

**I. GENERAL SUBDIVISION PROFFERS
 AND CONDITIONS**

PROFFERED CONDITIONS AS APPROVED WITH THE REZONING AS GRANTED BY CHRISTIANSBURG TOWN COUNCIL ON NOVEMBER 12, 2019:
 1. THE PROPERTY SHALL BE DEVELOPED IN GENERAL CONFORMANCE WITH THE APPLICATION AND MASTER PLAN SUBMITTED DATE AUGUST 20, 2019 AND REVISED NOVEMBER 12, 2019.
 2. A TRAFFIC IMPACT ANALYSIS WILL BE PERFORMED AND PROVIDED TO THE TOWN OF CHRISTIANSBURG FOR APPROVAL PRIOR TO THE ISSUANCE OF SITE PLAN APPROVAL FOR THE FIRST PHASE OF THE DEVELOPMENT. THE SCOPE OF THE ANALYSIS WILL BE DETERMINED BY THE TOWN OF CHRISTIANSBURG. SITE CONSTRUCTION TRAFFIC SHALL BE PROHIBITED FROM EXITING THE PROPERTY FROM THE PROPERTY.
 3. ANY TRAFFIC OR ROAD IMPROVEMENTS THAT ARE WARRANTED PER THE RESULTS OF THE TRAFFIC IMPACT ANALYSIS THAT ARE DIRECTLY ATTRIBUTABLE TO THE CLIFTON TOWN CENTER PROJECT WILL BE PROVIDED AND CONSTRUCTED BY THE DEVELOPER AT NO COST TO THE TOWN OF CHRISTIANSBURG.

II. SITE DEVELOPMENT REGULATIONS

PARENT PARCEL PERIMETER SETBACKS AND YARDS
 A. PEPPERS FERRY ROAD – THE MINIMUM BUILDING SETBACK AGAINST PEPPERS FERRY ROAD SHALL BE TWENTY (20) FEET.
 B. QUIN W. STUART BOULEVARD – THE MINIMUM BUILDING SETBACK AGAINST QUIN W. STUART BOULEVARD SHALL BE FIFTEEN (15) FEET.
 C. STAFFORD DRIVE – THE MINIMUM BUILDING SETBACK AGAINST STAFFORD DRIVE SHALL BE TWENTY (20) FEET.
 D. PARKING SETBACK – THE MINIMUM PARKING SETBACK AGAINST ANY PROPERTY LINE SHALL BE FIFTEEN (15) FEET.

SETBACKS, FRONTOAGE, LOT DEPTH, AND AREA (TOWNHOMES ONLY)

A. MINIMUM SETBACKS FOR TOWNHOMES ARE AS FOLLOWS:
 FRONT SETBACKS: TEN (10) FEET
 SIDE SETBACKS: FIFTEEN (15) FEET
 REAR SETBACKS: TEN (10) FEET
 B. THE MINIMUM LOT WIDTH SHALL BE TWENTY (20) FEET AND BE MAINTAINED, AT A MINIMUM, FOR THE ENTIRE DEPTH OF THE LOT.
 C. MINIMUM LOT DEPTH SHALL BE FIFTY-SIX (56) FEET.
 D. ALTHOUGH THE ABOVE DIMENSIONS INDICATE REQUIRED MINIMUMS, NO LOT SHALL HAVE LESS THAN TWENTY (20) FEET DEPTH AND TOWNHOMES ARE:
 E. FRONT PORCHES AND STOOPS AND REAR PATIOS AND PATIOS (COVERED OR UNCOVERED) MAY EXTEND INTO THE FRONT AND REAR SETBACKS.

SETBACKS (STANDALONE APARTMENTS ONLY)

A. MINIMUM BUILDING SETBACKS FOR APARTMENTS FROM INTERIOR LOT LINES AND INTERIOR RIGHT OF WAYS SHALL BE TEN (10) FEET.
 B. MINIMUM BUILDING SETBACKS FOR APARTMENTS FROM INTERIOR LOT LINES AND INTERIOR RIGHT OF WAYS SHALL BE TEN (10) FEET.
 C. NO APARTMENT BUILDING SHALL BE LOCATED CLOSER THAN TEN (10) FEET FROM A PRIVATE DRIVE, ACCESS ROAD, OR OPEN COMMON PARKING AREA.

SETBACKS (COMMERCIAL AND MIXED-USE BUILDINGS)

A. NO MINIMUM BUILDING SETBACKS SHALL BE REQUIRED ADJACENT TO ANY INTERIOR LOT LINES OR COMMON AREA SPACE.
 B. NO MINIMUM BUILDING SEPARATION SHALL BE REQUIRED BEYOND WHAT IS REGULATED BY THE BUILDING CODE.
 C. NO PARKING LOT SETBACKS SHALL BE REQUIRED ADJACENT TO ANY INTERIOR LOT LINES.

HEIGHT

A. BUILDINGS MAY BE ERECTED UP TO SEVENTY (70) FEET IN HEIGHT ABOVE THE MAIN FINISHED FLOOR ELEVATION WITH NO ADDITIONAL SETBACK REQUIRED, EXCEPT THAT NO ACCESSORY BUILDING WITHIN TWENTY (20) FEET OF ANY LOT LINE SHALL BE MORE THAN THIRTY-FIVE (35) FEET IN HEIGHT.
 B. ALL ACCESSORY BUILDINGS SHALL BE LESS THAN THE MAIN BUILDING IN HEIGHT.

ACCESSORY BUILDINGS

A. THE MINIMUM SETBACK FOR ACCESSORY BUILDINGS, REGARDLESS OF HEIGHT IS FIVE (5) FEET FROM ANY ADJOINING REAR OR INTERIOR SIDE PROPERTY LINE AND A MINIMUM OF TEN (10) FEET FROM ANY SIDE STREET RIGHT OF WAY LINE, EXCEPT:
 A.A. ACCESSORY BUILDINGS SHALL NOT BE CONSTRUCTED INSIDE OF, OR ON ANY PORTION OF, ANY EASEMENT.
 A.B. THE FRONT FAÇADE OF ANY ACCESSORY STRUCTURE SHALL BE SET BACK A MINIMUM OF TEN (10) FEET FROM THE REAR OF THE PRINCIPLE STRUCTURE.

DENSITY

A. THE MAXIMUM DENSITY FOR THE OVERALL DEVELOPMENT SHALL BE EIGHTEEN (18) UNITS PER ACRE.

DRIVEWAYS (TOWNHOMES ONLY)

A. DRIVEWAYS SHALL ENTER FROM PRIVATE ALLEYS AS SHOWN ON THE MASTER PLAN.
 B. PARKING SPACES FOR TWO (2) VEHICLES WILL BE PROVIDED IN GARAGES.

PARKING

A. TOWNHOMES SHALL BE PARKED AT A RATIO OF TWO (2) SPACES PER UNIT AND MAY BE PROVIDED IN GARAGES. IT IS PLANNED FOR THE TOWNHOMES TO BE "SELF-PARKED". ANY GUEST OR OVERFLOW PARKING IN THOSE AREAS MAY BE COUNTED TOWARDS AN OVERALL SHARED PARKING ARRANGEMENT.
 B. ALL OTHER USES PROPOSED (RESIDENTIAL AND COMMERCIAL) SHALL PARTICIPATE IN A CROSS PARKING AGREEMENT AND THE OVERALL PARKING REQUIREMENT SHALL BE CALCULATED ACROSS THE ENTIRE DEVELOPMENT SITE. INDIVIDUAL OUT PARCELS SHALL NOT BE REQUIRED TO MEET THEIR PARKING REQUIREMENTS SOLELY ON THEIR OWN SITE.
 C. PARKING RATIOS SHALL BE DETERMINED FOR SPECIFIC USES DURING THE SITE PLAN STAGE AS REQUIRED BY CODE. THE ALLOWABLE TWENTY (20%) PERCENT REDUCTION IN THE PARKING REQUIREMENT FOR CERTAIN NEGOTIATIONS WILL BE UTILIZED. THE APPLICANT RESERVES THE RIGHT TO FURTHER REDUCE THE PARKING REQUIREMENTS BELOW THE STATED TWENTY (20%) PERCENT IF TOWN CODE IS MODIFIED IN THE FUTURE TO ALLOW SUCH A REDUCTION.
 D. GARAGES/COVERED PARKING MAY BE PROVIDED FOR THE APARTMENT AND/OR COMMERCIAL USES.
 E. THE APPLICANT THEREBY RESERVES THE RIGHT TO CONSTRUCT A PODIUM PARKING FACILITY WITHIN THE PROJECT SITE SHOULD THE PARKING STANDARDS AND PROPOSED USES SO DETERMINE THE NEED.

OCCUPANCY

A. THE PROPOSED B-3 DISTRICT AND PLANNED COMMERCIAL DEVELOPMENT SHALL HAVE A MAXIMUM OCCUPANCY REQUIREMENT FOR TOWNHOME AND APARTMENT DWELLINGS, THE MAXIMUM. THE MAXIMUM DWELLING UNIT OCCUPANCY SHALL BE A FAMILY, PLUS TWO (2) UNRELATED INDIVIDUALS; OR NO MORE THAN FOUR (4) UNRELATED PERSONS.

MISCELLANEOUS PROVISIONS

A. DRIVEWAYS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE TOWN OF CHRISTIANSBURG ZONING ORDINANCE.
 B. SIDEWALKS SHALL BE PROVIDED ALONG ALL PROPOSED PUBLIC STREETS AS REQUIRED BY THE TOWN COUNCIL OR AS APPROVED BY TOWN COUNCIL. ALL PRINCIPLE STRUCTURES SHALL BE PROVIDED WITH A MINIMUM THREE (3) FEET WIDE WALKWAY CONNECTED TO THE STREET RIGHT-OF-WAY, OR ALTERNATIVELY, TO THE DRIVEWAY.
 C. NO MINIMUM FRONT YARD GREENSPACE OR LANDSCAPE AREA SHALL BE REQUIRED FOR EACH INDIVIDUAL TOWNHOME LOT.
 D. REAR PRIVACY FENCING BETWEEN TOWNHOME UNITS SHALL NOT BE REQUIRED.
 E. THERE SHALL BE NO LIMIT TO THE NUMBER OF APARTMENT UNITS PER BUILDING.



LEGEND

PROPOSED NON-RECREATIONAL OPENSPACE (PH I & PH II)



PROPOSED RECREATIONAL OPENSPACE (PH I & PH II)



FUTURE NON-RECREATIONAL OPENSPACE



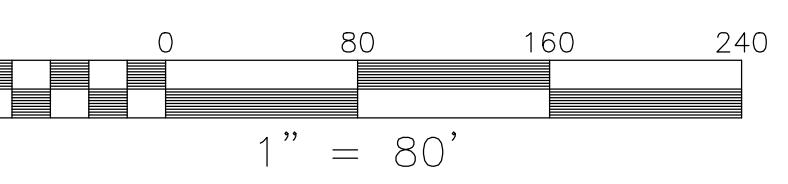
FUTURE RECREATIONAL OPENSPACE



ACCESSIBLE ROUTE (PH I & PH II)



ACCESSIBLE ROUTE (FUTURE)



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