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February 7, 2017

// A special joint meeting of the Council of the City of Lynchburg and Lynchburg City School Board was held on the 7th day of February, 2017, at 5:30 P.M. in the Lynchburg Public Library, Community Room, Joan Foster, President, presiding. The following Members were present:

Present: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster

7

Absent:

0

// Mayor Foster and School Board Chair Dr. Michael Nilles welcomed everyone to the Lynchburg City School Board and City Council joint meeting.

// City Manager Bonnie Svrcek provided information on the feedback from Situational Analysis.

// Superintendent Dr. Scott Brabrand provided information on the following items:

- Explain why we are here
- Measures of Success
 - o Participants are engaged and transparent during the session
 - o Collaboration of the participants resulting in a minimum of one concrete item to tackle the achievement gap

// Facilitator Gloria Witt provided an overview of the roles and responsibilities:

- Explain the role of the facilitator, sponsors and participants
- Housekeeping ground rules
- Role of the Facilitator
 - o Focus on the “process”
 - o Focus on the ‘people’ – everyone leaves whole
- Role of the Participants
 - o Respect the speaker
 - o Respect differences
 - o No idea is a dumb idea
 - o Be here and present – open and honest discussion
- Role of City Manager and Superintendent
 - o Provide clarifications, as appropriate
 - o Act as observers

// Ice Breaker – Sum of the Whole - If you were a car part, what part of the car would you be? Why did you select that particular part? Each participant provided a car part and stated why they had chosen that part of a car. They learned the awareness of personality differences.

// Reimagine the Achievement Gap Challenge:

- Share the graphic of Programs
- Round 1: From your perspective, what can help accelerate the narrowing of the achievement gap?
- Round 2: Identify action steps that can be taken to get the idea in motion? (Financial, Internal Processes, Students, Staff, Teachers, Principals)

Round 3: Identify any community partners or resources to help

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- Round 4: Identify an Owner to execute the idea. Establish a completion date.

// Close-Out

- Solicit feedback on the experience
- Decide on Next Steps

// The meeting was adjourned at 8:10 P.M.

Clerk of Council

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February 14, 2017

// A regular meeting of the Council of the City of Lynchburg was held on the 14th day of February, 2017, at 4:00 P.M. in the Council Chamber, City Hall, Joan Foster, President, presiding. The following Members were present:

Present: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Absent: 0

// Chief Executive Officer Megan Lucas of the Lynchburg Regional Business Alliance provided the Alliance's Annual Report with a power point presentation outlining its scope of work and results for FY 2016. The City of Lynchburg has a Memorandum of Understanding with the Lynchburg Regional Business Alliance to market the City of Lynchburg as a destination for new business investment, to develop and bring independent verified leads and to support business retention and expansion efforts.

// Anne Nygaard, Planner II stated the Zoning Ordinance was adopted by Council on February 23, 2016. As discussed during the Zoning Ordinance revision process, clarifications and corrections would be necessary. Ms. Nygaard stated on January 10, 2017 the clarifications to the Zoning Ordinance were presented to Council. During that discussion Council reviewed each of the proposed changes and identified five items to be discussed in greater detail. Ms. Nygaard explained the five items below that were flagged for further explanation:

1. Scenic Corridor (setbacks from limited access highways)
2. Home Occupations (number of permitted business vehicles)
3. Violations (time allowed to correct)
4. Access to Ground Floor Residential (in business districts)
5. Lot width requirements

Council Member Perrow made a motion, seconded by Council Member Nelson, to adopt all of the proposed revisions to the Zoning Ordinance with the exception of the proposed revisions to Section 35.2-33.1; Council by the following recorded vote adopted the Ordinance #O-17-013, as amended:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

Council adopted a second motion on the proposed revisions to Section 35.2-33.1; the motion passed 6 to 0, with Council Member Perrow abstaining.

Ayes: Dolan, Helgeson, Nelson, Tweedy, Wilder, Foster 6

Noes: 0

Abstain: Perrow 1

Council Member Perrow participated in the discussion of the proposed revisions to all of the other sections of the Zoning Ordinance, but he did not participate in the discussion of the proposed revisions to Section 35.2-33.1. The Conflict of Interests Act says that if you abstain from voting, you cannot participate in the discussion of the item on which you abstain from voting.

// During roll call Council Member Helgeson mentioned that the joint City Council and School Board meeting was very productive with open discussion.

// Vice Mayor Tweedy also mentioned that the joint meeting was a very productive meeting.

// Mayor Foster made the following announcements:

- Thursday, February 23, 2017, between the hours of 4:30 P.M. and 6:30 P.M., main lobby of Heritage High School, 3020 Wards Ferry Road, the City of Lynchburg will conduct an open house/informational meeting regarding the Wards Ferry Road/Logans Lane Widening Project.
- Tuesday, February 28, 2017, Council work session begins at 4:00 P.M. and moves to the 2nd Floor Training Room at 5:00 P.M. for the Budget Session re: FY 2018 – FY 2022 Capital Improvement Program (CIP) Submissions and Human Resources Overview.

// City Council recessed the meeting at 6:05 p.m.

// City Council reconvened the meeting at 7:30 p.m.

The following Members were present:

Present: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Absent: 0

Council Member Dolan gave the Invocation, followed by the Pledge of Allegiance.

// Copies of the minutes of the January 10, 2017 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Nelson, seconded by Council Member Wilder, Council by the following recorded vote approved the minutes as presented:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// Copies of the minutes of the January 18, 2017 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Nelson, seconded by Council Member Wilder, Council by the following recorded vote approved the minutes as presented:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// Copies of the minutes of the January 24, 2017 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Nelson, seconded by Council Member Wilder, Council by the following recorded vote approved the minutes as presented:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Police, Resolution #R-17-010 to amend the FY 2017 City/Federal/State Aid budget and appropriate \$20,000 with resources from the 2016-17 Department of Criminal Justice Services (DCJS) Policing in the 21st Century Grant and \$2,000 in-kind match to expand upon the Street Smart Program in partnership with the Boys and Girls Club and the Lynchburg City Schools, laid over from the January 24, 2017 meeting, was again presented and read, and on motion of Council Member Nelson, seconded by Council Member Wilder, Council by the following recorded vote adopted the Resolution:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Fire, Resolution #R-17-011 to amend the FY 2017 City/Federal/State Aid Fund budget and appropriate \$98,387 with resources of \$49,837 from the Virginia Office of Emergency Medical

Services and \$25,000 transferred from the FY 2017 General Fund Fire Department budget and \$23,550 appropriated from the General Fund Fire Equipment Assigned Fund Balance to purchase two LifePak 15 cardiac monitors and two Power Pro stretchers for the Fire Department, laid over from the January 24, 2017 meeting, was again presented and read, and on motion of Council Member Nelson, seconded by Council Member Wilder, Council by the following recorded vote adopted the Resolution:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Water Resources, Resolution #R-17-012 to amend the FY 2017 Stormwater Capital Projects Fund budget and appropriate \$1,705,275 with resources from a Stormwater Local Assistance Fund (SLAF) Grant to reimburse costs associated with five stormwater quality improvements projects needed to meet Phase II Municipal Separate Storm Sewer System (MS4) permit compliance by FY 2018, laid over from the January 24, 2017 meeting, was again presented and read, and on motion of Council Member Nelson, seconded by Council Member Wilder, Council by the following recorded vote adopted the Resolution:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Community Development, a public hearing was held regarding City Council Report #10 outlining the petition to vacate a portion of right-of-way along 5th Street. Rachel Frischeisen, Planner, gave an overview of the request to approve vacation of a portion of right-of-way along 5th Street. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow, Chair of the Physical Development Committee (PDC), stated that the request was considered by the PDC and made a motion to approve the request. There was no second required and Council by the following recorded vote adopted Ordinance #O-17-014, as presented, to vacate a portion of right-of-way along 5th Street:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of City Council, Ms. Rebecca Ledingham spoke before Council regarding a solution to a traffic matter.

// In the matter of Parks and Recreation, City Council Report #12 was considered. On motion of Council Member Nelson, seconded by Council Member Dolan, Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-015, as presented, to amend the FY 2017 General Fund budget and appropriate \$49,686 with resources from the Virginia Department of Health to the Parks and Recreation Fees budget for a donation to the "We Got The Beet" campaign at the Lynchburg Community Market:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Schools, City Council Report #13 was considered. Council Member Helgeson stated he would be voting against this item due to fiscal stress to the citizens, schools have been given record

amount of funds while enrollment is declining and taxes are the highest in the State. On motion of Council Member Nelson, seconded by Council Member Wilder, Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-016, as presented, to amend the FY 2017 General Fund budget and appropriate \$767,779 with resources from unexpended FY 2016 Schools Operating Fund appropriations for transfer to the FY 2017 Schools Operating Fund and to the Schools Capital Fund to fund needs as approved by the School Board, and to appropriate \$591,176 to increase the Schools Health Insurance Reserve (\$500,000) and the Schools Textbook Reserve (\$91,176) with resources from unexpended FY 2016 Schools Operating appropriations:

Ayes: Dolan, Nelson, Perrow, Tweedy, Wilder, Foster

6

Noes: Helgeson

1

// The meeting was adjourned at 8:10 P.M.

Clerk of Council

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February 28, 2017

// A regular meeting of the Council of the City of Lynchburg was held on the 28th day of February, 2017, at 4:00 P.M. in the Council Chamber, City Hall, Joan Foster, President, presiding. The following Members were present:

Present: Dolan, Helgeson, Nelson, Tweedy, Wilder, Foster 6

Absent: Perrow 1

// Shannon Valentine with the Commonwealth Transportation Board (CTB) and Chris Winstead, Virginia Department of Transportation (VDOT) District Engineer, and Rick Youngblood with Lynchburg Regional Connectivity provided Council with a presentation on the Lynchburg Regional Connectivity Study.

The Study identifies three broad themes and eight strategy areas. The CTB themes are: 1) Labor Market and Intra-regional Connectivity; 2) Inter-regional Connectivity; and 3) Digital Connectivity.

The regional study, the first of its kind in Virginia, unfolded in two major phases:

- Phase I – Baseline Assessment
- Phase II – Strategies for Improvement

While this Study has produced a wide array of data and information on the Lynchburg region's current and potential future connectivity, as detailed in this report, there are a few important high-level themes that emerged:

- Foundation: The Lynchburg region benefits from quality infrastructure and prior investments that provide a platform upon which to build towards stronger multimodal connectivity.
- Synergy and Added Value: This study recognizes that maximum economic gains can only be achieved through synergistic, multimodal efforts that cross strategy areas.

The document summarizes the strategies and actions recommended in the Study. There are eight strategy areas organized into three broad themes as listed below. Individual actions are also recommended under each strategy area.

- Labor Market and Intra-Regional Connectivity
 - o Placemaking
 - o Local Bottlenecks
 - o Transit and Transportation Demand Management
- Inter-Regional Connectivity
 - o Intercity Passenger Rail
 - o Air Service Development
 - o Access on Key Highway Corridors
 - o Cargo-Oriented Development
- Digital Connectivity
 - o Broadband Coverage

There are three recommended actions that were suggested from the Commonwealth Transportation Board and Virginia Department of Transportation:

1. Build awareness of the Virginia Rail Industrial Access program within the regional economic development community as a tool for supporting new cargo oriented development.

2. Focus industrial development efforts on sites adjacent to existing rail infrastructure and rail customers.
3. Continue open lines of communication with the Class I railroads and the region through the Commonwealth Transportation Board's standing Rail Subcommittee.

// Parking Manager David Malewitz provided a presentation and discussion on the 1200 block of Main Street On-Street Parking Pilot Program. On September 23, 2014, at the Work Session, City Council agreed to implement a pilot on-street metered parking program in the 1200 block of Main Street at the recommendation of the City Manager and Parking Authority. Mr. Malewitz went on to say that the initiative was brought up for consideration through merchant and commercial property owner concerns as a more effective means to manage the challenging and limited parking in that block. The purpose of the pilot was to gather data related primarily to vehicle turnover, space availability, acceptable on-street parking rates, and community input of the program. The pilot program was slated to run 6 months to a year to allow sufficient time to gather suitable data. The relevant data collected did show that the pilot program was successful in reaching its goals as identified. The program began in May 2016 and is still in operation today. Challenges exist regarding how to use the functions of the machine and the requirement to enter license plate information. The general consensus from business owners in the area is that the pilot program has run its course and with the pending construction projects slated for downtown, the pilot on-street paid parking should end. After reviewing the pilot program data and hearing community member feedback, the Parking Authority does not support the continuation of the On-street Metered Parking Pilot Program in the 1200 block of Main Street. City Council discussed the pros and cons of the Parking Pilot Program and suggested, if it has run its course, it should be discontinued. Mr. Malewitz further stated that there has been an agreement that if, and when, the City reconsiders paid on-street parking a comprehensive implementation plan must follow so it does not appear one part of downtown is being singled out from the rest.

// During roll call Council Member Nelson mentioned he heard from retailers in the 600 block of Church Street requesting that the dust on Church Street be watered down from the construction of the Virginian Hotel.

// Vice Mayor Tweedy mentioned she has received inquiries from constituents requesting updates on River Ridge Mall and the space formerly occupied by Macy's.

// Mayor Foster recognized Valeria P. Chambers, Clerk of Council on the occasion of her 30th anniversary with the City of Lynchburg. She also mentioned the following announcements:

- March 2, 2017 @ 6:30 P.M. - Citizens Academy Session in Council Chamber
- March 6, 2017 @ 7:00 P.M. – State of the City Address in Council Chamber

// City Manager Bonnie Svrcek mentioned that on March 28, 2017 at the work session there will be an update on the two way traffic for Church and Main Streets.

// Financial Services Director Donna Witt reviewed the FY 2018 – FY 2022 Capital Improvement Program (CIP) submissions. Below are the projects that were discussed for the FY 2018 – FY2022 CIP.

- Major Building Repairs
 - o 925 Church Street renovation;
 - o City gas pumps replace generator;
 - o Public Safety Building replace 2 HVAC units;
 - o Public Safety Building paint exterior and columns
 - o Public Library entrance
 - o Public Library
- Major Building Repairs Sidewalk Program
 - o Florida Avenue
 - o Old Forest Road
- Major Building Repairs Public Works complex
 - o Refurbish Sheds
 - o Roof and Reskin
- Parking Deck Repairs and Maintenance
 - o Main Street Parking Deck
- Roof Replacements
 - o City Hall
 - o Fire Station #5
- Building Project
 - o Public Safety Complex 805 Court Street (West Building)
 - o Public Safety Complex 905 Court Street
- Parks and Recreation Projects
 - o Athletic Field Renovations
 - o Fort Avenue Park Fence
 - o General Signage and Repairs
 - o Repairs to Community Centers
 - o Repairs to playground equipment, trails, and parks
- Lynchburg City School Projects
 - o Sandusky Elementary School
 - o Linkhorne Elementary School
 - o Paul Munro Elementary School
 - o Dearington Elementary School (roof repair/replacements)
 - o Capital Maintenance Projects (plumbing/restroom renovation, paving and fencing, mechanical/electrical and athletic fields)

// Human Resources Director Heather Brown provided Council with the Calendar Year 2016 Workforce Overview Report. Ms. Brown went on to say that this report contains an overview of the state of the City of Lynchburg workforce including summary information related to employee demographics and current human resources trends. The City's workforce of 1,296 full-time employees has had little demographic

variance over previous years, representing a stable, experienced employee group. An on-going area of concern is the non-representative ethnic diversity throughout the City and especially in public safety positions. Ms. Brown explained turnover and the City's ability to attract and retain qualified employees is the cornerstone of effective service delivery. The total turnover is comprised of voluntary resignations and other types of turnover such as retirements, promotions, demotions, dismissals, resignations in lieu of dismissal and releases during the initial employment period. There was an increase in turnover during Calendar Year (CY) 2016 which was driven primarily by persons who left the City for other employment. Pay and market competitiveness is determined by gathering public and private, where available, salary data for about 200 benchmark positions. A comparison of pay range minimums has helped us understand our ability to attract applicants to City positions.

The following are items Ms. Brown discussed:

- Turnover
- Pay Data
- Benefits
- Training and Development
- Public Safety Recruiting
- Occupational Health/Employee Wellness Clinic

// City Council recessed the meeting at 6:55 p.m.

// City Council reconvened the meeting at 7:30 p.m.

The following Members were present:

Present: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster

7

Absent:

0

Vice Mayor Tweedy gave the Invocation, followed by the Pledge of Allegiance.

// In the matter of Parks and Recreation, Resolution #R-17-015 to amend the FY 2017 General Fund budget and appropriate \$49,686 with resources from the Virginia Department of Health to the Parks and Recreation Fees budget for a donation to the "We Got The Beet" campaign at the Lynchburg Community Market, laid over from the February 14, 2017 meeting, was again presented and read, and on motion of Council Member Helgeson, seconded by Council Member Perrow, Council by the following recorded vote adopted the Resolution:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster

7

Noes:

0

// Council Member Helgeson asked that Agenda Item #6 be pulled from the Consent Agenda and voted on separately. Council Member Helgeson stated he would be voting against the School FY 2017 General Fund budget increase in school funding while there is still a decline in enrollment. In the matter of Schools, Resolution #R-17-016 to amend the FY 2017 General Fund budget and appropriate \$767,779 with resources from unexpended FY 2016 Schools Operating Fund appropriations for transfer to the FY 2017 Schools Operating Fund and to the Schools Capital Fund to fund needs as approved by the School

Board, and introduce a resolution to appropriate \$591,176 to increase the Schools Health Insurance Reserve (\$500,000) and the Schools Textbook Reserve (\$91,176) with resources from unexpended FY2016 Schools Operating appropriations, laid over from the February 14, 2017 meeting, was again presented and read, and on motion of Vice Mayor Tweedy, seconded by Council Member Wilder, Council by the following recorded vote adopted the Resolution:

Ayes: Dolan, Nelson, Perrow, Tweedy, Wilder, Foster 6

Noes: Helgeson 1

// In the matter of Public Works, a public hearing was held regarding City Council Report #7 regarding granting New Dominion Solar, LLC a lease agreement on City owned property at 3815 Old Forest Road. Deputy Public Works Director Clay Simmons provided Council with a summary of the request. Mr. James Brady with New Dominion Solar asked Council to approve the lease agreement. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow, Chair of the Physical Development Committee (PDC) stated that this matter came before the PDC which recommended approval. This motion does not require a second. Council by the following recorded vote adopted the lease agreement, as presented, granting New Dominion Solar, LLC a lease agreement on City owned property at 3815 Old Forest Road:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Circuit Court, City Council Report #8 was considered. Council Member Helgeson, Chair of the Finance Committee (FC) stated that this matter came before the FC which recommended approval. This motion does not require a second. Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-017, as presented, to amend the FY 2017 City/Federal/State Aid Fund budget and appropriate \$3,070 with resources from a grant from the Library of Virginia to preserve one (1) Deed book numbered KK with records dated November 1884 through July 1888 at the Lynchburg Circuit Court Clerk's Office:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Human Services, City Council Report #9 was considered. Council Member Helgeson, Chair of the Finance Committee (FC) stated that this matter came before the FC which recommended approval. This motion does not require a second. Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-018, as presented, to amend the FY 2017 Detention Home Fund budget and appropriate \$657,000 from the State Department of Juvenile Justice to operate the Community Placement Program and to approve the addition of three (3) full-time positions at the Detention Center to assist with the operation of the Community Place Program:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Parking, City Council Report #10 was considered regarding permit parking in certain designated areas of Church and Court Streets. Council Member Perrow made the following statement: "I

am a member of a group that owns and rents property on Court Street. As a member of this group I can be impartial and will vote on this item, at any time during the discussion I feel I can no longer be impartial, I will abstain from discussion and voting. Council Member Nelson made the following statement: "I occupy and own a business on Court Street but I am able to participate in this matter fairly, objectively, and in the public interest. Therefore, I will participate in the discussion of and vote on the permit parking in certain designated areas of Church and Court Streets. Parking Manager David Malewitz provided a report to repeal City Code Section 25-304 regarding Permit Parking in certain areas of Church and Court Streets. Mr. Malewitz went on to say that Permit Parking in certain areas of Church and Court Streets basically states that residents within the designated areas in these streets are allowed to purchase an on-street residential parking permit for a fee of \$15.00 per year for each permit issued. After the presentation on permit parking, Council Member Perrow stated he would abstain from discussion and voting on this item because of personal interest of about 30% of property in the designated area of Court Street.

During Council discussion on permit parking several concerns were mentioned such as:

- Is City Code Section 25-304 still valid today and does it adhere to the parking principles currently being administered?
- The program was created as an incentive program to bring development downtown that would support residential living.
- Suggestion to raise the parking fee.

On motion of Council Member Nelson, seconded by Council Member Helgeson, Council by the following recorded vote agreed to postpone this item indefinitely regarding permit parking in certain designated areas of Church and Court Streets:

Ayes: Dolan, Helgeson, Nelson, Tweedy, Wilder, Foster	6
Noes:	0
Abstain: Perrow	1

// On motion of Council Member Perrow, seconded by Council Member Wilder, Council by the following recorded vote elected to hold a closed meeting to consider appointments to Council-appointed Boards and Commissions, i.e. Lynchburg Community Action Board, Lynchburg Regional Airport Commission, Zoning Appeals Board, Youth Services Citizens Board and Local Emergency Planning Committee; pursuant to Section 2.2-3711(A)(1), Code of Virginia (1950), as amended:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster	7
Noes:	0

// The meeting was re-opened to the public.

// Council Member Perrow made the following motion:

WHEREAS, the Council of the City of Lynchburg has convened a closed meeting on this date, pursuant to an affirmative recorded vote and in accordance with the provisions of The Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3712 of the Code of Virginia requires a certification by City Council that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Lynchburg certifies that, to the best of each member's knowledge, (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business matters as were identified in the motion convening the closed meeting were heard, discussed or considered by Council.

The Motion was seconded by Council Member Nelson, and Council by the following recorded vote adopted the motion:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of Appointments, and on nomination of Council Member Nelson, seconded by Council Member Dolan, Council by the following recorded vote re-appointed J. Randolph Nelson, to serve on the Lynchburg Community Action Board for a term to expire December 31, 2019:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

On nomination of Council Member Nelson, seconded by Council Member Dolan, Council by the following recorded vote appointed MaryJane Dolan, Sterling Wilder and Treney Tweedy to serve on the Lynchburg Community Action Board for terms to expire December 31, 2017:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

On nomination of Council Member Nelson, seconded by Council Member Dolan, Council by the following recorded vote re-appointed Debra Allen and Charles Nowlin, Jr. to serve on the Lynchburg Regional Airport Authority for terms to expire December 31, 2019:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

On nomination of Council Member Nelson, seconded by Council Member Dolan, Council by the following recorded vote appointed Matthew K. Forbes to serve on the Youth Services Citizens Board to fulfill an unexpired term ending June 30, 2017:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

On nomination of Council Member Nelson, seconded by Council Member Dolan, Council by the following recorded vote appointed Turner Perrow to serve on the Local Emergency Planning Committee for an indefinite term:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// The meeting was adjourned at 8:45 P.M.

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **March 14, 2017**

AGENDA ITEM #: **8**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Conditional Use Permit: Liberty Christian Academy – Multi-Sport Athletic Complex – 601 Mountain View Road

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☒ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☒ Transportation
			☐ Administrative

RECOMMENDATION: Approval of the conditional use permit (CUP) petition.

SUMMARY: Liberty Christian Academy is petitioning for a CUP at 601 Mountain View Road to allow the construction of a six thousand (6000) seat, lighted, multi-sport athletic complex. The property is zoned IN-2, Institutional District, which permits stadiums upon approval of a CUP by City Council. The project is also in keeping with the *Comprehensive Plan 2013-2030* which recommends Institutional and Community Commercial uses for the area.

PRIOR ACTION(S):

February 8, 2017: The Planning Division recommended approval of the CUP petition.
The Planning Commission recommended approval (6-0, with 1 absent, Johnson) of the CUP petition.

FISCAL IMPACT: N/A

CONTACT(S): Tom Martin, City Planner -- 455-3900
Kent White, Community Development Director – 455-3900

ATTACHMENT(S):

- Resolution
- Planning Commission Minutes – February 8, 2017
- Planning Commission Packet – February 8, 2017
 - o Planning Commission Report
 - o Zoning Map with Adjoining Property Owners
 - o Future Land Use Map
 - o Watershed Map
 - o Planimetric and Topographic Map
 - o Concept Plan
 - o Narrative
 - o Traffic Analysis
 - o Property Photograph
 - o Speaker Signup Sheet

REVIEWED BY: bms

RESOLUTION:

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO LIBERTY CHRISTIAN ACADEMY TO ALLOW THE CONSTRUCTION OF A SIX THOUSAND (6,000) SEAT, LIGHTED, MUTLI-SPORT ATHELTIC COMPLEX AT 601 MOUNTAIN VIEW ROAD.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of Liberty Christian Academy to allow the construction of a six thousand (6,000) seat, lighted, multi-sport athletic complex at 601 Mountain View Road is approved subject to the following conditions:

1. The property shall be developed in substantial compliance with the concept plan entitled Liberty Christian Academy Sports Complex as prepared by Hurt & Proffitt, Inc. and dated January 20, 2017.
2. Temporary traffic control shall be provided during events by Liberty University Police Officers as recommended in the traffic analysis.
3. The intersection of Candler's Mountain Road and Mountain View Road shall be reconfigured as shown on the concept plan. Removable bollards shall remain in place, unless temporary traffic control is being provided.
4. The petitioner shall notify the City's Transportation Engineer & City Police Department of events that would require temporary traffic control.

Adopted:

Certified: _____
Clerk of Council

036K

MINUTES OF THE FEBRUARY 8, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of Liberty Christian Academy for a Conditional Use Permit at 601 Mountain View Road to allow a multi-sport athletic stadium with lighting in an IN-2, Institutional 2 District.

Mr. Tom Martin summarized the report for the commissioners. This request is from Liberty Christian Academy (LCA) to construct a lighted multi-sport complex on a 22-acre parcel that is located behind the City's 911 call center. The maximum capacity that could be at the facility would be around 6,000 people. The property is recommended for Community Commercial and Institutional land uses on the City's *Future Land Use Map (FLUM)*. Institutional uses include churches and schools for instance and Community Commercial uses would be large shopping centers.

The property was rezoned to Institutional 2 in January 2016. When the institutional districts were written, certain uses required a conditional use permit. Arenas and stadiums are one of those uses that require a conditional use permit. Mainly, the uses that require a conditional use permit are uses that could have a broad impact on City streets and traffic.

The petitioner submitted a traffic analysis, which has been reviewed by the City's Transportation Engineer. There were two intersections with Candler's Mountain Road that were examined (Hershey-Esbenshade Drive and Mountain View Road). The traffic analysis assumed that the am and pm peak hour trips would not change in terms of traffic because the school was using this area for sports events already. Then it looked at a build and no build scenario. Under the no build scenario the Level of Service (LOS) at those intersections primarily remained the same at a LOS D. Under the build scenario without doing anything, the LOS would drop from an E to an F.

The analysis looked at what could be done in order to improve the situation. The only time these intersections would degrade is when the stadium is in use. The other point to remember is that LCA is essentially moving the sports activities from Williams Stadium to the new facility. The recommendation from the traffic study was that during events there should be temporary police control in place to improve the LOS. Staff put some conditions into the report for the Planning Commission to consider.

Mr. Martin explained that currently the intersection of Mountain View Road and Candler's Mountain Road is configured for a right in, right out only. However, the way it is configured allows for cars to make a left turn or go straight across to the ramp. In order to alleviate that, the petitioner is proposing to install removable bollards that would prevent those movements and reconfigure the medians. At the time of events, the bollards could be removed.

Taking all these factors into consideration, City staff and the Planning Division recommends approval of the conditional use permit.

Mr. Patrick Proffitt of Hurt & Proffitt was present to represent the petition. He explained that the project will consist of a track and multiuse field that will accommodate eleven sports. It also has bleacher stands that could accommodate up to 6,000 people. Mr. John Patterson, the superintendent of Liberty Christian Academy, was also present and would be speaking. Mr. Bill Wuensch with EPR was present; his firm conducted the traffic study. There is an auxiliary gym shown and another building that the use is not known for at this time. There may be a third building constructed in the future but that has not been determined at this time and is not shown on the plan.

Mr. Patterson explained that LCA recently entered into the Virginia High School League. Mr. Patterson mentioned the school was able to win the state championship without a track because they have been able to use the one at Williams Stadium. They would like a more intimate location for the City and believe the facility will be a focal point for the campus. Twenty-one teams will use the fields. There are currently 2,100 students at LCA and the facility will be used for a variety of school activities as well.

Mr. Patterson mentioned that they are also a member of the Seminole District and believe this stadium will be similar to what the City stadium does for E C Glass High School.

Chair Perault asked for anyone else who wished to speak in favor of the petition. No one came forward. He asked for anyone who wished to speak in opposition to the petition. No one came forward. He closed the public hearing portion of the petition.

Commissioner Lowe asked for clarification that cars will not be allowed to go across the street and get on the ramp to go back toward the mall. Mr. Martin indicated that there will be temporary police control and they can direct those movements during events. Mr. Proffitt explained that the bollards are removable but have locks so they cannot be moved except by the appropriate personnel.

Mr. Proffitt explained that they are also looking at more of a slip lane to make the right hand movement back onto Candler's Mountain Road from Mountain View Road. It is not shown on the concept plan but the land would push the entrance to Candler's Mountain Road about a hundred feet further to plan left. Mr. Proffitt came up to the screen and indicated this change to the commissioners. He indicated this configuration will make it very difficult to make a left turn and would alleviate the cross over movement to the ramp.

Commissioner Bowden discussed when the games would be letting out. Mr. Patterson indicated most of them will be over around 9:30 to 10:00 p.m. Commissioner Bowden indicated that with the police there, it might be the best traffic flow you see on that section of road. Mr. Patterson indicated that the school day ends with police in place so it is something people are used to seeing. Mr. Patterson also explained that the majority of sports will occur right after school until the lights are in place.

Commissioner Bowden also wondered about the number of students and whether or not it could grow beyond the current 2,100. Mr. Patterson indicated that they are at full capacity and since they are landlocked, there is really no potential for any further growth in student population.

Chair Perault asked the representatives if they felt that the parking available will be adequate. Mr. Proffitt indicated they do feel there is enough parking on campus within walking distance to accommodate the events. It was pointed out that Thomas Road Baptist Church accommodates large events and there is adequate parking in the lower lot to accommodate those events. Mr. Patterson indicated that the police in place will be able to make sure pedestrians can safely cross the street.

Chair Perault asked if there had been any discussion about the lighting. Mr. Proffitt indicated that they have done an illumination study and once you get to the property lines, it is relatively dark because the lights project down rather than out.

Chair Perault asked for clarification that with the measures they will be putting in place, there will be no degradation in the level of service. Mr. Martin said that is correct and said to keep in mind that these events are already taking place on the campus proper; they are just being moved from one place to another. In some ways, the situation will actually be better because they are improving an unsafe situation.

Commissioner Marion noted that now the events that slow down traffic will be more frequent. People know when Thomas Road is having church but they will not know when there are sporting events. When the sporting events were happening on campus, it was happening farther up Candler's Mountain Road. Commissioner Rogers noted that there is other access to Candler's Station. If you continue past Candler's Mountain Road, you can get off and loop back around via University Boulevard toward the shopping center. Commissioner Light noted that none of the businesses that could be affected are present to object. Commissioner Bowden thinks that what you are essentially getting is another signal and it will be facilitated by people as opposed to lighted. He thinks that will improve the flow of traffic from what you are facing now.

Commissioner Lowe asked if it is being contemplated to realign and connect Hershey-Esbensshade Drive in the future. Mr. Proffitt said that was considered but is off the table for now.

Commissioner Light made the following motion, which was seconded by Commissioner Rogers, and passed by the following vote:

"That the Planning Commission recommends to City Council approval of the petition of Liberty Christian Academy to construct a lighted, multi-use athletic complex with a seating capacity of six thousand (6,000) at 601 Mountain View Road subject to the following conditions:

- 1. The property shall be developed in substantial compliance with the concept plan entitled Liberty Christian Academy Sports Complex as prepared by Hurt & Proffitt, Inc. and dated January 23, 2017.**
- 2. Temporary traffic control shall be provided during events by Liberty University Police Officers as recommended in the traffic analysis.**
- 3. The intersection of Candler's Mountain Road and Mountain View Road shall be reconfigured as shown on the concept plan. Removable bollards shall remain in place, unless temporary traffic control is being provided.**
- 4. The petitioner shall notify the City's Transportation Engineer & City Police Department of events that would require temporary traffic control.**

AYES:	Bowden, Light, Lowe, Perault, Marion and Rogers	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Johnson	1

The Department of Community Development

City Hall, Lynchburg, VA 24504 **434-455-3900**

To: Planning Commission
From: Planning Division
Date: February 8, 2017
Re: **Conditional Use Permit (CUP) – LCA Sports Complex, 601 Mountain View Road**

I. PETITIONER

Liberty Christian Academy, 100 Mountain View Road, Lynchburg, Virginia 24503

Representative: Mr. Patrick C. Proffitt, P.E., Hurt & Proffitt, Inc., 2524 Langhorne Road, Lynchburg, Virginia 24502

II. LOCATION

The subject property is a tract of approximately twenty-two (22) acres located at 601 Mountain View Road.

Property Owner: Thomas Road Baptist Church, 601 Mountain View Road, Lynchburg, Virginia 24503

III. PURPOSE

The purpose of the petition is to allow the construction of a lighted sports complex in an IN-2, Institutional 2 District.

IV. SUMMARY

- The *Comprehensive Plan 2013-2030's Future Land Use Map (FLUM)* recommends Community Commercial and Institutional uses for the area.
- The petition agrees with the Zoning Ordinance in that outdoor arenas, stadiums and theaters are permitted in IN-2, Institutional 2 Districts upon approval of a Conditional Use Permit by City Council.

The Planning Division recommends approval of the CUP petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2013-2030* recommends Community Commercial and Institutional uses for the area. Community Commercial areas contain retail, personal service, entertainment and restaurant uses that draw customers from at least several neighborhoods, the entire City or the region. Community commercial areas contain clusters of businesses, often at major intersections and shopping centers. (p. 75) Institutional areas include religious, educational and other nonprofit entities in the City. Examples include churches, cemeteries, private schools and universities, private nonprofit hospitals, service clubs and organizations and other nonprofit institutions. (p. 76)
2. **Zoning.** The subject property was annexed into the City in 1976. The existing IN-2, Institutional Zoning was established on January 12, 2016. IN-2 districts are intended to provide for institutional uses such as schools, colleges and universities, senior living facilities, medical facilities and churches with multiple buildings contained in a campus setting. While IN-2 districts allow a wide range of uses to be permitted "by right", outdoor arenas, stadiums and theaters specifically require a conditional use permit to be approved by Council. This type of

use could generate significant traffic impacts, warranting a more in depth review by the Planning Commission and City Council.

3. **Board of Zoning Appeals (BZA).** The Zoning Official has determined that no variances are needed for the development of the property as proposed.
4. **Surrounding Area.** There have been a several items requiring City Council approval in the immediate area:
 - On January 11, 1983, Council approved the petition of Old Time Gospel Hour to rezone property located on the eastside of U.S. Route 460 (103, 104 East Campus Drive, 100 Towns Court, 2200 Liberty Mountain Drive & 5001 Candler's Mountain Road) from R-C, Conservation District to R-4C, Medium-High Density, Multi-Family Residential District (Conditional).
 - On October 14, 1986, Council approved the petition of Thomas L. Phillips to rezone the 3700 Block of Candler's Mountain Road from I-3, Heavy Industrial District & I-2, Light Industrial District to B-5C, General Business District (Conditional), B-3C, Community Business District (Conditional) & R-4C, Medium-High Density, Multi-Family Residential District (Conditional).
 - On February 24, 1988, Council approved the petition of Old Time Gospel Hour to rezone 3765 Candler's Mountain Road (now 135, 143 & 301 South Campus Drive from I-2, Light Industrial District to B-5C, General Business District (Conditional).
 - On April 14, 1988, Council approved the petition of Liberty University for a conditional use permit at 1971 University Boulevard to allow the construction of dormitories, visitors center, additions to the Demoss Building and parking.
 - On October 10, 1988, Council approved the petition of Old Time Gospel Hour to rezone property located on the eastside of U.S. Route 460 (103, 104 East Campus Drive, 100 Towns Court, 2200 Liberty Mountain Drive & 5001 Candler's Mountain Road) from R-4C, Medium-High Density, Multi-Family Residential District (Conditional) & B-3C, Community Business District (Conditional) to B-3C, Community Business District (Conditional).
 - On March 14, 1989, Council approved the petition of Old Time Gospel Hour & Liberty University for a conditional use permit at 3765 Candler's Mountain Road to allow the construction of a football stadium and basketball arena.
 - On July 11, 1989, Council approved the petition of NW Development Inc., to rezone the 3600 & 3700 Blocks of Candler's Mountain Road from I-2, Light Industrial District, B-3C, Community Business District (Conditional), B-5C, General Business District (Conditional) & R-4, Medium-High Density, Multi-Family Residential District to B-3C, Community Business District (Conditional).
 - On October 9, 1990, Council approved the petition of Candler's Station Limited Partnership to rezone 3764 Candler's Mountain Road from I-3, Heavy Industrial District to B-3C, Community Business District (Conditional) & B-5C, General Business District (Conditional).
 - On September 13, 1994, Council approved the petition of Candler's Mountain Development Company, L.C., to rezone property on the eastside of Candler's Mountain Road (3786, 3788, 3794, 3802, 4000, 4300, 4520, 4530 Candler's Mountain Road & 218, 230 Top Ridge Road)

from R-C, Conservation District to R-2C, Low-Medium Density, Single-Family Residential District & B-3C, Community Business District and a conditional use permit to allow a planned unit development (PUD) and cluster commercial development (CCD).

- On April 9, 1996, Council approved the petition of T&I Properties, Inc., to rezone 3765 Candler's Mountain Road from R-C, Conservation District to R-1, Low-Density, Single-Family Residential District.
- On September 9, 1997, Council approved the petition of the Inn Group to rezone 1910 University Boulevard from R-C, Conservation District & I-2, Light Industrial District to B-3C, Community Business District.
- On November 13, 2001, Council approved the petition of Liberty University for a conditional use permit at 1971 University Boulevard to allow the construction of two student centers and parking.
- On October 14, 2003, Council approved the petition of Thomas Road Baptist Church, Liberty University Inc., and GDT, CGI, LLC for a conditional use permit at 100 Mountain View Road to allow a community recreational facility.
- On December 16, 2003, Council approved the petition of Thomas Road Baptist Church, Liberty University Inc., Lynchburg Christian Academy, Freedom Liberty Partners, Jerry Falwell Ministries, GDT, CGI, LLC and Bostic Development at Lynchburg, LLC to rezone 100 Mountain View Road, 1971 University Boulevard and Liberty Mountain Drive from B-3C, Community Business District (Conditional) to B-3C, Community Business District (Conditional), from I-2, Light Industrial District to B-5C, General Business District (Conditional) and a conditional use permit to allow university and K-12 uses.
- On November 9, 2004, Council approved the recommendation of city staff to amend conditions of the December 16, 2003 conditional use permit for Jerry Falwell Ministries to allow an additional access point at 100 Mountain View Road.
- On April 10, 2007, Council approved the petition of Cole Bros Circus for a conditional use permit at 100 Mountain View Road to operate a temporary circus.
- On June 12, 2007, Council approved the petition of Central Virginia Indoor Soccer to rezone 3572 & 3576 Young Place from I-3, Heavy Industrial District to I-2C, Light Industrial District (Conditional) and a conditional use permit to allow an indoor soccer facility.
- On November 13, 2007, Council approved the petition of Liberty University at 500 Liberty Mountain Drive for a Future Land Use Map Amendment from Institution to Community Commercial, to rezone from R-C, Conservation District to B-3C, Community Business District (Conditional) and a conditional use permit to allow the construction of a building across the City/County corporate limit.
- On June 10, 2008, Council approved the petition of Liberty University at 3794, 3778, 3786, 3802 & 4000, 4250, 4300, 5000 & 5001 Candler's Mountain Road, 100 Mountain View Road, 100, 112, 200, 212, 300 Liberty Mountain Drive, 1971 1973, 1975, 1977 University Boulevard & 4013 Wards Road to amend the future land use from Low Density Residential to Institutional, to rezone from B-3C, Community Business District (Conditional) to B-3C,

Community Business District (Conditional) and for a conditional use permit to allow an increase of up to fifteen thousand (15,000) students and a consolidated sign plan.

- On January 12, 2016, Council approved the petition of Liberty University, Thomas Road Baptist Church & Liberty Christian Academy to establish an IN-2, Institutional 2 District for the campus of Liberty University, Thomas Road Baptist Church & Liberty Christian Academy.
5. **Site Description.** The subject property is a twenty-two (22) acre tract that is proposed to be subdivided from the existing forty-seven (47) acre parcel located at 601 Mountain View Road. The property contains intramural fields and is located adjacent to the City's E-911 Center.
 6. **Proposed Use of Property.** If the petition is approved, the property will be used a multi-sport athletic complex with a seating capacity of six thousand (6,000).
 7. **Traffic, Parking and Public Transit.** As required by Zoning Ordinance Section 35.2-50.4, the petitioner has submitted a traffic analysis. The traffic analysis has been reviewed by the City's Transportation Engineer. The traffic analysis examined the following two intersections along Candler's Mountain Road:
 - a. Candler's Mountain Road/Mountain View Road
 - b. Candler's Mountain Road/Hershey-Esbensshade Drive (former Regents Parkway)

The submitted analysis assumes that there will be no additional traffic in the area during normal school operations and the AM/PM peak hours since LCA is currently using the sports fields in the area. The analysis examined weekday events with maximum attendance during the time periods of 6-7 PM and 9-10 PM.

Intersections are analyzed using Level of Service Standards with ratings of A – F. LOS "A" being free flowing and LOS "F" is significant delay. The analysis indicates the area has an existing LOS of D or better. The year 2025 "no build" condition also indicates a LOS D or better for the intersections. Under the "build" condition the intersection of Candler's Mountain Road/Hershey-Esbensshade Drive (former Regents Parkway) the intersections would operate a LOS of E or F.

The analysis indicates that all movements will improve to pre build conditions by applying temporary police traffic control at both intersections.

Of particular concern to City staff is improving safety at the intersection of Candler's Mountain Road and Mountain View Road. Currently this intersection is to function as a "right in"/"right out". The intersections current configuration allows straight and left movements resulting in unsafe conditions. The submitted concept plan indicates that this intersection will be reconfigured and have removable bollards installed to correct this unsafe condition.
 8. **Stormwater Management.** An Erosion and Sediment (E&S) Control / Stormwater Management Plan will be required prior to final site plan approval. Stormwater Management will be addressed as identified in the Master Stormwater Management Plan for the area and as covered by the existing Virginia Stormwater Management Program (VSMP) Permit.
 9. **Emergency Services:** The City's Fire Marshal and Police Department's comments have or will be addressed prior to final site plan approval.
 10. **Impact.** The use of the property as a multi-sport athletic complex should have little negative impact on the area. The property was specifically rezoned for Institutional uses and is part of

the overall, Liberty University, Thomas Road Baptist Church & Liberty Christian Academy (LCA) Campus. Level of Service Standards will be maintained at pre-development conditions and intersection improvements will correct an existing unsafe condition.

While existing LCA events would be moved from Williams Stadium to the new sports complex, there should not be an increase in traffic over what currently exists. When events are moved to the new complex, other events could be held in Williams Stadium which “could” result in adverse traffic conditions. Liberty University, Thomas Road Baptist Church and LCA have and are managing traffic conditions resulting from the Institutions by investing high levels of funding in road improvement projects and providing temporary traffic control when needed.

11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the conditional use permit on January 17, 2017. Comments related to the proposed use have or will be addressed at the final site plan stage.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of Liberty Christian Academy to construct a lighted, multi-use athletic complex with a seating capacity of six thousand (6,000) at 601 Mountain View Road subject to the following conditions:

1. **The property shall be developed in substantial compliance with the concept plan entitled Liberty Christian Academy Sports Complex as prepared by Hurt & Proffitt, Inc. and dated January 20, 2017.**
2. **Temporary traffic control shall be provided during events by Liberty University Police Officers as recommended in the traffic analysis.**
3. **The intersection of Candler's Mountain Road and Mountain View Road shall be reconfigured as shown on the concept plan. Removable bollards shall remain in place, unless temporary traffic control is being provided.**
4. **The petitioner shall notify the City's Transportation Engineer & City Police Department of events that would require temporary traffic control.**

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer

Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Ms. Maggie Cossman, Transportation Engineer
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Patrick Proffit, Representative
Mr. J. Patterson, Petitioner

VII. ATTACHMENTS

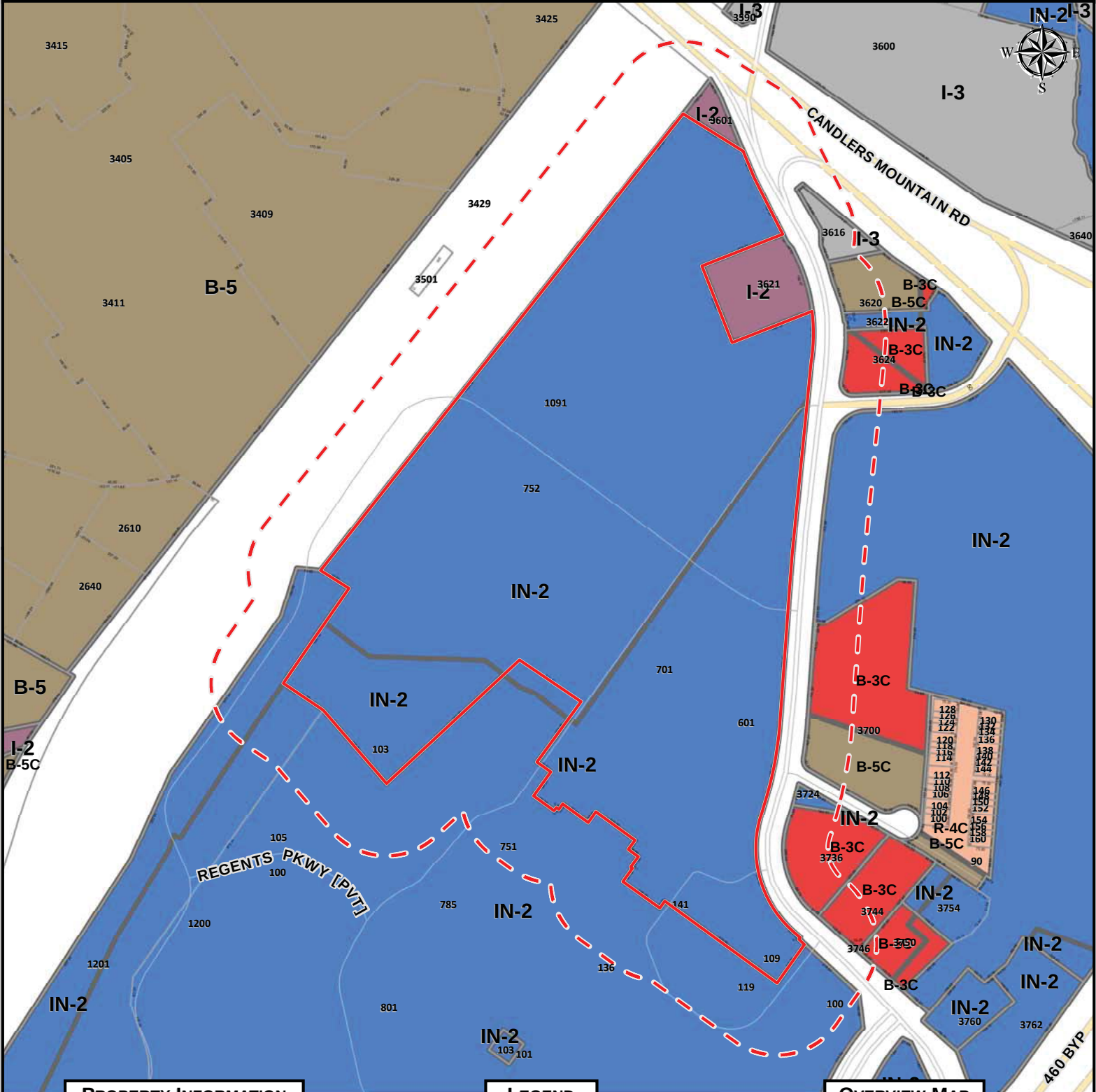
- 1. Zoning Map**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Concept Plan**
- 6. Narrative**
- 7. Traffic Analysis**
- 8. Property Photograph**

Zoning Map

LIBERTY CHRISTIAN ACADEMY SPORTS COMPLEX

Conditional Use Permit Request

Liberty Christian Academy



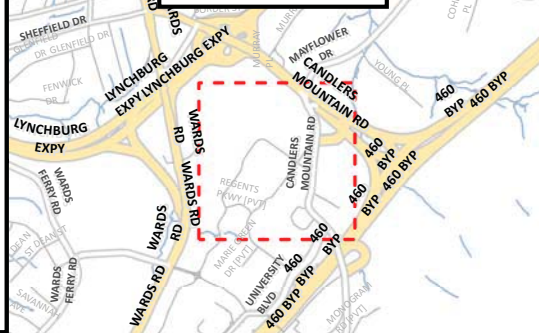
PROPERTY INFORMATION

PARCEL ID	ADDRESS
13001004	601 MOUNTAIN VIEW RD

LEGEND

 Subject Property		
 215' Buffer		
 B-1	 I-1	 R-4
 B-2	 I-2	 R-5
 B-3	 I-3	 R-C
 B-4	 R-1	 IN-1
 B-5	 R-2	 IN-2
 B-6	 R-3	

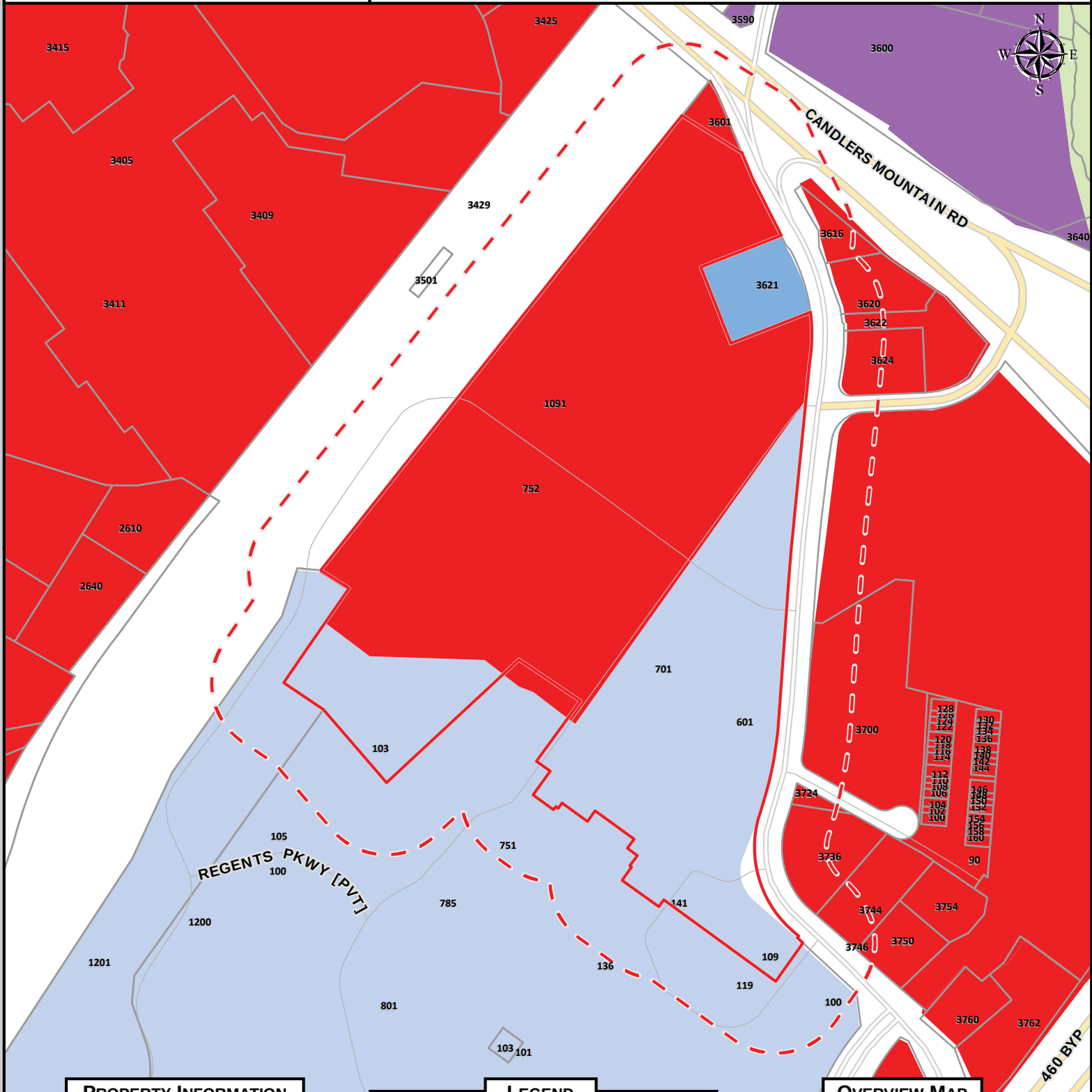
OVERVIEW MAP



MAP SCALE: 1" to 400' DATE PRINTED: 2/3/2017

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Parcel ID	Address	Owner
13002007	3736 CANDLERS MOUNTAIN RD	AMITA ENTERPRISES LLC
13002006	3750 CANDLERS MOUNTAIN RD	B N E RESTAURANT GROUP IV LLC
13004002	3624 CANDLERS MOUNTAIN RD	BIG APPLE INVESTORS LLP
13001001	3621 CANDLERS MOUNTAIN RD	CITY OF LYNCHBURG
13004004	3616 CANDLERS MOUNTAIN RD	COMMONWEALTH OF VA VDOT
13004003	3620 CANDLERS MOUNTAIN RD	HILL CITY LODGING LLC
25701001	1971 UNIVERSITY BLVD	LIBERTY UNIVERSITY INC
13004001	3622 CANDLERS MOUNTAIN RD	LIBERTY UNIVERSITY INC
13001002	751 MOUNTAIN VIEW RD	LIBERTY UNIVERSITY INC
13002004	3700 CANDLERS MOUNTAIN RD	LU CANDLERS STATION HOLDINGS LLC
13002023	3724 CANDLERS MOUNTAIN RD	LU CANDLERS STATION HOLDINGS LLC
16231002	3601 CANDLERS MOUNTAIN RD	LYNCHBURG GAS
13002008	3744 CANDLERS MOUNTAIN RD	LYNCHBURG INVESTMENTS LLC
16231003	3429 CANDLERS MOUNTAIN RD	SOUTHERN RAILWAY
13001004	601 MOUNTAIN VIEW RD	THOMAS ROAD BAPTIST CHURCH
13002005	3700 CANDLERS MOUNTAIN RD	TRU 2005 RE I LLC



PROPERTY INFORMATION

PARCEL ID

ADDRESS

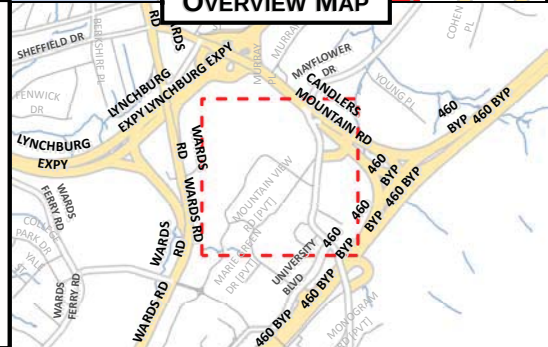
13001004 601 MOUNTAIN VIEW RD

LEGEND

- | | |
|----------------------------|-----------------------|
| Local Historic District | Employment 1 |
| Traditional Residential | Employment 2 |
| Low Density Residential | Downtown |
| Medium Density Residential | Institution |
| High Density Residential | Public Use |
| Neighborhood Commercial | Public Parks |
| Community Commercial | Resource Conservation |
| | Mixed Use |

MAP SCALE: 1" to 400' DATE PRINTED: 2/3/2017

OVERVIEW MAP



Watershed Map

LIBERTY CHRISTIAN ACADEMY SPORTS COMPLEX

Conditional Use Permit Request

Liberty Christian Academy



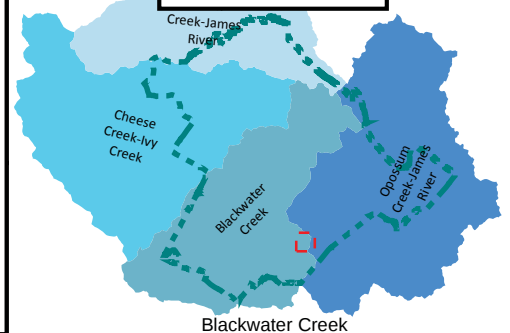
PROPERTY INFORMATION

PARCEL ID	ADDRESS
13001004	601 MOUNTAIN VIEW RD

LEGEND

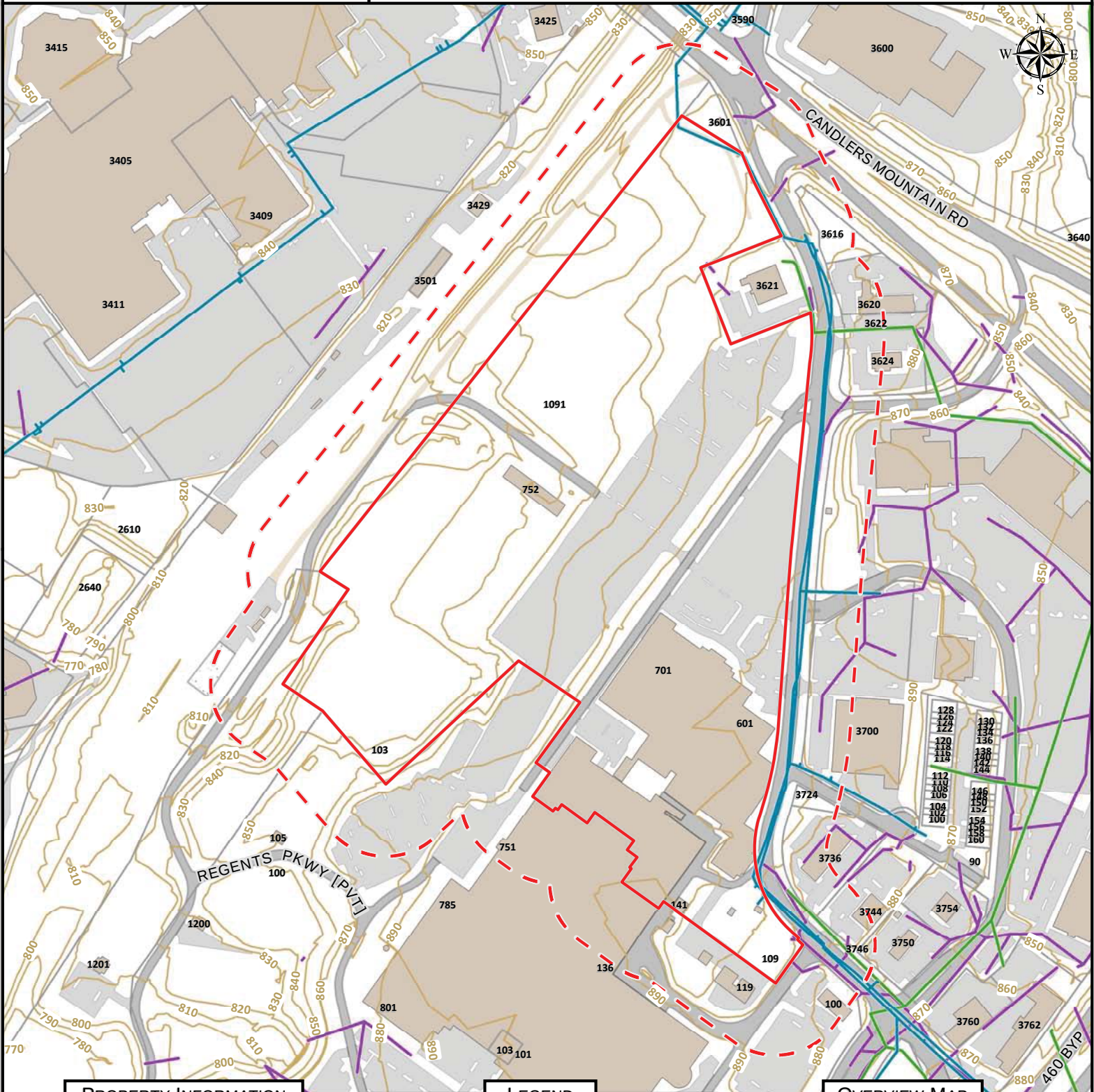
- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

OVERVIEW MAP



MAP SCALE: 1" to 400' DATE PRINTED: 2/3/2017

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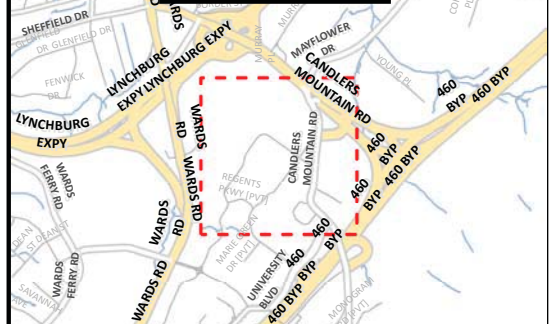
PROPERTY INFORMATION

PARCEL ID	ADDRESS
13001004	601 MOUNTAIN VIEW RD

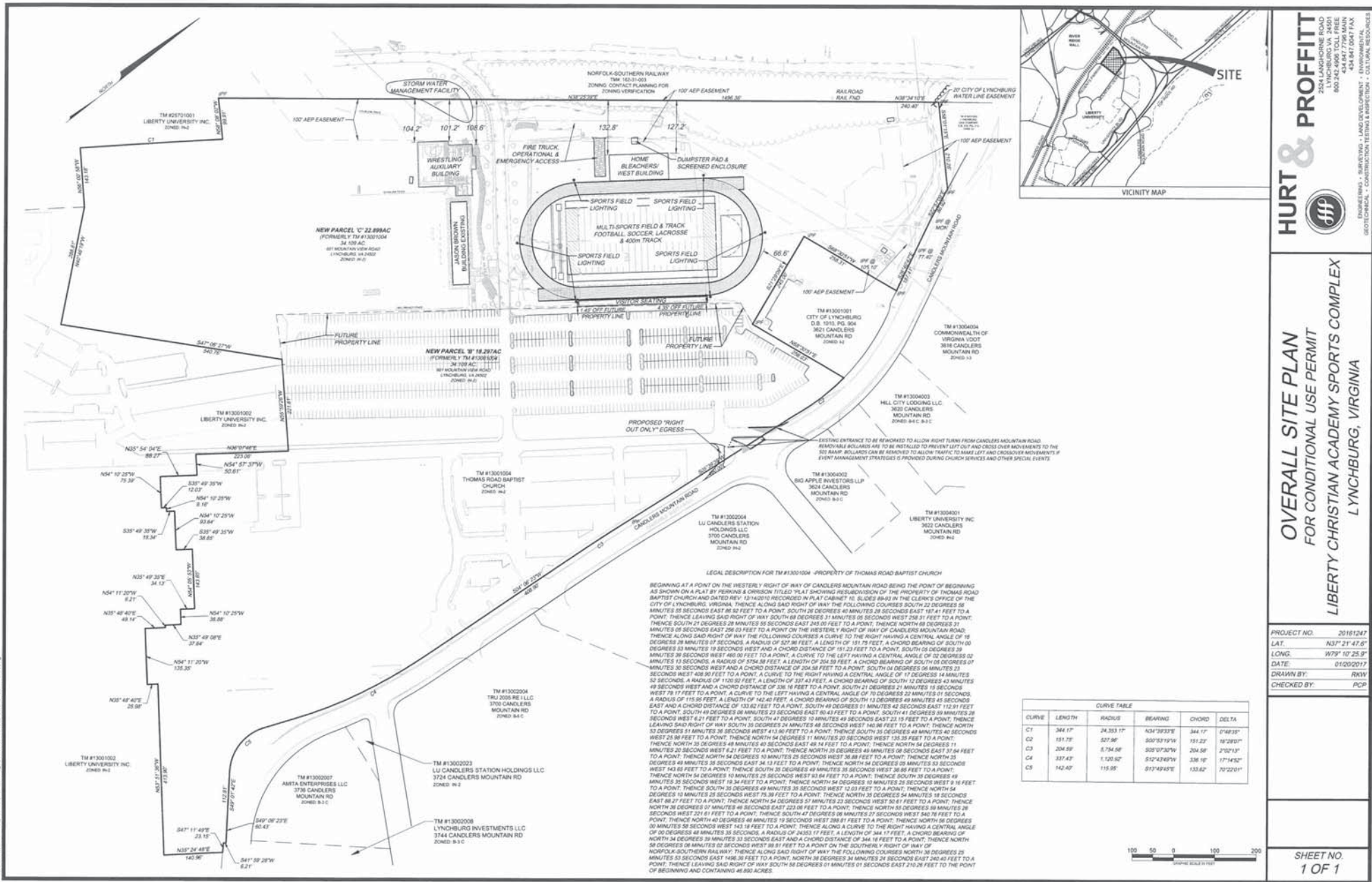
LEGEND

	Active	Proposed	Abandoned
Utilities			
Water			
Sanitary			
Storm			
Planimetrics			
Structure			
Roadway			
Parking			
Sidewalk			
Driveway			
Topography			
Contour			

OVERVIEW MAP



MAP SCALE: 1" = 400' DATE PRINTED: 2/3/2017



HURT & PROFFITT
2524 LANCASHIRE ROAD
LYNCHBURG, VA 24501
800.242.4698 TOLL FREE
434.847.0047 FAX
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**OVERALL SITE PLAN
FOR CONDITIONAL USE PERMIT
LIBERTY CHRISTIAN ACADEMY SPORTS COMPLEX
LYNCHBURG, VIRGINIA**

PROJECT NO. 20181247
LAT. N37° 21' 47.6"
LONG. W79° 10' 25.9"
DATE: 01/05/2017
DRAWN BY: RGV
CHECKED BY: PCP

CURVE TABLE					
CURVE	LENGTH	RADIUS	BEARING	CHORD	DELTA
C1	344.17'	24,353.17'	N34°39'50"E	344.17'	0°48'50"
C2	151.75'	507.96'	S05°33'19"W	151.23'	18°28'01"
C3	204.89'	8,754.58'	S05°07'30"W	204.88'	2°10'13"
C4	337.43'	1,100.62'	S12°42'49"W	338.19'	17°14'52"
C5	142.40'	119.55'	S17°49'43"E	133.62'	70°22'01"





CONDITIONAL USE PERMIT NARRATIVE:

Liberty Christian Academy – Sports Complex
601 Mountain View Road
TM# 13001004
Lynchburg, Virginia
Hurt & Proffitt Project # 20161242

PURPOSE:

The purpose of this application is to obtain a Conditional Use Permit to develop and construct a sports complex that will serve Liberty Christian Academy. Liberty Christian Academy (LCA) has served the Lynchburg community since 1967. It is a non-profit day school that is a ministry of Thomas Road Baptist Church. Today, LCA serves approximately 2100 students in PreK-12 and is the largest private day school in the state of VA. LCA employs over 200 people and is a proud member of the positive job market in Lynchburg.

With LCA's recent acceptance into the Virginia High School League (VHSL), LCA is embarking on a new project to give the LCA community a much needed track and football stadium. This stadium will be the focal point of the LCA campus. Over its tenure, LCA has rented from Liberty University to use their facilities. In many cases, the rental times have been during times that make it difficult on our student athletes. Currently, LCA has no track facility and uses Williams Stadium for all home football games. Ironically, our indoor and outdoor track teams won the VHSL state championship with no designated track facility. Our athletes have to be bused to Williams Stadium any time we need to use Williams Stadium for games. This new facility will accommodate the following teams for LCA: Football (three teams), Soccer (six teams), Track (75 athletes), Lacrosse (one team). The facility will also allow us to begin a JV lacrosse program in the next few years. The facility will also give the LCA marching band a designated space with full power to practice. The turf field will also act as a hub for all LCA activities to include field days for elementary and PREK, and physical education classes.

Most importantly, this facility will be a place that the Lynchburg community will enjoy (in the same concept as city stadium). We will be proud to host all our Seminole brothers into a stadium that will make our Lynchburg community a better place.

PROJECT DESCRIPTION:

The project will consist of a multi-sport field and track, softball field and four (4) new buildings that will provide services for the sport teams, personnel and spectators. The project will also include four (4) new parking areas for passenger vehicles and a bus parking area. The project may be developed over one or more construction phases. The project will also consist of the relocation of Hershey-Ebenshade Drive (formerly Regents Parkway) to make room on the project site for the new sports complex. The building uses are as follows:

**Main Entrance:**

Spectators will enter the sports complex via a grand entranceway that will be located to the south west of the main complex. The entrance will include ticket sales, concessions and restrooms.

South Building:

Proposed use will include wrestling/basketball, bathrooms, locker room and storage areas.

Jason Brown Building:

Part of the project will include the renovation of a portion of the existing Jason Brown Building. The renovations will include locker rooms and bathrooms for officials and visiting teams.

West Building and Home Seating:

West building will be a combination of spectator bleachers with a capacity of approximately 4,612, with a press box on the upper level. Bathrooms, concessions and storage areas will make up the lower floor of the West Building.

North Building:

The north building will contain locker rooms, training rooms, bathrooms and storage areas.

Visitor Seating:

Visitor seating will be on the south side of the sports complex and will consist approximately 1523 spectator seats.

COMPREHENSIVE PLAN:

Per the City of Lynchburg Future Land Use Map dated 8/9/16 the subject property is designated Community Commercial. However, the property is zoned IN-2 Institutional and the "City's institutions include the religious, educational, and other nonprofit entities in the City. Examples include churches, cemeteries, private schools and universities, private nonprofit hospitals, service clubs and organizations, and other nonprofit institutions". As the proposed use of the property will be a sports complex to serve the needs of Liberty Christian Academy it appears to be in compliance with the future land use plan.

STORMWATER MANAGEMENT:

Stormwater quantity and quality calculations for this site were based on the Liberty University Stormwater Management Plan Update, prepared by Reynolds Clark and dated July, 2016. This plan will enable compliance with the Virginia Stormwater Regulations and allow the development to be grandfathered under Part IIC stormwater regulations. The regulations allow for any property that had a master plan approved prior to July 2012 to continue to be subject to Part IIC until June 30, 2019. The campus (and this development) will be considered grandfathered as long as it remains in compliance with the master plan.

The development will be in compliance with the master plan as long as the phosphorus loading at each Point of Discharge (POD) does not increase above the level defined in the original 2012 master



plan. This development impacts three drainage areas defined in the master plan: Drainage Areas Q, R, and S. For Drainage Areas Q and S, the total drainage area and impervious cover will be reduced during the initial phase of the development. During a future construction phase, there will be additional impervious area added to Drainage Area S – stormwater management for that phase will be provided once the final design for that development is known. For Drainage Area R, the proposed synthetic turf field will serve as a Permeable Pavement, and an extended-detention basin is also proposed to provide quantity and quality treatment for increases in impervious area. These measures will reduce the phosphorus loading and peak discharge at each POD below the 2012 value, such that compliance with the master plan is maintained and the development is grandfathered.

The Virginia Performance-based Method was used for quality calculations, and the NRCS (TR-55 and TR-20) Method was used for quantity calculations. The Rational Method was used for stormwater conveyance calculations. See project calculations for a detailed analysis.

MEMORANDUM

TO: MAGGIE COSSMAN, PE

FROM: BILL WUENSCH, P.E., PTOE

ORGANIZATION: CITY OF LYNCHBURG

DATE: JANUARY 22ND, 2016

PHONE NUMBER:

SENDER'S REFERENCE NUMBER:

RE: LCA STADIUM TRAFFIC ANALYSIS

YOUR REFERENCE NUMBER:

☐ URGENT☐ FOR YOUR USE☐ PLEASE COMMENT☐ PLEASE REPLY☐ PLEASE RECYCLE**Background and Purpose**

The following provides a summary of a traffic analysis performed as part of the conditional use permit process for the new Liberty Christian Academy stadium. The analysis is based on the assumptions that the northern terminus of Hershey-Esbensshade Drive will not be relocated and the new sport facility of 6,000 seating capacity will be located to the north of Hershey-Esbensshade Drive.

Travel conditions were examined for the existing conditions, and then year 2025 no build and build conditions.

Considering that Liberty Christian Academy activities have been already on the site, the traffic operations in the regular weekday peak hours will not be affected in the build conditions. The time periods analyzed in this study include only the assumed weekday event (maximum attendance) time periods (arrivals are between 6-7PM and departures are between 9-10PM).

This study examined two intersections as shown in **Figure 1** along Candler's Mountain Road, including:

1. Candler's Mountain Road/Mountain View Road
2. Candler's Mountain Road/Hershey-Esbensshade Drive

The existing configuration of the study intersections are illustrated in **Figure 2**.

Methodology

The analysis is summarized using a presentation type (powerpoint slide) format followed by figures to illustrate the information discussed. While this format is a little unconventional, it does maximize the ability to be concise while effectively presenting the analysis summary.

The summary and figures are attached to this memorandum.

Findings

The basic findings of the analysis are as follows:

1. Under the existing conditions, both intersections and all movements function at LOS D or better (See Figure 4).
2. Under the 2025 no build conditions, both intersections and all movements function at LOS D or better (See Figure 6).
3. Under the 2025 build condition, Candler's Mountain Road/Mountain View Road and the movements operate at LOS D or better; however, Candler's Mountain Road/Hershey-Esben'shade Drive operate at LOS E in both event hours and many movements operate at LOS E or LOS F (See Figure 18).
4. Mitigation was identified to improve Candler's Mountain Road/Hershey-Esben'shade Drive such that the intersection and all movements are at LOS D or better as follows:
 - a. During event inbound hour (6-7PM), add police control at Candler's Mountain Road/Mountain View Road when necessary and apply temporary police traffic control at Candler's Mountain Road/Hershey-Esben'shade Drive to –
 1. Force all EB outbound traffic from the parking lot to turn right;
 2. Force all WB outbound traffic from the mall to turn right.
 - b. During event outbound hour (9-10PM), add police control at Candler's Mountain Road/Mountain View Road when necessary and apply temporary police traffic control at Candler's Mountain Road/Hershey-Esben'shade Drive to –
 1. Force all WB outbound traffic from the mall to turn right;
 2. Force all NB and SB left turn traffic to go through.
5. With the mitigation identified, both intersections and all movements function at LOS D or better (See Figure 22).

The following provides the presentation style report followed by the figures that illustrate the assumptions, volumes, findings, and recommendations.

LCA STADIUM TRAFFIC IMPACT STUDY

EPR, P.C.

637 Berkmar Circle

Charlottesville, VA 22901

01/22/2017

Study Intersections/Time Periods

- Study intersections: ([Figure 1](#))
 - 1. Candler Mountain Road/Mountain View Road
 - 2. Candler Mountain Road/Hershey-Esbenshade Drive
- Existing intersection configurations ([Figure 2](#))
- Study time periods:
 - 1. 6-7PM – Event Inbound Traffic;
 - 2. 9-10PM – Event Outbound Traffic.

Existing Conditions

- Traffic counts for regular weekday afternoon peak hour were obtained from the *prior Liberty University On-Campus Development Program Traffic Study* completed in 2014 –
 - 1. Candler Mountain Road/Mountain View Road – data was counted on 4/24/2014, Thursday;
 - 2. Candler Mountain Road/Hershey-Esbenshade Drive – data was counted on 4/23/2014, Wednesday.
- Existing traffic volumes for regular weekday afternoon peak hour –
 - Traffic counts were factored up with the *1% per year growth rate** to the year 2016.

*1% per year growth rate is the growth rate that VDOT used in the recent traffic study nearby.

Existing Conditions

- Existing traffic volumes for event peak hours (6-7PM & 9-10PM) –
 - 6-7PM traffic volumes were assumed as 80% of regular weekday afternoon peak hour traffic volumes;
 - 9-10PM traffic volumes were assumed as 50% of regular weekday afternoon peak hour traffic volumes.
- Existing traffic volumes are illustrated in [Figure 3](#).
- Existing LOS results are illustrated in [Figure 4](#).
 - Both intersections and all movements operate at LOS D or better.

2025 No Build Conditions

- Existing traffic volumes as shown in Figure 3 were factored up with the 1% per year growth rate to the year 2025.
- 2025 no build traffic volumes are illustrated in [Figure 5](#).
- 2025 no build LOS results are illustrated in [Figure 6](#).
 - Both intersections and all movements operate at LOS D or better.

2025 Build Conditions

- Event Traffic Volumes – the study is based on the following assumptions:
 - Event attendees are 6,000 with 15% (or 900) from Liberty University Campus.
 - Other attendees will be via vehicle with the average rate of 2.5 persons per vehicle.
 - The inbound trips and outbound trips, therefore, are $5,100/2.5 = 2,040$.
 - The parking lot is 25% full before the event starts and the rest 75% of the parking lot can hold approximately 1,320 vehicles. (the parking lot has approximately 1,750 parking spaces in total)
 - Half of the other 720 vehicles (360) will use the garage at the southeast corner of the tunnel and the other half (360) will use the parking lot of Lahaye Ice Center.

2025 Build Conditions

- Event Traffic Volumes –
 - The distributions of the trips to/from the parking lot, to/from the garage, and to/from the Lahaye Ice Center are illustrated in [Figures 7 – 9](#).
 - Detailed trip assignments are illustrated in [Figures 10 – 15](#).
 - The total event traffic volumes are illustrated in [Figure 16](#).

2025 Build Conditions

- The total event traffic volumes as shown in Figure 16 were added to the 2025 no build traffic volumes as shown in Figure 5, resulting in the 2025 build traffic volumes.
- 2025 build traffic volumes are illustrated in [Figure 17](#).
- 2025 build LOS results are illustrated in [Figure 18](#).

2025 Build Conditions

- Build Conditions LOS Summary
 - Candler Mountain Road/Mountain View Road and the movements operate at LOS D or better.
 - Candler Mountain Road/Hershey-Esbenshade Drive operate at LOS E in both event hours and many movements operate at LOS E or LOS F.

2025 Mitigation Conditions

- The mitigations the study recommended include the followings: (Figure 19)
 - Event Inbound Hour (6-7PM) Police Traffic Control:
 - At Candler Mountain Road/Mountain View Road –
 - o 1. Add police control when necessary.
 - At Candler Mountain Road/Hershey-Esbensshade Drive –
 - o 1. Force all EB outbound traffic from the parking lot to turn right;
 - o 2. Force all WB outbound traffic from the mall to turn right.
 - Event Outbound Hour (9-10PM) Police Traffic Control:
 - At Candler Mountain Road/Mountain View Road –
 - o 1. Add police control when necessary.
 - At Candler Mountain Road/Hershey-Esbensshade Drive –
 - o 1. Force all WB outbound traffic from the mall to turn right;
 - o 2. Force all NB and SB left turn traffic to go through.

2025 Mitigation Conditions

- The traffic reassignment per the mitigations are illustrated in [Figure 20](#).
- 2025 mitigation scenario traffic volumes are illustrated in [Figure 21](#).

2025 Mitigation Conditions

- The 2025 mitigation scenario LOS results are illustrated in [Figure 22](#).
 - Both intersections and all movements operate at LOS D or better.

Findings

- Under the existing conditions, both intersections and all movements function at LOS D or better (See Figure 4).
- Under the 2025 no build conditions, both intersections and all movements function at LOS D or better (See Figure 6).
- Under the 2025 build condition, Candler's Mountain Road/Mountain View Road and the movements operate at LOS D or better; however, Candler's Mountain Road/Hershey-Esbenshade Drive operate at LOS E in both event hours and many movements operate at LOS E or LOS F (See Figure 18).

Findings

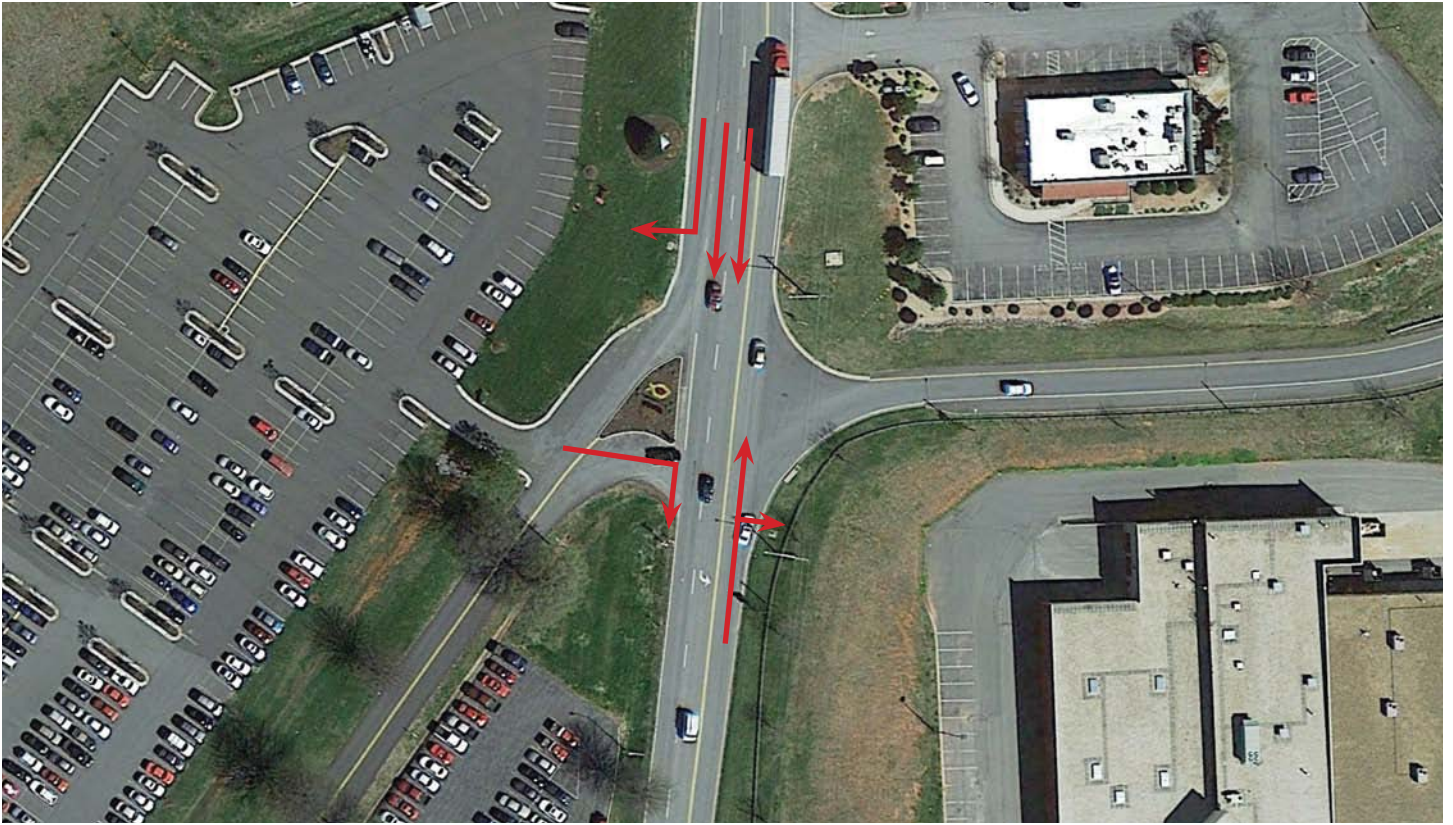
- Mitigation was identified to improve Candler Mountain Road/Hershey-Esbensshade Drive such that the intersection and all movements are at LOS D or better as follows:
 - o During event inbound hour (6-7PM), add police control at Candler Mountain Road/Mountain View Road when necessary and apply temporary police traffic control at Candler Mountain Road/Hershey-Esbensshade Drive to –
 - 1. Force all EB outbound traffic from the parking lot to turn right;
 - 2. Force all WB outbound traffic from the mall to turn right.
 - o During event outbound hour (9-10PM), add police control at Candler Mountain Road/Mountain View Road when necessary and apply temporary police traffic control at Candler Mountain Road/Hershey-Esbensshade Drive to –
 - 1. Force all WB outbound traffic from the mall to turn right;
 - 2. Force all NB and SB left turn traffic to go through.
- With the mitigation identified, both intersections and all movements function at LOS D or better (See Figure 22).

Figure 1 Study Intersections



Figure 2 Existing Intersection Configurations

Candlers Mountain Road/Mountain View Road



Candlers Mountain Road/Hershey-Esbenshade Drive

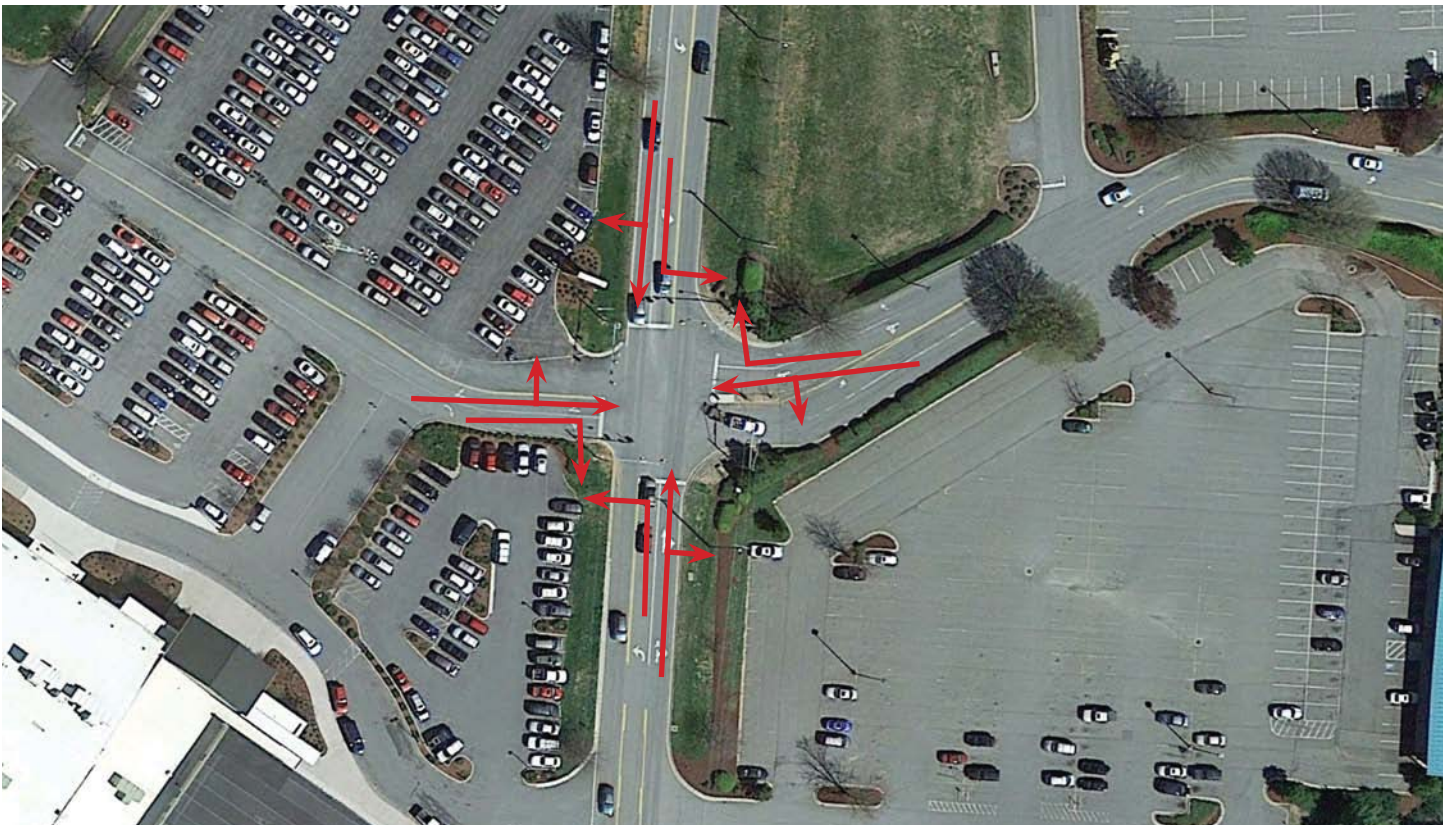


Figure 3 Existing (2016) Traffic Volumes

XX/XX 6-7PM/9-10PM

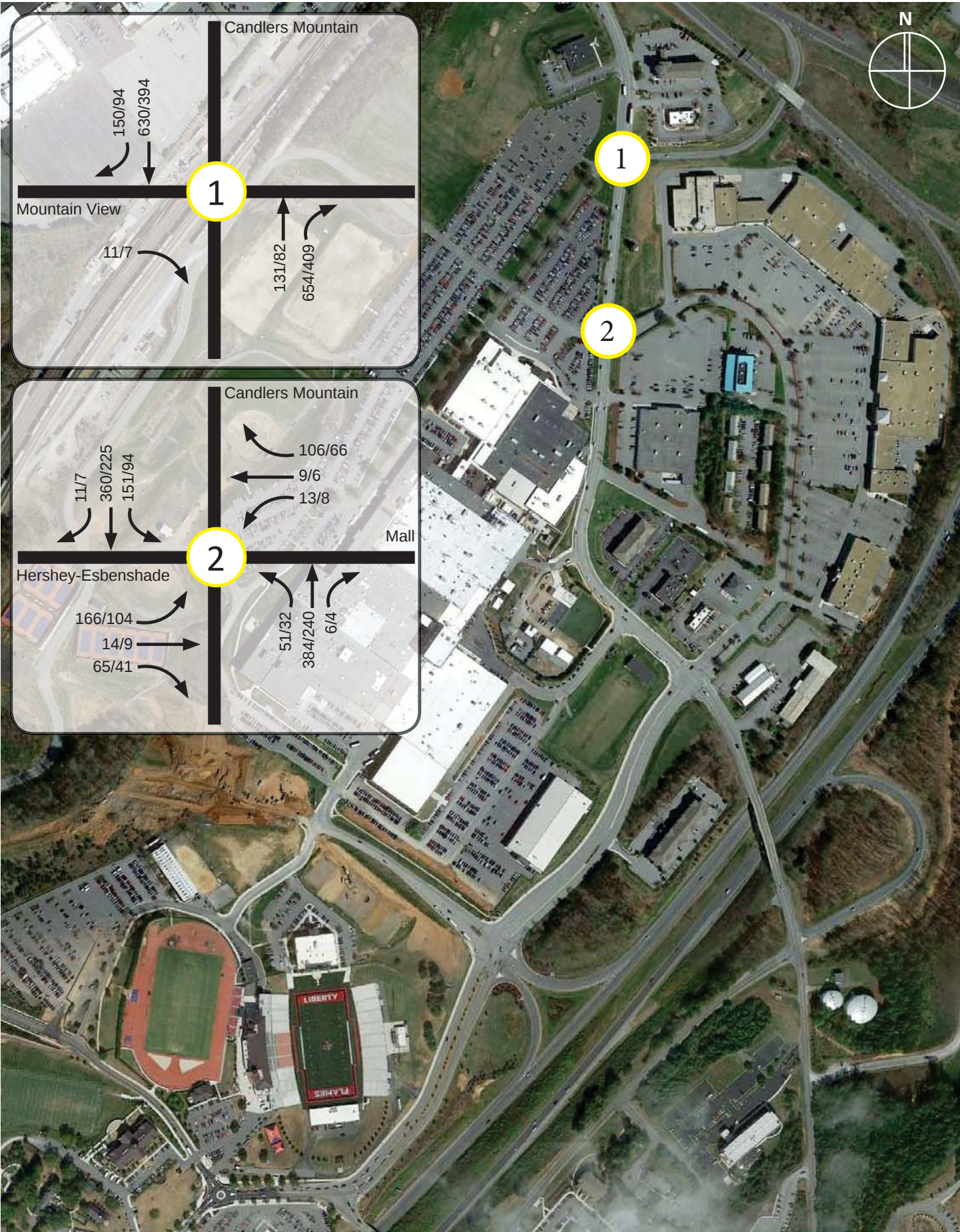


Figure 4 Existing (2016) Level of Service

A-C D 6-7PM/9-10PM

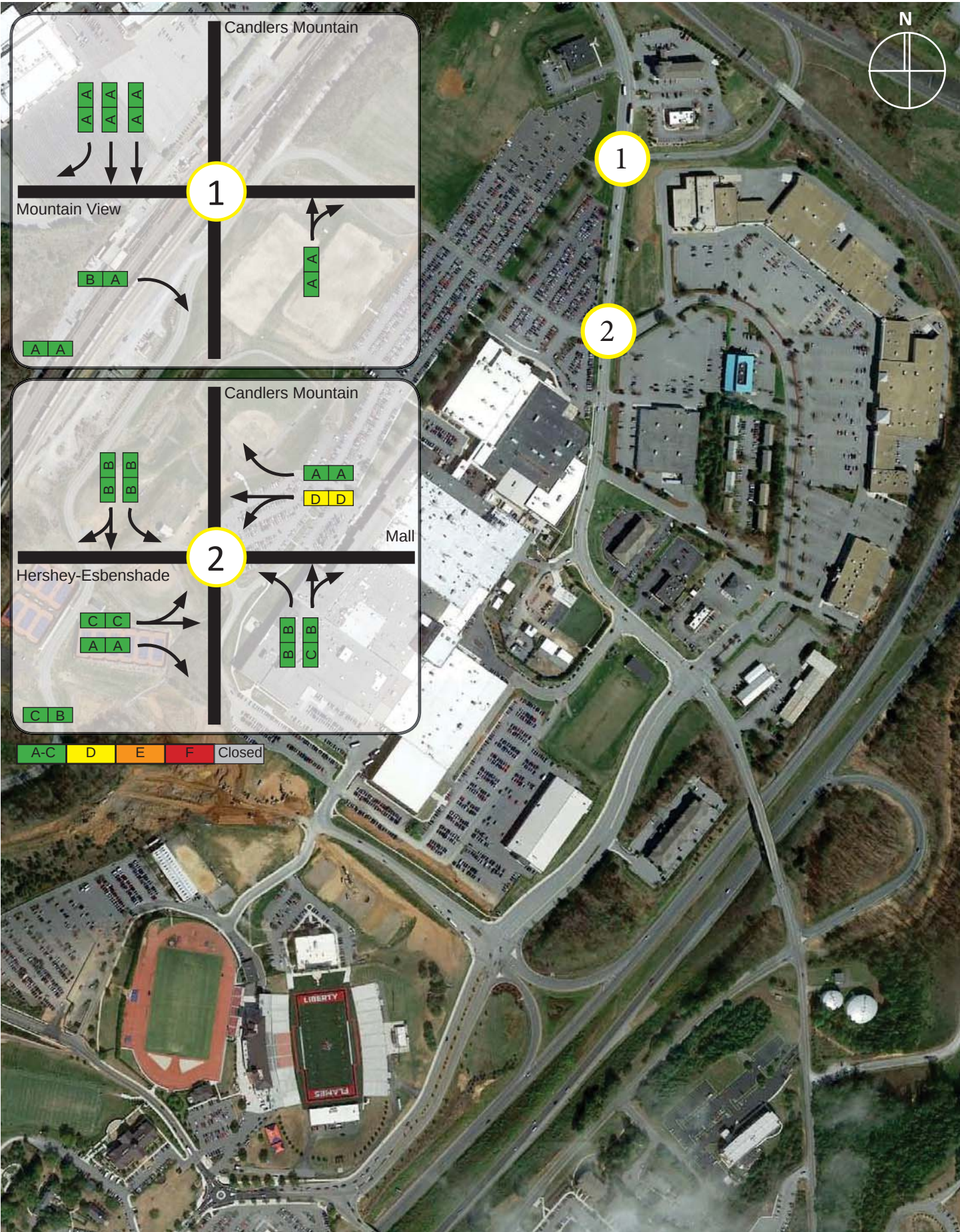


Figure 5 2025 No Build Traffic Volumes

XX/XX 6-7PM/9-10PM

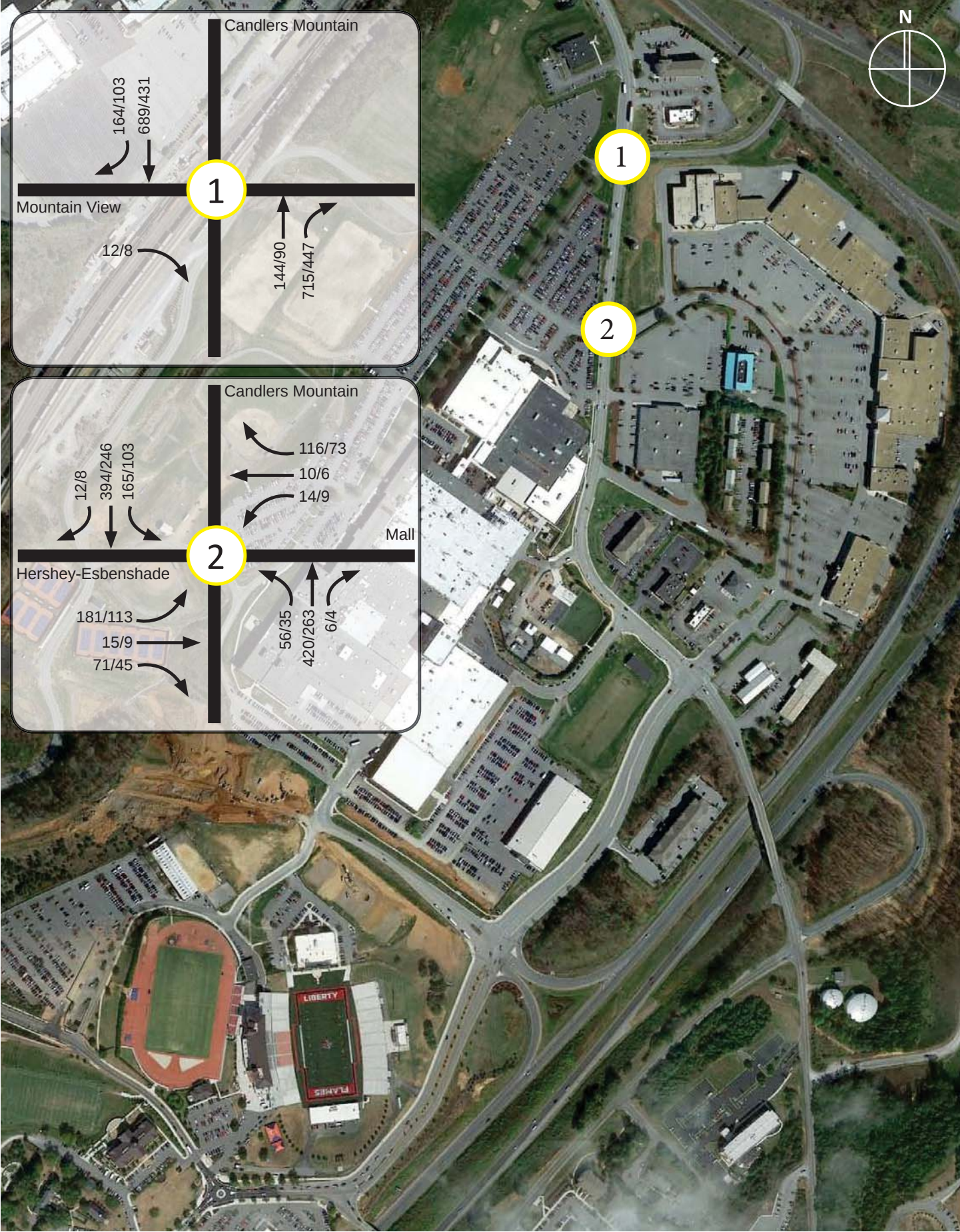


Figure 6 2025 No Build Level of Service

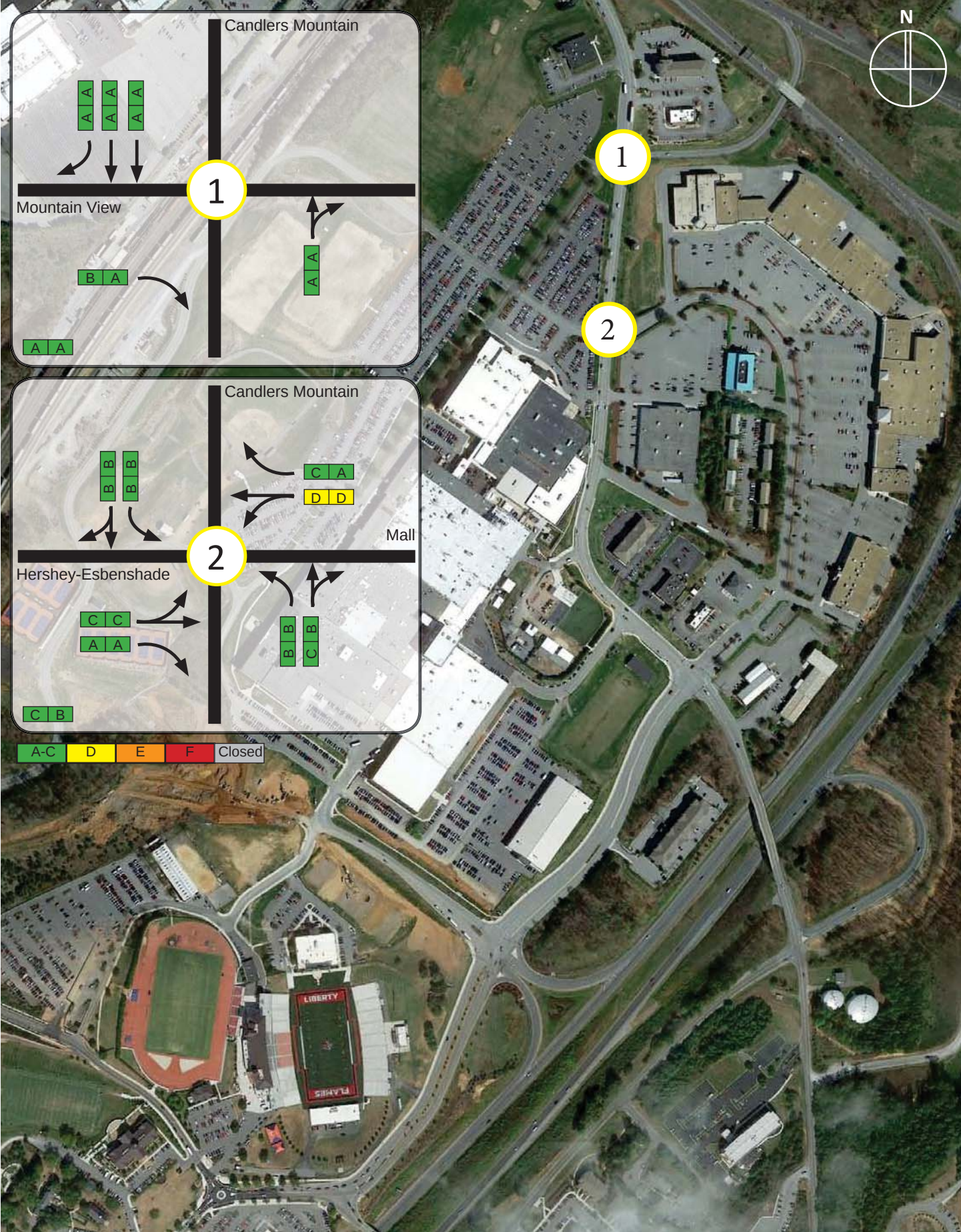


Figure 7 Distribution of the Trips to/from the Parking Lot

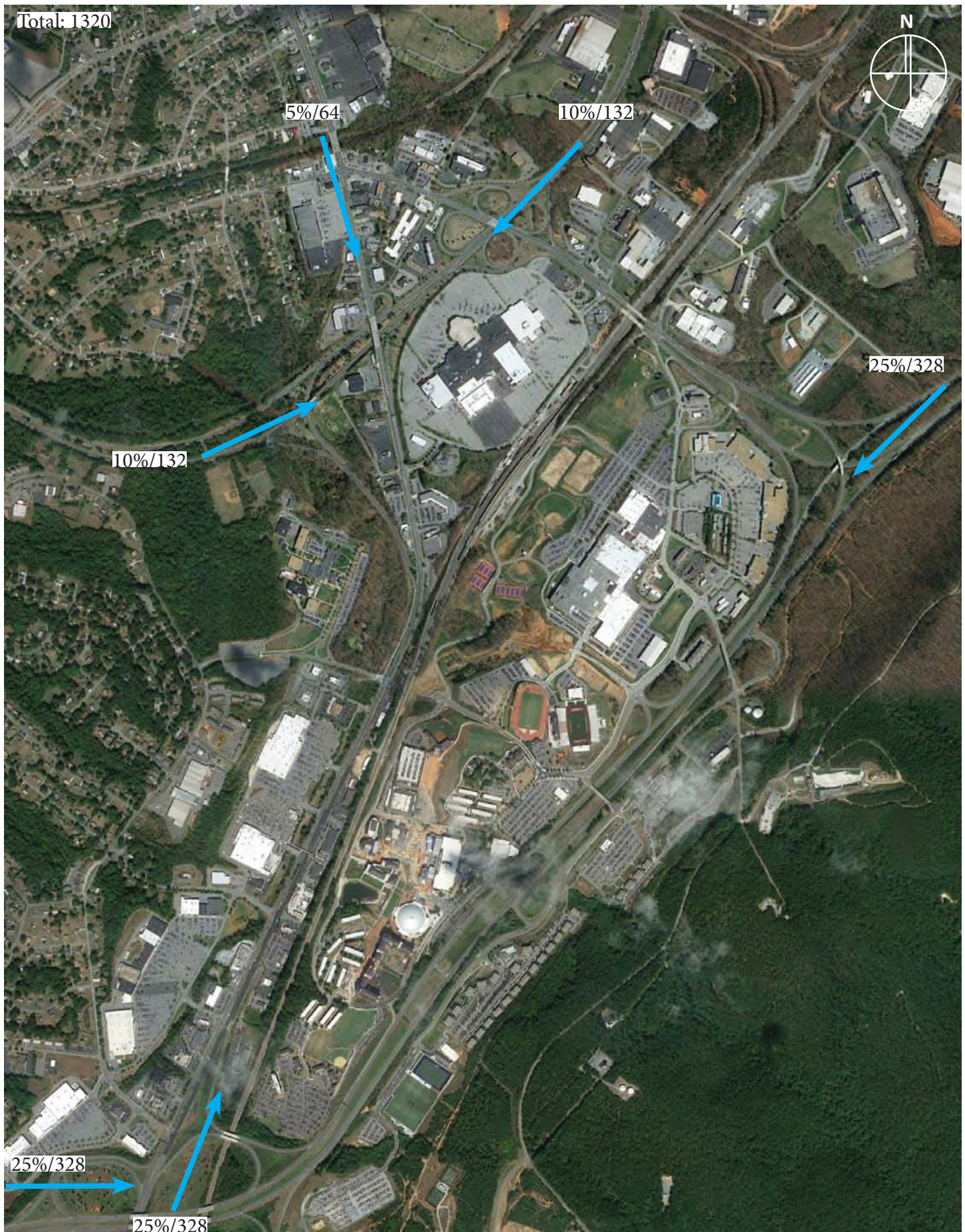


Figure 8 Distribution of the Trips to/from the Garage

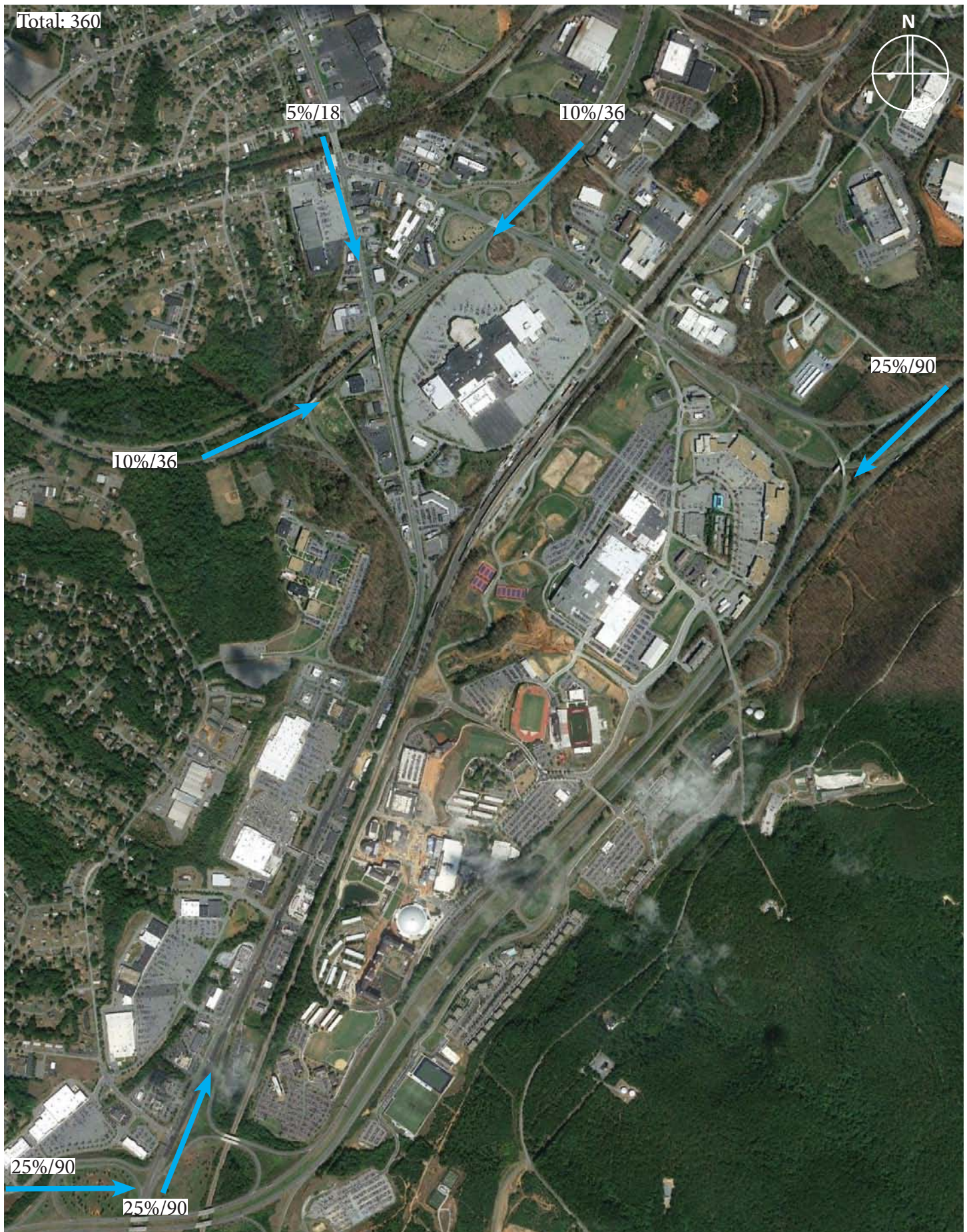


Figure 9 Distribution of the Trips to/from Lahaye Ice Center

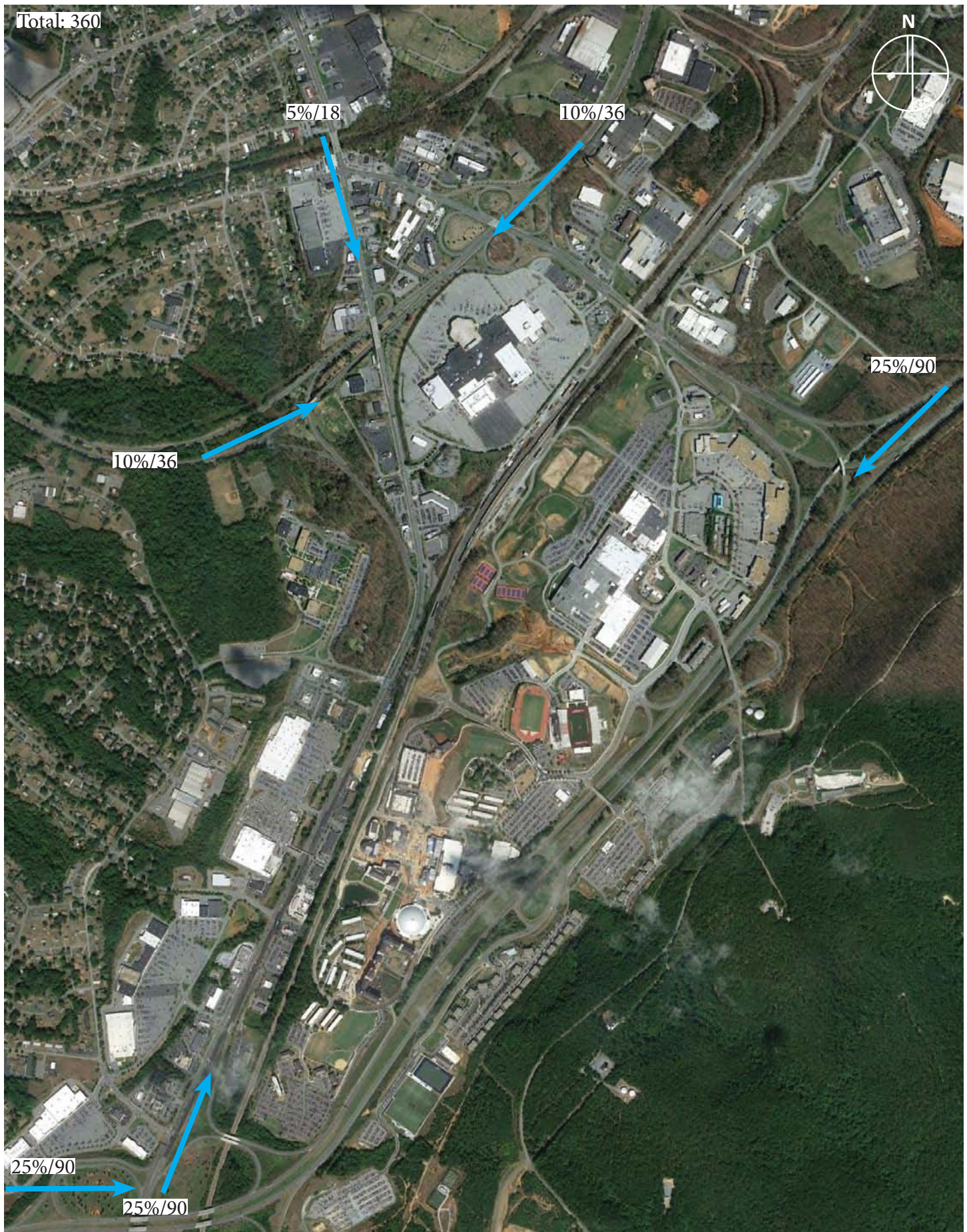


Figure 10 Event Inbound (6-7PM) Traffic Assignment (to the Parking Lot)

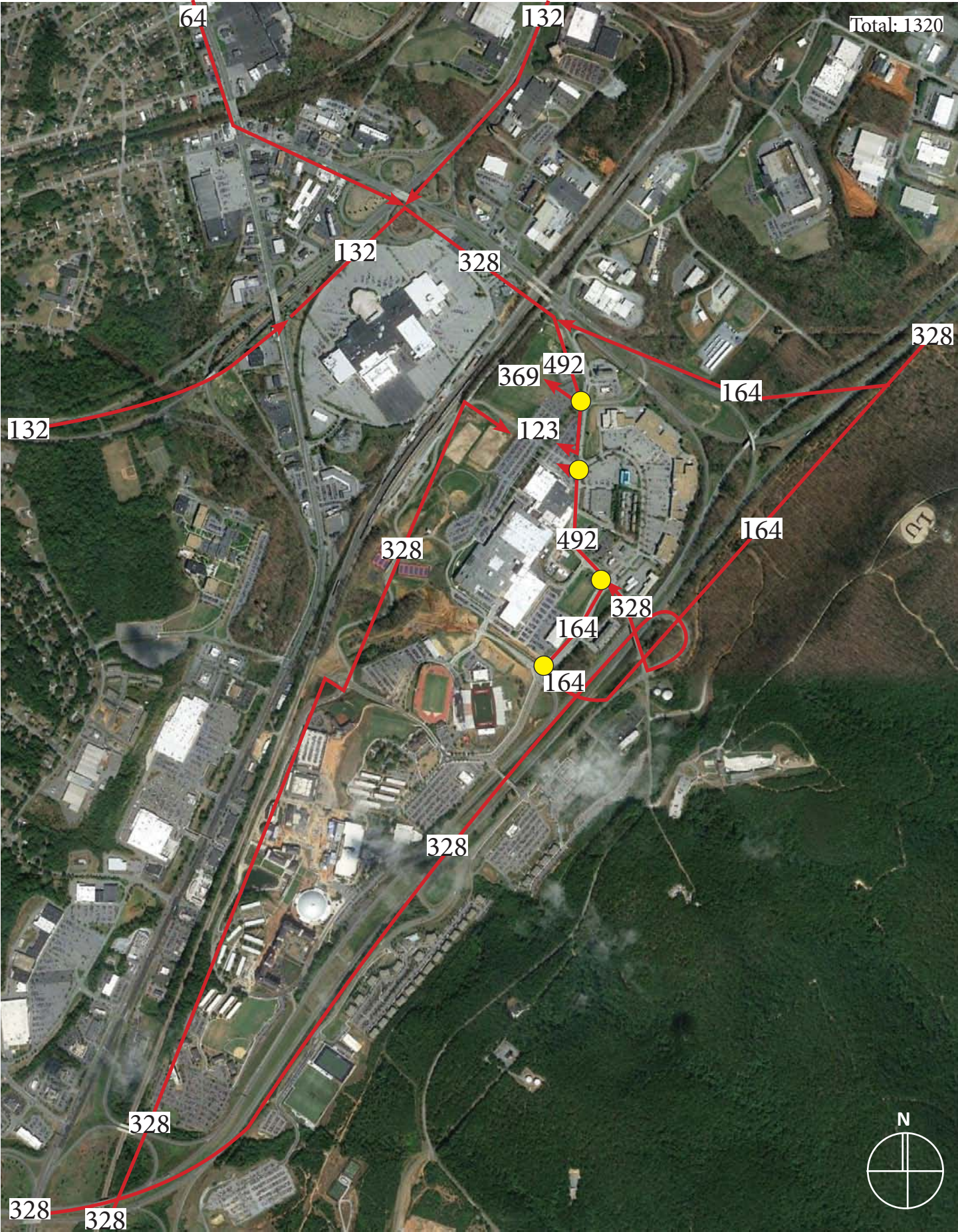


Figure 11 Event Inbound (6-7PM) Traffic Assignment (to the Garage)

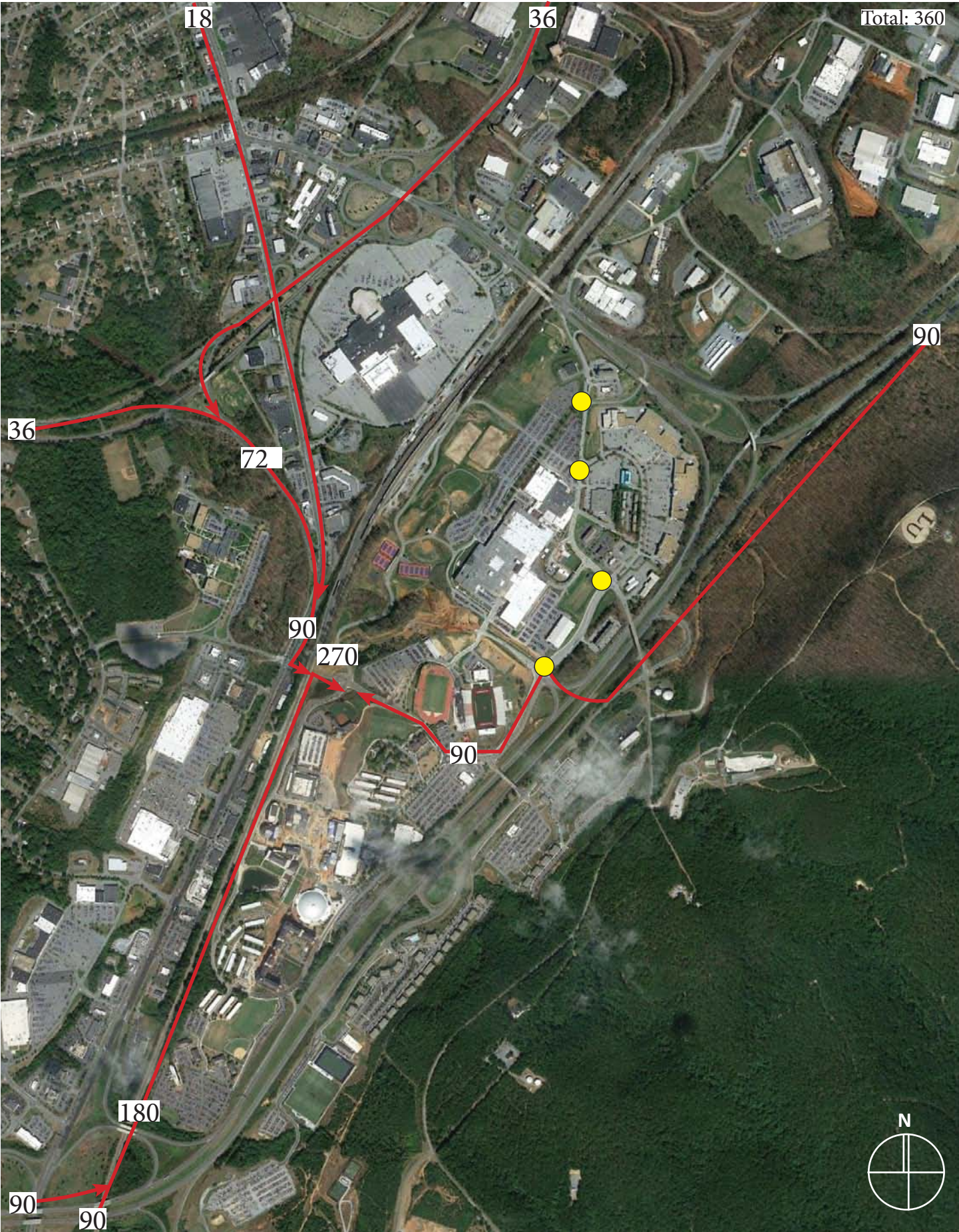


Figure 12 Event Inbound (6-7PM) Traffic Assignment (to Lahaye Ice Center)

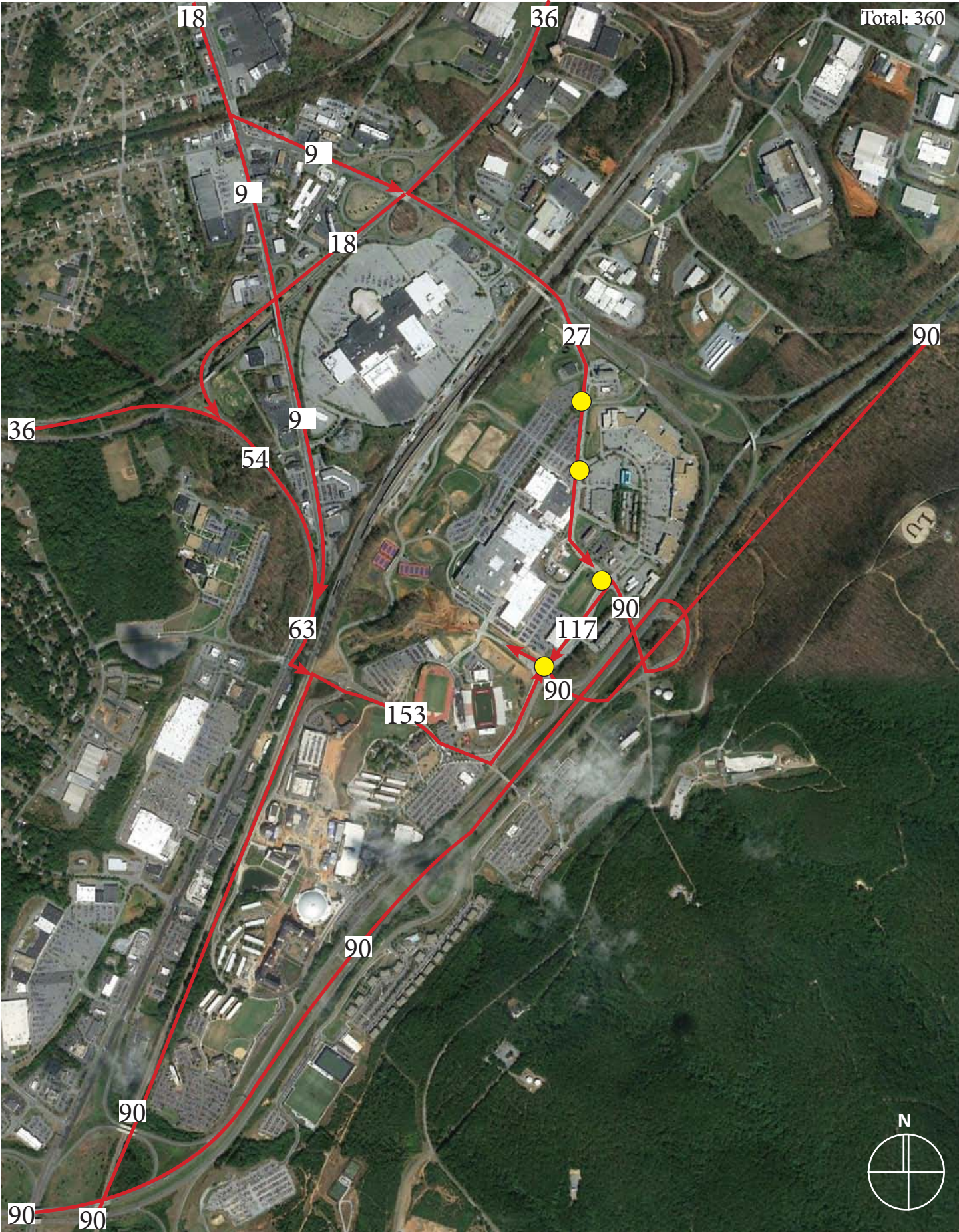


Figure 13 Event Outbound (9-10PM) Traffic Assignment (from the Parking Lot)

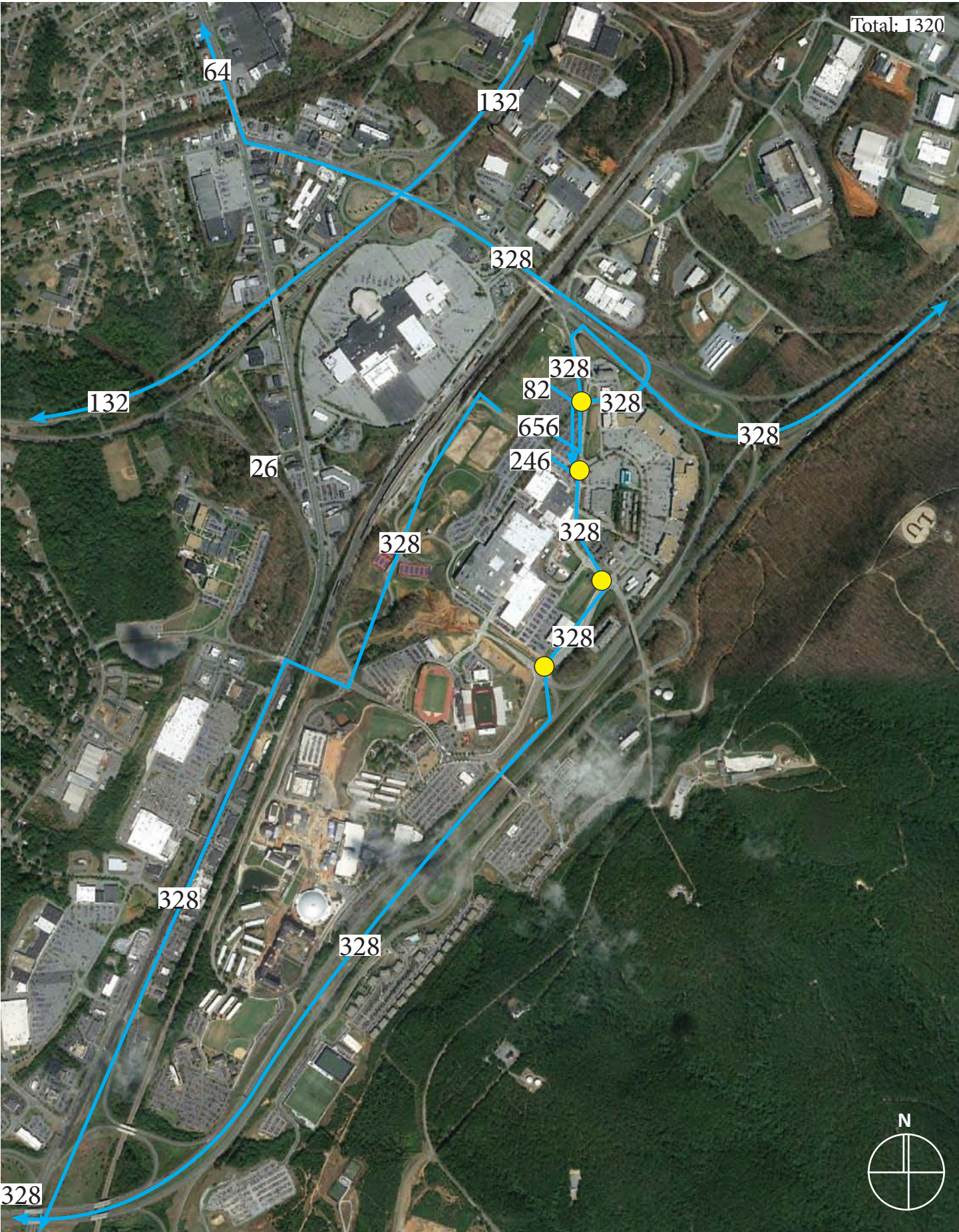


Figure 14 Event Outbound (9-10PM) Traffic Assignment (from the Garage)

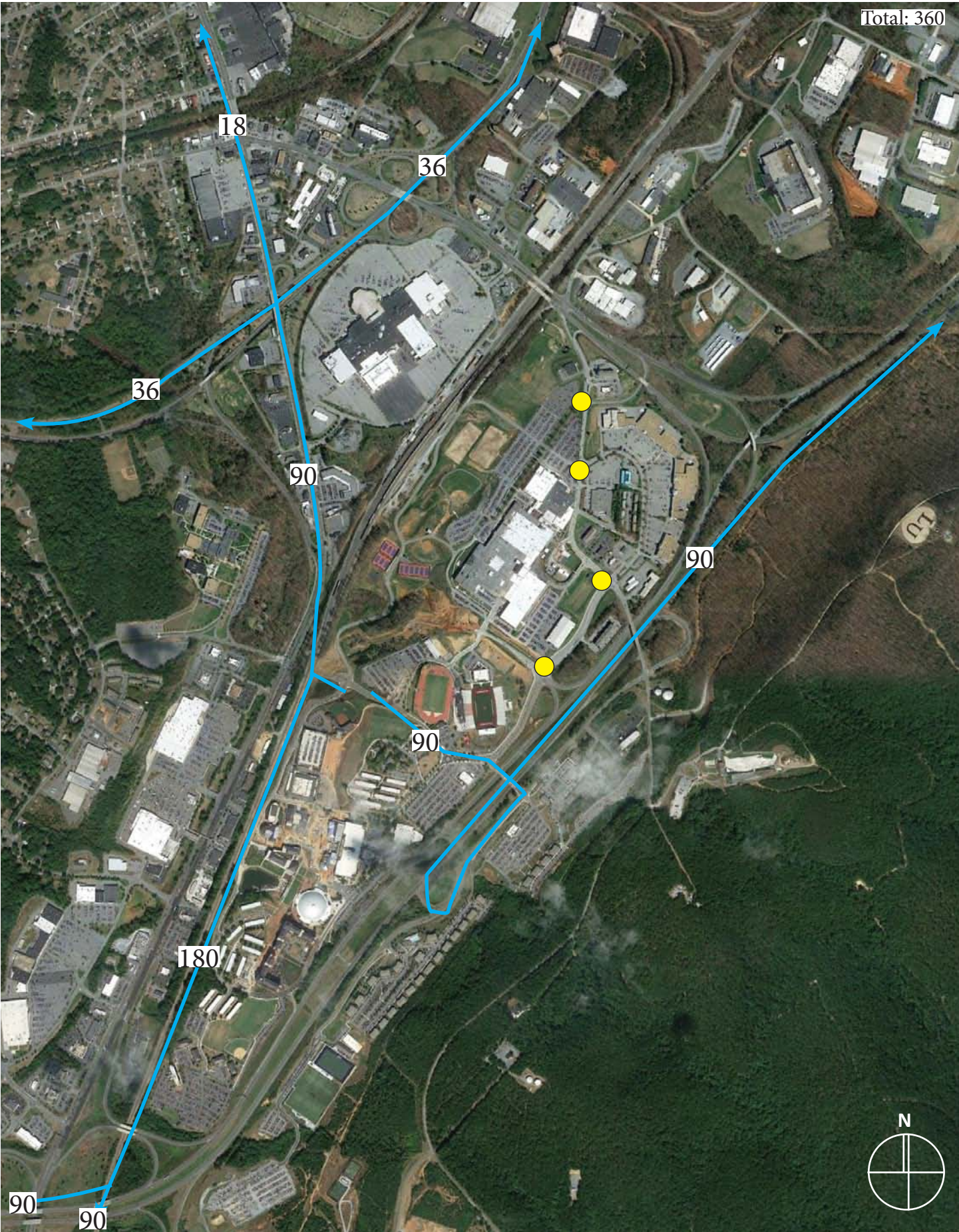


Figure 15 Event Outbound (9-10PM) Traffic Assignment (from Lahaye Ice Center)

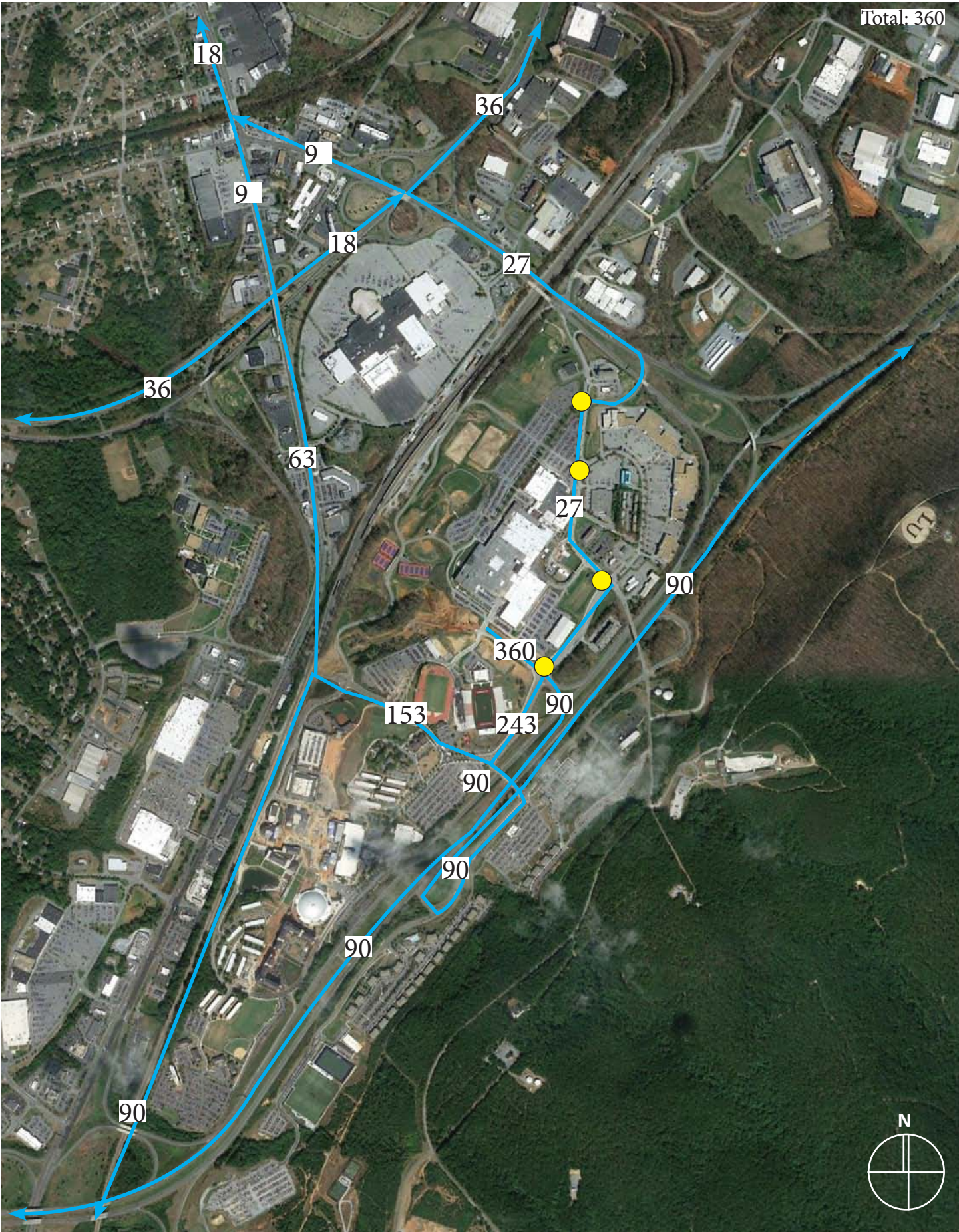


Figure 16 Total Event Traffic Volumes

XX/XX 6-7PM/9-10PM

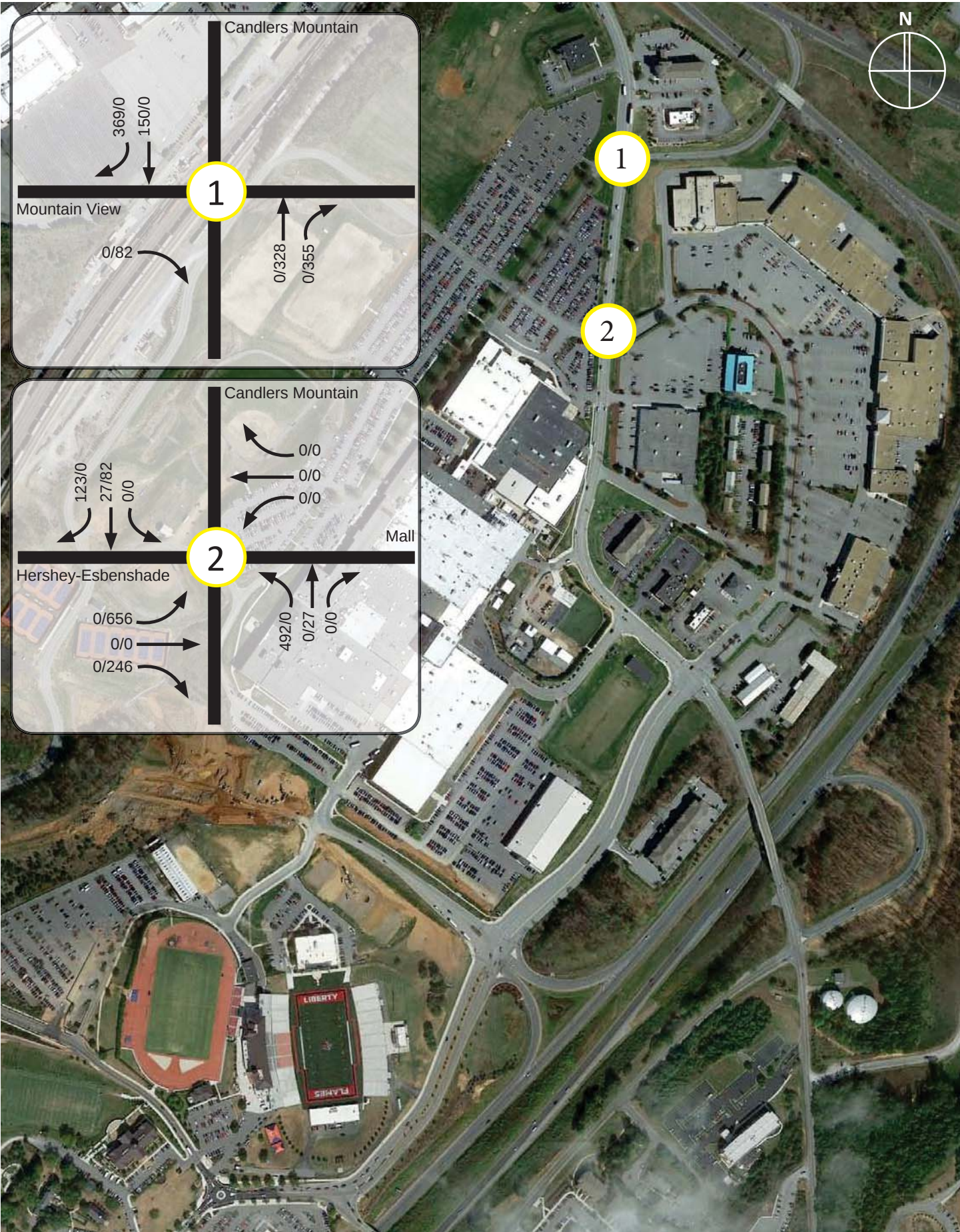


Figure 17 2025 Build Traffic Volumes

XX/XX 6-7PM/9-10PM

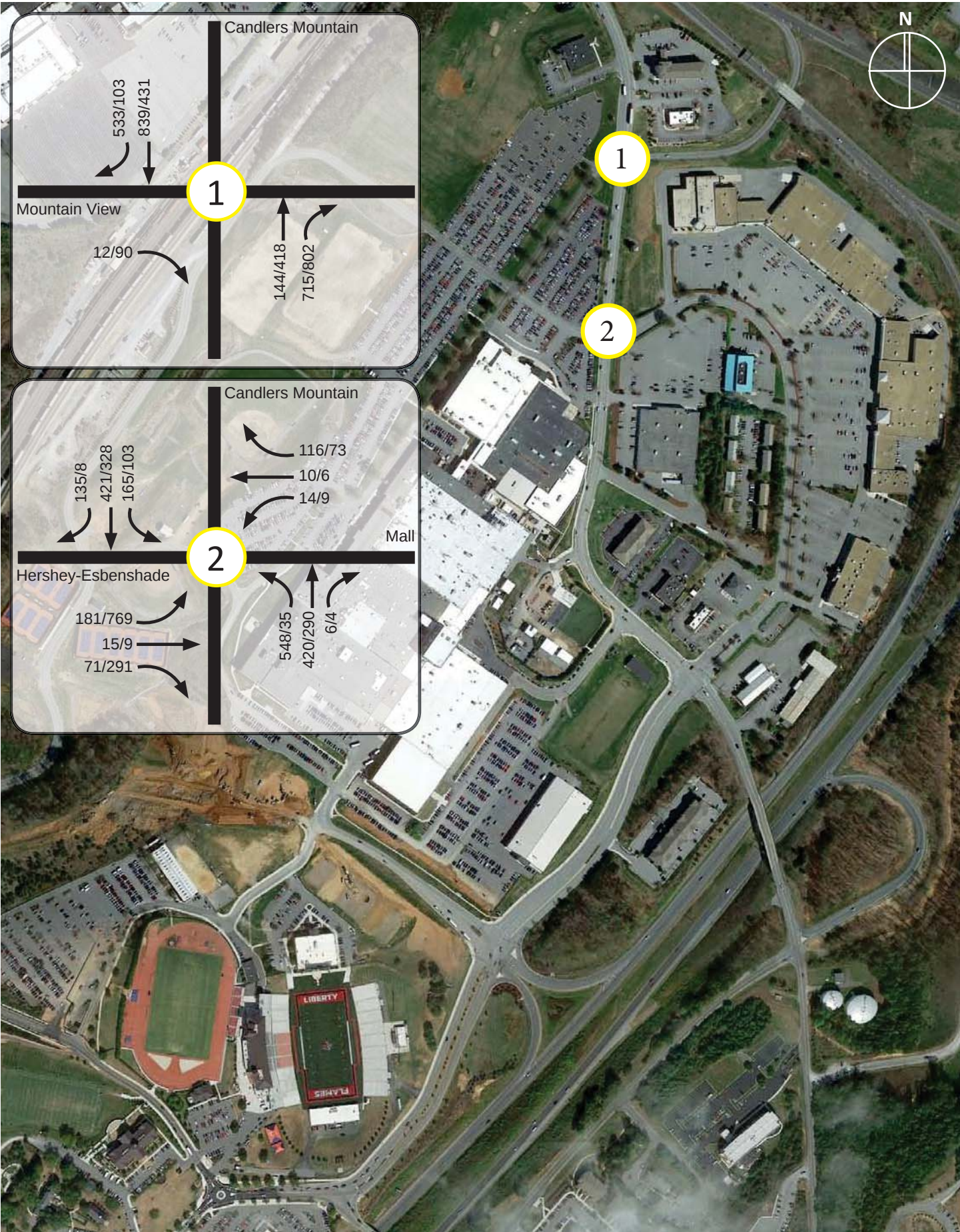


Figure 18 2025 Build Level of Service

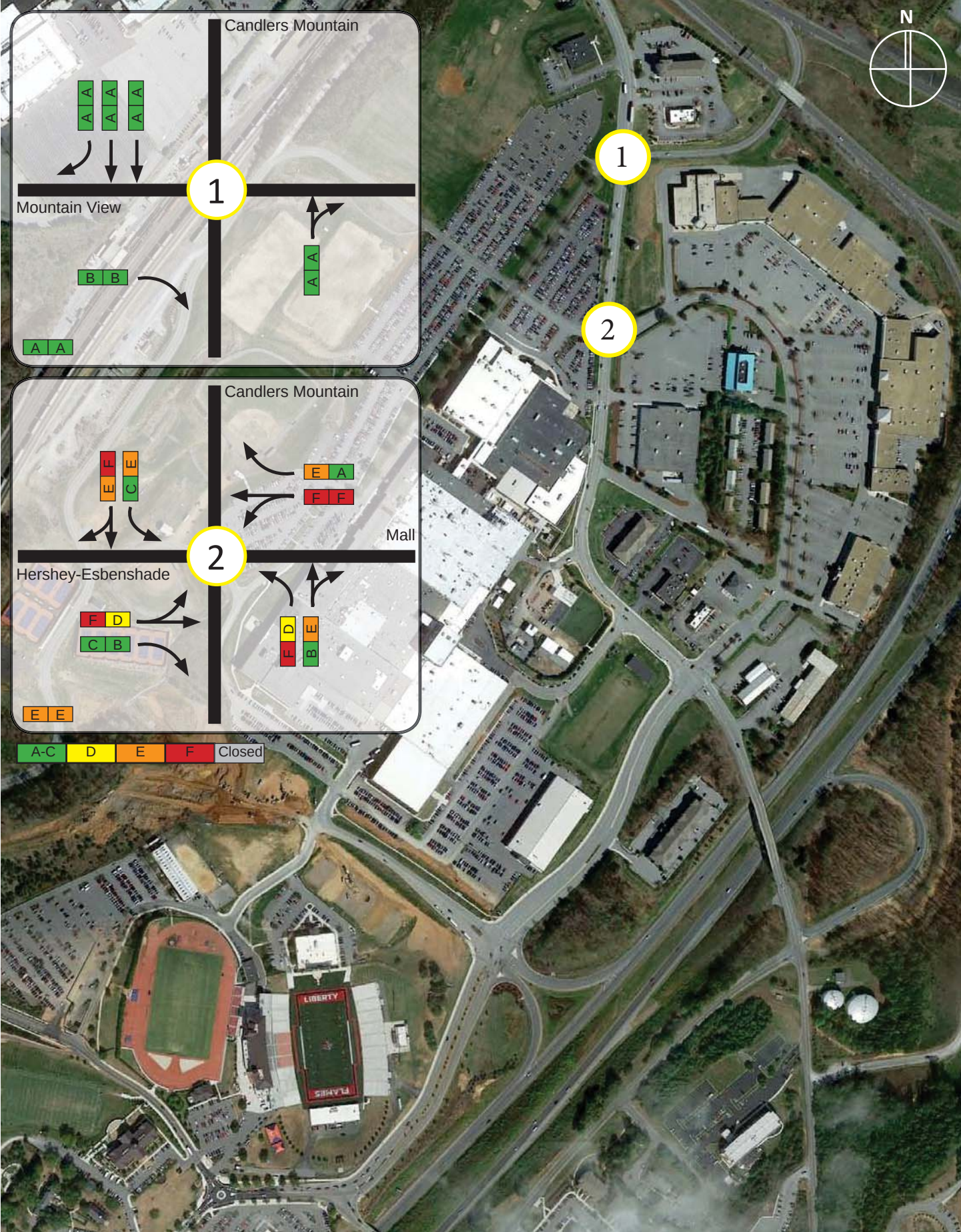


Figure 19 2025 Mitigation Scenario



Figure 20 Mitigation Traffic Reassignment

XX/XX 6-7PM/9-10PM

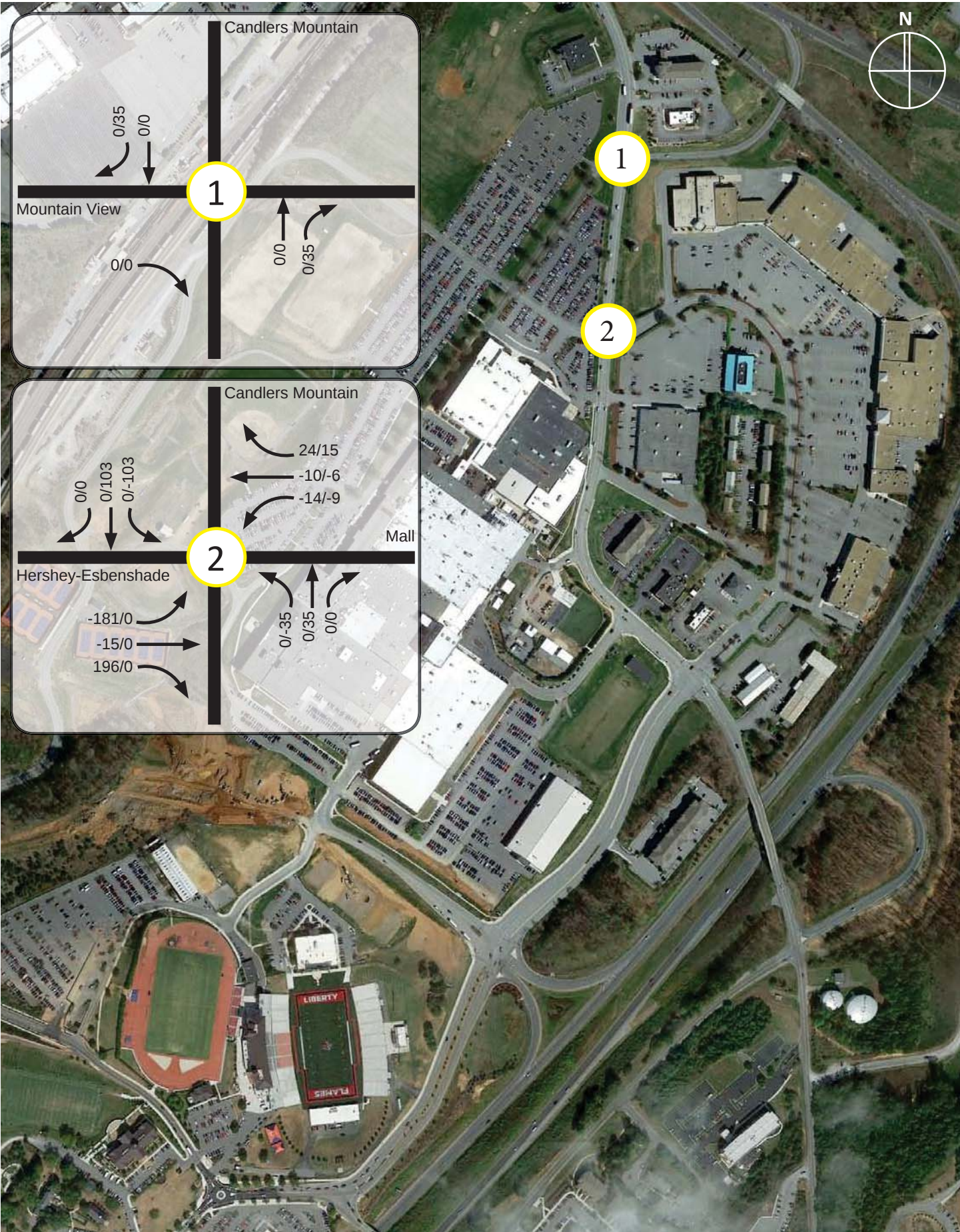


Figure 21 2025 Mitigation Traffic Volumes

XX/XX 6-7PM/9-10PM

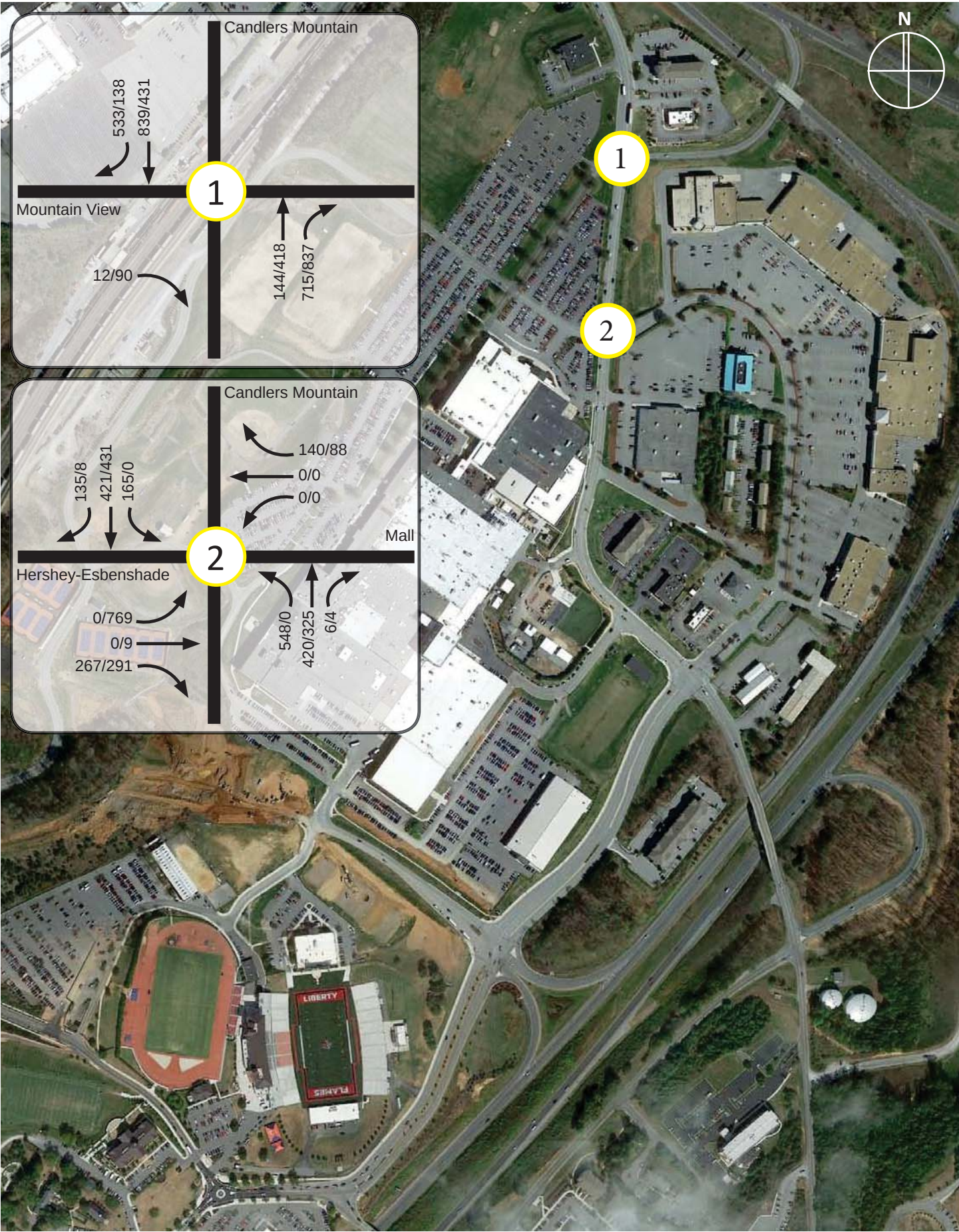
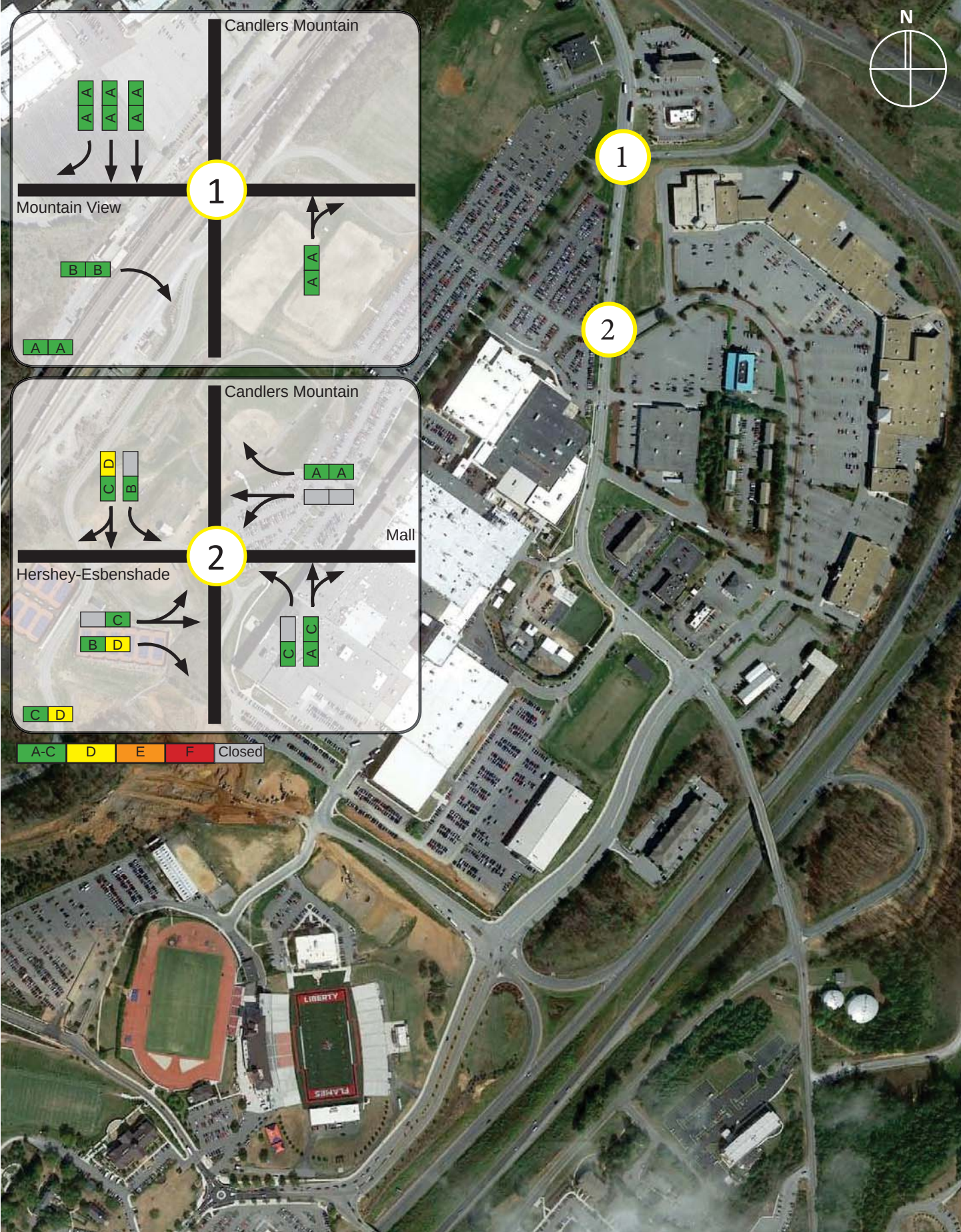


Figure 22 2025 Mitigation Level of Service

A-C D 6-7PM/9-10PM



Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↘			↗↗	↗
Traffic Vol, veh/h	0	0	11	0	0	0	0	131	654	0	630	150
Future Vol, veh/h	0	0	11	0	0	0	0	131	654	0	630	150
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	0	0	142	711	0	685	163
Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	342				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.93				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	655				0	-	-	0	-	-
Stage 1	0	0	-				0	-	-	0	-	-
Stage 2	0	0	-				0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	655				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	10.6			0			0					
HCM LOS	B											
Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR								
Capacity (veh/h)	-	-	655	-	-							
HCM Lane V/C Ratio	-	-	0.018	-	-							
HCM Control Delay (s)	-	-	10.6	-	-							
HCM Lane LOS	-	-	B	-	-							
HCM 95th %tile Q(veh)	-	-	0.1	-	-							

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/19/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔	↗	↖	↖		↖	↖	
Traffic Volume (veh/h)	166	14	65	13	9	106	51	384	6	151	360	11
Future Volume (veh/h)	166	14	65	13	9	106	51	384	6	151	360	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	180	15	0	14	10	0	55	417	6	164	391	11
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	19	280	21	15	159	323	500	7	330	570	16
Arrive On Green	0.16	0.16	0.00	0.02	0.02	0.00	0.04	0.30	0.30	0.09	0.35	0.35
Sat Flow, veh/h	1479	123	1425	950	679	1425	1597	1649	24	1597	1623	46
Grp Volume(v), veh/h	195	0	0	24	0	0	55	0	423	164	0	402
Grp Sat Flow(s),veh/h/ln	1603	0	1425	1629	0	1425	1597	0	1672	1597	0	1668
Q Serve(g_s), s	6.5	0.0	0.0	0.8	0.0	0.0	1.3	0.0	13.2	3.9	0.0	11.5
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	1.3	0.0	13.2	3.9	0.0	11.5
Prop In Lane	0.92		1.00	0.58		1.00	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	249	0	280	36	0	159	323	0	507	330	0	587
V/C Ratio(X)	0.78	0.00	0.00	0.66	0.00	0.00	0.17	0.00	0.83	0.50	0.00	0.69
Avail Cap(c_a), veh/h	459	0	467	466	0	535	371	0	569	330	0	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	0.0	27.1	0.0	0.0	13.2	0.0	18.2	13.4	0.0	15.5
Incr Delay (d2), s/veh	5.3	0.0	0.0	18.7	0.0	0.0	0.2	0.0	9.5	1.2	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	0.5	0.0	0.0	0.6	0.0	7.3	1.7	0.0	5.8
LnGrp Delay(d),s/veh	28.0	0.0	0.0	45.8	0.0	0.0	13.4	0.0	27.7	14.6	0.0	18.7
LnGrp LOS	C			D			B		C	B		B
Approach Vol, veh/h	195			24			478			566		
Approach Delay, s/veh	28.0			45.8			26.0			17.5		
Approach LOS	C			D			C			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	22.9		14.7	8.3	25.6		7.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	19.0		16.0	4.0	20.0		16.0				
Max Q Clear Time (g_c+I1), s	5.9	15.2		8.5	3.3	13.5		2.8				
Green Ext Time (p_c), s	0.0	1.8		0.6	0.0	2.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	22.9											
HCM 2010 LOS	C											

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	0	0	82	409	0	394	94
Future Vol, veh/h	0	0	7	0	0	0	0	82	409	0	394	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	0	0	89	445	0	428	102

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	214	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.93	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	792	0	-	-	0	-	-
Stage 1	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	-	0	792	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR
Capacity (veh/h)	-	-	792	-
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	-	9.6	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/19/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	104	9	41	8	6	66	32	240	4	94	225	7
Future Volume (veh/h)	104	9	41	8	6	66	32	240	4	94	225	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	113	10	0	9	7	0	35	261	3	102	245	7
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	13	189	15	12	118	375	405	5	381	453	13
Arrive On Green	0.10	0.10	0.00	0.02	0.02	0.00	0.03	0.24	0.24	0.07	0.28	0.28
Sat Flow, veh/h	1473	130	1425	917	713	1425	1597	1654	19	1597	1622	46
Grp Volume(v), veh/h	123	0	0	16	0	0	35	0	264	102	0	252
Grp Sat Flow(s),veh/h/ln	1603	0	1425	1631	0	1425	1597	0	1673	1597	0	1668
Q Serve(g_s), s	3.1	0.0	0.0	0.4	0.0	0.0	0.7	0.0	5.9	2.0	0.0	5.4
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.4	0.0	0.0	0.7	0.0	5.9	2.0	0.0	5.4
Prop In Lane	0.92		1.00	0.56		1.00	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	162	0	189	26	0	118	375	0	409	381	0	466
V/C Ratio(X)	0.76	0.00	0.00	0.61	0.00	0.00	0.09	0.00	0.64	0.27	0.00	0.54
Avail Cap(c_a), veh/h	611	0	589	622	0	638	476	0	797	427	0	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	20.5	0.0	0.0	11.4	0.0	14.2	11.1	0.0	12.8
Incr Delay (d2), s/veh	7.2	0.0	0.0	20.2	0.0	0.0	0.1	0.0	1.7	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.3	0.0	0.0	0.3	0.0	2.9	0.9	0.0	2.6
LnGrp Delay(d),s/veh	25.6	0.0	0.0	40.7	0.0	0.0	11.5	0.0	15.9	11.5	0.0	13.8
LnGrp LOS	C			D			B		B	B		B
Approach Vol, veh/h	123			16			299			354		
Approach Delay, s/veh	25.6			40.7			15.4			13.1		
Approach LOS	C			D			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	16.3		10.2	7.3	17.7		6.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	20.0		16.0	4.0	20.0		16.0				
Max Q Clear Time (g_c+l1), s	4.0	7.9		5.1	2.7	7.4		2.4				
Green Ext Time (p_c), s	0.0	2.3		0.4	0.0	2.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	16.5											
HCM 2010 LOS	B											

Intersection												
Int Delay, s/veh		0.1										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↘			↗↗	↗
Traffic Vol, veh/h	0	0	12	0	0	0	0	144	715	0	689	164
Future Vol, veh/h	0	0	12	0	0	0	0	144	715	0	689	164
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	0	0	157	777	0	749	178
Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	374				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.93				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	624				0	-	-	0	-	-
Stage 1	0	0	-				0	-	-	0	-	-
Stage 2	0	0	-				0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	624				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	10.9			0			0					
HCM LOS	B											
Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR								
Capacity (veh/h)	-	-	624	-	-							
HCM Lane V/C Ratio	-	-	0.021	-	-							
HCM Control Delay (s)	-	-	10.9	-	-							
HCM Lane LOS	-	-	B	-	-							
HCM 95th %tile Q(veh)	-	-	0.1	-	-							

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/19/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	15	71	14	10	116	56	420	6	165	394	12
Future Volume (veh/h)	181	15	71	14	10	116	56	420	6	165	394	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	197	16	0	15	11	8	61	457	6	179	428	12
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	20	293	27	20	173	328	566	7	336	640	18
Arrive On Green	0.16	0.16	0.00	0.03	0.03	0.03	0.04	0.34	0.34	0.09	0.39	0.39
Sat Flow, veh/h	1482	120	1425	940	689	1425	1597	1651	22	1597	1623	46
Grp Volume(v), veh/h	213	0	0	26	0	8	61	0	463	179	0	440
Grp Sat Flow(s),veh/h/ln	1602	0	1425	1629	0	1425	1597	0	1673	1597	0	1668
Q Serve(g_s), s	8.3	0.0	0.0	1.0	0.0	0.3	1.6	0.0	16.2	4.6	0.0	14.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	1.0	0.0	0.3	1.6	0.0	16.2	4.6	0.0	14.0
Prop In Lane	0.92		1.00	0.58		1.00	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	263	0	293	46	0	173	328	0	573	336	0	658
V/C Ratio(X)	0.81	0.00	0.00	0.56	0.00	0.05	0.19	0.00	0.81	0.53	0.00	0.67
Avail Cap(c_a), veh/h	397	0	412	404	0	486	362	0	726	336	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	0.0	31.0	0.0	25.1	13.7	0.0	19.3	14.2	0.0	16.1
Incr Delay (d2), s/veh	7.3	0.0	0.0	10.4	0.0	0.1	0.3	0.0	5.4	1.6	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	0.6	0.0	0.1	0.7	0.0	8.3	2.1	0.0	6.7
LnGrp Delay(d),s/veh	33.3	0.0	0.0	41.3	0.0	25.2	13.9	0.0	24.6	15.8	0.0	17.8
LnGrp LOS	C			D		C	B		C	B		B
Approach Vol, veh/h	213			34			524			619		
Approach Delay, s/veh	33.3			37.5			23.4			17.2		
Approach LOS	C			D			C			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	28.1		16.6	8.7	31.5		7.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	28.0		16.0	4.0	30.0		16.0				
Max Q Clear Time (g_c+I1), s	6.6	18.2		10.3	3.6	16.0		3.0				
Green Ext Time (p_c), s	0.0	3.9		0.6	0.0	4.8		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay	22.5											
HCM 2010 LOS	C											

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	0	0	0	0	90	447	0	431	103
Future Vol, veh/h	0	0	8	0	0	0	0	90	447	0	431	103
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	0	0	98	486	0	468	112

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	234	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.93	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	769	0	-	-	0	-	-
Stage 1	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	-	0	769	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR
Capacity (veh/h)	-	-	769	-
HCM Lane V/C Ratio	-	-	0.011	-
HCM Control Delay (s)	-	-	9.7	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/19/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	113	9	45	9	6	73	35	263	4	103	246	8
Future Volume (veh/h)	113	9	45	9	6	73	35	263	4	103	246	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	123	10	0	10	7	0	38	286	3	112	267	8
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	13	204	16	11	126	371	425	4	377	477	14
Arrive On Green	0.11	0.11	0.00	0.02	0.02	0.00	0.03	0.26	0.26	0.07	0.29	0.29
Sat Flow, veh/h	1482	120	1425	958	671	1425	1597	1656	17	1597	1619	49
Grp Volume(v), veh/h	133	0	0	17	0	0	38	0	289	112	0	275
Grp Sat Flow(s),veh/h/ln	1602	0	1425	1629	0	1425	1597	0	1673	1597	0	1668
Q Serve(g_s), s	3.6	0.0	0.0	0.5	0.0	0.0	0.8	0.0	6.8	2.2	0.0	6.1
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.5	0.0	0.0	0.8	0.0	6.8	2.2	0.0	6.1
Prop In Lane	0.92		1.00	0.59		1.00	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	176	0	204	28	0	126	371	0	430	377	0	492
V/C Ratio(X)	0.76	0.00	0.00	0.61	0.00	0.00	0.10	0.00	0.67	0.30	0.00	0.56
Avail Cap(c_a), veh/h	582	0	566	592	0	620	462	0	760	408	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	21.5	0.0	0.0	11.6	0.0	14.7	11.3	0.0	13.1
Incr Delay (d2), s/veh	6.5	0.0	0.0	19.8	0.0	0.0	0.1	0.0	1.8	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.4	0.0	0.0	0.3	0.0	3.3	1.0	0.0	3.0
LnGrp Delay(d),s/veh	25.6	0.0	0.0	41.3	0.0	0.0	11.7	0.0	16.5	11.7	0.0	14.1
LnGrp LOS	C			D			B		B	B		B
Approach Vol, veh/h	133			17			327			387		
Approach Delay, s/veh	25.6			41.3			16.0			13.4		
Approach LOS	C			D			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	17.3		10.8	7.5	19.0		6.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	20.0		16.0	4.0	20.0		16.0				
Max Q Clear Time (g_c+I1), s	4.2	8.8		5.6	2.8	8.1		2.5				
Green Ext Time (p_c), s	0.0	2.5		0.5	0.0	2.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	16.8											
HCM 2010 LOS	B											

Intersection													
Int Delay, s/veh		0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			↗					↘			↗↗	↗	
Traffic Vol, veh/h	0	0	12	0	0	0	0	144	715	0	839	533	
Future Vol, veh/h	0	0	12	0	0	0	0	144	715	0	839	533	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200	
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	0	13	0	0	0	0	157	777	0	912	579	
Major/Minor	Minor2			Major1			Major2						
Conflicting Flow All	-	-	456				-	0	0	-	-	0	
Stage 1	-	-	-				-	-	-	-	-	-	
Stage 2	-	-	-				-	-	-	-	-	-	
Critical Hdwy	-	-	6.93				-	-	-	-	-	-	
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.319				-	-	-	-	-	-	
Pot Cap-1 Maneuver	0	0	552				0	-	-	0	-	-	
Stage 1	0	0	-				0	-	-	0	-	-	
Stage 2	0	0	-				0	-	-	0	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	-	0	552				-	-	-	-	-	-	
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-	
Stage 1	-	0	-				-	-	-	-	-	-	
Stage 2	-	0	-				-	-	-	-	-	-	
Approach	EB			NB			SB						
HCM Control Delay, s	11.7			0			0						
HCM LOS	B												
Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR									
Capacity (veh/h)	-	-	552	-	-								
HCM Lane V/C Ratio	-	-	0.024	-	-								
HCM Control Delay (s)	-	-	11.7	-	-								
HCM Lane LOS	-	-	B	-	-								
HCM 95th %tile Q(veh)	-	-	0.1	-	-								

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	15	71	14	10	116	548	420	6	165	421	135
Future Volume (veh/h)	181	15	71	14	10	116	548	420	6	165	421	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	197	16	20	15	11	5	596	457	6	179	458	139
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	15	614	20	15	149	544	984	13	496	460	140
Arrive On Green	0.12	0.12	0.12	0.02	0.02	0.02	0.31	0.60	0.60	0.08	0.37	0.37
Sat Flow, veh/h	1482	120	1425	940	689	1425	1597	1651	22	1597	1235	375
Grp Volume(v), veh/h	213	0	20	26	0	5	596	0	463	179	0	597
Grp Sat Flow(s),veh/h/ln	1602	0	1425	1629	0	1425	1597	0	1673	1597	0	1610
Q Serve(g_s), s	17.0	0.0	1.1	2.2	0.0	0.4	42.0	0.0	21.2	9.4	0.0	50.6
Cycle Q Clear(g_c), s	17.0	0.0	1.1	2.2	0.0	0.4	42.0	0.0	21.2	9.4	0.0	50.6
Prop In Lane	0.92		1.00	0.58		1.00	1.00		0.01	1.00		0.23
Lane Grp Cap(c), veh/h	199	0	614	35	0	149	544	0	997	496	0	600
V/C Ratio(X)	1.07	0.00	0.03	0.75	0.00	0.03	1.09	0.00	0.46	0.36	0.00	1.00
Avail Cap(c_a), veh/h	199	0	614	190	0	285	544	0	997	503	0	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	0.0	22.5	66.6	0.0	55.1	41.1	0.0	15.5	22.8	0.0	42.8
Incr Delay (d2), s/veh	83.8	0.0	0.0	26.7	0.0	0.1	67.0	0.0	0.3	0.4	0.0	35.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	0.0	0.4	1.2	0.0	0.2	30.7	0.0	9.9	4.1	0.0	28.5
LnGrp Delay(d),s/veh	143.8	0.0	22.5	93.3	0.0	55.1	108.2	0.0	15.8	23.3	0.0	78.3
LnGrp LOS	F		C	F		E	F		B	C		E
Approach Vol, veh/h	233			31			1059			776		
Approach Delay, s/veh	133.4			87.2			67.8			65.6		
Approach LOS	F			F			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	87.6		23.0	48.0	57.0		8.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	81.0		17.0	42.0	51.0		16.0				
Max Q Clear Time (g_c+I1), s	11.4	23.2		19.0	44.0	52.6		4.2				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	0.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay	74.6											
HCM 2010 LOS	E											

Intersection													
Int Delay, s/veh		0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			↗					↘			↗↗	↗	
Traffic Vol, veh/h	0	0	90	0	0	0	0	418	802	0	431	103	
Future Vol, veh/h	0	0	90	0	0	0	0	418	802	0	431	103	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200	
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	0	98	0	0	0	0	454	872	0	468	112	
Major/Minor	Minor2			Major1			Major2						
Conflicting Flow All	-	-	234				-	0	0	-	-	0	
Stage 1	-	-	-				-	-	-	-	-	-	
Stage 2	-	-	-				-	-	-	-	-	-	
Critical Hdwy	-	-	6.93				-	-	-	-	-	-	
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.319				-	-	-	-	-	-	
Pot Cap-1 Maneuver	0	0	769				0	-	-	0	-	-	
Stage 1	0	0	-				0	-	-	0	-	-	
Stage 2	0	0	-				0	-	-	0	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	-	0	769				-	-	-	-	-	-	
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-	
Stage 1	-	0	-				-	-	-	-	-	-	
Stage 2	-	0	-				-	-	-	-	-	-	
Approach	EB			NB			SB						
HCM Control Delay, s	10.4			0			0						
HCM LOS	B												
Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR									
Capacity (veh/h)	-	-	769	-	-								
HCM Lane V/C Ratio	-	-	0.127	-	-								
HCM Control Delay (s)	-	-	10.4	-	-								
HCM Lane LOS	-	-	B	-	-								
HCM 95th %tile Q(veh)	-	-	0.4	-	-								

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	769	9	291	9	6	73	35	290	4	103	328	8
Future Volume (veh/h)	769	9	291	9	6	73	35	290	4	103	328	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	836	10	125	10	7	0	38	315	4	112	357	8
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	865	10	817	13	9	85	110	350	4	151	378	8
Arrive On Green	0.55	0.55	0.55	0.01	0.01	0.00	0.03	0.21	0.21	0.05	0.23	0.23
Sat Flow, veh/h	1579	19	1425	958	671	1425	1597	1652	21	1597	1633	37
Grp Volume(v), veh/h	846	0	125	17	0	0	38	0	319	112	0	365
Grp Sat Flow(s),veh/h/ln	1598	0	1425	1629	0	1425	1597	0	1673	1597	0	1670
Q Serve(g_s), s	67.5	0.0	5.4	1.4	0.0	0.0	2.5	0.0	24.6	6.0	0.0	28.5
Cycle Q Clear(g_c), s	67.5	0.0	5.4	1.4	0.0	0.0	2.5	0.0	24.6	6.0	0.0	28.5
Prop In Lane	0.99		1.00	0.59		1.00	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	875	0	817	23	0	85	110	0	354	151	0	387
V/C Ratio(X)	0.97	0.00	0.15	0.74	0.00	0.00	0.34	0.00	0.90	0.74	0.00	0.94
Avail Cap(c_a), veh/h	904	0	842	197	0	236	118	0	366	151	0	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	13.2	65.1	0.0	0.0	42.1	0.0	50.9	45.8	0.0	50.1
Incr Delay (d2), s/veh	21.8	0.0	0.1	37.3	0.0	0.0	1.8	0.0	23.9	17.4	0.0	31.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.9	0.0	2.2	0.9	0.0	0.0	1.1	0.0	13.7	2.2	0.0	16.5
LnGrp Delay(d),s/veh	50.6	0.0	13.3	102.4	0.0	0.0	44.0	0.0	74.8	63.3	0.0	81.3
LnGrp LOS	D		B	F			D		E	E		F
Approach Vol, veh/h	971				17				357		477	
Approach Delay, s/veh	45.8				102.4				71.5		77.1	
Approach LOS	D				F				E		E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	12.0	34.1			78.6	9.4	36.7	7.9				
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	29.0			75.0	4.0	31.0	16.0				
Max Q Clear Time (g_c+I1), s	8.0	26.6			69.5	4.5	30.5	3.4				
Green Ext Time (p_c), s	0.0	1.0			3.2	0.0	0.2	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			59.6									
HCM 2010 LOS			E									

Intersection												
Int Delay, s/veh		0.1										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↘			↗↗	↗
Traffic Vol, veh/h	0	0	12	0	0	0	0	144	715	0	839	533
Future Vol, veh/h	0	0	12	0	0	0	0	144	715	0	839	533
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	0	0	157	777	0	912	579
Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	456				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.93				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	552				0	-	-	0	-	-
Stage 1	0	0	-				0	-	-	0	-	-
Stage 2	0	0	-				0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	552				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	11.7			0			0					
HCM LOS	B											
Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR								
Capacity (veh/h)	-	-	552	-	-							
HCM Lane V/C Ratio	-	-	0.024	-	-							
HCM Control Delay (s)	-	-	11.7	-	-							
HCM Lane LOS	-	-	B	-	-							
HCM 95th %tile Q(veh)	-	-	0.1	-	-							

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔	↗	↖	↖		↖	↖	
Traffic Volume (veh/h)	0	0	267	0	0	140	548	420	6	165	421	135
Future Volume (veh/h)	0	0	267	0	0	140	548	420	6	165	421	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	0	0	106	0	0	0	596	457	6	179	458	138
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	115	538	0	2	121	639	1078	14	568	529	159
Arrive On Green	0.00	0.00	0.07	0.00	0.00	0.00	0.31	0.65	0.65	0.08	0.43	0.43
Sat Flow, veh/h	0	1676	1425	0	1676	1425	1597	1651	22	1597	1238	373
Grp Volume(v), veh/h	0	0	106	0	0	0	596	0	463	179	0	596
Grp Sat Flow(s),veh/h/ln	0	1676	1425	0	1676	1425	1597	0	1673	1597	0	1611
Q Serve(g_s), s	0.0	0.0	4.6	0.0	0.0	0.0	24.6	0.0	12.3	5.7	0.0	31.1
Cycle Q Clear(g_c), s	0.0	0.0	4.6	0.0	0.0	0.0	24.6	0.0	12.3	5.7	0.0	31.1
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.01	1.00		0.23
Lane Grp Cap(c), veh/h	0	115	538	0	2	121	639	0	1092	568	0	689
V/C Ratio(X)	0.00	0.00	0.20	0.00	0.00	0.00	0.93	0.00	0.42	0.32	0.00	0.87
Avail Cap(c_a), veh/h	0	290	687	0	73	181	939	0	1538	624	0	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	19.3	0.0	0.0	0.0	21.7	0.0	7.7	12.4	0.0	24.1
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	12.0	0.0	0.3	0.3	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.8	0.0	0.0	0.0	16.5	0.0	5.7	2.5	0.0	15.2
LnGrp Delay(d),s/veh	0.0	0.0	19.5	0.0	0.0	0.0	33.7	0.0	8.0	12.7	0.0	31.6
LnGrp LOS			B				C		A	B		C
Approach Vol, veh/h		106			0			1059			775	
Approach Delay, s/veh		19.5			0.0			22.4			27.2	
Approach LOS		B						C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	66.3		12.4	34.6	45.5		0.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	85.0		16.0	46.0	50.0		4.0				
Max Q Clear Time (g_c+I1), s	7.7	14.3		6.6	26.6	33.1		0.0				
Green Ext Time (p_c), s	0.1	8.9		0.2	1.9	6.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.2									
HCM 2010 LOS			C									

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↘			↗↗	↗
Traffic Vol, veh/h	0	0	90	0	0	0	0	418	837	0	431	138
Future Vol, veh/h	0	0	90	0	0	0	0	418	837	0	431	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	200
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	98	0	0	0	0	454	910	0	468	150
Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	234				-	0	0	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	6.93				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	769				0	-	-	0	-	-
Stage 1	0	0	-				0	-	-	0	-	-
Stage 2	0	0	-				0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	769				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	10.4			0			0					
HCM LOS	B											
Minor Lane/Major Mvmt	NBT	NBREBLn1	SBT	SBR								
Capacity (veh/h)	-	-	769	-	-							
HCM Lane V/C Ratio	-	-	0.127	-	-							
HCM Control Delay (s)	-	-	10.4	-	-							
HCM Lane LOS	-	-	B	-	-							
HCM 95th %tile Q(veh)	-	-	0.4	-	-							

HCM 2010 Signalized Intersection Summary

8: Candler Mountain Rd & Hershey-Esbenshade/Parking Lot/Mall

01/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔	↗	↖	↖		↖	↖	
Traffic Volume (veh/h)	769	9	291	0	0	88	0	325	4	0	431	8
Future Volume (veh/h)	769	9	291	0	0	88	0	325	4	0	431	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1676	1710	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	836	10	118	0	0	0	0	353	4	0	468	8
Adj No. of Lanes	0	1	1	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	902	11	736	0	2	0	107	529	6	191	526	9
Arrive On Green	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.32	0.32	0.00	0.32	0.32
Sat Flow, veh/h	1579	19	1425	0	1676	1425	1597	1654	19	1597	1643	28
Grp Volume(v), veh/h	846	0	118	0	0	0	0	0	357	0	0	476
Grp Sat Flow(s),veh/h/ln	1598	0	1425	0	1676	1425	1597	0	1673	1597	0	1672
Q Serve(g_s), s	53.2	0.0	10.8	0.0	0.0	0.1	0.0	0.0	20.3	0.0	0.0	29.8
Cycle Q Clear(g_c), s	53.2	0.0	10.8	0.0	0.0	0.1	0.0	0.0	20.3	0.0	0.0	29.8
Prop In Lane	0.99		1.00	0.00		1.00	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	912	0	736	0	2	-76	107	0	535	191	0	535
V/C Ratio(X)	0.93	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.89
Avail Cap(c_a), veh/h	1116	0	918	0	61	-26	164	0	622	248	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	50.9	0.0	0.0	0.0	0.0	0.0	32.4	0.0	0.0	35.6
Incr Delay (d2), s/veh	11.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.2	0.0	4.3	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	15.8
LnGrp Delay(d),s/veh	33.1	0.0	51.0	0.0	0.0	0.0	0.0	0.0	34.6	0.0	0.0	49.2
LnGrp LOS	C		D						C			D
Approach Vol, veh/h	964				0				357			
Approach Delay, s/veh	35.3				0.0				34.6			
Approach LOS	D								C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	41.3		69.0	0.0	41.3		0.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	41.0		77.0	4.0	41.0		4.0				
Max Q Clear Time (g_c+I1), s	0.0	22.3		55.2	0.0	31.8		0.0				
Green Ext Time (p_c), s	0.0	4.9		7.7	0.0	3.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	38.8											
HCM 2010 LOS	D											



February 8, 2017

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **March 14, 2017**

AGENDA ITEM #: **9**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Public Hearing Regarding the Fiscal Year (FY) 2018 Allocation of Community Development Block Grant (CDBG) and HOME Program Funds

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☒ Infrastructure	☐ Land Use	☐ Lifelong Learning	☐ Natural Resources
☒ Neighborhoods	☒ Safe Community	☒ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Hold a public hearing and adopt a resolution approving the allocation of the Fiscal Year (FY) 2018, Community Development Block Grant (CDBG) and HOME Program funds and incorporating into the FY 2018 General Fund Operating Budget and Program Year 2017 Annual Action Plan.

SUMMARY: The U.S. Department of Housing and Urban Development (HUD) funds the CDBG and HOME Programs. The final entitlement allocations for FY 2018 have not been received from HUD; however, the City anticipates receiving approximately \$662,772 in CDBG entitlement funds with an additional \$25,000 and \$65,500.01 in reprogrammable and program income funds, respectively, for a total allocation available for CDBG funding of \$753,272.01. The City anticipates receiving \$317,893 in HOME Program entitlement funds.

The City has the following anticipated available entitlement funds to use for eligible CDBG and HOME activities during the Program Year 2017 (FY 2018).

<u>CDBG AVAILABLE FUNDING/SOURCE</u>	<u>AMOUNT</u>
HUD Allocation (Estimated)	\$662,772.00
Reprogrammed Funds	25,000.00
Program Income	<u>65,500.01</u>
Total CDBG Funding Available	\$753,272.01

<u>HOME AVAILABLE FUNDING</u>	<u>AMOUNT</u>
HUD Allocation (Estimated)	\$317,893.00
Reprogrammed Funds	-0-
Program Income	<u>-0-</u>
Total HOME Funding Available	\$317,893.00

The public was notified of the public hearing through a public notice advertisement published in *The News and Advance* on February 27 and through various sources of social media.

The Community Development Advisory Committee (CDAC) met on February 21 and reviewed the applications that were submitted. The following lists of projects have been recommended for funding by the CDAC.

CDBG PROJECTS RECOMMENDED FOR FUNDING BY CDAC*:

City Administration	\$98,000.00
Coordinated Infrastructure Improvements- 5 th Street Phase III	\$136,031.21
College Hill Neighborhood Center Rehabilitation	\$150,000.00
Daniel's Hill Neighborhood Center Rehabilitation	\$175,000.00
Lynchburg Redevelopment and Housing Authority (LRHA) Langview Apartment Renovations- ADA/Section 504 Compliance	\$85,000.00
LRHA Centralized Homeless Intake Coordinator	\$65,000.00
LRHA Affordable Housing Resource Center	\$37,633.30
Police Department/Boys & Girls Club Badges & Fun Fridays	\$6,607.50
Total CDBG	\$753,272.01

***NOTE: IN ACCORDANCE WITH HUD NOTICE CPD16-18 "GUIDANCE ON SUBMITTING CONSOLIDATED PLANS AND ANNUAL ACTION PLANS FOR FEDERAL FISCAL YEAR (FY) 2017" IT IS THE RECOMMENDATION OF CDAC THAT ANY INCREASE OR DECREASE IN THE ACTUAL FY 2018 CDBG ENTITLEMENT AMOUNT WOULD BE APPLIED TO THE COORDINATED INFRASTRUCTURE IMPROVEMENTS-5TH STREET PHASE III PROJECT.**

HOME PROGRAM PROJECTS RECOMMENDED FOR FUNDING BY CDAC:**

City Administration	\$24,000.00
Lynchburg Community Action Group Homeownership Substantial Rehabilitation	\$75,000.00
Lynchburg Community Action Group First-time Homebuyer (CHDO)	\$47,700.00
Greater Lynchburg Habitat for Humanity Homeownership (Habitat for Humanity)	\$96,193.00
LRHA Vacant Housing Revitalization & Rehabilitation	\$75,000.00
Total HOME	\$317,893.00

****NOTE: IN ACCORDANCE WITH HUD NOTICE CPD16-18 "GUIDANCE ON SUBMITTING CONSOLIDATED PLANS AND ANNUAL ACTION PLANS FOR FEDERAL FISCAL YEAR (FY) 2017" IT IS THE RECOMMENDATION OF CDAC THAT ANY INCREASE IN THE ACTUAL FY 2018 HOME PROGRAM ENTITLEMENT AMOUNT WOULD BE APPLIED TO THE HABITAT FOR HUMANITY HOMEOWNERSHIP PROJECT. ANY DECREASE IN THE ACTUAL FY 2018 HOME PROGRAM ENTITLEMENT AMOUNT WOULD BE APPLIED TO THE LRHA VACANT HOUSING REVITLIZATION AND REHABILITATION PROJECT.**

PRIOR ACTION(S): Community Development Advisory Committee Meeting – February 21, 2017

FISCAL IMPACT: None

CONTACT(S): Melva Walker, Grants Manager – 455-3916
Bonnie Svrcek, City Manager - 455-3987

ATTACHMENT(S): CDAC Meeting Notes – February 21, 2017 – Attachment A
CDAC Funding Recommendations Worksheet – Attachment B
Summary of CDBG and HOME Applications – Attachment C
CDBG and HOME Unexpended Balances – Attachment D

REVIEWED BY: bms

RESOLUTION

BE IT RESOLVED that the Community Development Block Grant (CDBG) and HOME Program FY 2018 funding allocations are hereby approved for incorporation into the FY 2018 General Fund Operating Budget and Program Year 2017 Annual Action Plan.

Adopted:

Certified:

Clerk of Council

035K

**Community Development Advisory Committee (CDAC) Meeting
February 21, 2017
City Hall, Second Floor Training Room
11:00 a.m.**

Meeting Notes

***Note: All members of the CDAC committee have reviewed and approved these notes**

Attendance included:

CDAC Members:

Mayor Joan Foster, Chair; Council Member Randy Nelson, Vice Chair; Ms. Kimberly Dyke-Harsley (Daniel's Hill Representative); Ms. Michelle Jackson-Calhoun (College Hill Representative); Mr. Dennis G. Newton (Diamond Hill-Historic District Representative); Ms. Jimmie Stevens (Diamond Hill-South Representative)

Note: April Sales (White Rock Hill Representative) did not attend the meeting.

City Staff:

Melva Walker (Grants Manager); Angie Shepard (Community Development Program Coordinator); Rhonda Allbeck (Assistant Director of Financial Services); Toni Butler (Grants Accountant); Kent White (Community Development Director); Jenny Jones (Parks & Recreation Director); Charlotte Lester (Neighborhood Center Coordinator, Parks & Recreation), Kevin Henry (Zoning Administrator); Sergeant Gary Fink (Lynchburg Police Department); and Dylan Bishop (Community Development- Intern);

Guests/Applicants:

April Shepherd, Lynchburg Redevelopment and Housing Authority (LRHA); Denise Crews, Lynchburg Community Action Group (Lyn-CAG); Donna Vincent (Habitat); Greg Tyree (Habitat); Dani Hottle (Boys and Girls Club)

The Committee Chair, Mayor Joan Foster, called the meeting to order at 11:00 a.m. Mayor Foster welcomed everyone attending the meeting. She thanked the members and audience for being present and asked members to introduce themselves. Each member introduced themselves and the neighborhood they represented. Council Member Foster turned the meeting over to City staff member, Melva Walker, Grants Manager.

Ms. Walker thanked everyone for being present and noted that April Sales, CDAC member representing White Rock Hill, was unable to make the meeting due to an emergency.

Ms. Walker presented an overview of the Consolidated Annual Performance and Evaluation Report (CAPER) for Program Year 2015 (7/1/2015-6/30/16) that was submitted to the U.S. Department of Housing and Urban Development (HUD). This Report provides HUD with the accomplishments and activities that were completed with the use of the Community Development Block Grant (CDBG) and HOME Program funds. She summarized the programs and accomplishments in the following areas:

- Housing Ownership, Rehabilitation and Rental
Lyn-CAG completed the occupancy of one housing unit utilizing Community Housing Development Organization (CHDO) funds; Rush Homes completed the rehabilitation and new construction of Armstrong Place Apartments; and Habitat provided down payment assistance to five (5) households. Forty-one (41) units total were rehabilitated. Lyn-CAG completed three (3) homeowner rehabilitations; LRHA completed the rehabilitation of 2 public housing units; 1 private landlord, and replaced windows and doors for 34 units at Dearington Apartments; Lynchburg Covenant Fellowship (LCF) completed the renovation of the Frank Roane Apartments, with one unit rehabilitated with HOME funds.
- Improve City's Public Infrastructure and Facilities – The design for the City's Coordinated Infrastructure Improvements project was completed.
- Continuum of Care- Homeless Assistance: Coordinated Homeless Intake and Access (CHIA) Homeless Response System. This is a public service activity that is a point of contact to streamline the process.
- Promote Public Service Activities: The Police Department partnered with the Boys and Girls Club to provide the Baseball/Basketball and Fun Fridays Program. There were \$7,687 of CDBG funds expended for this program.

The CAPER is a comprehensive document and Ms. Walker stated that she was providing highlights of some of the main accomplishments. Ms. Walker stated that the complete report was available in the Grants Administration Office for anyone who would like to review the document in its entirety.

Ms. Walker reviewed the role of CDAC as it pertains to the Citizen Participation Plan for CDBG and HOME Programs. She stated that CDAC's role is to:

- Review CDBG and HOME applications received by City staff;
- Make project recommendations to City Council;
- City Council will conduct a public hearing, review the recommendations of CDAC, and give final approval for projects to be funded; and
- Public Notices are published for all public meetings.

Ms. Walker noted City Council's direction for Fiscal Year (FY) 2018 application funding is as follows:

- Maximize the use of CDBG funds for Capital Improvements Projects (CIP);
- Partner with the Lynchburg Redevelopment and Housing Authority (LRHA) for projects such as: Vacant Housing Revitalization & Rehabilitation (formerly Spot Blight Program), Rental Rehabilitation, and other housing related projects; and

- Focus resources on targeted neighborhood(s) through partnerships with City departments and/or LRHA.

Ms. Walker provided a brief overview of the 2015-2020 Consolidated Plan Goals for the Fiscal Year 2018 Annual Action Plan. She noted these goals were adopted by City Council on February 24, 2015 and reviewed/adopted by City Council at a public hearing on January 10, 2017.

Council Member Foster asked applicants for CDBG funding to come forward to summarize their funding requests, starting with the City's request for the Coordinated Infrastructure Improvements- 5th Street Phase III project. Mr. Kent White, Director of Community Development, came forward to summarize the application request. The Coordinated Infrastructure Improvements- 5th Street Phase III is an ongoing waterline replacement project that has been in progress for a number of years. The 5th Street corridor is a primary service corridor for Downtown. The project will complete the Fifth Street Corridor Master Plan adopted by City Council in 2006. The City would like to leverage local infrastructure dollars with matching funds from state grants. This project is approximately \$3 million total. With funding from CDBG, the City can leverage another \$750,000 and is requesting \$250,000 to support this project. The Fifth Street Corridor Master Plan projects have made tremendous improvements in water service, economic benefits with improved retail, restaurants, and more. Based upon CDAC's recommendation, Mr. White stated that he will have to ask City Council to fund any gap that remains to complete the project. Mr. White summarized for the Committee the various improvements that have been made along the Fifth Street corridor.

Mr. White then addressed the City's application requesting funding for the Rental Housing and Vacant Building Inspections program. The request is for \$25,000 to supplement the staffing for a code compliance inspector. This would allow the Department to leverage funds for part time staff assistance. The goal of the program is to proactively monitor vacant buildings in the City. There are currently 250 vacant houses with active cases which require a tremendous amount of staff time. There are about 3,700 units in the Rental Inspection program. City staff cannot possibly keep up with the volume of inspections needed within this program. The rental inspectors make sure the units meet basic housing codes. The Inspections Division currently has one full time person dedicated to rental inspections trying to inspect 3,700 units every four years. The Inspections Division staff has gained some efficiency through the allocation of resources and technology, but nothing can substitute for staff dedicated to conducting the inspections. Staff has seen improved conditions because of the Rental Housing program and a decrease in the overall number of housing complaints. The Vacant Housing Registration Program will generate some revenue. Mr. White stated that the City is asking for CDBG funds to leverage the revenue received to support a staff person. This is a pilot program. Vacant buildings and housing complaints are the biggest concerns heard from neighbors.

Ms. Jenny Jones, Director of Parks and Recreation, and Ms. Charlotte Lester, Neighborhood Center Coordinator with Parks and Recreation, came forward to summarize the applications for the

rehabilitation of the College Hill and Daniel's Hill Neighborhood Centers. Ms. Jones explained that normally the Neighborhood Centers would be a part of the City's Capital Improvements Project (CIP). The Centers are in the CIP; however, there is limited funding and she is requesting funds from CDBG in case City Council, through its budget process, does not recommend funds in the CIP for these projects. The projects have been regularly deferred in the CIP.

Ms. Lester summarized that Parks and Recreation contributes to an active, healthy community. The facilities are anchors in the neighborhoods. These Centers are the place where the community can organize events, meetings and after school programs. They play a vital role in the life of a community. Both College Hill and Daniel's Hill are in need of improvements with general aesthetic improvements, painting, flooring, lighting, and kitchen upgrades. The Parks and Recreation Department is requesting for an investment back into the neighborhoods. An investment in the Centers improves the neighborhood and its residents. College Hill is a larger neighborhood than Daniel's Hill but the activities at the Daniel's Hill Neighborhood Center serves more residents. Daniel's Hill Center was built in 1979. Ms. Lester stated that there had been some exterior renovations made at the Centers.

Ms. April Shepherd, Procurement/Community Development Officer, at Lynchburg Redevelopment and Housing Authority (LRHA), summarized the four (4) grant applications that were submitted by LRHA. The first was a funding request to complete the renovation of one housing unit at Langview Apartments. The renovations would allow LRHA to make one unit compliant with the Americans with Disabilities Act (ADA)/ Section 504 of the Rehabilitation Act of 1973. The U. S. Department of Housing and Urban Development (HUD) requires 5% of the public housing units be ADA/Section 504 compliant. To meet this requirement, LRHA needs to have at least 17 housing units compliant. Currently, six (6) units have been completed and one (1) is under construction.

Ms. Shepherd provided an overview of the Vacant Housing Revitalization and Rehabilitation Project formerly known as the Spot Blight Abatement program. The Authority has taken the last few years off from acquiring any new spot blight properties in order to reinvent the program. LRHA staff believes by making this program a joint venture with the City and the community housing partners in the Housing Collaborative, they can identify and implement new ways to use the acquired properties to benefit extremely-low, low and moderate income families while expanding the affordable housing stock in the City. The plan for this project is to evaluate vacant structures to determine properties that could be rehabilitated and re-inhabited and properties that need to be demolished but would provide a good opportunity to build a new structure. Once the properties are rehabilitated or constructed LRHA would rent as affordable housing. The goal is to identify an "end use" prior to acquisition so that once rehabilitation and/or construction is completed the property would be ready for occupancy.

Ms. Shepherd summarized the Centralized Homeless Intake Access Coordinator (CHIA) application. The Central Virginia Continuum of Care (CoC), in partnership with LRHA, is

requesting continued funding for the position of the Homeless Intake Coordinator. HUD's Continuum of Care program regulations require a coordinated intake process in order for a community to be eligible for federal grants to assist with homeless response programs. The Coordinator assesses a household's needs to determine if they can be diverted from homelessness or, if necessary, placed in shelter. Development of a housing plan, assessment of barriers and referral to the most appropriate homeless response program, put households on a path to housing stability.

The last application that Ms. Shepherd summarized was for the continuation of funding for the Affordable Housing Resource Center (AHRC). LRHA is currently in the process of hiring a Housing Navigator for the Resource Center. This position will work in tandem with the Continuum of Care (CoC). The Affordable Housing Resource Center will bring all housing related resources under one roof to provide citizens of Lynchburg a "one stop shop" for accessing resources to address and solve their housing questions and needs. The Lynchburg Housing Collaborative and Central Virginia Continuum of Care are partners in this endeavor. The Housing Navigator would assist citizens in navigating the numerous affordable housing challenges, as well as opportunities, in the City. Information, education and training programs would be offered to provide a number of learning tools to assist citizens to be successful in obtaining and maintaining stable housing. The Center would work with citizens to understand their need, whether immediate or future, and assist them in determining what program/resource best meets their need. The Center would be an "information hub" which all housing providers would report the status of their existing program information and openings. The Center would track data related to citizens assisted, the needs, the income level and the results.

Ms. Dani Hottle, Boys and Girls Club, and Sergeant Gary Fink, Lynchburg Police Department (LPD), presented the application for the Badges and Fun Fridays application. Ms. Hottle stated this was their tenth year of collaboration with the Lynchburg Police Department to bring the Badges for Baseball and Fun Fridays program together. The program is held for seven (7) weeks over the summer on Tuesdays and Thursdays. LPD officers play baseball with the youth and teach them skills of the game as well as life lessons, honesty, and good sportsmanship. On Fun Fridays the officers come down and have lunch with the kids. Every other Friday, LPD officers cook and serve lunch during cookouts to the kids. The Badges for Baseball serves 100 club members and the Fun Fridays serve 160. The Club has been in existence for eleven (11) years. The Club serves youth ages 6 to 18. All the youth are low-income, high risk. The membership fee is \$10. This winter they are currently running the Badges for Basketball program at Dunbar Middle. The members are largely from College Hill and Dearington. This program is vital for the members and their families along with LPD to see each other as just people. Sergeant Fink expressed this has been a great experience with the kids and having that contact is important. He currently is a part of the program at Dunbar.

Applications were then presented for funding requests from the HOME Program.

Ms. Denise Crews, Director of Housing and Community Development at Lyn-CAG, came forward to summarize the Homeowner Substantial Rehabilitation program. Ms. Crews stated that Lyn-CAG is currently the only agency that is operating a Substantial Rehabilitation for low to moderate income clients in the Downtown area. Lyn-CAG is currently rehabilitating three (3) homes with seven (7) housing units under evaluation for rehabilitation. With HUD recommendations, the Substantial Rehabilitation program was restructured. Lyn-CAG staff no longer put large sums of funds in homes. Due to limited resources, Lyn-CAG staff has scaled back and can serve more individuals. Lyn-CAG staff helps people in the Weatherization program through partnering with the Substantial Rehabilitation program if the individuals have needs of a larger cost. This program can serve and partner with more agencies.

The First-time Homebuyer program is a single family development program. Lyn-CAG is a Community Housing Development Organization (CHDO). There are marketing campaigns with realtors, banks and other lenders. They reach out to agencies and schools to find applicants for the program. Lyn-CAG purchases the house, completes the rehabilitation of the housing unit, and then sells it to a qualified first-time homebuyer.

Ms. Donna Vincent, Executive Director and Mr. Greg Tyree, Administrative Director/Family Services Manager, with Greater Lynchburg Habitat for Humanity, summarized Habitat's funding request. Ms. Vincent stated that Habitat is getting ready to build its 297th home. The \$120,000 request is to provide assistance for six (6) homes. Each homeowner goes through Homebuyer Counseling. Mr. Tyree is a certified Housing Counselor and a certified Mortgage Originator. Ms. Vincent stated that Habitat can no longer sell homes at \$30-\$40K. This worked them into a giant hole without any assets. Habitat now sells homes at the appraised value and uses the HUD income and resale value limits. This request is to meet the gap between the appraised price and the mortgage. She stated that Habitat was doing some partnering with the Housing Authority. They will have five (5) homes this year and on target for six (6) next year. Ms. Vincent anticipates \$20,000 as an average for assistance for each family. Mr. Tyree stated the benefits to the community when you take people out of renting, the tax base improves and their homes are energy efficient.

With the conclusion of the overviews by the applicants, Ms. Walker provided clarification on the HUD allocation worksheet for CDAC members. Final HUD allocation numbers have not been provided. She stated that City staff is currently using the entitlement amount from last year as an estimate for the FY 2018 funding. The available amount for CDBG is \$753,272.01. Of the CDBG amount, 15% can be allocated to public service activities. It does not have to be, but can be allocated to those activities. She stated that 20% of the CDBG funding can be allocated to Administration.

Ms. Walkers stated that the available amount for the HOME program is \$317,893. Of that amount, 10% can be allocated to Administration. There must be at least an allocated amount of 15% to CHDO activities. More can be allocated, but at least 15% needs to be. Ms. Walker summarized the

FY16/17 award amount displayed on the worksheet and the estimated entitlement amount for FY 18 to include reprogrammed funds and program income. Ms. Walker asked the Committee to keep in mind during their discussions about allocations where they may want to increase or decrease funding once allocation amounts have been received from HUD.

Mayor Foster began the allocation discussion, beginning with the 5th Street Phase III project with a \$250,000 request. Mr. White provided a map for the Committee. Phase III starts at Jackson Street on Polk, Monroe and one-half a block past Park Avenue. Mr. White stated that the project consists of matching the streetscape work with the waterline work. Ms. Dyke-Harsley inquired about how far on the map the project continues along 5th Street past Park Avenue. There is part of the phase that continues, but would just be the streetscape and not water line piece that is on the infrastructure list for the future. Mr. White indicated that City staff is aware of the pedestrian need along that corridor and it is a matter of leveraging funds. Mr. White confirmed for Ms. Dyke-Harsley that the Phase III would match Phases I and II. He believes they can leverage another \$750,000 with this funding.

Mr. Newton inquired as to what role CDBG funding will play in leveraging funds. Mr. White indicated that this will allow leveraging of federal funds with state resources, trying to maximize funds. CDBG can increase the amount they get with a 25%-75% match. If CDAC allocates less, then he will go before City Council to seek additional funds for the project. Mr. Nelson noted this entire project is a more below the ground project primarily to remove dilapidated facilities, but this particular pocket is more above ground, with aesthetics, promoting quality of life, and will directly benefit the neighborhood. The above ground may be what suffers if not fully funded. Mr. White confirmed that is accurate and has tremendous impacts on the transportation efficiency in doing waterlines and streetscape at one time.

Ms. Stevens inquired about these beautifications being made to this portion of the neighborhood and this may make the rest of the neighborhood look shabby. Mr. White sees economic impact when dollars improve the neighborhood. The long term goal is to do these infrastructure replacements throughout the City. But the key thing with this project is to do it with another infrastructure project and be able to leverage dollars which is the real efficiency with this investment.

Ms. Jackson-Calhoun asked if the improvements will include parking as well. Mr. White responded that there is some provision for on street parking.

Mayor Foster asked if the project this year was along the same corridor as last year's request. Mr. White explained that last year the project was for Downtown infrastructure improvements and did not include the 5th Street request. City staff is trying to spread the work out geographically so they are not restricting the access points. Mayor Foster inquired as to if he has received the full funding each year. Mr. White explained that it has varied from year to year. Last year the Downtown Coordinated Infrastructure project received less funds than requested within the CDBG and City Council was able to provide the gap. This project is about leveraging dollars when other projects

may not qualify. This project is slated to begin October/November. It could even be as late as January 2018. The Downtown project will be complete and then this project can begin. Design is underway and will be shovel ready when the Downtown project is complete. City staff has community engagement and updates to complete. Ms. Jackson-Calhoun inquired about timelines. Mr. White indicated that as with CDBG funding, any leveraged funds would be on a timeline too. There is more flexibility with the local dollars. By doing this now, this leverages funds that may not be available if the project was not funded. Ms. Walker indicated that the spend down time is two years and at the timeliness test each year on May 1st, the City has to have only have 1.5 of the allocation ratio of the entitlement funds of the current year and prior year. Ms. Walker stated that the Grants Administration staff monitors the projects funded closely and this project is on target. Mr. White stated that the Streetscaping project will be shown in the CIP and it will be changed in the CIP based on funding allocated from CDAC. He stated that the streetscaping will be at the end of the project. Discussions were held among CDAC about the possibilities of what may happen if funded partially, not funded, or if City Council were to choose not to fund and the benefits to the community of the project. The focus is on the commercial section and hopefully increasing the values of the residential properties.

The Committee by consensus agreed to allocate the full request of \$98,000 of CDBG funding to Administration to administer and oversee the programs with salaries and benefits, advertising, minimal office supplies, trainings, etc.

CDAC members posed questions to Mr. White about the Rental Housing and Vacant Building Inspections application. This funding is to supplement City funds to hire a part-time Rental Inspector to have properties up to code and minimize vacant housing issues. Mr. White stated that City Council authorized a registration fee in December 2016 to be charged to owners of vacant buildings. Ms. Jackson-Calhoun questioned if a vacant unit may also be abandoned as well, how the Department goes about locating owners. Mr. White stated there are significant issues in dealing with the properties because ownership changes and City staff can't subpoena out-of-state owners. Sometimes staff has to take the owner to court and other times the property eventually ends up in the hands of someone who is willing to rehabilitate the structure. The Housing Authority's Vacant Housing Revitalization and Rehabilitation Program is another tool the City uses to help out. Mr. Newton inquired that if funding is not received for this position, would Mr. White have the capacity to hire a person. Mr. White stated that adjustments would need to be made within the General Fund Operating budget.

Conversation was held among members about leveraging funds with local dollars and this is a pilot program. Mr. White stated that City staff can only inspect about 300 to 500 units a year and need to do about 900. City staff is trying to proactively manage vacant housing. The priority is always occupied housing but trying to manage vacant housing as well. There is one staff person dedicated to the rental program. City staff wants to use this as a pilot and come back to CDAC with what has been accomplished.

Council Member Nelson stated that a city that can eliminate vacant housing is better off. The City Ordinance does not address the dangerousness of the building. He would like to see the City change the ordinance to address dangerousness. He believes resources need to be put toward occupied buildings. He would recommend not funding this program and funding be put toward the Housing Authority's Vacant Housing program. He is more concerned with people in houses and not just vacant houses. Mr. White stated that not funding this program will not change the focus of the program. City staff will still have to respond to complaints first and will not be able to get to them all. Ms. Jackson-Calhoun indicated she did feel the title of the City's program may be misleading and can see Council Member Nelson and Mr. White's points of view.

CDAC members then asked questions of Parks and Recreation regarding the Neighborhood Center requests. Ms. Jackson-Calhoun noted that College Hill and Daniel's Hill Centers could both greatly benefit from the upgrades. These centers provide a lot to the community. Ms. Lester indicated that the centers are teen focused. City staff does hope to grow the programs and staff is seeing more interest in centers, and are working to provide more opportunities for youth. Ms. Dyke-Harsley stated it's a shame that it has taken so long for the centers to be upgraded and it is definitely needed. Ms. Jones explained that the projects were turned down in the CIP in the past because other projects have taken priority for various reasons. These projects have been deferred for four (4) to five (5) years. The City has invested in stabilizing staff and the end result has been that there has been a decrease in staff turnover in the centers. These upgrades would be the missing piece. Council Member Nelson notes his satisfaction with seeing this application. He is an advocate for dealing with the learning gaps at the neighborhood level and community centers are key. He asked what the amounts would be to get what is needed done if they did not receive full funding. Ms. Jones indicated the kitchens and bathrooms are essential and if she had to pick one facility over the other to fully fund, it would be Daniel's Hill because it is next on the CIP, is the oldest facility, and serves more people. At a minimum, they would need \$51,300 for the kitchen and bathrooms at Daniel's Hill and \$60,500 for kitchen and bathrooms at College Hill.

CDAC members asked Ms. Shepherd with the LRHA a few questions about the applications. Mayor Foster notes that for the formerly Spot Blight program there are still some properties that remain on the LRHA property inventory. Ms. Shepherd indicated there are three (3) homes currently being rehabilitated. There are currently two (2) new properties under construction. LRHA staff is collaborating with Habitat on the construction of the home at 70 Federal Street. The Vacant Revitalization and Rehabilitation Program has been brought back this year to start working with City staff to review the vacant property inventory and see if there are properties that can be acquired and rehabilitated. There was not enough staffing before because the process is quite involved. Ms. Walker noted that the Executive Director, Ms. Fagan, stated she was bringing this program back again as LRHA would like to rehabilitate homes so that there is more affordable housing within the City. Previously LRHA was acquiring properties and not completing rehabilitation or disposition of the properties. Ms. Walker stated that she had spoken to Ms. Fagan and that she stated that if only \$75,000 was available or allocated to the project LRHA would use the available funds to complete at least one or two rehabilitations based on costs. Ms. Walker

informed the Committee that the LRHA Vacant Housing Revitalization & Rehabilitation program can be funded either in the CDBG or HOME Program because the HOME program is about providing housing for persons. The City's application stated that the City has the right to move an application from one program to the other if needed. This is the only application that is eligible to be moved.

Ms. Shepherd indicated the Langview Apartment renovation is for one ADA compliant unit. This is for one family. They are required by HUD to make 5% of the units ADA/Section 504 compliant. Funding for this unit would put them at the 50% mark. One unit was funded last year. When they make a unit compliant, they put in ramps, grab bars in showers, lower the counter tops, install appliances with controls, etc.

Ms. Walker noted that CHIA is a HUD requirement for the Continuum of Care (CoC). Ms. Shepherd indicated this request is for the salary, benefits and training for the staff member.

The Affordable Housing Resource Center would be a new position and LRHA staff is currently working on the job description for advertisement. LRHA staff is seeking to create a one stop shop as a centralized place for housing. Ms. Walker stated the Housing Authority is working to get the program going. LRHA received \$45,000 in FY 2016 for the Center.

Ms. Dyke-Harsley inquired about the change from the \$50,000 to \$65,000 for CHIA. Ms. Walker responded that the position is now a full time position. This position coordinates with the CoC whether a person needs services, temporary housing or permanent housing. Ms. Crews with the CoC explained the goal is to have a list of landlords that are willing to rent to the hard to serve population. The CHIA keeps them from being homeless and the Resource Center aids with locating housing.

Committee members began focusing on HOME Program applications. CDAC members were in consensus on funding the Administration portion for \$24,000.

Members discussed the Lyn-CAG First-time Homebuyer (CHDO) project. Ms. Walker indicated there is a 15% requirement by HUD with these funds. Ms. Walker stated that the City can no longer use a cumulative total for CHDO allocations. A CHDO project must be funded each year for at least 15% of the HOME Program entitlement amount CDAC was in consensus to fund the requested amount of \$47,700 for the First-time Homebuyer project.

Mr. Newton inquired of Ms. Crews how she came up with the \$150,000 for Lyn-CAG's Homeownership Substantial Rehabilitation program. Ms. Crews explained this is an estimated average cost per home. Ms. Crews stated that due to the number of applications and the amount of funds requested, Lyn-CAG would be willing to decrease the amount requested to \$75,000 for the Homeownership Substantial Rehabilitation project. While Lyn-CAG does have a waiting list of persons to be served, she is able to do more with each home when she combines funds with the

weatherization program. This allows her to serve additional clients. CDAC members agreed to fund the Substantial Rehabilitation program at \$75,000.

Mayor Foster suggested that since Lyn-CAG had offered to decrease its request for the rehabilitation program that the funding request for the LRHA Vacant Housing Revitalization & Rehabilitation program be moved to the HOME program and be funded for \$75,000.

CDAC members agreed by consensus to fund the Substantial Rehabilitation program for \$75,000 under the HOME program and then allocate \$75,000 to the LRHA Vacant Housing Revitalization and Rehabilitation project within the HOME program.

This leaves \$96,193 to fund the Habitat for Humanity- Homeownership program. CDAC inquired of Ms. Vincent how this would affect the program. Ms. Vincent stated the short fall from the request of \$120,000 would equate to about one down payment assistance for a family (about \$24,000). She expressed they do anticipate having funding left over for the end of this fiscal year to apply toward any funding awarded for FY 2018. By consensus, CDAC members agreed to fund the Habitat program for \$96,193.

CDAC began CDBG allocation deliberations.

Mr. Newton recommended leaving the request for \$85,000 for the ADA unit at Langview Apartments at LRHA since only one unit was funded last year and the request was for two units. Members were in consensus with this funding.

Mayor Foster questioned Mr. White about reduced funding for the 5th Street project and what steps would be taken next. Mr. White indicated he would go back to City council to request funding through the CIP.

After further discussion, CDAC members decided not to fund the City's request for the Rental Housing & Vacant Building Inspections position.

CDAC members agreed that the Neighborhood Centers are a high priority. Members, by consensus, agreed to fund both Neighborhood Centers completely: College Hill Neighborhood Center at \$150,000 and Daniel's Hill Neighborhood Center at \$175,000.

The Coordinated Infrastructure Improvement- 5th Street Phase III was funded at \$136,031.21.

Ms. Walker emphasized to CDAC again that HUD allocations have not been received at this point and City staff is working from funding amounts received last year. If allocations were to be increased, members agreed that in the CDBG program, funds should be allocated to the 5th Street Phase III project. As well, if funds were reduced, members were in agreement, reductions should come from the 5th Street Phase III allocations. If allocations were increased in the HOME program,

members agreed those funds should go toward the Habitat program for homeownership assistance. If allocations were decreased in the HOME programs, members agreed to reduce the funding in LRHA's Vacant Housing Revitalization & Rehabilitation program.

Ms. Walker reviewed the tentative schedule for the City Council public hearing on recommendations, Annual Action Plan draft and Annual Action Plan submission.

-City Council Public Hearing (CDAC Recommendations) & City Council Allocations- March 14nd @ 7:30 p.m.

-City Council Public Hearing (FY 2018 Annual Action Plan) – April 25, 2017 @ 7:30 p.m.

-2015-2020 Consolidated Plan and FY 2017 Annual Action Plan Submittal to HUD- May 11, 2017

Council Member Foster closed the meeting at 2:45 p.m.

Summary of Community Development Block Grant (CDBG) and HOME Program Funding Requests Fiscal Year (FY) 2018

Following is a brief summary of each of the applications received for consideration of CDBG and HOME Program funding. Entire applications are available and can be reviewed in the Grants Administration Office.

Community Development Block Grant (CDBG) Applicants

City Administration

FY 2018 Request	CDAC Recommendation
\$98,000	\$98,000

Funding is requested to fully fund the personnel, operating, and training costs associated with managing the CDBG Program.

Coordinated Infrastructure Improvements-5th Street – Phase III (City-Department of Community Development)

FY 2018 Request	CDAC Recommendation
\$250,000	\$136,031.21

The Downtown Riverfront Master Plan and the Fifth Street Master Plan were adopted by City Council in 2001 and 2006, respectively. The plans establish the vision for rehabilitated and revitalized corridors that serve the needs of both the surrounding neighborhoods and the City as a whole. The City has committed CDBG and Capital funds to a variety of public infrastructure projects in these areas and is recognizing considerable private development interest as a result. The impetus for many of these efforts has been the replacement of aging water, sewer and storm water infrastructure.

City staff continues to prioritize its next water line replacement projects and is requesting CDBG funds to supplement the cost of streetscape improvements associated with those efforts and specifically for Phase III of the 5th Street Infrastructure Improvements. This project furthers the City's Strategic Plan priorities of economic development, healthy and active living, infrastructure, land use and transportation. The work also (i) support(s) efforts for the removal and redevelopment of dilapidated and condemned structures to eliminate neighborhood deterioration, blight and blighting influences and (ii) economic development initiatives that improve the economic base, job skills, and health of the community as identified in the adopted 2017-2018 Annual Action Plan Consolidated Plan Goals.

Rental Housing and Vacant Building Inspections – Code Enforcement Inspector (City-Department of Community Development)

FY 2018 Request	CDAC Recommendation
\$25,000	\$-0-

The Department of Community Development requested CDBG funding to assist with the City's housing inspection programs. The program funds would be used to hire part time staff to help

ensure rental housing meets Virginia Uniform Statewide Building Code standards and minimize impacts of vacant buildings.

The City's Rental Inspection Program was implemented over 22 years ago and allows for the proactive inspection of housing units in neighborhoods with the highest ratios of renters living in some of the City's oldest structures. City Council has reaffirmed on multiple occasions the program's inherent benefits to achieving many of the City's housing goals documented in the Comprehensive Plan 2013-2030, the Consolidated Plan and the Analysis of Impediments to Fair Housing. More than two decades ago, census data revealed 38% of the total housing stock in the City consisted of rental units. Today that number is estimated at 49%. American Community Survey data also projects more than 3,700 rental units in the CDBG program area; currently staff is inspecting less than half of those every four years.

In addition, Code Compliance staff is spending a significant amount of time monitoring, inspecting and responding to complaints about vacant structures. Approximately 89% of the vacant structures with active housing cases are located within the CDBG program area. City Council recently reauthorized the City's Vacant Building Registration Program and directed the registration fees to supplement staff resources to help proactively address some of the vacant property concerns. Programming CDBG funds to supplement those registration fees will provide part-time staffing assistance allowing the City's full-time inspectors to focus on occupied housing issues such as the rental inspection program as well as help minimize the exterior blight of vacant properties.

This proposal complements the Lynchburg Redevelopment and Housing Authority's *Vacant Housing Revitalization and Redevelopment* CDBG proposal to reinvent vacant housing.

College Hill Neighborhood Center Rehabilitation (City-Department of Parks and Recreation)

FY 2018 Request	CDAC Recommendation
\$150,000	\$150,000

The College Hill Neighborhood Center is located at 811 Jackson Street. Constructed in 1991, the 3,016 square foot Center has played a vital role in the life of the community. After more than 25 years of constant use, the shop-worn facility is in desperate need of basic infrastructure reinvestments. Renovations have been scheduled but repeatedly deferred, due to lack of City capital improvements fund availability.

While some key improvements have been made in the last year, including a basketball court resurfacing in 2016, the facility is in great need of basic improvements. Current plans include kitchen and bathroom renovations and general facility upgrades to flooring, ceiling, and walls; improvements are also needed to exterior elements such as park fencing, signing, and lighting elements; and if funding is available, additional site amenities such as picnic tables, bicycle racks, grill, benches, and trash cans.

Reinvestment in the Neighborhood Center will not only rejuvenate the facility itself, but provide an economic spillover effect to the surrounding neighborhood where it serves as a much needed socio-economic anchor to the neighborhood. Urban blight can only be improved one property at a time and the City can provide exemplary facilities, with these much-needed upgrades, that will improve the quality of the public space for low- to moderate-income College

Hill residents, and maintain the social equity investment recognized decades ago, when the facility was originally established.

Daniel's Hill Neighborhood Center Rehabilitation (City-Department of Parks and Recreation)

FY 2018 Request	CDAC Recommendation
\$175,000	\$175,000

The Daniels Hill Neighborhood Center is located at 314 Norwood Street. Constructed in 1979, the 4,200 square foot Center has played a vital role in the life of the surrounding community. After decades of constant use, the shop-worn facility is in desperate need of basic infrastructure reinvestments. Renovations have been scheduled but repeatedly deferred, due to lack of capital improvement fund availability.

While some key improvements have been made over the decades, including a basketball court resurfacing in 2016, the facility is in great-need of basic improvements. Current plans include kitchen and bathroom renovations and general facility upgrades to flooring, ceiling, walls, and window treatments; improvements are also needed to exterior elements such as park fencing, signage, and lighting elements; and, if funding is available, additional site amenities are needed such as picnic tables, bicycle racks, a grill, benches, trash cans and an outdoor exercise (Parkour) area.

Reinvestment in the Daniel's Hill Center will not only rejuvenate the facility itself, but provide an economic spillover effect to the surrounding neighborhood where it serves as a much needed socio-economic anchor to the neighborhood. Urban blight can only be improved one property at a time and the City can provide exemplary facilities, with these much-needed upgrades, that will improve the quality of public space for low- to moderate-income Daniel's Hill residents, and maintain the social equity investment recognized decades ago, when this facility was originally established.

Langview Apartment Rehabilitation - Lynchburg Redevelopment and Housing Authority (LRHA) –

FY 2018 Request	CDAC Recommendation
\$85,000	\$85,000

During HUD REAC (Real Estate Assessment Center) and FHEO (Fair Housing Equal Opportunity) on-site inspections, it was noted that HUD requires public housing authorities to provide at least 5% of their housing inventory as ADA/Section 504 accessible units. For LRHA, this means that 17 of its 328 units should be accessible in order to provide extremely-low, low and moderate income disabled families equal opportunity to the public housing program. Due to the changes in accessibility requirements since the public housing developments were constructed, none of the units were deemed to be fully accessible. Since December 2013, LRHA has completed renovation of six units to full ADA compliance, with one currently being renovated and two more identified to be renovated.

This request will permit LRHA to make one additional unit in Langview Apartments fully ADA/Section 504 compliant. The renovations to recognize accessibility compliance focuses on

enlarging the bathroom to create room to reconfigure the plumbing fixtures and adding an addition to the kitchen to gain the required clearances. Once these units are completed LRHA will be at 50% of the HUD required accessible units.

Centralized Homeless intake Coordinator - Lynchburg Redevelopment and Housing Authority (LRHA)

FY 2018 Request	CDAC Recommendation
\$65,000	\$65,000

The Central Virginia Continuum of Care (CoC), in partnership with LRHA, is requesting continued funding for the position of Homeless Intake Coordinator. This position was created in early 2014 as a part-time position and was housed at the City's Department of Human Services. HUD's Continuum of Care program regulations require a coordinated intake process in order for a community to be eligible for federal grants to assist with homeless response programs. This inaugural year was used to increase community awareness, develop policy and procedure, and gain community partner participation. In July 2015, the position was made full-time and was moved to LRHA. This enhancement created additional hours of availability as well as married the "front-door" of the homeless response system to the City's Housing Authority and its programs. This allows the Coordinator to have access to information about programs that will provide long term stability to households most vulnerable. The Coordinator assesses a household's needs to determine if they can be diverted from homelessness or, if necessary, placed in shelter. Development of a housing plan, assessment of barriers and referral to the most appropriate homeless response program, puts households on a path to housing stability.

Affordable Housing Resource Center – Lynchburg Redevelopment and Housing Authority (LRHA)

FY 2018 Request	CDAC Recommendation
\$40,000	\$37,633.30

This project would provide continued funding for an Affordable Housing Resource Center which will allow a Housing Navigator to provide a centralized access point to all affordable housing resources and programs available in the City of Lynchburg. FY 2016 funds were allocated to this activity to establish this Center. The recruitment of a "Housing Navigator" is underway.

This project is a collaboration of the Lynchburg Housing Collaborative, the Central Virginia Continuum of Care, the City of Lynchburg and Lynchburg Redevelopment and Housing Authority.

The concept of an Affordable Housing Resource Center is a solution that would bring all housing related resources under one roof to provide citizens of Lynchburg a "one stop shop" for accessing resources to address and solve their housing questions and needs. The Lynchburg Housing Collaborative and Central Virginia Continuum of Care would be partners in this endeavor. In addition, search our community for additional partners, as well as resources.

ATTACHMENT C

The Center would offer a “Housing Navigator” who would assist citizens in navigating the vast sea of affordable housing challenges and opportunities in the City. Information, education and training programs would be offered to provide a number of learning tools to assist citizens to be successful obtaining and maintaining stable housing. These programs would include: Renter Counseling; Homebuyer Counseling; Landlord/Tenant Law training; Energy-Saving Education; Avoiding Eviction guidance; Home Maintenance tips, etc.

The Center would work with citizens to understand their need, whether immediate or future, and assist them in determining what program/resource best meets their need. The Center would be an “information hub” which all housing providers would report the status of their existing program information and openings. The Center would track data related to citizens assisted, the needs, the income level and the results.

The Center would provide a computer resource for access to on-line training opportunities, housing location, and a variety of other resources that would assist citizens in obtaining and retaining stable housing.

LRHA, the Housing Collaborative and the Continuum of Care plan to establish a “Housing First” model program within the City of Lynchburg to provide permanent, affordable housing as quickly as possible to persons facing homelessness or assist them in solving challenges they face in their housing status. Diversion programs can prevent eviction and foreclosure when citizens have a central resource that will guide them through the hardships they are facing.

Boys and Girls Blub Badges and Fun Fridays Program – City-Lynchburg Police Department and Boys and Girls Clubs of Greater Lynchburg

FY 2018 Request	CDAC Recommendation
\$6,607.50	\$6,607.50

Using Badges for Baseball coupled with Fun Fridays, Boys & Girls Club creates open and fun opportunities for Club members and neighborhood youth (high-risk youth ages 6-18) to interact with Lynchburg Police Officers throughout the year. Through baseball, officers coach members the basic of the sport but will also help members develop the traits of fair play and sportsmanship. Through Fun Fridays, LPD officers will participate in multiple activities such as serving members lunch, league play, and small group activities. Whether combined or offered as stand-alone programs, the Club and LPD have been, and will continue to, combat the implicit bias by youth and officers. Opportunities such as these will help to build a community of respect and belonging.

Many of the youth served by Boys & Girls Club of Greater Lynchburg lack the proper influences in their lives to foster a positive self-esteem, self-confidence and a sense of belonging, competence, and usefulness. Many of our members lack an understanding of and respect for positive and competitive recreational activities. Continuing the Badges for Baseball (including Quick ball and the Healthy Choices/Healthy Children programs) and Fun Fridays with Lynchburg Police Department youth will be further exposed to activities which teach self-discipline, strength (both physical and mental) and well as team work. Club members and other youth (Club guests) will learn the power of leadership as well as the benefits and responsibility of committing to a program or team. Perhaps most importantly, the youth will be interacting with the local police in a positive environment of a sports league.

ATTACHMENT C

In a time when many minority communities have been inundated with images and news stories of racially charged events, it is imperative that the underserved children of the community see local law enforcement as a positive element. Boys & Girls Club of Greater Lynchburg and Lynchburg Police Department have had a solid collaboration in place for 10 years. Together these two organizations have been combatting implicit bias and have been building positive relationships within the community.

Although the Badges for Baseball and Fun Fridays will take place without CDBG funding, it is not certain to what extent the programs will be implemented. They will certainly be scaled back and offered in a decreased capacity.

HOME Program Applicants**City Administration**

FY 2018 Request	CDAC Recommendation
\$24,000	\$24,000

Funding is requested to fully fund the personnel, operating and training costs associated with managing the HOME Program.

Lynchburg Community Action Group (Lyn-CAG) – Homeowner Substantial Rehabilitation

FY 2018 Request	CDAC Recommendation
\$150,000	\$75,000

Lyn-CAG's Homeowner Rehabilitation Program provides rehabilitation services to existing properties. Eligible properties are brought into Building Code compliance. The program is operated as a forgivable loan program with lien requirements and recaptures restriction agreements as required by U. S. Department of Housing and Urban Development (HUD) regulations.

The rehabilitation program activities provide selective rehabilitation services designed to remove health and safety hazards and Building Code violations from the homes of low-income homeowners who live in the City of Lynchburg and meet HUD income guidelines for the HOME Program. Typical requests for services include electrical, plumbing, structural, and roof repair/replacement. All local contractors who provide the services are licensed and insured. Building materials are purchased from local businesses. Lyn-CAG anticipates providing services to 15 low-income households during the FY 2018 program year at an average cost of \$10,000 per unit. In addition, Lyn-CAG staff will be coordinating resources from its Weatherization Program to ensure that homes are energy efficient. This will also make the home more affordable.

Lynchburg Community Action Group (Lyn-CAG) – First-time Homebuyer-Certified Housing Development Organization (CHDO)

FY 2018 Request	CDAC Recommendation
\$47,700	\$47,700

As a certified CHDO, Lyn-CAG operates the HOME/CHDO First Time Homebuyers Program. This Program provides for acquisition of vacant properties for rehabilitation or new construction to eligible first time homebuyers. Proceeds from the sale of properties are reinvested in housing program services that benefit eligible clients in the City of Lynchburg. Lien documents and recapture agreements are required for each property.

Greater Lynchburg Habitat for Humanity (GLHFH) – Homeownership Program

FY 2018 Request	CDAC Recommendation
\$120,000	\$96,193

Greater Lynchburg Habitat for Humanity (GLHFH) develops homeownership opportunities for low-income families that would not qualify or be able to afford homeownership through conventional bank mortgages. GLHFH builds good quality, moderately appointed homes and sells them to qualified applicants. The target population for the program is families whose income falls in the range of 40% to 70% of HUD's median family income, adjusted for size of family. To qualify, families must demonstrate need (residing in poor, unsafe, unhealthy, and/or unaffordable housing); they must have the ability to pay a no-interest mortgage (must have a steady income and low debt to income ratio); and must be willing to partner with GLHFH (provide sweat equity, participate in training, and prepare for the responsibilities of homeownership).

GLHFH solicits funding, materials, and volunteer labor from the community and is thereby allowing the organization the ability to maintain low construction costs. GLHFH is therefore able to sell the home to the qualified family with a no-interest mortgage loan. Families have to provide 200 (single applicant) to 300 (multiple applicants) hours of labor, referred to as "sweat equity," to the project. The mortgagees must attend GLHFH's course designed to prepare them for homeownership. The series of classes provide education about financial literacy, budgeting, home maintenance, taxes and insurance, predatory lending, and loss mitigation options.

GLHFH will use HOME funds to pay for down-payment assistance which will reduce the principal balance so that the family can afford the monthly mortgage payments. GLHFH defines "payment affordability" as not more than 30% of monthly income, though we strive for 25% when possible as to make our homes affordable for families in the lower tiers of HUD AMI income.

Lynchburg Redevelopment and Housing Authority – Vacant Housing Revitalization and Rehabilitation Program

FY 2018 Request	CDAC Recommendation
\$150,000	\$75,000

For many years the Authority has partnered with the City to address blighted properties in the City of Lynchburg. The program was known as the Spot Blight Abatement program. The Authority would acquire properties without plans for properties after acquisition. This left the Authority with a long list of properties and no benefit to the neighborhoods, other than removing the dilapidated buildings.

The Authority's staff and Board of Commissioners believe, in order to truly address the blighted properties, there needs to be determination of what those properties will become after acquisition. It is the intent of LRHA to use some of the properties to rehabilitate the existing structures and then rent the properties as affordable housing. Other properties will be identified for demolition and new construction building. The Authority will partner with other housing providers in the City to determine the best locations and end use of blighted properties. Keeping Fair Housing requirements in mind, LRHA staff will work to provide opportunities outside of areas of concentrated poverty while also addressing the blighted properties in the concentrated areas with the intent of bring mixed income opportunities to those areas.

CDBG Unexpended Balances

updated as of February 28, 2017

ATTACHMENT D

Program Description	00041		00042	
	2015-2016		2016-2017	Total
City Program Administration		-	50,114.45	50,114.45
Lyn -CAG Fair Housing Counseling Initiative			10,000.00	10,000.00
Downtown Street Improvements			204,030.37	204,030.37
LRHA - Langview Apt Renovations			85,000.00	85,000.00
LRHA - Dearington Apts Window Replcmt			150,000.00	150,000.00
LRHA Delivery Costs - Property Disposition		28,576.00	7,205.00	35,781.00
LRHA Delivery - Rehab		25,747.00	21,710.00	47,457.00
LRHA Delivery - Public Housing Rehab		25,175.00	21,710.00	46,885.00
Subtotal LRHA Spot Blight Program				130,123.00
LRHA Rental Rehab		45,734.28		45,734.28
LRHA Housing Resource Center		45,219.00		45,219.00
LRHA Delivery Costs - Administration		40,060.35	33,740.00	73,800.35
LRHA - CHIA - Continuum of Care		-	59,008.81	59,008.81
Total LRHA				353,885.44
Total Unexpended CDBG Funds		210,511.63	642,518.63	853,030.26

HOME Fund Unexpended Balances

updated as of February 28, 2017

	01021	01022	01023	
Program Description	2014-2015	2015-2016	2016-2017	Total
City Program Administration	-	10,308.55	24,000.00	34,308.55
Habitat	-	38,120.00	-	38,120.00
Rush Homes CHDO	-	150,000.00	-	150,000.00
Lyn-CAG CHDO	-	-	100,000.00	100,000.00
Lyn-CAG Substantial Rehab		-	170,598.83	170,598.83
Lyn-CAG Down Paymt/Closing/Educ	50,000.00	-	-	50,000.00
Total Lyn-CAG				320,598.83
LRHA - Homeownership	146,152.18	-	-	146,152.18
Total LRHA				146,152.18
Total HOME Unexpended Funds	196,152.18	198,428.55	294,598.83	689,179.56

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **March 14, 2017**

AGENDA ITEM #: **10**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Change of Voting Location in Ward IV, Precinct 3 from Memorial Christian Church to Perrymont Fellowship Hall

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☐ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☒ Administrative

RECOMMENDATION: After a public hearing, adopt an ordinance amending Section 14-35 of the City Code moving the voting location for Ward IV, Precinct 3 from Memorial Christian Church, 615 Perrymont Avenue, to Perrymont Fellowship Hall, 114 Perrymont Avenue.

SUMMARY: Memorial Christian Church is the Ward IV, Precinct 3 polling location; the Church no longer wishes to be a polling location. Perrymont Fellowship Hall has agreed to serve as a polling location for Ward IV, Precinct 3.

PRIOR ACTION(S): None

FISCAL IMPACT: Cost of printing and mailing new voter notices: \$4,350 (funds will be requested at FY 2017 Third Quarter Adjustments).

CONTACT(S): Karen Patterson, General Registrar – 455-5995
Electoral Board: Pat Bower, Chair – 239-6139
John Cobbs, Secretary – 546-0401

ATTACHMENT(S): Amended Ordinance - City Code Section 14-35
Map Showing Former and New Polling Location

REVIEWED BY: bms

AN ORDINANCE TO AMEND AND REENACT SECTION 14-35 OF THE CODE OF THE CITY OF LYNCHBURG, 1981, THE AMENDED SECTION RELATING TO THE DESIGNATION OF A VOTING PLACE FOR THE THIRD PRECINCT OF THE FOURTH WARD.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That Section 14-35 of the Code of the City of Lynchburg, 1981, be and the same are hereby amended and reenacted as follows:

Sec. 14-35. Fourth ward.

The fourth ward shall be divided into four (4) election precincts, the boundaries of which shall be as follows:

(1) First precinct. All that portion of the fourth ward beginning at a point, said point being the intersection of the Corporate Limits of the City of Lynchburg and the centerline of Graves Mill Road, thence proceeding in an easterly direction along the centerline of Graves Mill Road to its point of intersection with the centerline of McConville Road, thence proceeding in a northerly direction along the centerline of McConville Road to its point of intersection with the centerline of Tomahawk Creek, thence proceeding in an easterly direction along the centerline of Tomahawk Creek to its point of intersection with the centerline of Burton Creek, thence proceeding in a southerly direction along the centerline of Burton Creek to its point of intersection with the centerline of the westbound lane of Timberlake Road, thence proceeding in a southwesterly direction along the centerline of the westbound lane of Timberlake Road to its point of intersection with the Corporate Limits of the City of Lynchburg, thence proceeding in a westerly direction along the Corporate Limits of the City of Lynchburg to the point of beginning. The voting place of said first precinct of the fourth ward shall be located at Cornerstone Community Church, 525 Old Graves Mill Road.

(2) Second precinct. All that portion of the fourth ward beginning at a point, said point being the intersection of the centerline of Tomahawk Creek, Burton Creek and the centerline of Blackwater Creek, thence proceeding in an easterly direction along the centerline of Blackwater Creek to its point of intersection with the Blackwater Creek Tributary, thence proceeding in a southeasterly direction along the centerline of the Blackwater Creek Tributary to its point of intersection with the centerline of Heath Avenue extended, thence proceeding in a southerly direction two hundred thirty-four (234) feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue, thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the centerline of Fort Avenue, thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Burton Creek, thence proceeding in a northerly direction along the centerline of Burton Creek, to the point of beginning. The voting place in said second precinct of the fourth ward shall be located at Sandusky Middle School, 805 Chinook Place.

(3) Third precinct. All the portion of the fourth ward lying at a point, said point being the intersection of the centerline of Wyndale Drive and the centerline of Fleetwood Avenue, thence proceeding in a southeasterly direction along the centerline of Fleetwood Avenue to its terminus, thence proceeding in a southerly direction three hundred ninety-five (395)

feet along the centerline of Fleetwood Drive extended to its point of intersection with the centerline of Blackwater Creek, thence proceeding in a northeasterly direction along the centerline of Blackwater Creek to its point of intersection with the Blackwater Creek Tributary, thence proceeding in a southeasterly direction along the centerline of the Blackwater Creek Tributary to its point of intersection with the centerline of Heath Avenue extended, thence proceeding in a southerly direction two hundred thirty-four (234) feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue, thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the centerline of Fort Avenue, thence proceeding in a northeasterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakridge Boulevard, thence proceeding in a westerly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Sussex Street, thence proceeding in a northeasterly direction along the centerline of Sussex Street to its point of intersection with the centerline of Richmond Street, thence proceeding in a northeasterly direction along the centerline of Richmond Street to its point of intersection with the centerline of Rockbridge Avenue, thence proceeding in a northwesterly direction along the centerline of Rockbridge Avenue to its point of intersection with the centerline of Lakeside Drive, thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Wyndale Drive, thence proceeding in a southwesterly direction along the centerline of Wyndale Drive to the point of beginning. The voting place in said third precinct of the fourth ward shall be located at the Perrymont Fellowship Hall, Memorial Christian Church, 512 114 Perrymont Avenue.

(4) Fourth precinct. All that portion of the fourth ward beginning at a point, said point being the intersection of the centerline of Rivermont Avenue and the centerline of Rivermont Terrace, thence proceeding in a southerly direction along the centerline of Rivermont Terrace to its point of intersection with the centerline of Langhorne Road, thence proceeding in a southerly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Landon Street, thence proceeding in a westerly direction along the centerline of Landon Street to its point of intersection with Club Drive, thence proceeding in a southwesterly direction along the centerline of Club Drive to its terminus, thence proceeding in a southwesterly direction ninety-three (93) feet along the centerline of Club Drive extended to its point of intersection with the centerline of Ivy Creek, thence proceeding in a southeasterly direction along the centerline of Ivy Creek to its point of intersection with the centerline of the abandoned Norfolk and Southern Railroad, thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk and Southern Railroad to its point of intersection with the centerline of Langhorne Road, thence proceeding in a southerly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Blackwater Creek, thence proceeding in a westerly direction along the centerline of Blackwater Creek to its point of intersection with the Blackwater Creek Tributary, thence proceeding in an easterly direction along the centerline of the Blackwater Creek Tributary to its point of intersection with the centerline of Lakeside Drive, thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Forest Brook Road, thence proceeding in a northerly direction along the centerline of Forest Brook Road to its point of intersection with the centerline of Old Forest Road, thence proceeding in a northeasterly direction along the centerline of Old Forest Road to its point of intersection with Devonshire Road, thence proceeding in a northwesterly direction along the centerline of Devonshire Road to its point of intersection with Kettering Lane, thence proceeding in a northwesterly direction

one thousand eight hundred fifteen (1815) feet along the centerline of Devonshire Road extended to its point of intersection with the centerline of the Ivy Creek Tributary, thence proceeding in a northwesterly direction along the centerline of the Ivy Creek Tributary to its point of intersection with the centerline of Ivy Creek, thence proceeding in a northeasterly direction along the centerline of Ivy Creek to its point of intersection with the centerline of Link Road, thence proceeding in a northeasterly direction along the centerline of Link Road to its point of intersection with Rivermont Avenue, thence proceeding in an easterly direction to the point of beginning. The voting place in said fourth precinct of the fourth ward shall be located at Linkhorne Middle School, 2525 Linkhorne Drive.

2. That this ordinance shall become effective upon its adoption.

Adopted:

Certified:

Clerk of Council

034K

Ward IV, Precinct 3 - New Polling Location

Perrymont Fellowship Hall - 114 Perrymont Avenue

New Polling Location:
Perrymont Fellowship Hall
114 Perrymont Avenue

Former Polling Location:
Memorial Christian Church
615 Perrymont Avenue

AGENDA ITEM #11

249 Towne Crier Road
Lynchburg, VA 24502
March 7, 2017

Clerk of Council
City Hall – 3rd Floor
900 Court Street
Lynchburg, VA 24504

Dear Council Member:

I am writing to request to present a concern with proposed resolutions at the next city council meeting, March 14, 2017. My concern is in regards to the increase in traffic on Towne Crier Road in the subdivision of New Towne. There has been an ongoing problem of speeding on this road and thru-out the neighborhood. Recently, since the construction on McConville Road, the traffic has increased with speeding being a major concern. New Towne is a family oriented neighborhood. I am highly concerned for the safety of my children, my neighbor's children, and other members of the community that enjoy walking the neighborhood.

Thank you for your time and the consideration of my concern.

Sincerely,

Alicia Roberts
A concern community member of Lynchburg City.

037K

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **March 14, 2017**

AGENDA ITEM #: **12**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Interpretive Marker on Monument Terrace in Honor of Desmond Doss

Strategic Pillar(s) Impacted:

☒ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☐ Land Use	☒ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Adopt a Resolution approving the placement of an interpretive marker about Lynchburg native and Medal of Honor recipient Desmond Doss at the World War II Memorial landing on Monument Terrace.

SUMMARY: Desmond Doss grew up in the Fairview Heights neighborhood and entered the U.S. Army in 1942. A member of the Seventh Day Adventist faith, Doss was a conscientious objector and refused to carry a weapon. Serving as a medic in the Pacific Theatre, Doss saved some 75 men by lowering them down a cliff while under fire on Okinawa in 1945. A few days later, he was seriously wounded and gave up his stretcher for another wounded soldier. On October 12, 1945, President Truman presented the Medal of Honor to Doss at the White House, making him the first non-combatant to win the nation's highest military honor.

If approved, an 18" by 24" interpretive marker on pedestal will be installed on Monument Terrace that relates the story of Desmond Doss. The marker will be done by the same vendor and in the same style as the nine existing markers on Lynchburg history already placed in Downtown and along the City's trail network. The marker will contain photographs and document Doss' amazing story recently featured in the movie *Hacksaw Ridge*.

A Virginia Historic Highway Marker is also planned for Doss and if approved by the Virginia Department of Historic Resources, will be placed at the intersection of Campbell Avenue and Mosby Street near his childhood home.

PRIOR ACTION(S):

November 13, 2007: City Council established policies regarding the placement of memorials on Monument Terrace.

February 27, 2017: The Historic Preservation Commission (HPC) recommended approval of a Certificate of Appropriateness (COA) for the historic marker.

FISCAL IMPACT: Full funding has been raised from private donations to the Military Order of the Purple Heart, Chapter 1607.

CONTACT(S): Steve Bozeman, Military Order of the Purple Heart (434) 384 7609
Doug Harvey, Museum Director (434) 455 4422

ATTACHMENT(S): Resolution, Photograph of proposed marker location, draft graphic panel, and sample marker

REVIEWED BY: bms

RESOLUTION

WHEREAS, Lynchburg is justifiably proud of the military service of its citizens going back to the American Revolution,

WHEREAS, Desmond Thomas Doss grew up in Lynchburg's Fairview Heights neighborhood and entered the U.S. Army in 1942 and, as a member of the Seventh Day Adventist faith, Doss was a conscientious objector and refused to carry a weapon.

WHEREAS, Doss served as a medic in the Pacific Theatre and saved some 75 men by lowering them down a cliff while under fire on Okinawa in 1945.

WHEREAS, On October 12, 1945, President Truman presented the Medal of Honor to Doss at the White House, making him the first non-combatant to win the nation's highest military honor.

WHEREAS, Monument Terrace was created as a memorial to military service and contains monuments honoring those who served and died in service to the nation,

NOW, THEREFORE, BE IT RESOLVED THAT the Lynchburg City Council does hereby approve the placement of an interpretive marker about Desmond Doss and his remarkable story on Monument Terrace adjacent to the wall listing the names of Lynchburg soldiers killed during World War II.

Adopted:

Certified:

Clerk of Council

033K

SAMUEL F. MARSHALL

McCLURE D. MARTIN

SAMUEL E. MARTIN

MACK C. MASON, JR.

ROBERT M. MASON

WILLIAM E. MAYBERRY

E. BYRON MEADOR, JR.

NORMAN D. MEREDITH

JAMES P. MITCHELL

RAYMOND T. MOORE

WILLIAM PRYOR MORGAN, JR.

CHARLES H. MOUNTCASTLE

MAYNARD I. MOYER

WARREN MOYER

HENRY A. MURPHY

JAMES U. MYERS

WILLIAM E. MCCARTHY, JR.

LAWRENCE E. MCCRAW

SAMUEL M. McNUTT

HAROLD NASE

MARK I. OVERSTREET

FRANK W. PAGE

WALKER L. PARRISH

GRANT G. PARSONS

WEST A. PAYNE

ZEBULON V. PENNY

SAMUEL D. PERKINS, JR.

LEWIS PETTIGREW

JAMES G. PHILLIPS

LUTHER W. PICKERAL, JR.

RAYMOND E. POWELL

PAUL L. PRICE

COLEMAN D. RAMSEY

JAMES E. REID

THOMAS D. REESE

LEONARD J. RILEY

CLARENCE ROBERSON

DAVID P. RORER, JR.

JAMES E. H. RUMBROUGH

DAVID M. RUSSELL



CURLEY SCOTT

WILLIAM P. SHELTON, JR.

JAMES R. SILBY

CHARLES A. SIMMONS

THOMAS E. SLIGH

WILLIAM H. SMITH, JR.

CLYDE T. SPENCER, JR.

HERMAN O. SPROUSE

GERALD H. STATON

HENRY C. STATON

WILLIAM A. STEDMAN

HARRY N. STONE

WILLIAM G. SUHLING, III

BALDWIN TANNER

ANDREW H. THOMPSON

RUSSELL M. THURMOND

PERRY L. TOMLIN

CORNELIUS E. TOMLINSON

CHESTER E. TRENT, JR.

THOMAS A. TRENT

GEORGE T. TUCK

JOHN WALTER THOMAS, JR.

EDWARD C. G. TYREE

JAMES RUSSELL VOLK

GEORGE N. WADE

RONALD P. WADE

HOWARD E. WALKER

DAVID G. WALLER

ROBERT B. WARE

ROBERT G. WARE

PERCY E. WATLINGTON, JR.

JAMES T. WHITE

SAMUEL L. WHITLOW

HENRY B. WILLIAMS

ROBERT H. WILLIAMS

RALPH G. WINGFIELD

DANIEL P. WOMACK

RANDOLPH M. WOOD

KENNETH L. WOOLDRIDGE

JAMES A. WRIGHT

MASSIE L. WRIGHT

SAMUEL L. WRIGHT

LYCHBURG HISTORY



PFC DESMOND THOMAS DOSS

Desmond T. Doss was born in Lynchburg in 1919 and grew up in the Fairview Heights neighborhood. A Seventh Day Adventist and a pacifist, Doss was working at the Newport News Shipyard when WWII began. He was eligible for a deferment as a defense industry employee, but when drafted he reported to the Lynchburg Armory for induction in April 1942. A conscientious objector, he became a medic. During boot camp at Fort Jackson, S.C., officers and soldiers alike mistreated him for his religious beliefs, such as celebrating the Sabbath on Saturday.

Doss served in combat on Guam and Leyte and was awarded two Bronze Stars for bravery while treating the wounded. With the 77th Infantry Division during the Battle of Maeda Escarpment (Hacksaw Ridge) on Okinawa, he saved more than 75 men on May 5, 1945, by lowering them down a cliff one by one under intense fire using a rope knot he devised. Doss was wounded several times during the night of May 21–22. Carried off the battlefield on a stretcher, he gave up his place to another wounded soldier. Doss received the Medal of Honor from President Harry S. Truman on October 12, 1945. He was the first noncombatant and the only WWII veteran so honored.

When Doss returned to Lynchburg, his home town greeted him with a parade attended by thousands. He spent six years in hospitals recovering from his wounds. Doss died at his home in Piedmont, Alabama, on March 23, 2006, and is buried in the Chattanooga, Tennessee, National Cemetery.

Desmond T. Doss appeared on the television program, *This Is Your Life*, in 1959. Terry Benedict completed a documentary film, *The Conscientious Objector*, about Doss in 2004. On November 4, 2016, the movie *Hacksaw Ridge* was released. Directed by Mel Gibson, the film is based on Doss's life and heroic acts.



From the Medal of Honor Citation

"Private First Class Doss was a company aid man when the 1st Battalion assaulted a jagged escarpment 400 feet high. As our troops gained the summit, a heavy concentration of artillery, mortar, and machine gun fire crashed into them inflicting approximately 75 casualties and driving the others back. Pfc. Doss refused to seek cover and remained in the fire-swept area with the many stricken, carrying all 75 casualties one-by-one to the edge of the escarpment and there lowering them on a rope-supported litter down the face of a cliff to friendly hands. ... On May 21, in a night attack on high ground near Shuri, he remained in exposed territory ... giving aid to the injured until he was himself seriously wounded in the legs by ... a grenade. ... He ... waited 5 hours before litter bearers reached him and started carrying him to cover. ... Doss, seeing a more critically wounded man nearby, crawled off the litter; and directed the bearers to give their first attention to the other man. Through his outstanding bravery and unflinching determination in the face of desperately dangerous conditions Pfc. Doss saved the lives of many soldiers. His name became a symbol throughout the 77th Infantry Division for outstanding gallantry far above and beyond the call of duty."



Doss receiving the Medal of Honor from President Harry S. Truman, Oct. 12, 1945



PFC Desmond Doss atop Maeda Escarpment, May 5, 1945. The ropes he used to lower the wounded men are hanging down the cliff face.

All photos courtesy Desmond Doss Council

Prisoners of War and Missing in Action

On May 13, 1998, Mount Rushmore National Memorial was honored as a significant site for the World's Largest Free Speech Rally. The event was the first of its kind, with speakers from across the country and around the world. The rally was held on the grounds of the memorial, and was attended by thousands of people. The event was a success, and it was a great day for the memorial and for the country.

Source: Authors' calculations from the 1990 Census. Figures represent average for males and females. *Note:* The 1990 Census of the United States did not include information on the number of children in the household. Therefore, the number of children in the household is estimated using the number of children in the household for the 1980 Census and the number of children in the household for the 1990 Census.

English: *Journal of the American Academy of Religion*, 1999, 67(4), 719-734. doi:10.1093/jaarel/67.4.719

A sensory element was used to stimulate all the senses of the participants using, respectively, bitter, salty, sour, bitter and 'hot' stimuli. The stimuli were introduced in water, milk or honey and a new pleasant taste was provided to them. All stimuli had 100%.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

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