CONDITIONAL USE PERMIT APPLICATION FOR

MEGA BUILDERS, LLC MULTI-FAMILY DEVELOPMENT FARMVIEW ROAD

TAX PARCELS
436-A 41
436-A 40
436-A 39
436-A 38
436-A 37
436-A 36 (Portion of)
436-A 35 (Portion of)

DECEMBER 20, 2011
Revised JANUARY 27, 2011

PREPARED FOR: MEGA BUILDERS, LLC

PREPARED BY: BALZER & ASSOCIATES, INC.

MEGA BUILDERS, LLC MULTI-FAMILY DEVELOPMENT
COMPREHENSIVE PLAN JUSTIFICATION

The property described in the Conditional Use Permit is currently zoned General Business B-3. The property is a combination of seven whole or partial tax parcels. The proposed site area requested for a Conditional Use Permit is approximately 21.1 acres. The site is currently vacant and is vegetated with grass and shrub/scrub plants. The proposal calls for all 21 acres to be granted a Conditional Use Permit for a Multi-Family Planned Housing Development.

The requested Conditional Use Permit for a multi-family planned housing development would allow for a future land use that is in keeping with the Town of Christiansburg Comprehensive Plan. The Plan calls for this area along Peppers Ferry Road and Franklin Street to be a mixed use area. This mixed use designation encourages both commercial and residential uses. Residential uses in this designation should be a higher density to take advantage of the surrounding transportation network, utility infrastructure and existing commercial development. The proposal calls for ten apartment buildings with a total maximum unit count of 295. The conceptual plan shows the proposed locations of these buildings along with the required parking. The plan also calls for a number of common space elements not typically found in other multi-family developments located in Christiansburg. These include a clubhouse with pool, a gym, a grilling area, a dog park and a walking trail. These amenities, along with the project's location, create a very unique housing product.

In 2007, the General Assembly added a section to the Code of Virginia requiring high growth localities to designate Urban Development Areas (UDA) in their Comprehensive Plan. The idea behind the UDA is to encourage reasonably compact development in areas that can accommodate 10 to 20 years of projected growth and that have necessary services such as adequate transportation and utilities. Christiansburg has been designated a high growth locality and is currently in the process of updating its Comprehensive Plan. The Town plans to address UDA's in that update. The area along Peppers Ferry Road and 460 Business is mentioned several times throughout the Town's current Comprehensive Plan. This area is targeted as a high growth area. The Town of Blacksburg and Montgomery County have added the UDA requirement into their Comprehensive Plans and both show UDA designations along the 460 Business corridor. While the Town of Christiansburg has not recognized this area officially as a UDA, the Comprehensive Plan does encourage new, higher density residential growth.

The proposed development and requested CUP fits well within this area and will provide a much needed housing type to the area. The location also provides all the needs and services for its future residents within walking distance or a short drive. Easy access to major thoroughfares limits traffic concerns whether users are heading towards Blacksburg, Roanoke, Radford or just travelling around town. With much of the area already developed commercially or with a similar type use, there should be little, if any, adverse impact on any adjacent properties.

General Conditions of the proposed Mega Builders Multi-Family Development

The following Conditions shall apply to the subject property upon approval of the requested Conditional Use Permit:

1. The property shall be developed in substantial conformance to the concept plan prepared by Balzer & Associates, Inc. and dated 12-20-2011 and revised 1-27-2012.

2. All exterior lighting in the parking areas shall be directed towards the interior of the property.

3. There shall be a maximum of 295 residential units.

4. Facades/exterior walls shall be articulated with recesses, projections, doors, balconies or windows. No uninterrupted length of any façade shall exceed fifty (50) feet.

5. The property will be designed and developed in a unified manner and will incorporate similar and complementary architectural features such as masonry materials and roof materials, planting materials, signage, lighting and paving surfaces.

6. The exterior of the principal buildings shall be primarily brick.

7. All buildings shall be a maximum of three (3) full stories above front street/parking lot grade.

8. No dumpster shall be located within 75 feet of the southern boundary line of the property.

9. A vegetative buffer shall be installed along the southern property boundary adjacent to Wheatland Retirement Community. This buffer will consist of evergreen trees planted at a 6' minimum height and planted on a minimum 12' center.

10. The presented "General Conditions of the Proposed Mega Builders Multi-Family Development" shall be considered as conditions of approval.

11. The development shall provide a cul-de-sac at the end of Farmview Road, N.E..

12. The development shall provide a bus shelter for a future bus stop if deemed appropriate by the Town.

13. The development shall provide a second access prior to the issuance of the Certificate of Occupancy for the 200th unit. This access shall be to the north of the property toward Laurel Street.

14. Farmview Road, N.E. shall be upgraded to N. Franklin Street to the Town Engineer's satisfaction including installation of sidewalks on one side of the street.

15. The developer shall provide a trail connection to the remainder of either tax parcel 436 – ((A)) – 35 or 36 at a location to be approved by Town staff.

Project Phasing

It is anticipated that due to the size of the project, the development and construction of the project will be phased. Phase I is expected to include the construction of the larger project amenities, such as the clubhouse and gym as well as approximately half of the units. Depending on the market and leasing rates, Phase II may begin immediately after final construction of Phase I or may be delayed accordingly. A best case and aggressive timeline would be two years for full build-out. Stormwater management, waterlines, and sanitary sewer will be designed in Phase I to accommodate full build-out of the project and shall be constructed as required to service the first Phase. Any road improvements required will be completed as determined by the overall build-out density and traffic projections for this project alone.

Water & Sewer Service

The proposed development area is located at the end of Farmview Road. Currently the site has public water and public sewer service extended to the parcel boundary. Both are located on the north side of the property adjacent to the Lowes and Grand Home Furnishings properties. Those line sizes are a 6" waterline and an 8" sanitary sewer line. There is also a 6" waterline and 8" sewer line along Farmview Road that could be extended to the property. Other utilities exist along Franklin Street and behind Kmart that could be connected to the property in the future as the remaining commercial property develops. Final design of waterline extensions will be coordinated with Town engineering staff to ensure the project has adequate normal operating water pressure and fire suppression water pressure to meet all local and state building codes and fire codes.

Based on Virginia Department of Health Standards, an average daily flow is estimated as follows for the proposed uses:

MULTI-FAMILY

Multi-Family Residential: 295 Total Units
Design Assumptions and Calculations:

1. Assume 1 occupant per bedroom at maximum build-out = 615
2. Water and Sewer usage for residential use is 100 gal/day per person = 61,500 gal/day

TOTAL ESTIMATED WATER/SEWER USAGE BY PROPOSED DEVELOPMENT = 61,500 gallons per day

Applicant will construct or cause to be constructed at no expense to the Town all water/sewer mains and appurtenances on the Property and will connect the water/sewer mains to publicly owned water/sewer mains. Any upgrades to existing Town water or sewer required based on the proposed flows will be the responsibility of the developer. All water mains and sewer mains will be constructed to the Town Standards, will comply with the regulations and standards of the Town and will comply with the regulations and standards of all other applicable regulatory authorities. All water mains and appurtenances and sewer mains will be dedicated to public use.

Roads

The proposed development is currently planned to be primarily accessed from Farmview Road. Farmview Road serves the existing uses of Wheatland Retirement Community, NRV Magic Wand Carwash, Alleghany Church of Christ, Tomorrows World, an office complex, and two single family residences. The unbuilt portion of Farmview Road will need to be designed and constructed to meet all Town of Christiansburg road standards. This will include pavement widths, pavement section, pedestrian accommodations, and storm water controls.

A traffic study was performed in 2006 by Mattern & Craig of Roanoke, Virginia. This study was done in conjunction with the original rezoning request for the overall property. This property was rezoned at that time to a business use. When the traffic study was done, it was anticipated that the entire property would be developed into commercial & retail uses. A concept plan was prepared by Mattern & Craig and the uses shown were the basis for their study. From these uses, average daily trips were generated and used to determine traffic patterns, intersection capacity, signal design, etc. under different phasing scenarios of how the parcel would commercially develop. The average daily trips generated from that proposed development were 18,370. As part of that study, recommendations were made to improve the intersection at Farmview and Franklin.

With this current proposal, we have used the base information provided by the Mattern & Craig study as a starting point. We updated the traffic counts along Franklin Street per a 2009 count conducted by VDOT in conjunction with the proposed Route 114 improvements and then inserted the multi-family development of 1,962 ADT into the analysis. The analysis only shows the impacts of the multi-family development on the Farmview/Franklin intersection. This does not account for any future development on the remaining commercial property owned by RWW36, LLC. Although a secondary access to the multi-family development will be provided in the future, the analysis shows a worst case scenario with all traffic using the Farmview intersection. According to the original study, the Farmview/Franklin intersection is currently operating at no less than a Level of Service C. As noted in the Mattern & Craig report *"…good levels of service exist as the geometrics reflect the much higher traffic volumes using Route 460 Business prior to the opening of the Route 460 By-pass. The latest VDOT count for Route 460 Business prior to the opening of the By-pass was 53,000 vpd in 2003."*

When the proposed development traffic is added to the existing traffic counts during the peak AM hour and the peak PM hour, the Level of Service for the intersection remained unchanged except for two movements. One is the southbound movement, which is Farmview Road. During the AM Peak Hour, the Level went from a LOS C (33.4 second delay) to LOS D (40.7 second delay). Basically adding a 7 second delay during the peak hour. During the PM Peak Hour, the Level went from a LOS C (33.9 second delay) to LOS D (36.2 second delay). Basically adding a 2 second delay during the peak hour. The other movement is the Eastbound Left Turn, which is the left turn movement from Franklin Street to Farmview. The Level of Service for this movement only changed during the PM Peak Hour. During the PM Peak Hour, this Level went from a LOS C (34.7 second delay) to LOS D (36.9 second delay). For reference, the threshold for LOS D is 35 seconds. Per VDOT standards, a Level of Service D is acceptable for transportation planning. The overall intersection will continue to operate at a Level of Service C. The vehicle storage or queue was also analyzed for the project. The 95% queue for Farmview during the AM Peak is 200' or 8.0 vehicles. During the PM Peak it is 132' or 5.3 vehicles. This stacks traffic back

between the church entrance and Sunset Drive. The 95% queue for the eastbound Franklin Street left turn during the AM Peak is 27.5' or 1.1 vehicles. During the PM Peak it is 122.5' or 4.9 vehicles. The existing turn lane has a 150' taper and 150' storage lane which is adequate for the proposed AM Peak and PM Peak queue. Based on this analysis, no traffic or intersection improvements are being proposed with this project, other than the extension of Farmview Road to the site.

The project also provides for a secondary access to the property. This access will extend to the west and tie into the rear of the Kmart property. From here a driver will be able to access Laurel Street and Peppers Ferry Road without using the Farmview Road intersection. This connection will be constructed when the commercial property fronting Franklin Street is developed or prior to the issuance of the 200th certificate of occupancy for the apartment project, whichever occurs first. This future road will provide for the interconnectivity that will allow the entire area to function as a true mixed use development.

Water Quality & Stormwater Management Standards

Approximately 92% of the subject property shown for development drains naturally to the east. Surface runoff flows to two existing culverts located under the 460 bypass. Both pipes drain into an unnamed tributary of Wilson Creek. Thus, this property is part of the Roanoke River watershed. The current masterplan shows two preliminary locations for stormwater management areas. These two areas would be sized to accommodate the additional stormwater runoff created by the increased impervious areas of the development. The stormwater management ponds would work in conjunction with one another and reduce the amount of post development runoff as well as treating the stormwater runoff for water quality purposes. Onsite measures such as Low Impact Development techniques may be implemented as well to further control the point source pollutants coming off the parking areas. A small portion of the project drains northwest toward the Teal property. This area drains to the New River and may require a separate stormwater management facility. The proposed stormwater management areas will conform to all applicable Department of Conservation and Recreation regulations dealing with stormwater quantity and quality. At a minimum, the 2-Year and 10 Year post-development runoff rates will be less than or equal to the 2-Year and 10-Year pre-development runoff rates. With these design measures in place there should be no negative impact on the groundwater supply for any adjacent downstream well users.

Housing Resources

The Town of Christiansburg Comprehensive Plan has identified goals and objectives for housing within the Town. Objective #1 is *"Provide for a range of housing choices to ensure that housing will be available to a broad range of income groups."* One of the strategies to achieve this is listed as *"a. Provide opportunities for diversity of housing types including apartments, townhouses, condominiums, and duplexes as well as small- and large-lot single family."* The proposed project fits well into this goal of the Town. There are relatively few multi-family apartment developments in Town. Several, as described in the Comprehensive Plan, are lower income, income restricted, or income assisted. The proposed development will provide new, highly amenitized apartments that can serve a portion of the population that currently has relatively few options for apartment living. The location of the project is also a benefit due to its close proximity to retail shopping, grocery, gas, and restaurants. The property being close to three main roads, Franklin Street, Peppers Ferry Road, and 460

Bypass allows for easy access and traffic flows and also helps keep site traffic out of single family neighborhoods.

Maintenance

A site and project of this size will have a full time staff handling unit maintenance. Mega Builders intends to hire Hawthorne Residential Properties to manage the maintenance of the project. Hawthorne is a full service regional property management company that has extensive experience managing large multi-unit properties. All common space elements including the structures and exterior elements such as trails will be under the development's ownership and will be maintained at no cost to the general taxpayer. Hawthorne will hire a local company to do grounds maintenance and landscaping around the units and the common space.

Landscaping/Buffering

Landscaping will be provided as specified in the Town of Christiansburg Zoning Ordinance. This will include the required interior parking greenspace areas as well as the overall site greenspace and landscaping requirements. Additional screening has been designed to help mitigate any concerns from adjacent properties or address screening desired by the applicant.

Environmental Impacts & Concerns

The property is located on a topographic high point and sits at the drainage divide between the Roanoke River Basin and the New River Basin. The site contains no streams or wetlands. A preliminary geotechnical report has been prepared for Mega Builders, LLC by Froehling & Robertson, Inc. which provides Mega Builders general information on the soil structure of the site and other factors such as rock, existing fill material, and subsurface water data.

PLANNED RESIDENTIAL DEVELOPMENT FOR MEGA BUILDERS, LLC

1. Permitted Uses

Structures to be erected or land to be used shall be one or more of the following:

(a) Multiple-family dwellings, including up to three unrelated individuals per unit.

(b) Planned housing developments subject to the special regulations of Section 30-57 below, including up to two unrelated individuals per unit.

(c) Open Space, including park, playgrounds, trails, and similar recreational uses.

(d) Home Occupational as defined by the Town of Christiansburg Zoning Ordinance.

(e) Off-street Parking and Loading as required by The Town of Christiansburg Zoning Ordinance.

(f) Public Utilities such as poles, lines, transformers, pipes, meters, and other facilities necessary for the provision and maintenance of Public utilities including water and sewage facilities.

(g) Temporary construction trailers on active construction sites only.

(y) Signs in accordance with the Sign Ordinance.

2. Area and Density

(a) No more than 295 units (±13.9 units per acre on average) can be built in the Development

(b) The minimum lot area for a multiple-family dwelling shall be 15,625 square feet and density of development shall not exceed the ratio of 20 dwelling units per gross acre.

3. Setback.

Structures shall be located 30 feet or more from any street right-of-way, or, in the event that buildings are already constructed on the same side of the street in the block, no new structure shall be closer to the street right-of-way line than a distance equal to the average of the distance to the street right-of-way of all existing structures in the same block on the same side of the street. This shall be known as the setback line. Parking lots shall have a minimum setback of 15 feet from any street right-of-way.

4. Frontage and lot depth.

The minimum lot width at the setback line and street line shall be 125 feet for a multiple-family dwelling. All structures in this district shall be located on the lot with the front of the structure facing the front of the lot, the front of the lot being the shortest side of the lot which abuts on a street. On a lot which extends through from street to street, structures shall be faced on the street on which the majority of existing structures face, or in case there are no existing buildings, the building official shall determine on which street the structure shall face. Where permitted, multiple buildings on a single lot may be arranged in accord with approved site plans. (Code 1972, § 30-51; Ord. of 6-20-89; Ord. of 6-2-98)

5. Yards.

The minimum side yard for each main structure shall be ten percent of the width of the lot at the setback line or a minimum of ten feet or side lot line easement width, whichever is greatest. Each main structure shall have a rear yard of 20 feet or more. Accessory structures shall have a side and rear yard of 3 feet or more. The front yard shall contain a minimum of twenty (20) percent greenspace or landscaped area. For duplexes for individual sale, the greenspace or landscaped area in the front yard shall be maintained at a ratio of twenty (20) percent for

each dwelling unit on each lot. For this purpose, corner lots shall be deemed to contain a minimum of twenty (20) percent greenspace or landscaped area in each yard fronting a public street. Sidewalks and curb and gutter shall be required on both sides of the public streets for all new streets and for all multi-family residential development. In lieu of sidewalks and curb and gutter, an owner or developer shall provide a paved multi-use trail a minimum of ten (10) feet in width connecting to the street right-of-way adjoining other properties and to each lot within the development for single-family, duplex, or townhouse development or at least the length of the total street frontage connecting to the right-of-way adjoining other properties and to each apartment or condominium unit within the development by a hard surface connection. (Code 1972, § 30-52; Ord. of 6-20-89; Ord. 2002-2 of 3-5-02; Ord. 2007-1 of 4-3-07; Ord. 2010-9 of 12-21-10)

6. Height

Buildings may be erected up to 35 feet in height from street grade or lot grade at Setback line, whichever is greater; except, that:

(a) Church spires, belfries, cupolas, monuments, water towers, chimneys, flues and flagpoles shall be exempt from this section.

(b) Parapet walls may be up to four feet above the height of the building on which the walls rest.

(c) No accessory building which is within ten feet of any property lot line shall be more than one story high.

(d) Accessory buildings shall not exceed the main structure in height except that when the accessory building is located at a lower ground elevation, then the elevation of the roofline of the accessory building shall not be higher than the elevation of the roofline of the main structure, but not to exceed two stories in height.

7. Development standards for apartments

(a) The development or project shall be designed to promote harmonious relationships with surrounding adjacent and nearby developed properties, particularly in larger developments or projects where more than one building is involved, and to this end may employ such design techniques as may be appropriate to a particular case, including use of building types, orientation, spacing and setback of buildings, careful use of topography, maintenance of natural vegetation, location of access points, recreation areas, open spaces, and parking areas, grading, landscaping, and screening.

(b) No apartment building shall contain more than 36 dwelling units and no more than three apartment buildings shall be contiguous.

(c) No apartment building shall be located closer than 15 feet from a private drive, access road or open common parking area whether oriented to the front, sides or rear of the buildings, except that parking areas may be located within five feet and private drives may be located within 10 feet of any blank or windowless wall.

(d) More than one apartment building may be located on the lot provided a minimum distance of 25 feet shall separate any two buildings or groups of apartment buildings from any other abutting use or building type.

(e) At least 400 square feet of commonly usable open space shall be provided for each dwelling unit. Such space shall be of such location and dimensions as to provide for outdoor living, patios, pools, lawns, play areas, walks, wooded areas and the like, but not including driveways and parking areas.

(f) Where community refuse containers are provided as accessory uses to apartment developments, such containers shall be conveniently located for

pickup vehicle access and completely screened from view by means of a fence or wall with outside landscaping and an appropriately designed gate which can be latched open and closed.

(g) Each apartment dwelling unit shall contain at least 600 square feet of livable floor area, exclusive of garages, carports, cellars, basements, attics, open porches, patios, or breezeways, except that up to ten percent of the units may be constructed with less floor area than this minimum.

(h) Apartment development requiring ingress and egress to a public street shall meet all the requirements of the Town Subdivision Ordinance.

(i) Parking lots shall have a minimum setback of 15 feet from any street right-of-way.

(Code 1972, § 30-56; Ord. of 6-20-89; Ord. 2002-2 of 3-5-02)

8. Planned housing developments

Within an R-3 Residential District as a conditional use or in conjunction with an application for conditional zoning for R-3 Residential, and in order to encourage improved housing design, variety in housing types and best use of topography, a site plan may be submitted for a planned housing development, together with a subdivision plan if required by this chapter or the subdivision chapter and such other descriptive material or proffers as may be necessary to fully determine the development, even though such development does not comply in all respects to the dimensional requirements of the R-3 District, provided:

(a) One or more major features of the development, such as unusual natural features, yard spaces, open spaces, and building types and arrangements, are such as to justify application of this section rather than a conventional application of the other regulations of the R-3 District.

(b) Materials submitted, drawings, descriptions, proffers and the like are sufficiently detailed to assure compliance with the intent of this section.

(c) The project itself, or a larger project of which it is a part, is of sufficient size in the location proposed as to permit development of an internal environment, which, if different from designs otherwise permitted in the R-3 District, will not adversely affect existing and future development in the surrounding area.

(d) The overall dwelling unit density does not exceed that permitted in the R-3 District for development of comparable housing types.

(e) The development is designed to promote harmonious relationships with surrounding adjacent and nearby developed properties and to this end may employ such design techniques as may be appropriate to a particular case, including use of building types, orientation, and spacing and setback of buildings, careful use of topography, maintenance of natural vegetation, location of recreation areas, open spaces, and parking areas, grading, landscaping, and screening.

(f) Provision satisfactory to the Planning Commission and approved by the Town Attorney shall be made to assure that nonpublic areas for the common use and employment of occupants, but not in individual ownership by such occupants, shall be maintained in a satisfactory manner without expense to the general taxpayer.

Procedures and general standards for approval of an application under this section shall be the same as those for a Conditional Use Permit or for Conditional Zoning as described in Article I as the case may require.

(Code 1972, § 30-57)