

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 DATED AUGUST 20, 2019 AND REVISED NOVEMBER 7, 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 TOWN OF CHRISTIANSBURG STAFF. CONSTRUCTION TRAFFIC SHALL BE PROHIBITED FROM ENTERING THE SITE FROM STAFFORD DRIVE.

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. PLANNED COMMERCIAL DEVELOPMENT REGULATIONS

- NO DEVELOPMENT SHALL BE COMMENCED UNTIL A MASTER PLAN AND CONDITIONAL USE PERMIT HAVE BEEN APPROVED BY THE TOWN COUNCIL (APPROVED ON NOVEMBER 12, 2019)
- BEFORE ANY PERMIT SHALL BE ISSUED FOR THE ERECTION OF A PERMANENT BUILDING IN A PROPOSED PLANNED COMMERCIAL DEVELOPMENT, FINAL SITE PLAN APPROVAL SHALL BE REQUIRED IN ACCORDANCE WITH ARTICLE XVI.
- THE MAXIMUM RATIO OF RESIDENTIAL DEVELOPMENT SQUARE FOOTAGE TO THE SQUARE FOOTAGE OF THE OVERALL DEVELOPMENT SHALL BE PROVIDED AS A CONDITION OF THE DEVELOPMENT. THE APPLICANT SHALL DEMONSTRATE ON THE MASTER PLAN THAT AN ADEQUATE BALANCE BETWEEN RESIDENTIAL AND NON-RESIDENTIAL USES SHALL BE MAINTAINED DURING THE PERIOD OF CONSTRUCTION/DEVELOPMENT. THE MAXIMUM RESIDENTIAL RATIO PROPOSED WITH THIS DEVELOPMENT IS 75%.
- FOR RESIDENTIAL USES WITHIN A PLANNED COMMERCIAL DEVELOPMENT, THE DWELLING UNIT DENSITY SHALL NOT EXCEED 30 DWELLING UNITS PER ACRE.
- REQUIRED OFF-STREET PARKING MAY BE DECREASED BY NO MORE THAN 20 PERCENT. ANY CREDIT TOWARDS REDUCTION OF OFF-STREET PARKING REQUIREMENTS ALLOWED ELSEWHERE WITHIN THIS CHAPTER SHALL BE COUNTED TOWARDS ANY REDUCTION ALLOWANCE SET FORTH HEREIN.
- 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 B-3 GENERAL BUSINESS DISTRICT.
- THE TOTAL DEVELOPMENT AREA, WHETHER EXISTING AS A SINGLE PARCEL OR MULTIPLE ADJACENT PARCELS IS AT LEAST 10 ACRES AND 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 B-3 GENERAL BUSINESS DISTRICT, WILL NOT ADVERSELY AFFECT EXISTING AND FUTURE DEVELOPMENT OF THE SURROUNDING AREA.
- MATERIALS SUBMITTED, DRAWINGS, DESCRIPTIONS, DEVELOPMENT STANDARDS, AND THE LIKE ARE SUFFICIENTLY DETAILED TO ENSURE COMPLIANCE WITH THE PURPOSE OF THIS SECTION.
- THE DEVELOPMENT IS DESIGNED TO PROMOTE HARMONIOUS RELATIONSHIPS WITH SURROUNDING ADJACENT AN NEARBY DEVELOPED PROPERTIES, AND, TO THIS END, MAY EMPLOY SUCH DESIGN TECHNIQUES AS MAY BE APPROPRIATE TO A PARTICULAR CASE, INCLUDING BUILDINGS, CAREFUL USE OF TOPOGRAPHY, MAINTENANCE OF NATURAL VEGETATION, LOCATION OF RECREATION AREAS, OPEN SPACES, PARKING AREAS, GRADING, LANDSCAPING, AND SCREENING.
- PROVISIONS SHALL BE MADE TO ENSURE THAT PRIVATE COMMON AREAS OF THE DEVELOPMENT SHALL BE MAINTAINED IN A SATISFACTORY MANNER WITHOUT INCURRING PUBLIC EXPENSE.

III. SITE DEVELOPMENT REGULATIONS

PARENT PARCEL PERIMETER SETBACKS AND YARDS

- PEPPERS FERRY ROAD - THE MINIMUM BUILDING SETBACK AGAINST PEPPERS FERRY ROAD SHALL BE TWENTY (20) FEET.
- QUIN W. STUART BOULEVARD - THE MINIMUM BUILDING SETBACK AGAINST QUIN W. STUART BOULEVARD SHALL BE FIFTEEN (15) FEET.
- STAFFORD DRIVE - THE MINIMUM BUILDING SETBACK AGAINST STAFFORD DRIVE SHALL BE TWENTY (20) FEET.
- PARKING SETBACK - THE MINIMUM PARKING SETBACK AGAINST ANY PROPERTY LINE SHALL BE FIFTEEN (15) FEET.

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

- MINIMUM SETBACKS FOR TOWNHOMES ARE AS FOLLOWS:
 - FRONT SETBACKS: TEN (10) FEET
 - SIDE SETBACKS: FIVE (5) FEET
 - REAR SETBACKS: TEN (10) FEET
- THE MINIMUM LOT WIDTH SHALL BE TWENTY (20) FEET AND BE MAINTAINED, AT A MINIMUM, FOR THE ENTIRE DEPTH OF THE LOT.
- MINIMUM LOT DEPTH SHALL BE FIFTY-SIX (56) FEET.
- ALTHOUGH THE ABOVE DIMENSIONS INDICATE REQUIRED MINIMUMS, NO LOT SHALL HAVE LESS THAN 1,120 SQUARE FEET IN TOTAL LOT AREA.
- FRONT PORCHES AND STOODS AND REAR DECKS AND PATIOS (COVERED OR UNCOVERED) MAY EXTEND INTO THE FRONT AND REAR SETBACKS.

SETBACKS (STANDALONE APARTMENTS ONLY)

- MINIMUM BUILDING SETBACKS FOR APARTMENTS FROM INTERIOR LOT LINES AND INTERIOR RIGHT OF WAYS SHALL BE TEN (10) FEET.
- MINIMUM SETBACKS FOR APARTMENT PARKING LOTS FROM INTERIOR LOT LINES AND INTERIOR RIGHT OF WAYS SHALL BE TEN (10) FEET.
- 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)

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

HEIGHT

- 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.
- ALL ACCESSORY BUILDINGS SHALL BE LESS THAN THE MAIN BUILDING IN HEIGHT.

ACCESSORY BUILDINGS

- 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:
 - ACCESSORY BUILDINGS SHALL NOT BE CONSTRUCTED INSIDE OF, OR ON ANY PORTION OF, ANY EASEMENT.
 - THE FRONT FACADE OF ANY ACCESSORY STRUCTURE SHALL BE SET BACK A MINIMUM OF TEN (10) FEET FROM THE REAR OF THE PRINCIPLE STRUCTURE.

DENSITY

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

DRIVEWAYS (TOWNHOMES ONLY)

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

PARKING

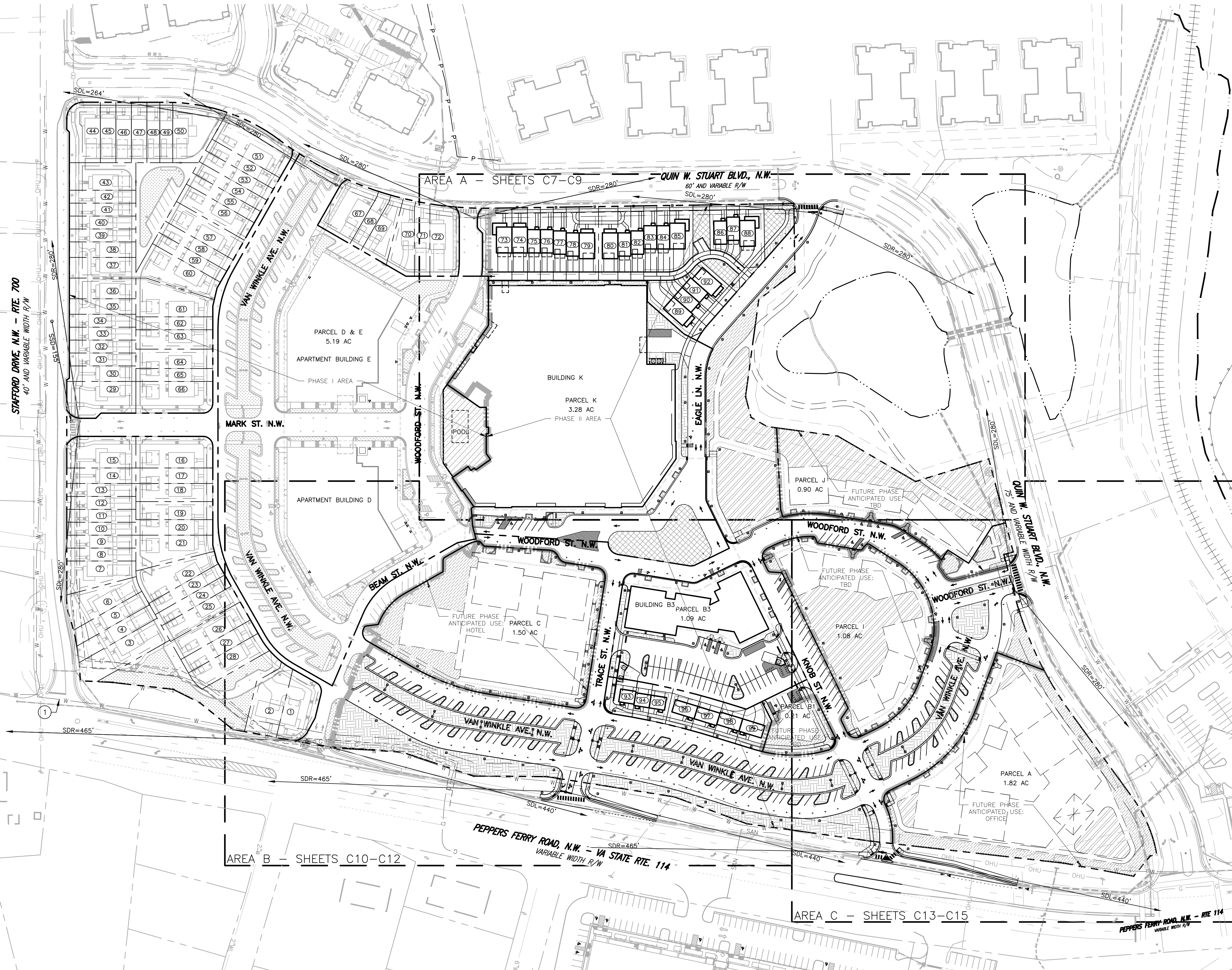
- TOWNHOMES SHALL BE PARKED AT A RATIO OF TWO (2) SPACES PER UNIT AND MAY BE PROVIDED IN GARAGES. IT IS PLANNED FOR THE TOWNHOMES TO BE "SELF-PARKED", ANY GUEST OR OVERFLOW PARKING IN THOSE AREAS MAY BE COUNTED TOWARDS AN OVERALL SHARED PARKING ARRANGEMENT.
- ALL OTHER USES PROPOSED (RESIDENTIAL AND 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.
- 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 PLANNED COMMERCIAL DEVELOPMENT REGULATIONS 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.
- GARAGES/COVERED PARKING MAY BE PROVIDED FOR THE APARTMENT AND/OR COMMERCIAL USES.
- THE APPLICANT HEREBY 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

- 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

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



LEGEND

PHASE I PROPOSED NON-RECREATIONAL OPENSACE

PHASE I PROPOSED RECREATIONAL OPENSACE

PHASE II NON-RECREATIONAL OPENSACE

PHASE II RECREATIONAL OPENSACE

FUTURE NON-RECREATIONAL OPENSACE

FUTURE RECREATIONAL OPENSACE

ACCESSIBLE ROUTE (PH I & PH II)

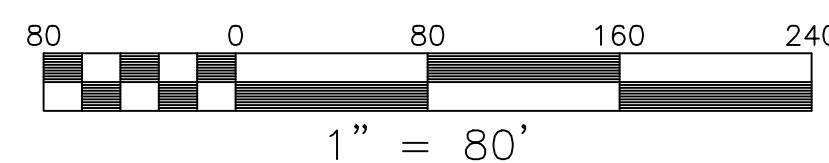
ACCESSIBLE ROUTE (FUTURE)

APPROXIMATE PHASE BOUNDARY LINE

KEY NOTES

- THE TRAFFIC LIGHT AT THE INTERSECTION OF PEPPERS FERRY ROAD N.W. AND STAFFORD DRIVE N.W. SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE 244TH CERTIFICATE OF OCCUPANCY IS ISSUED ACCORDING TO THE APPROVED SIGNAL WARRANT ANALYSIS PROVIDED BY RAMEY KEMP ASSOCIATES ON 03/07/2022. A MAXIMUM OF 243 MULTIFAMILY (MID-RISE) CAN BE BUILT BEFORE THE SIGNAL WARRANTS ARE MET AT THE INTERSECTION OF PEPPERS FERRY ROAD N.W. AND STAFFORD DRIVE N.W. ANY DENSITY OF RESIDENTIAL EQUAL TO OR LESS THAN THE DENSITY STUDIED IN THE WARRANT ANALYSIS IS EXPECTED TO BE ABLE TO BE CONSTRUCTED AS AN INTERMEDIATE BUILD-OUT OF THE DEVELOPMENT PRIOR TO SIGNAL WARRANTS BEING MET FOR THIS INTERSECTION. ACCORDING TO THIS ANALYSIS, ALL OF CLIFTON TOWN CENTER - PHASE I (243 UNITS) CAN BE CONSTRUCTED PRIOR TO THE SIGNAL WARRANTS BEING MET.

NOTE: TO PREVENT DELAYS ON CONSTRUCTION, THE TOWN MAY ISSUE CERTIFICATES OF OCCUPANCY BEYOND THE 243RD AT THEIR DISCRETION IF THE DEVELOPER'S PORTION OF THE TRAFFIC SIGNAL FUNDING HAS BEEN PROVIDED.



TOWN OF CHRISTIANSBURG APPROVAL BLOCK

PLANNING DIRECTOR DATE

ENGINEERING DIRECTOR DATE

CLIFTON TOWN CENTER - PHASE II

OVERALL MASTER PLAN

DRAWN BY ACN
DESIGNED BY ACN
CHECKED BY SMS
DATE 01/18/2022
SCALE 1"=80'
REVISIONS
05/02/2022
06/20/2022



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