rear of the units, accessed by alleys. Mr. Semones noted they held a meeting last week with the residents of The Villas at Peppers Ferry and have incorporated some of the residents' feedback into their proposal.

Public Hearing for a Rezoning request by Snyder-Hunt Company LLP for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW from R-1, Single Family Residential to R-3, Multi-Family Residential and Public Hearing for a Conditional Use Permit by Snyder-Hunt Company LLP request--contingent upon the above rezoning request -- for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW for a Planned Housing Development in the R-3 Multi-Family Residential District – (continued).

Mr. Robertson stated Stateson Homes is the contract owner of the property even though Snyder-Hunt Company LLP remains the listed owner of record. Mr. Robertson stated they are requesting the townhome development because the cost of construction is much higher than expected and the appraised value of the single-family development fell approximately \$1 million short of their estimate. Mr. Robertson stated the increased number of units will spread out the cost of development and will enable them to sell homes at a faster rate, as there will be a greater selection of housing types to market. Mr. Robertson stated they would expect to complete the proposed development in 3 to 3.5 years as opposed to 5 to 6 years for the original development.

Mr. Semones noted they are not proposing to change any of the conditions or proffers included with the 2014 request.

Mr. Semones stated the alleys serving the townhomes will be one-way and traffic will flow away from The Villas at Peppers Ferry in an effort to reduce the amount of headlights shining towards The Villas at Peppers Ferry. Mr. Semones noted the 69 additional trees they intend to plant along the property, adjacent to The Villas at Peppers Ferry, and stated they are prepared to commit additional landscaping to further buffer the development. Mr. Semones stated they have also discussed the provision of a light fence to provide additional separation from The Villas at Peppers Ferry.

Mr. Semones stated the stormwater facilities, water, sewer, and other utilities will need to be updated for the new layout but noted a stormwater plan was previously approved for the single-family development. Mr. Semones stated additional open space will be provided with the new layout and noted the sidewalks and trail to be constructed.

Mr. Robertson stated the rear-accessed garages are intended to create a greater pedestrian orientation for the townhome development. Mr. Robertson presented images of the various townhomes and single-family homes to be constructed in the proposed development.

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Mr. Semones stated one of the proposed roads was to be named Washington Avenue and noted the existing Washington Avenue in The Villas at Peppers Ferry is private and the roads will not be connected. Mr. Semones stated that after meeting with the residents of The Villas at Peppers Ferry they have agreed to change the name of road within the proposed development to prevent errant traffic from entering The Villas at Peppers Ferry.

Danny Janov, Washington Avenue NW, stated she has safety concerns with so many townhomes. Ms. Janov stated the townhomes will tower over her community and noted she requested an elevation drawing from Mr. Robertson and was told one does not exist. Ms. Janov expressed concern with the density of development and stated the height of the townhomes would block the sunset. Ms. Janov stated smaller condominiums or upscale single-family homes would be more appropriate and requested the Planning Commission not make a decision until elevation drawings are provided to show the height and location of the townhomes in relation to The Villas at Peppers Ferry. Mr. Janov stated she does not want to lose property value or safety and does not want to move.

Bob Magee, Revolution Circle NW, stated his building backs up to John Adams Drive NW. Mr. Magee stated he is not against development and was delighted with the proposed single-family development. Mr. Magee stated he is opposed to the rezoning. Mr. Magee expressed his concern with the density and noted there is no traffic signal at the intersection of Quin W. Stuart Boulevard NW and Peppers Ferry Road NW. Mr. Magee stated the traffic signal has been in the works for eight years and requested the Planning Commission wait until the traffic signal is constructed before making a decision. Mr. Magee stated the traffic will back up along Quin W. Stuart Boulevard NW all the way to The Villas at Peppers Ferry.

Mr. Magee stated he was concerned with noise pollution and water runoff and noted his building would be 57 feet from John Adams Drive NW.

Mr. Magee stated he was concerned with the drop-off from the road to the homes and drainage measures would not prevent The Villas at Peppers Ferry from flooding during heavy rains. Mr. Magee requested the Planning Commission visit the property and stated The Villas at Peppers Ferry will be like a prison and the sunset will be at 2 pm.

Public Hearing for a Rezoning request by Snyder-Hunt Company LLP for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW from R-1, Single Family Residential to R-3, Multi-Family Residential and Public Hearing for a Conditional Use Permit by Snyder-Hunt Company LLP request--contingent upon the above rezoning request -- for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW for a Planned Housing Development in the R-3 Multi-Family Residential District – (continued).

Mr. Magee stated the housing market and land values are increasing in Blacksburg and are stagnant in Christiansburg and noted this is a result of planning. Mr. Magee stated a real estate agent advised him that his home would not sell during the construction period and would sell for \$25,000 less after the development was complete. Mr. Magee stated the market for townhomes in Christiansburg is saturated and noted the new townhomes under construction in Oak Tree.

Mr. Magee requested the Planning Commission delay or deny the rezoning request. Mr. Magee stated The Villas at Peppers Ferry is a special place and one of the finest communities in Christiansburg. Mr. Magee stated people have moved from Blacksburg to The Villas at Peppers Ferry. Mr. Magee stated the property deserves much better than townhomes and noted the residents of The Villas at Peppers Ferry supported the original proposal. Mr. Magee requested the Planning Commission to enhance the area with single-family dwellings, as originally proposed, and not destroy Christiansburg's finest community.

Ann Taylor, Revolution Circle NW, requested the Planning Commission visit the site and view the topography. Mrs. Taylor pointed to the western-most buildings in The Villas at Peppers Ferry and stated the roof peaks are lower in elevation than the land where the townhomes will be built.

Lynn Klappich, 1255 Stafford Drive NW, stated she has lived on Stafford Drive NW since 2006 and has seen a lot of changes. Mrs. Klappich noted the vision of the community is entrusted to the elected officials, appointees, and staff and the public has a responsibility to be engaged and informed on their actions.

Mrs. Klappich stated the 2014 development proposal for 77 single-family lots would have added roughly 154 vehicles and was a nice mix between The Villas at Peppers Ferry and single-family homes. Mrs. Klappich stated it was unfortunate the parcel rezoned to R-3 for apartments in 2015 was only identified as "Future Development" during the 2014 request. Mrs. Klappich stated the 168 rental units in the apartment complex will potentially contribute 336 vehicles. Mrs. Klappich stated the traffic counts in the current application do not account for the apartment traffic and when they are accounted for there are potentially 500 vehicles or more in the combined development.

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Mrs. Klappich stated most vehicles will leave around the same time in the morning and most will turn left out of Quin W. Stuart Boulevard NW. Mrs. Klappich stated the AM peak traffic estimate of 54 vehicles appears to be an underestimate and should be reviewed. Mrs. Klappich stated they are concerned traffic will divert onto Stafford Drive NW, which cannot accommodate additional traffic. Mrs. Klappich asked the Planning Commission to also visit Stafford Drive NW.

Mrs. Klappich stated she is concerned with language in the current application that refers to a potential future connection road from the single-family portion of the development to Stafford Drive NW. Mrs. Klappich stated Stafford Drive NW cannot accommodate additional traffic without substantial improvements and requested assurance no connection will be made to Stafford Drive NW.

Mrs. Klappich stated Stafford Drive NW has been damaged during the construction of Sturgill Estates and is concerned Stafford Drive NW and Quin W. Stuart Boulevard NW will be damaged during construction of the townhomes and apartments. Mrs. Klappich inquired whether the developer or taxpayers pay for the cost of road repair.

Mrs. Klappich stated she had additional concerns with stormwater, safety, lighting, noise, landscaping, and compatibility with the existing residences.

Mrs. Klappich stated her primary concern is it is only a matter of time before the remainder of the parcel will be rezoned for more townhomes and the increased traffic and potential environmental damage they will bring to the downstream areas.

Mrs. Klappich stated that if the development vision has changed for the remainder of the single-family home portion of the property, the Planning Commission should require the developer to master plan the entire parcel and complete a single rezoning and conditional use permit for the full development. Mrs. Klappich stated the piecemeal unwinding of the original 2014 proposal is not fair to residents and noted planning should be comprehensive and stable.

Mrs. Klappich requested the Planning Commission deny the rezoning application or delay a decision for two weeks and request staff address the concerns raised tonight.

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Charlie Saks, 310 Revolution Circle NW, stated he was concerned with light pollution from the streetlights and the dwellings and requested the streetlights be shielded to direct the light downward. Mr. Saks requested the Planning Commission consider the impact from the lights and the elevation of the proposed townhomes.

Spencer Taylor, Revolution Circle NW, noted he is a veteran and stated he purchased his home in The Villas at Peppers Ferry due to its unique characteristics for senior citizens. Mr. Taylor stated he attempted to conduct due diligence about the surrounding property and was left with the impression it would be developed as single-family homes. Mr. Taylor stated the development of townhomes would drastically change the assumption he had when purchasing the home.

Mr. Taylor stated he was concerned the remaining acreage will be rezoned in the future. Mr. Taylor stated the developer assumed the risk of investment and the Planning Commission and residents have no obligation to make the developer whole if the investment is not profitable.

Thomas Irish, 90 Revolution Circle NW, stated he lives in the middle of The Villas at Peppers Ferry. Mr. Irish stated he is a member of the Board of Directors for the condo association but is only speaking on behalf of himself. Mr. Irish stated he does not support the proposed rezoning and encouraged the Planning Commission to visit The Villas at Peppers Ferry. Mr. Irish stated he moved to The Villas at Peppers Ferry two years ago from the Baltimore area and it is a one of a kind community.

Mr. Irish stated the proposal would increase the number of dwelling units from 76 to 124. Mr. Irish noted this is a 63% increase in the total number of dwelling units and a 45% decrease in the amount of single-family detached housing units. Mr. Irish stated this proposal, compared to the original plan, is a significant change in the density and the quality of the housing.

Mr. Irish stated the community accepted the apartment complex with the understanding the rest of the parcel would be detached housing. Mr. Irish stated this was the bargain that was struck and the introduction of townhomes is unfathomable. Mr. Irish stated his concerns with traffic, water and sewer demands, light pollution, and noted the difference in character between The Villas at Peppers Ferry and a townhome.

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Mr. Irish stated there is not enough buffer between The Villas at Peppers Ferry and the townhomes. Mr. Irish stated the townhomes will tower over The Villas at Peppers Ferry and noted the alleys will face The Villas at Peppers Ferry and no one wants to look up an alley. Mr. Irish stated berms, trees, landscaping, and fencing cannot fix the close proximity to the townhomes. Mr. Irish also noted there is no condition requiring the homes to be owner-occupied and expressed his concern the housing would be rental property.

Mr. Irish stated he can appreciate the original proposal is more expensive than expected, but noted the residents should not have to pay the price. Mr. Irish stated he asked the developers in writing to describe the impact of the proposed zoning change on the quality of life for the residents of The Villas at Peppers Ferry and the developers wrote they see no impact on the quality life. Mr. Irish stated he could not disagree more.

Mr. Irish stated the developers have been upfront with the residents but he does not support the request and asked the Planning Commission to reject it.

Kyle Morgan, Heather Drive NW, stated townhomes connected by alleys are not a compelling design and will not attract young professionals from Blacksburg to move to Christiansburg. Mr. Morgan stated Stafford Drive NW and Quin W. Stuart Boulevard NW are the only two exits to Peppers Ferry Road NW. Mr. Morgan stated the proposed development and the apartment complex totals 292 dwellings units and noted this will add over 500 cars. Mr. Morgan stated he walks Stafford Drive NW daily and also commutes by bike along Stafford Drive NW and Quin W. Stuart Boulevard NW and noted the additional commuter traffic is a concern.

Mr. Morgan stated he was disappointed in the communication of the public hearing and did not see the posted notice until five days ago. Mr. Morgan stated he has notified his neighbors but they could not attend on short notice. Mr. Morgan requested the Planning Commission delay a decision on the request until the residents along Stafford Drive NW have an opportunity to attend the meeting.

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Betsy Wegman, 15 Washington Avenue NW, stated she moved from Blacksburg to Christiansburg on purpose and The Villas at Peppers Ferry is one of the nicest places. Ms. Wegman stated she was concerned with traffic and the addition of 248 cars. Ms. Wegman stated the one-way in, one-way out onto John Adams Drive NW is unacceptable. Ms. Wegman stated traffic will not drive 25 mph. Ms. Wegman stated the noise and lighting will be intense and also expressed concerns for the wildlife habitat.

Ms. Wegman stated she was concerned with water runoff from the hill and for the wetlands on the property. Ms. Wegman stated she would contact the Virginia Wetlands Commission and noted she could see trenches in the pathways from water runoff today, after the rain storm.

Ms. Wegman expressed her safety concerns and stated she currently feels safe when she walks her dog at night but would not feel safe next to so many townhomes.

Ms. Wegman stated she was sorry the appraisals did not come back how the developers hoped, but this was not her problem and The Villas at Peppers Ferry and Christiansburg should not be penalized. Ms. Wegman stated she was opposed to the request and asked the Planning Commission to carefully consider the request before making a decision.

Patrick Withem, Sturgill Estates, stated he was also concerned with traffic flow and believed it will significantly impact congestion. Mr. Witham stated the traffic signal at Quin W. Stuart Boulevard NW and Peppers Ferry Road NW will be helpful in some ways, but with hundreds more cars added with the development, it will also contribute to the congestion.

Joe Chase, 100 Revolution Circle NW, stated he and his wife moved from Abingdon two years ago. Mr. Chase stated they want The Villas at Peppers Ferry to remain a lovely community. Mr. Chase stated the New River Valley water system is running at peak capacity and wanted to bring the increased water usage of 29,000 gallons of water a day for the townhomes and 15,000 gallons of water a day for the apartments to the attention of the Planning Commission.

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Reid Nicholson, 230 Meadow Drive NW, stated he was in favor of the rezoning. Mr. Nicholson stated Christiansburg offers the perfect balance between small town feel and quality of life. Mr. Nicholson stated ten years ago it was hard to find a neighborhood that was centrally located, quality built, and affordable. Mr. Nicholson stated there is a need to provide for our residents of the future and noted ten years ago he needed exactly what is being proposed.

Mr. Nicholson stated the community attracts talent from all over to come and work in the NRV and the proposal is an opportunity to provide quality housing that fits the best land use. Mr. Nicholson stated the property is close to many amenities and is where we want higher density. Mr. Nicholson stated there is a need for a development strategy that will work for everyone and for our future.

Kathryn Dowling, 200 Revolution Circle NW, stated she was speaking for herself and not as the president of The Villas at Peppers Ferry HOA. Ms. Dowling stated some residents support the proposal and some residents oppose the proposal. Ms. Dowling stated the parcel of land will eventually be developed and noted it is designated residential use in the comprehensive plan.

Ms. Dowling stated she supports the proposed development because it is a known factor. Ms. Dowling expressed her fear if the developers pull out and stated the entire property could become R-3 Multi-Family Residential. Ms. Dowling stated Stateson Homes has agreed to work with the residents on multiple issues including fencing, landscaping, possible repair work on the rock wall, lighting, one-way alleys, and renaming Washington Avenue. Ms. Dowling stated she would support the proposal if the Town of Christiansburg would reopen the issue of widening and improving Stafford Drive NW and if funds were allocated for the maintenance of Quin W. Stuart Boulevard NW to mitigate wear from construction activities and the increased traffic.

Ms. Dowling stated she was opposed to any future increased zoning changes in the general vicinity and pointed north of the subject property. Ms. Dowling stated she would like to see elevation drawings.

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Ms. Dowling stated she was both for and against the proposal. Ms. Dowling stated she supported the request for the economic reasons and because they know what they are dealing with. Ms. Dowling stated they live in the perfect place and do not want the townhomes, but if they have to have them at least it is known and Stateson Homes is a quality builder.

Bonnie Boatwright, 480 Revolution Circle NW, stated she grew up in Christiansburg. Ms. Boatwright stated she was diagnosed with dementia four years ago and lives in a peaceful place. Ms. Boatwright stated her front door will be 20 feet from John Adams Drive NW and questioned why the road could not be more centrally located on the subject property and further away from The Villas at Peppers Ferry. Ms. Boatwright expressed her concerns for the noise, people, and lights and stated the last good years of her life will not be peaceful. Ms. Boatwright asked Mr. Roberts to consider what he's doing to the people around him and stated he is only concerned with money. Ms. Boatwright stated she objected to the proposal.

Ms. Boatwright stated she assumed the requests would be approved and asked the Planning Commission to require the construction of a six-foot tall chain link fence between John Adams Drive NW and The Villas at Peppers Ferry. Ms. Boatwright stated there is a gas line near her home and a car could run off the road, hit the gas line, and cause an explosion. Ms. Boatwright also expressed concern that the residents of the townhomes would walk their dogs at The Villas of Peppers Ferry and not clean up after them.

Jim Overton, 1255 Stafford Drive NW, stated his family owns eight acres and has no intention to develop the property. Mr. Overton noted there is a lot more undeveloped land down Stafford Drive NW. Mr. Overton stated they live there for the quality of life and the proposal would have a big impact. Mr. Overton stated there is no sight line looking west at the intersection of Stafford Drive NW and Peppers Ferry Road NW and noted the increased traffic on Stafford Drive NW will be a problem.

Mr. Overton stated granting the rezoning request will set a precedent for rezoning based on making more money with more density. Mr. Overton stated the same argument could be made for every request and asked the Planning Commission to deny the request.

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Karen Irish, 90 Revolution Circle NW, stated the homes on the west side of The Villas at Peppers Ferry will have a view of the alleys from their patios and noted the alleys will have junk, trash, and vehicles. Mrs. Irish stated screening will not be able to address this problem.

With no additional comments, Chairperson Moore closed the public hearing. The Planning Commission agreed they would not vote on a recommendation during tonight's meeting. The Planning Commission agreed to ask additional questions of the applicant.

Commissioner Franusich asked why the estimated cost of development was much higher than anticipated. Mr. Robertson stated the original project was planned before new stormwater regulations took effect and noted there was also a significant amount of grading that was not reviewed in great detail at the time of the rezoning request. Commissioner Franusich asked if the new proposal requires grading. Mr. Robertson stated it will require grading but noted the cost will be spread out across more units and the varied housing types will allow the development to build out faster.

Commissioner Knies asked if they considered the runoff concerns raised by some residents. Mr. Semones stated the apartment development and the original single-family development plan went through several rounds of site plan review by the Town of Christiansburg and noted the stormwater management for the single-family development and apartments has been approved. Mr. Semones stated the wetlands have been delineated and the Army Corps of Engineers and DEQ have both reviewed the property. Commissioner Knies asked if this information was shared with the residents at the recent community meeting. Mr. Semones stated this was discussed during the meeting for the original 2014 proposal.

Commissioner Johnson asked if they have considered an alternative option to address some of the concerns presented by the residents. Mr. Robertson noted Stateson Homes is the contract owner and has the option to purchase the property. Mr. Robertson stated the current proposal provides fewer townhomes than they first mapped out when they decided to revisit this development. Mr. Robertson stated the courtyard approach was intended to remove cars from the road and provide landscaping and open space in front of the homes.

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Commissioner Franusich asked if they can provide architectural renderings from the vantage point of The Villas at Peppers Ferry. Mr. Robertson stated it would take a few weeks to provide a profile cross-section. Commissioner Franusich clarified he meant a 3-D model to illustrate the perspective of the Townhomes from The Villas at Peppers Ferry. Mr. Semones stated a 3-D model would not be possible at this time because the final grading assessment is not complete but confirmed they could provide a profile cross section.

Vice-Chairperson Sowers asked what the residents of The Villas at Peppers Ferry would see, looking west, from their patio. Mr. Semones discussed the existing grade of the subject property and noted there was roughly a 10-foot elevation difference between John Adams Drive NW and the townhomes.

Commissioner Collin asked if the height was the same for the original two-story single-family homes and the proposed townhomes fronting on John Adams Drive NW. Mr. Semones stated the height was the same.

Chairperson Moore asked the Planning Commission if an elevation profile would be useful. Commissioner Johnson stated it would be helpful, but noted a site visit would be more useful. The Planning Commission agreed to make a group visit to the site at 5:30 pm, April 17, 2017, before the regular Planning Commission meeting.

Commissioner Franusich noted the property is within the Mall Urban Development Area.

Mr. Semones stated the Town's previous efforts to widen and improve Stafford Drive NW have not progressed because the Town has been unable to obtain the necessary right-of-way from property owners. Mr. Semones stated the improvements to Stafford Drive NW are not part of this application. Mr. Semones stated the future connection to Stafford Drive NW was part of the original 2014 plan but this was removed after feedback from residents and no connection to Stafford Drive NW is proposed with the current request.

Mr. Semones stated they made a financial obligation to fund a portion of the traffic signal at the intersection of Quin W. Stuart Boulevard NW and Peppers Ferry Road NW as part of the apartment complex development. Mr. Semones stated he believes the light has been funded and will be installed.

Public Hearing for a Rezoning request by Snyder-Hunt Company LLP for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW from R-1, Single Family Residential to R-3, Multi-Family Residential and Public Hearing for a Conditional Use Permit by Snyder-Hunt Company LLP request--contingent upon the above rezoning request -- for a 7.93-acre portion of Tax Map No. 435-A 40 located north of Quin W. Stuart Boulevard NW for a Planned Housing Development in the R-3 Multi-Family Residential District – (continued).

Mr. Semones stated the traffic count estimates provided in the application document were updated to reflect the addition of the townhome units. Mr. Semones stated the trip estimates are based on an industry standard and noted the new proposal, compared to the original 76 single-family homes, will add an average of 16 extra vehicle trips per day.

Mr. Semones noted the density of development for the entire 33-acre property is less than four units per acre.

Mr. Robertson noted some residents expressed concern for property values and stated they expect the townhomes to sell for \$220,000 - \$240,000, the villas to sell for \$280,000 - \$330,000 and the single-family homes to sell for \$325,000 - \$425,000.

Other business.

Chairperson Moore introduced the discussion. Mr. Warren stated a public hearing on a conditional use permit request for a game room at 77 Scattergood Drive NW will be held at the next Planning Commission meeting on April 17, 2017.

Mr. Warren stated the NRV Regional Commission will host the annual Planning Commissioner Training on April 20, 2017. Mr. Warren noted the training topics include proffer law changes, the sign ordinance ruling, and rules for siting wireless facilities. Mr. Warren requested commissioners RSVP to him by April 12 and noted staff will organize a carpool.

Commissioner Johnson stated Virginia's Outdoor Lovers Expo will be held April 22, 2017 at Bisset Park, Radford, VA.

Commissioner Franusich stated Downtown Christiansburg Inc will host a meet and greet event on Thursday, April 6, 2017 from 5 pm – 7 pm in the Motor Company building, downtown Christiansburg.

There being no more business, Chairperson Moore adjourned the meeting at 9:13 p.m.

Craig Moore, Chairperson

Andrew Warren, Secretary ^{Non-Voting}

To: Town of Christiansburg Planning Commission

From: Lynn Klappich and Jim Overton, 1255 Stafford Drive, Christiansburg
24073 (Residents since 2006)

RE: Rezoning and Conditional Use Permit, 7.93 acres portion of Tax Map
No. 435-A 40

The citizens of the Town of Christiansburg must trust the vision of their community to their elected officials, their appointees and the Town staff. The vision is implemented through the comprehensive plan and zoning with opportunity for public input. It is the citizens' responsibility to be engaged and informed of the actions of these three entities. The purpose of the meeting tonight is to allow the public to voice their opinions on this vision relative to the compatibility of the requested actions by Snyder Hunt Company LLP in regards to the rezoning of and conditional use permit request for the 7.93 acres portion of Tax Map No. 435-A 40.

In 2014, the Planning Commission and Town Council approved the rezoning of approximately 34 acres from Agriculture to R-1 single family of which the 7.93 acres is part. The application indicated that there would be 77 lots of varying sizes developed in this area. This parcel wraps around the Villas at Peppers Ferry and the rezoning considered R-1 to be compatible with the surrounding land use. A rough estimate of potential vehicles would be two per home for a total of 154 vehicles. The vision in 2014 would appear to have been a nice mix of the Villas and single family homes.

Unfortunately there was another parcel at the corner of Stafford and Quin W Stuart Blvd. that was only identified in this rezoning as "future development" which was at that time zoned agriculture.

In 2015, the parcel identified as "future development" was rezoned from agriculture to R-3 for an apartment complex. The complex will consist of 168 rental properties. This would equate to potentially 336 vehicles. The apartment complex would not appear to be compatible with the 2014 vision but I was not at the hearing to hear the discussion.

As you know, this apartment complex is necessitating the installation of a light at Quin W. Stuart Blvd. and Peppers Ferry Road. Based on discussions with Town staff it is being assumed that traffic from the apartment complex will use Quin W.

Stuart Blvd. and access Peppers Ferry Road at the light. It is also probable that most will be making left turns. Ultimately this light will address traffic flow into the new park and the new connector road.

Today, there is yet another rezoning and conditional use request application for a “portion” of this larger parcel originally rezoned as R-1 in 2014 for R-3 townhomes. Under this request there would be 82 town homes with an assumed 2 vehicles per home (164 vehicles) immediately adjacent to the apartment complex and the Villas. Forty-two single family lots would remain. It is probable that most traffic from the townhomes would exit on to Quin W. Stuart Blvd and to the new light at Peppers Ferry Road. (Not up to Stafford Drive.) The traffic study with the application only addresses the single family homes and town homes and indicates a vehicle peak AM exit from the two areas at 54 vehicles. Given the potential for 248 vehicles in the two sites, this seems underestimated and certainly does not include the apartment complex. If the apartment complex is included I estimate that there are potentially 500 vehicles (per zoning), many probably leaving for work or school at approximately the same time and most turning left at the light. Again I think the 54 vehicle AM peak is underestimated and should be reconsidered.

My husband and I are concerned that traffic (especially those turning right on to Peppers Ferry Road) will begin to divert on to Stafford Drive which is not designed to handle additional traffic without improvements.

The rezoning application (page 15) indicates that “*Road B (also known as Jefferson Circle N.W.) is shown on the masterplan as a potential future cross connection to the northern property if the owners of that property ever redevelop it. While that connection does not exist at this point, it could serve as an important second connection point in the need for emergency service access and overall interconnectivity.*” In discussions with staff, I understand that at one time there was a connection proposed from the single family parcel on to Stafford Drive. Our concern is that Stafford Drive cannot handle this traffic without significant improvements to manage further traffic – it is dangerous and too narrow to accommodate cars and pedestrians. It is important that those of us who live on Stafford Drive be assured that no connections will be made to Stafford Drive without improvements and we are concerned that this language has been added to this rezoning request.

During construction of the apartment complex and of townhomes there will obviously be a significant amount of construction vehicles entering the sites. We are concerned about damage to Quin W. Stuart Blvd and Stafford Drive. Stafford Drive has been significantly worn by the construction of the homes in Sturgill Estates as materials and equipment are delivered. Does repair of the public roads due to damage by a private developer fall to the developer or to the taxpayers?

My husband and I have other concerns regarding stormwater management, safety, lighting, noise, landscaping and compatibility with those residents already living in the area. We would be more than willing to discuss our concerns with the Town staff.

Of most concern however, is that the residents in this area, trusted that the Town believed in their original vision for this area of a mix of single family homes and the Villas. (The apartment complex aside). Our concern is that with the previous approval of the apartments and the potential approval of the townhomes, it is only a matter of time until the remainder of the parcel will be rezoned for more townhomes creating more traffic and potential damage to the environmentally sensitive downstream areas (unnamed tributary to Slate Creek). Thus, we are against this rezoning.

If the ultimate vision has changed or will change for the remainder of the single home parcel, then we would suggest that the Planning Commission require the developer to master plan the full parcel and to complete a rezoning and conditional use permit for the ultimate development. This slow unwinding of the original 2014 vision is not fair to the residents and is time consuming for Town staff. Planning cannot and should not be piecemeal but should be comprehensive and stable. It is the only way that residents can be sure that their decisions about where to live are based on the best information..

I would respectfully request that the Planning Commission deny the rezoning application. If the Planning Commission is not ready to make that decision then we would request that the Planning Commission postpone their decision for two weeks while requesting staff to address the concerns voiced here tonight.

Thank you.

Received - Planning Commission public hearing
4/3/17

Planning Commission Case #RZN-2017-01/CUP-2017-02

Hearing: 4/3/2017

Comments By:

Thomas Irish

90 Revolution Circle (The Villas at Peppers Ferry)

Christiansburg, VA 24073

Tel.: 443-465-5673

e-mail: teirish@gmail.com.

I live in the middle of the community, not along the border of the proposed new development.

Member of the Board of Directors (Secretary) for the Villas at Peppers Ferry Condo Association.

Remarks are my own, not the Association's.

I do not support this proposed zoning change.

Have members of the Planning Commission driven through or visited The Villas at Peppers Ferry? If so, great. If not please do. One cannot appreciate it without seeing it.

The Villas at Peppers Ferry is a 'one-of-a-kind' community in the whole NRV area, and a real 'gem' for Christiansburg.

It was such a pleasant surprise to find VPF when we moved here from the Baltimore area almost two years ago. There's nothing else like it.

Compared to the original development plan of 76 single-family detached houses the proposed plan reflects a 63% increase in living units (from 76 to 124), and a 45% decrease in detached houses (from 76 to 42).

I 'accepted' the 'luxury' apartments with the understanding the rest of the parcel would be detached houses. The introduction of townhomes totally flies in the face of my vision of how the development would unfold.

Besides the obvious increased pressure on overall traffic, the intersection of Quin W. Stuart Blvd. and Peppers Ferry Rd, the water & sewer systems, schools, etc., the introduction of townhomes totally changes the character of the proposed development and its impact on our community.

Nonetheless, as I said at the outset, and for all the reasons I have mentioned, I do not support this proposed zoning change, and I urge the Planning Commission to deny this zoning change request.

Thank you,

Thomas Irish

Re : The Villas at Peppers Ferry

Received - Planning Commission public hearing
4/3/17

Several years ago, as a recent widow, I chose to invest limited retirement funds in the purchase of a condo in a quiet back corner of the Villas at Peppers Ferry.

Within this well maintained and lovely community, I have found caring friends, a group of people, many of whom are also widows, who look out for each other as needed, and provide a kind of family through Coffees on Wednesday mornings, and organized activities within the borders, easily accessible for all residents.

I have felt SAFE. This is not a small consideration.

I pay town taxes and county taxes. I pay an HOA fee which contributes to the upkeep of our well maintained community.

Currently, I am feeling assaulted by the possibility of a very large number of townhouses (82), two and three stories high, occupying a large part of a relatively small space, climbing up the hillside field just beyond my door. The elevation from my home up to Stafford Drive would appear to be at least a 30 to 35 percent grade across a relatively narrow expanse, which means that these DENSE two and three story townhouses would tower over our lovely quiet community.

I requested an elevation drawing of the proposed appearance of the entirety of these units as they will look in place up the hillside, but was told by Todd Robertson that such an elevation does not exist. There is only a footprint drawing. Perhaps the developers have not considered how the density of these buildings, no matter how nice each single one might be, will, in essence, tower over and block out the sunset from our currently established and well maintained community.

Is this proposal really the best choice of housing for this particular piece of property? Wouldn't smaller condos, similar to ours, or upscale single family homes, which would allow some green space around them, be a much better choice, for a variety of reasons?

I would request that you at least defer your decision until VISUALS, ELEVATIONS OF THE EXPANSE OF TOWNHOUSES GETTING TALLER AS THEY MOVE UP THE HILL TOWARD

STAFFORD can be provided to demonstrate the impact of the massive height and density

of townhouses climbing up the hillside just beyond my small quiet, SAFE retirement home.

I do not want to lose property value.

I do not want to lose my quiet safe haven.

I do not want to have to move.

I have had enough loss for awhile.

Dr. D. R. Janov

10 Washington Avenue

The Villas at Peppers Ferry

Christiansburg, Virginia 24073

Received - Planning Commission
public hearing
4/3/17

My name is Kathryn Dowling and I reside at 200 Revolution Circle. Some of you recognize me as the President of the Homeowners Association at The Villas at Peppers Ferry. Please note that I am speaking for myself, as it is not appropriate for the collective board or an officer to take an official position. I can state that we have residents who are opposed to the townhome addition and those who accept the proposal with some agreements with the developer. I will also state that we are very much aware that this property is in the Long Range Christiansburg Residential plan. I don't like the addition of the townhomes, but I feel like we are at least getting a known factor with Stateson Homes. It is my understanding that this entire region was originally re-zoned as high end R-1 and look what is happening. I do not want to wind up looking like some other developments in Christiansburg where townhomes are stacked on top of each other.

We have met with Stateson Homes, They have agreed to continue to work with us on multiple issues, including fencing, additional landscaping, meeting with the individual owners that face the townhomes, possible repair work to the town rock wall, one way alleyways to reduce light reflection, down lighting to reduce light pollution and renaming Washington street to avoid GPS confusion.

I personally support rezoning with the following stipulations:

1. The Town of Christiansburg needs to re-open the issue of Stafford Road and widening it. If Stafford is not addressed, then Quinn Stewart will become a nightmare.
2. I am opposed to any future additional increased zoning changes in general vicinity and surrounding areas.
3. I would like to see elevations of the townhomes and how that affects adjoining homeowners.

Thank you.



TOWN OF CHRISTIANSBURG

100 East Main Street

Christiansburg, VA 24073

Phone (540) 382-6120 Fax (540) 381-7238

Conditional Use Permit Application

Landowner: ETR INVESTMENTS Agent: EDDIE TIM ROBERTS
 Address: P.O. Box 6068 Address: 26 PATRIOT WAY
CHRISTIANSBURG, VA 24068 CHRISTIANSBURG, VA 24073
 Phone: 703-994-1597 Phone: 985-966-4354

I am requesting a Conditional Use Permit to allow GAME ROOM FOR children
SCHOOL AGE TO 12 yrs AND ADVENTURE CLUB SCHOOL CARE
 on my property that is zoning classification B-3 under Chapter 42: Zoning of the
 Christiansburg Town Code.

My property is located at 77 SCATTERGOOD

Tax Parcel(s): 496-204 (WB)

Fee: 750.⁰⁰

I certify that the information supplied on this application and any attachments is accurate and true to the best of my knowledge. I understand that Conditions may be placed on my property in regards to the above mentioned use/activity. I also understand that the Conditional Use Permit may be revoked and/or additional Conditional Use Permits required should questions regarding conformity arise.

Signature of Landowner(s): Eddie Tim Roberts Date: 3/21/17
 _____ Date: _____
 _____ Date: _____

This request was approved / disapproved by a vote of the Christiansburg Town Council on _____, Any Conditions attached shall be considered requirements of the above request.

Town Manager

Date



ESTABLISHED
NOVEMBER 10, 1792

INCORPORATED
JANUARY 7, 1833
MAYOR

D. MICHAEL BARBER
COUNCIL MEMBERS
SAMUEL M. BISHOP
HARRY COLLINS
R. CORD HALL
STEVE HUPPERT
HENRY SHOWALTER
BRADFORD J. "BRAD" STIPES

TOWN MANAGER
STEVE BIGGS

ASSISTANT TOWN MANAGER
RANDY WINGFIELD

ASSISTANT TO THE TOWN
MANAGER
ADAM CARPENETTI

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FINANCE/TOWN TREASURER
VALERIE L. TWEEDIE,
CPA, CFE, CGFM

CHIEF OF POLICE
MARK SISSON

CLERK OF COUNCIL
MICHELE M. STIPES

TOWN ATTORNEY
GUYNN & WADDELL, P.C.

Town of Christiansburg, Virginia 24073

100 East Main Street ~ Telephone 540-382-6128 ~ Fax 540-382-7338

Town of Christiansburg Planning Staff Report

Planning Commission Public Hearing Date: Monday, April 17, 2017 at 7:00 p.m.

Town Council Public Hearing Date: Tuesday, May 9, 2017 at 7:00 p.m.

Application Type: Conditional Use Permit

Applicant: Eddie Tim Roberts, agent for ETR Investments LLC

Location: 77 Scattergood Drive NW

Application #: CUP-2017-03

The Town of Christiansburg has received a conditional use permit request by Eddie Tim Roberts, agent for ETR Investments LLC, for a game room at 77 Scattergood Drive, NW (tax parcel 496 – ((20)) – 4) in the B-3 General Business District. The applicant proposes to operate a game room for children in conjunction with the existing use of the building for the Adventure Club child care program main office. A conditional use permit is required for a game room in the General Business (B-3) zoning district per *Sec. 42-336 (40)* of the *Christiansburg Town Code*.

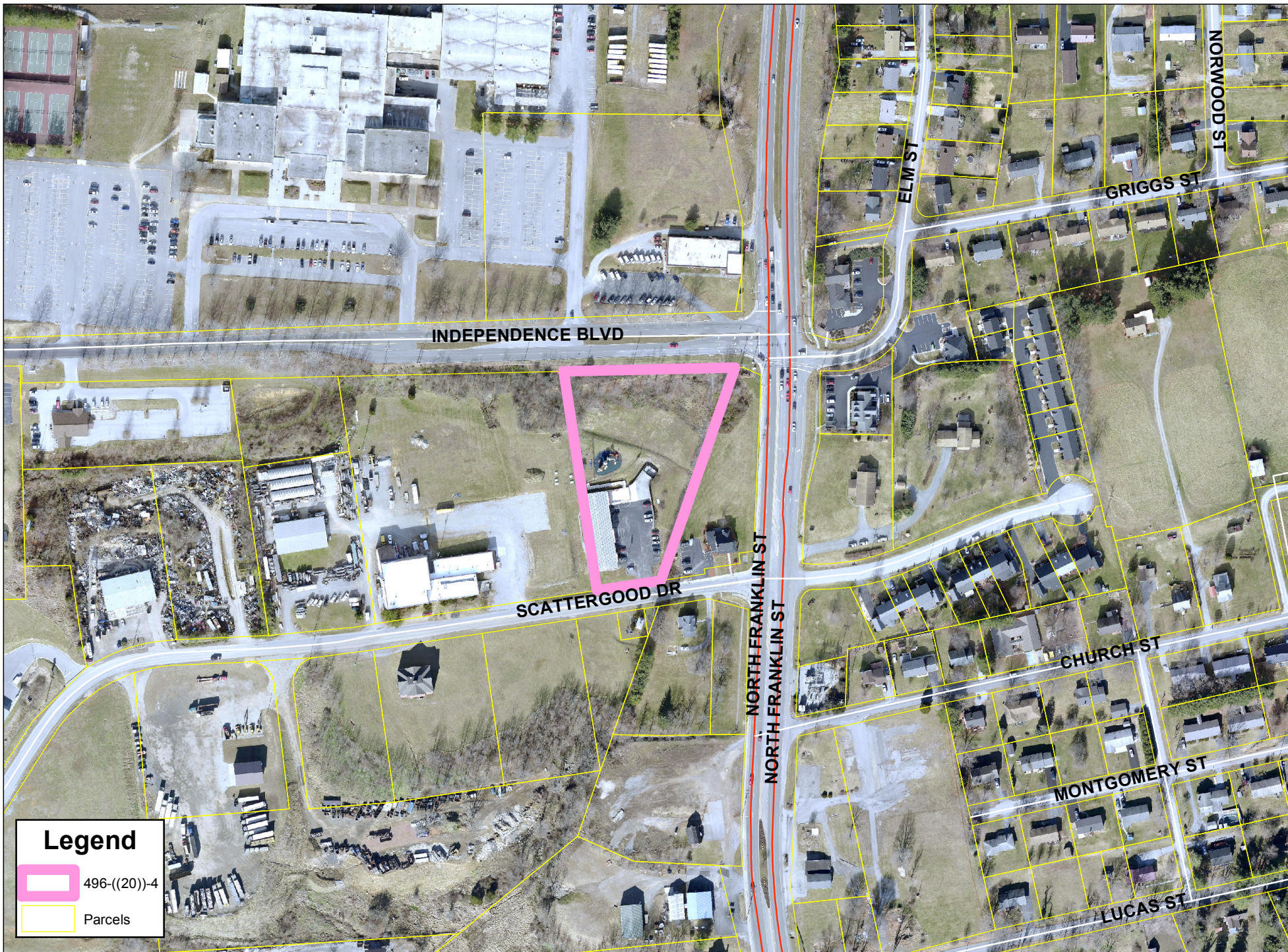
The property is not located within the 100-Year and 500-Year Flood Hazard Areas and does not lie within a Historic District. The property is within the Institute Urban Development Area. The adjoining properties zoned are B-3 General Business and contain undeveloped land, business, education, religious, and residential uses.

The following conditions are taken from the most recent conditional use permit approved for a game room (2010) and are provided to the Planning Commission for discussion purposes.

1. Hours of operation shall be limited to between 9:00 a.m. to 10:00 p.m.
2. No alcoholic beverages shall be allowed in the game room.
3. There are to be no discernible noises to adjacent properties.
4. This permit shall be subject to review by the Planning Commission four months from the start of operation of the game room.
5. There shall be "No loitering" signage in the parking area.

List of attachments included with staff report

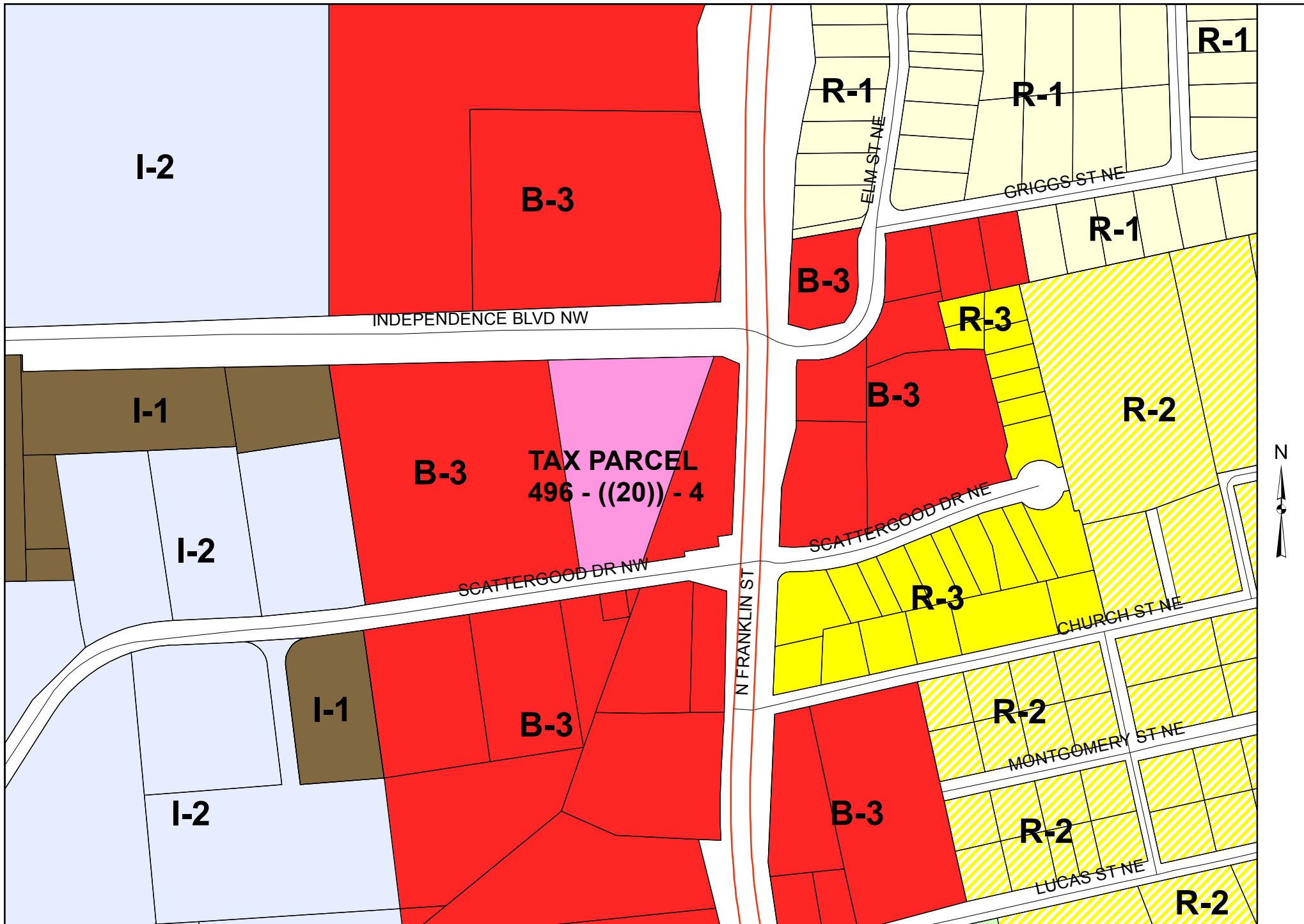
1. Aerial map
2. Zoning map
3. Adjoining properties



CUP REQUEST: 77 SCATTERGOOD DRIVE NW

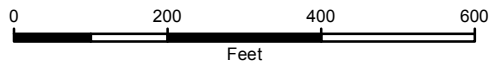
PC: APRIL 17, 2017
TC: MAY 9, 2017

0 200 400 600
Feet



CUP REQUEST: 77 SCATTERGOOD DRIVE NW

PC: APRIL 17, 2017
TC: MAY 9, 2017



CUP: 77 Scattergood Drive NW

Adjoining Property Owners

<u>Tax Map #</u>	<u>Owner(s)</u>	<u>Mailing Address</u>	<u>City, State, Zip</u>
496- 1 16D	CHBG INSTITUTE ALUMI ASSOC INC	P O BOX 433	CHRISTIANSBURG VA 24068
496- 1 16F	CHRISTIANSBURG INSTITUTE	P O BOX 433	CHRISTIANSBURG VA 24068
496- 24 1A	CHRISTIANSBURG INSTITUTE	P O BOX 433	CHRISTIANSBURG VA 24068
496- 20 4	ETR INVESTMENTS LLC	26 PATRIOT WAY	CHRISTIANSBURG VA 24073
496- 20 2A	GRACEWAY MINISTRIES	P O BOX 6068	CHRISTIANSBURG VA 24068
496- A 4	HAGA DONALD S JR	2059 MUD PIKE	CHRISTIANSBURG VA 24073
466- A 14	MONTGOMERY COUNTY	750 IMPERIAL ST	CHRISTIANSBURG VA 24073
496- A 4A	MONTGOMERY COUNTY	750 IMPERIAL ST	CHRISTIANSBURG VA 24073
496- 2 1,2	PALMER PAULINE	45 SCATTERGOOD DR	CHRISTIANSBURG VA 24073
466- 3 24	TICKER LLC	571 SOUTHWEST 28TH AVE	DELRAY BEACH FL 33445



ESTABLISHED
NOVEMBER 10, 1792

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JANUARY 7, 1833
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Town of Christiansburg, Virginia 24073

100 East Main Street ~ Telephone 540-382-6128 ~ Fax 540-382-7338

Town of Christiansburg
Planning Staff Report
Update
Friday, April 14, 2017

Application Type: Rezoning and Conditional Use Permit requests

Applicant: Balzer and Associates Inc, agent for Synder-Hunt Company LLP

Location: North of Quin W. Stuart Boulevard N.W., east of Stafford Drive N.W., and west of the future John Adams Drive N.W.

Application #: RZN-2017-01 and CUP-2017-02

Update

As Planning Commission is aware, the public hearing for the rezoning and conditional use permit applications was held and closed on April 3, 2017. In preparation for Commission's discussion and consideration of the two items on Monday evening, the following attachments are provided:

- 1) Applicant Letter - Letter from Steve Semones (Balzer and Associates Inc.) dated April 12, 2017 on behalf of the applicant.
- 2) Urban Development Areas (UDAs) –The Comprehensive Plan was amended by Town Council on November 22, 2016 to designate four UDAs within the Town. These areas were selected to take advantage of existing facilities and infrastructure, and to introduce Traditional Neighborhood Design in a way that best promotes the Town's vision for its future growth. The subject property is identified as part of the designated Mall UDA area.

It is important to stress that the additions of the UDAs to the Comprehensive Plan did not change the Town Code or subsequently any zoning regulations. Like any other section of the Comprehensive Plan, it is a guide and should be evaluated as one of many sources of information (applicant and citizen comments, site conditions, potential impacts, staff reports etc...) the Commission has to consider in making a recommendation to Council on the two applications.

Given that this is the first land use application for new development filed since adding UDAs to the Comprehensive Plan, staff has attached the UDA language that is now in the Community and Economic Development Chapter of the plan. Also, listed here is a link to the UDA page of the Town's website where additional information on the Town's UDA study can be found
[\[http://www.christiansburg.org/index.aspx?NID=984\]](http://www.christiansburg.org/index.aspx?NID=984).

The April 3, 2017 minutes with received citizen statements at the meeting is provided in the Agenda Packet.



April 12, 2017

Andrew Warren
Town of Christiansburg
Planning and Zoning Director
100 East Main Street
Christiansburg, VA 24073

RE: Stateson Clifton Rezoning Amendment – Quin W. Stuart Boulevard

Dear Andrew:

As agent for my client, Stateson Homes, I would like provide you with a written response to several of the comments made by citizens during the Planning Commission Public Hearing on April 3, 2017. These are in no particular order, just touching on the various topics. Please feel free to share these with the Planning Commission prior to their meeting next Monday.

1) Traffic on Stafford Drive:

No new connection to Stafford Drive is proposed with this requested amendment. The proposed rezoning amendment does not impact Stafford Drive north of the intersection of Quin W Stuart and Stafford Drive. Concerns about the existing condition and width of Stafford Drive beyond that intersection should be directed to the Town Engineering department. During our previous rezoning requests, it was discussed by Staff and Town Council that several requests had been made to residents on Stafford Drive over the years to dedicate additional right of way to allow the Town to upgrade and improve Stafford Drive. However, residents have not agreed to this request and the Town does not want to condemn property for the additional right of way. Until one of these options occurs, no substantial improvements can be made to Stafford Drive. Staff may wish to provide any updated information on this topic.

2) Traffic on Quin W Stuart Drive and the proposed traffic signal at Quin W Stuart and Peppers Ferry Road:

While the increased unit density proposed with this current request would appear to drastically increase traffic, the ITE Trip Generation guidelines show that the increase is very minimal. The average daily trips have only increased from 865 to 878. This minimal increase is due to the fact that residents in townhome units tend not to make as many trips over the course of the day as those living in single family detached homes. This is attributable to lifestyles, age and proximity to other amenities such as shopping and restaurants that encourage walking. A traffic analysis was done during the previous rezoning requests and it was agreed during the apartment project

rezoning that the traffic signal would be installed and that the applicant would provide a financial contribution towards the cost of that signal. It is our understanding that funding has been approved and allocated for the signal installation and that it should happen this year. As this signal installation would be Town/VDOT project, the applicant is not able to speak to the exact timing. Staff may wish to provide any updated information on this topic.

3) Density:

As stated in our application material, the proposed rezoning amendment still is very much in line with the Town's Comprehensive Plan in regard to use and density. The Comprehensive Plan defines this area for a Future Land Use of Residential. This area has also been included within the UDA Boundary #4 Mall Area in the 2016 Comprehensive Plan Amendment update. Per the Town documents, *"Under the code designation, UDAs are areas designated by a locality in their comprehensive plan for proximity to transportation facilities, redevelopment/infill potential, and higher density development, specifically at least four single-family residences per acre, six townhouses per acre, or 12 apartment-style units per acre, and commercial development densities equivalent to at least a floor area ratio of 0.4."* The total acreage of the Clifton project is 33.96 acres. The total number of proposed residential units on that 33.96 acres is 124 which provides an average density of 3.65 units per acre. By comparison, the VPF was developed on approximately 33.7 acres with a total of 148 units providing an average density of 4.39 units per acre which is greater than the proposed Clifton project.

4) Topography and Elevations:

There is significant elevation change (45 feet) from west to east on the Clifton property in the area of the proposed townhomes. The elevations at the east edge against the VPF property were set during the construction of VPF and the general road grades for what is now John Adams Drive were also constructed during the VDF development. The general elevations of where the proposed townhomes will sit are not very different than what they would have been with the single family homes. The townhomes are also planned to be no more than 2-3 stories. Very similar to two story house on basement. As final engineering of this new layout has not been completed, the cross sectional drawings provided with this letter are preliminary. However, the final grades should not be significantly different. As this drawing shows, all efforts are being made to keep the townhomes from towering above the VPF property to the east.

5) Property Values:

Several residents have raised concerns about a potential loss of value to their condo units at the Villas at Peppers Ferry (VPF). Based on the average sales price of the VPF units and the projected sales price of the three townhome types (\$220,000-\$330,000) and the single family homes (\$325,000-\$425,000) in Clifton, it is our opinion that VPF unit values will not go down but instead may likely rise.

6) Character of the Project:

The architectural style of the townhome and single family units were shown at the Public Hearing. It is our opinion that the character of these homes are very much in keeping with the high standards already exhibited by the VPF community. Stateson Homes is building in several different communities in the New River Valley and Roanoke Valley, all of which have a high standard for architectural quality and details. The Clifton development will also maintain this high standard.

7) Environmental Concerns – Stormwater Management and Wetlands:

All of the State and Local requirements for Stormwater Management will be met onsite and approved by the Town Engineering Department. The Clifton project is not proposing to use any of the previously constructed ponds or stormwater facilities to satisfy our requirements. All of the wetlands and streams on the Clifton property have been delineated by a wetland professional and those delineations were confirmed by the US Army Corps of Engineers. All permits required for any minor disturbance to those systems on the Clifton property have been approved. No disturbance is proposed on any streams or wetlands located on the VPF property.

8) Lighting:

The lighting proposed for this project will all be residential in nature and scale. Street lights along John Adams Drive will be similar in style to the existing lights on Quin W Stuart with the exception of additional downlighting features as allowable by Appalachian Power. Lighting within the subdivision on the individual lots or townhomes will be post style or porch lighting as typical within a residential subdivision.

9) Alleys:

The alleys serving the interior Townhouse units has been proposed as one way off of John Adams Drive. This will limit headlight impact on our VPF neighbors. These alleys are designed not to allow parking on them as each unit will have either a two car garage or a one car garage and driveway. The Clifton Home Owners Association will maintain the alleys and exterior grounds of the Townhome section of the subdivision. The HOA will also have covenants and restrictions that will restrict residents from storing spare vehicles, recreational vehicles or "junk" in the alleyways.

I hope this helps to clarify some of the issues and concerns mentioned last week. Please feel free to call at 540-381-4290 or email me at ssemones@balzer.cc if you have any questions or comments.

Sincerely,
Balzer and Associates, Inc.



Steven M. Semones
Vice President

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

448 Peppers Ferry Road NW • Christiansburg, Virginia 24073 • Phone (540) 381-4290 • Fax (540) 381-4291

CED 8 - Community Character Goals and Strategies

Recreate and strengthen the community identity, improve aesthetics and visual continuity, and reinforce neighborhood character.

- CED 8.1 Improve Christiansburg's gateways by creating a distinct streetscape.
- CED 8.2 Enhance the Town's core areas and develop visual continuity with uniform landscaping and streetscaping.
 - CED 8.2A Reduce sign clutter with stricter enforcement of sign regulations.
 - CED 8.2B Expand and maintain the flower boxes within Town.
- CED 8.3 Create visual ties between neighborhoods that convey the Town brand and maintain distinct neighborhood characteristics.
- CED 8.4 Work with residents and businesses to improve the overall aesthetics of the community.
- CED 8.5 Preserve strengthen and reinforce the stability and diversity of neighborhoods to improve residential quality in Town.
- CED 8.6 Ensure that new residential neighborhoods in Town are compatible and integrated with the existing community character.
- CED 8.7 Create opportunities to assist new residents in learning about and connecting with the community.
- CED 8.8 Support community building events and businesses.
 - CED 8.8A Support the Christiansburg Farmers' Market.
 - CED 8.8B Encourage community gardens.
 - CED 8.8C Encourage and support events by partnering with civic organizations.
- CED 8.9 Encourage volunteerism throughout the community at all age groups.
- CED 8.10 Continue to foster relationships with higher education institutions and support the provision of educational and cultural opportunities.

Urban Development Areas (UDA)

Urban Development Areas (UDA) were originally authorized by the Code of Virginia in 2007 (Virginia Code § 15.2-2223.1.) as a requirement for certain high growth localities to designate areas "sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years." Under the code designation, UDAs are areas designated by a locality in their comprehensive plan for proximity to transportation facilities, redevelopment/infill potential, and higher density development, specifically at least four single-family residences per acre, six townhouses per acre, or 12 apartment-style units per acre, and commercial development densities equivalent to at least a floor area ratio of 0.4. In 2012, however, the Code was amended to define UDAs more broadly and make them optional rather than mandatory. In addition, under the House Bill 2 legislation established in 2014, areas designated as UDAs in a local comprehensive plan may have an additional level of potential eligibility for transportation funding from the State.

The Town currently meets the State Code provisions for UDA densities per current zoning, and exceeds the townhouse guidelines with a zoning district allowing for ten townhouses per acres. The Code also specifies that UDAs shall incorporate the principles of Traditional Neighborhood Development (TND). TND embodies classic characteristics of traditional communities such as walkable neighborhood centers, interconnected streets and blocks, diversity of land uses and easy access to jobs, housing and recreation by a variety of travel options (auto, bus, walk, bike, etc.). The Code also recommends that the Comprehensive Plan describe any financial or other incentives for development in the UDAs.

The State Code recommends that the UDAs be able to accommodate the projected residential and commercial growth for the next 10 to 20 years. The Town is expected to add approximately 5,012 people during the next 15 years. This growth will require an estimated 1,973 housing units and 118,380 square feet of commercial space (retail and commercial), as shown in Table 1 –

Town of Christiansburg Projected Population

The Town has designated a series of areas for adoption as UDAs based on an analysis of their potential for new development and/or redevelopment through location, existing development patterns, zoning and access to infrastructure.

Each UDA represent acceptable locations to accommodate targeted growth and/or capacity for revitalized and new development, given the community's vision, as well as representing areas readily offering the infrastructure support necessary to make TND projects successful. In general, these UDAs have been located based upon State Code guidance such that they feature:

- Proximity to existing transportation facilities,
- Availability of public water and sewer systems,
- Proximity to areas of existing development, and
- Opportunities for new development or revitalization of existing development.

UDA Locations

Four UDA's have been selected to take advantage of existing facilities and infrastructure, and to introduce TND in a way that best promotes the Town's vision for its future growth, with designated boundaries as shown on the UDA Boundaries Map. The UDA boundaries will be periodically reviewed and updated as needed through a public process. The four UDA's are:

1. Cambria UDA
2. Downtown UDA
3. Institute UDA
4. Mall UDA

CED 9 - UDA's Goals and Strategies

CED 9.1 Cambria UDA – is approximately 41.89 Acres and its boundary generally follows the contours of the current General Business (B-3) Zoning District. Targeted growth should be focused along Cambria Street through the adaptive reuse or redevelopment of existing buildings and developable parcels to allow for commercial uses along the ground floor with residential above, while developing policies that protect the character of the Cambria neighborhood.

CED 9.1A Develop a Specific Plan for the Cambria UDA that implements the principles of TND through an urban design framework that includes adaptive reuse guidelines for the buildings, identifying potential zoning recommendations and incentives, capital improvement priorities and suggestions for improved linkages to current and planned parks and trail improvements.

- CED 9.1B Develop a Streetscape Plan that establishes sidewalk finishes, street trees and associated streetscape details for Cambria Street that are to be implemented by public and private development.
 - CED 9.1C Develop a managed parking system or specific surface parking facility to provide needed parking for commercial uses and avoid parking impacts on adjacent residential neighborhoods.
 - CED 9.1D Develop a pedestrian wayfinding signage system that includes a Cambria identification or gateway sign located at a prominent location, as well as retail kiosks, historic district designation identification signs and street banners, as needed, to promote Cambria businesses.
 - CED 9.1E Partner with organizations, schools and non-profits to promote the arts in Cambria, including locating public art to mark key paths of movement.
 - CED 9.1F Develop adaptive reuse guidelines for the rehabilitation historic structures located within the Historic District of Cambria that are based on the Secretary of the Interior's Standards for Rehabilitation, and allow for the possibility of receiving either Federal or State historic preservation tax credits.
- CED 9.2 Downtown UDA – is approximately 191 Acres and is defined by a roadway network that includes N. Franklin, Depot, First and Main streets. Targeted growth should include a mix of infill and new mixed-use development with active commercial use at the ground level.
- CED 9.2A Develop a Specific Plan for the Downtown UDA that implements the principles of TND through an urban design framework that includes a strategy for infill and design guidelines new development, identifying potential zoning recommendations and incentives.
 - CED 9.2B Develop a Streetscape Plan for the Downtown UDA, based on recent improvements along Main Street, in order to create a consistent public space. The Streetscape Plan should be based on a Complete Streets approach that promotes street designs that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The Streetscape Plan should identify sidewalk finishes and details, crosswalk designs, street tree typologies and general specifications that implement a consistent public realm experience.
 - CED 9.2C Develop a pedestrian wayfinding signage system that includes a downtown identification or gateway sign located at a prominent location, as well as retail kiosks and street banners, as needed, to promote downtown businesses.
 - CED 9.2D Continue to promote downtown as a public event center for the Town, and evaluate the necessary policies and process in-place that facilitates additional street festivals and art events.
 - CED 9.2E Partner with organizations, schools and non-profits to promote the arts in downtown, including locating public art to mark key paths of movement.
 - CED 9.2F Study the potential of creating a Special Service District with a value capture model based on future developments within the Downtown UDA that could be used to finance right-of-way improvements.
 - CED 9.2G Develop adaptive reuse guidelines for the rehabilitation historic structures located within the Historic District of Downtown that are based on the Secretary of the Interior's Standards for Rehabilitation, and allow for the possibility of receiving either Federal or State historic preservation tax credits.
 - CED 9.2H Develop a Downtown Parking Management Plan to address future parking challenges in the downtown area as surface parking lots convert to future

development, and to serve as a framework for the implementation of parking management and supply strategies in the downtown area. A Downtown Parking Management Plan should support and encourage continued investment in the downtown core; identify, plan, or establish potential reserve of parking supply to facilitate future development; and mitigate spillover parking into residential neighborhoods.

- CED 9.3 Institute UDA - is approximately 257.5 Acres, its boundary is centered along N Franklin Street, and its outer edges are defined by Norfolk and Southern Railway to the south and U.S Route 460 to the north. Targeted growth should reinforce the current institutional, residential and commercial uses, future passenger rail train station and promote connectivity to the Huckleberry Trail.
- CED 9.3A Develop a Master Plan for the Institute UDA that implements the principles of TND through an urban design framework that includes a strategy for redevelopment of existing commercial strip malls, design guidelines for new development, development that compliments the current institutional uses and future passenger rail train station, and connectivity to the Huckleberry Trail, identifying potential zoning recommendations and incentives.
- CED 9.3B In order to implement the principles of traditional neighborhood design, the Institute UDA should have its own Streetscape and Pedestrian Plan, based on an urban design framework that includes (1) “Complete Streets” approach that promotes street designs that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, and (2) a Pedestrian Plan that safely links the major residential developments to the west with Christiansburg High School, the Recreation Center and the commercial areas located along North Franklin Street.
- CED 9.3C Improve public safety, alleviate traffic congestion, and potentially provide economic development enhancements through improvements at the intersection of North Franklin and Cambria streets that include the proposed elimination of the fifth leg, planned entrance consolidation, and provision of pedestrian signalization that should address safety concerns.
- CED 9.4 Mall UDA – is approximately 885.5 Acres and is defined by the intersection of N Franklin Street and Peppers Ferry Road. The Mall UDA can accommodate greater levels of growth due to the availability of sizable developable parcels. Targeted growth over time must address the lack of pedestrian connectivity within and between existing developments and between large street blocks that are separated by wide street corridors. Targeted growth in the Mall UDA should focus on redeveloping existing commercial strip malls into viable mixed-use developments that are walkable and are supported by alternatives modes of transportation, in order to maintain and expand the Mall area’s role as the premier regional mixed-use shopping center district and park.
- CED 9.4A In order to implement the principles of TND, a Master Plan should be developed for the Mall UDA that includes a strategy for redevelopment or repurposing of existing commercial strip malls with potentially new mixed-use development, design guidelines for such development, pedestrian connectivity within and between large parcels, and to the Huckleberry Trail, identifying capital improvement priorities and potential zoning recommendations and incentives.
- CED 9.4B In order to implement the principles of traditional neighborhood design, the

Mall UDA should have its own Streetscape and Pedestrian Plan, based on an urban design framework that includes (1) “Complete Streets” approach that promotes street designs that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, and (2) a Pedestrian Plan that promotes pedestrian pathways and an open space network that links parking with existing and future commercial and/or mixed-use residential development that includes pedestrian linkages to the Huckleberry Trail.

- CED 9.4C Promote the utilization of the Marketplace Shopping Center that could include using the existing layout or transforming the center into a mixed-use residential development with pedestrian plazas and park promenades.
- CED 9.4D Support the possibility of developing a Transit Center located in the Mall UDA. The Transit Center may be studied as part of larger public/private Transit Oriented Development (TOD) opportunity that could potentially include commercial and residential development. Coordinate with VDOT and other Park & Ride facilities currently being planned.
- CED 9.4E Study the potential of creating a Special Service District with a value capture model based on future developments within the Mall UDA that could be used to finance right-of-way improvements.
- CED 9.4F Promote Huckleberry Trail as a key attraction for attracting new residential and commercial growth to the Mall UDA.
- CED 9.4G Improve public safety, alleviate traffic congestion, and potentially provide an economic development impact with the proposed North Franklin Street and Peppers Ferry Road Connector Project that will alleviate congestion at two of the busiest traffic signals in the New River Valley.
- CED 9.4H The Town should look for an opportunity for grade separated pedestrian/bike connectivity on both sides of N. Franklin Street.